Southeast Kansas Comprehensive Safety Action Plan:

Allen County

June 2025

Developed in partnership by:

Southeast Kansas Regional Planning Commission

Allen County

Safe Streets and Roads for All (SS4A) Program

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ACKNOWLEDGEMENTS

The Southeast Kansas Regional Planning Commission (SEKRPC) would like to acknowledge the valuable contribution of its member jurisdictions and project partners. Their active participation and input throughout the planning process were essential to developing the Comprehensive Safety Action Plan (CSAP). Additionally, the SEKRPC extends its gratitude to stakeholders, community organizations, and members of the public whose valuable feedback and insights guided the development of the plan to help meet the safety needs and priorities of the 12-county Southeast Kansas region.

Regional Partners

Southeast Kansas Regional Planning Commission
Allen County
Anderson County
Bourbon County
Cherokee County
Coffey County
Crawford County
Labette County
Linn County
Montgomery County
Neosho County
Wilson County
Woodson County

County Partners

City of Iola, KS
City of Humboldt, KS
City of Moran, KS
City of Gas, KS
City of La Harpe, KS
Allen Community College
Iola USD 257
Marmaton Valley USD 256
Humboldt USD 258
Thrive Allen County

Consultant Team

GFT
Kimley-Horn
Wilson & Company

1 EXECUTIVE SUMMARY

In partnership with the Southeast Kansas Regional Planning Commission, Allen County has created this Comprehensive Safety Action Plan as the first step to achieve the goal of eliminating traffic deaths and serious injuries by 2050. This plan used a combination of community feedback and data analysis to gain a deeper understanding of the factors affecting road safety in the community. By applying the Safe System Approach and Vision Zero principles, this plan identifies areas with the highest roadway safety risks and offers targeted recommendations to reduce those hazards.

From December 2024 through April 2025, community members had the opportunity to review findings and share feedback that helped shape the final plan. This plan reveals that roadway departures, intersection-related, and unrestrained occupant crashes are the primary safety concerns for the Safety Task Force, which shape our focused intervention strategies. Separately, one of the foundational components of the Safe Streets and Roads for All Comprehensive Safety Action Plan is the identification of the High Injury Network (HIN), which highlights the streets and intersections in Allen County with the highest concentration of fatal and serious injury crashes. The HIN includes 104 roadway segments totaling 81.6 miles and 63 high-risk intersections, serving as a key guide for prioritizing safety improvements. Safety along U.S. 169 is a major concern for Allen County residents and further study of the entire corridor at a regional level is recommended.

2 INTRODUCTION

Roadway safety is an issue that impacts every person and every community in the United States. Every individual is exposed to risk on the roadway network whether a driver, passenger, transit user, bicyclist, or pedestrian. In the United States, roadway crashes account for large numbers of serious injuries and deaths. To combat this challenge, the U.S. Department of Transportation (USDOT) created the Safe Streets and Roads for All (SS4A) grant program to support safety initiatives designed to prevent roadway deaths and serious injuries.

The Southeast Kansas Regional Planning Commission (SEKRPC) was awarded a SS4A Planning grant to develop a Comprehensive Safety Action Plan (CSAP) for the 12-county region. A CSAP develops strategies to address the most significant transportation safety risks in a community with an emphasis on fatal and serious injury crashes.

In partnership with SEKRPC, a Safety Action Plan (SAP) was developed for each county in the 12-county region: Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties. The 12-county study area is shown in Figure 1. This SAP will focus on Allen County.

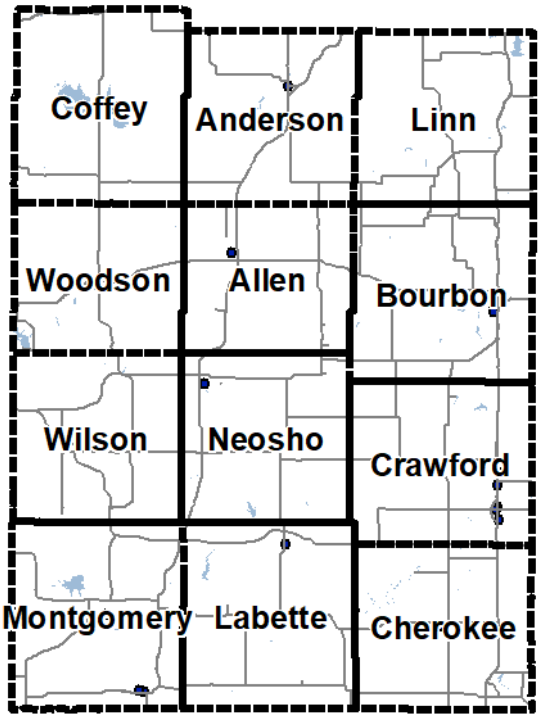


Figure 1: Study Area

Allen County is in the southeast corner of Kansas and is crossed by U.S. 54, U.S. 169, and U.S. 59, shown in Figure 2. Allen County borders Bourbon, Woodson, Anderson, and Neosho Counties within the southeast region. The county is home to approximately 12,526 residents as of the 2020 Decennial Census. Approximately 21 percent of this population is aged 65 and older, and Allen County has a median age of 41 years. There is a significant population aged 25 and older that has a high school diploma or equivalent, 35 percent, compared to Kansas with 25 percent.

Allen County has a median household income of $55,059 and a seven percent unemployment rate. Of those who are able to work and are employed, approximately 80 percent of residents commute alone using a personal vehicle. For employment sectors, manufacturing is the largest with 33 percent of the total industry landscape and educational services is second with 17 percent.

Over 44,000 crashes occurred in the Southeast Kansas region in the past 10 years. In particular, Allen County experienced 2,565 crashes including 14 fatalities, 57 serious injury crashes, and 366 other injury crashes.

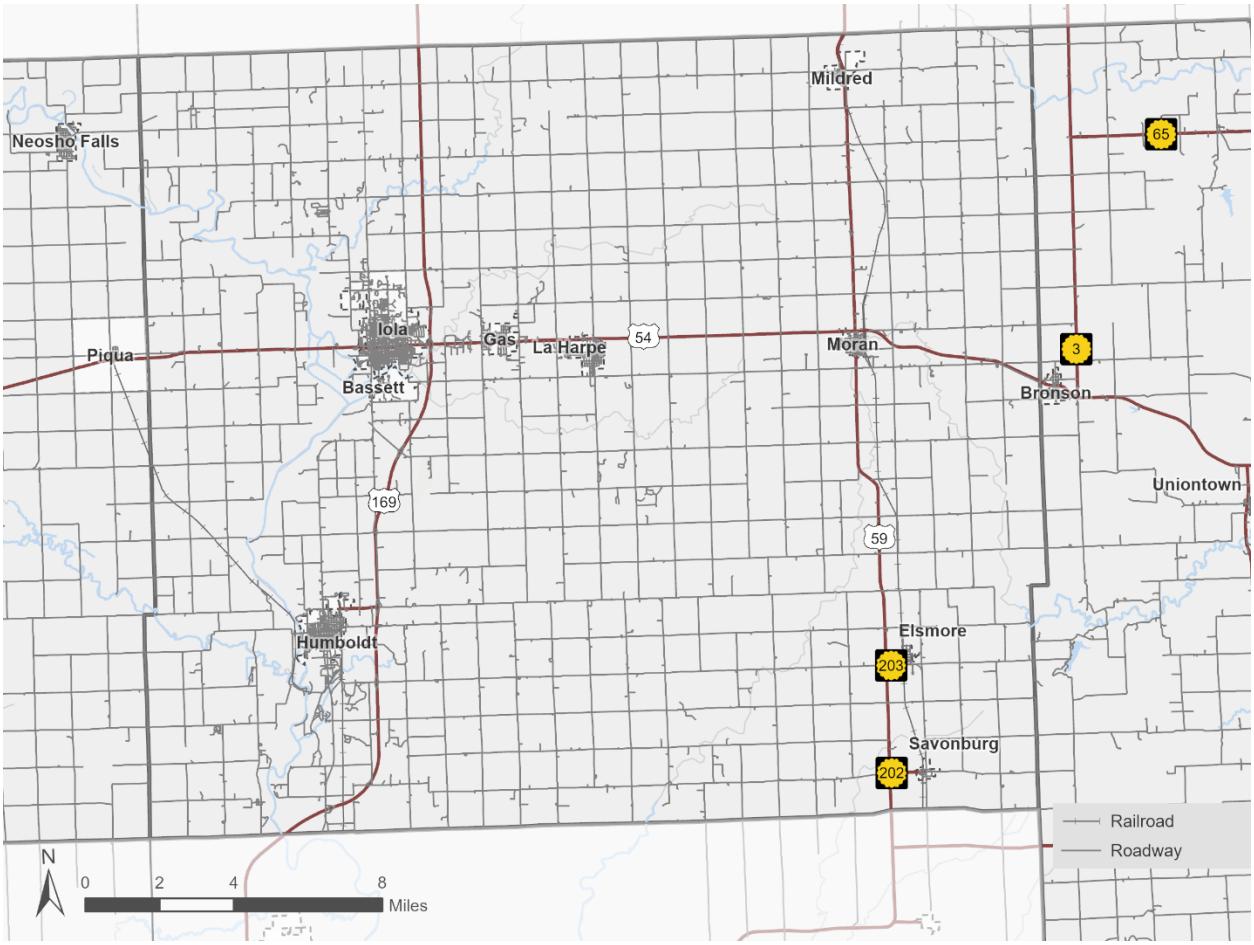


Figure 2: Allen County

2.1 Commitment to Safety

SEKRPC and Allen County recognize that one life lost is one too many and in response, developed a set of programs and projects to save lives and reduce transportation safety risks. This SAP outlines a 10-year action plan detailing the strategies and next steps to achieve these safety objectives.

The success of this SAP relies on the commitment and participation of all stakeholders in Allen County and the Southeast Kansas region. Development of the SAP fostered collaboration among the counties and cities in the 12-county region. By bringing together residents, local government, law enforcement, transportation authorities, school districts, and community organizations, collective expertise and resources were leveraged to implement targeted safety initiatives.

By working together, we can promote a culture of safety and work towards making our communities a safe place to live, work, and visit. The Safety Task Force assembled for this effort is dedicated to fostering collaboration, innovation, and a proactive approach to addressing safety issues and making a positive impact on Southeast Kansas.

2.2 Safe Systems Approach

The SS4A program supports the USDOT National Roadway Safety Strategy and Allen County's goal of zero roadway deaths using a Safe Systems Approach. The SS4A program supports the development of a Comprehensive Safety Action Plan that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues.

The USDOT Safe Systems Approach is a comprehensive and proactive framework to reduce the number of fatalities and serious injuries on roadways. The Safe Systems Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable and responsibility for roadway safety lies with multiple stakeholders.

The Safe Systems Approach has five key elements as shown in Figure 3. Layering these together creates redundancy so that if one component fails, the others are still in place to prevent severe outcomes. This plan focuses on Safe Systems Approaches for:

- **Safer Roads:** The design and maintenance of roadway environments to mitigate human mistakes and account for injury tolerances, encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
- **Safer Speeds:** Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate mitigation measures such as roadway design, targeted education, outreach campaigns, and enforcement.
- **Safer Road Users:** Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed by promoting a safety awareness culture through various outlets.

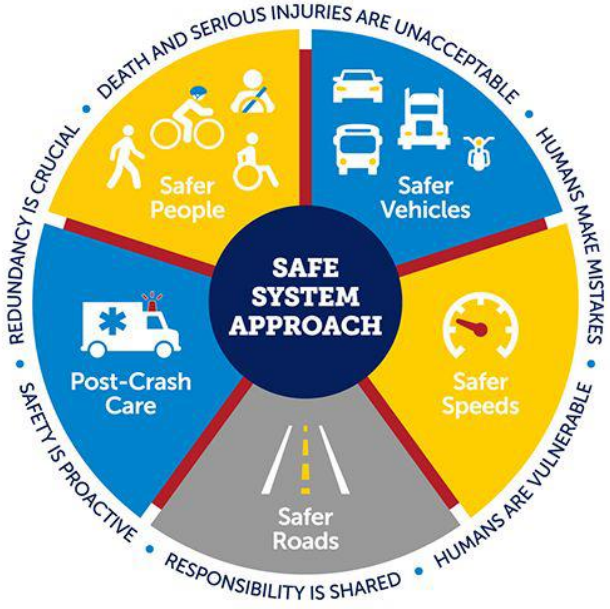


Figure 3: Safe Systems Approach

- **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.
- **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. Additionally, encouraging other safety actions such as seat belt use, proper child seats, and proper vehicle maintenance.

Recommended policies and projects focus on these five proven objectives to create safer conditions for all roadway users.

2.3 Plan Organization

This SAP is built on the following eight key components:

1. **Leadership Commitment and Goal Setting:** An official public commitment by a high-ranking official and/or governing body to an eventual goal of eliminating roadway fatalities and serious injuries.
2. **Planning Structure:** A committee, task force, implementation group, or similar body charged with oversight of the Safety Action Plan development, implementation, and monitoring.
3. **Engagement and Collaboration:** Robust engagement with the public and relevant stakeholders that allows for both community representation and feedback. Information received is analyzed and incorporated into the Safety Action Plan.
4. **Safety Analysis:** A comprehensive analysis of existing conditions, historical trends, and risk factors that provides a baseline level of fatal and serious injuries.
5. **Equity Considerations:** Plan development using inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners.
6. **Policy and Process Changes:** Assessment of current policies, plans, guidelines, and standards to identify opportunities to improve how processes prioritize transportation safety.
7. **Strategy and Project Selection:** Identification of a comprehensive set of projects and strategies shaped by data, equity considerations, public and stakeholder input, and best practices to address the safety issues identified in the Safety Action Plan.
8. **Progress and Transparency:** A method to measure progress over time after the Safety Action Plan is developed or updated.

2.4 Leadership Commitment and Goal Setting

Committing to zero roadway deaths is ambitious and achieving this goal will be challenging for any community. Leadership from local officials on this issue is critically important as leadership sets the tone for the organization and the community. Elected leadership can steer the course of policy and secure the resources necessary to implement safety strategies. The commitment of elected leadership can also result in new local regulations, legislative support at the state or federal level, and better enforcement of existing laws.

Through participation in the planning process facilitated by SEKRPC, Allen County's vision and goals are rooted in Vision Zero elements and the Safe System Approach. The resulting plan enhances safety outcomes, with the eventual goal of zero deaths across the Allen County transportation network by 2050. Allen County's commitment to this goal can be realized if passed by the Allen County Commission. A draft resolution is included in **Appendix A.**

2.4.1 Vision

As a vibrant, growing community, Allen County envisions the development of a comprehensive transportation infrastructure that meets the needs of all residents through transportation improvements, education, and community collaboration, with a goal of zero traffic deaths and serious injuries.

2.4.2 Goals

Allen County is committed to reducing the risk of serious or fatal injury to all road users. The goals established and facilitated through this plan support this vision:

- Adopt and implement the Vision Zero Resolution to eliminate all fatality and serious injury collisions by 2050.
- Utilize a comprehensive data driven approach to address factors contributing to traffic crashes.
- Engage stakeholders, monitor progress, and allocate resources to ensure meaningful progress toward achieving the vision.

2.4.3 Targets

The loss of human lives and serious injuries on the transportation system is unacceptable. The eventual target of this plan is to eliminate fatalities and serious injuries. This will be achieved through a gradual reduction in crashes, with targets being set and adjusted annually or as needed.

2.5 Planning Structure

SEKRPC received a SS4A Planning grant and facilitated the development of an SAP for each county in the 12-county region: Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas.

The Southeast Kansas vision, goals, and recommendations were identified and prioritized through coordination with a regional Safety Task Force with representatives from each county. The Safety Task Force was charged with oversight of plan development, implementation, and monitoring. Follow-up meetings were also held with each county to facilitate more detailed discussions.

2.5.1 Safety Task Force

The Safety Task Force was a regional working group consisting of county staff, law enforcement, and school district representatives. Safety Task Force members served as representatives of their community to validate information and data, provide insight on potential focus areas, discuss safety strategies, and serve as community champions. The Safety Task Force played an integral role in the process by participating in a series of stakeholder meetings and directly informing the development of the Safety Action Plans. Members invited to participate in the Safety Task Force are identified in **Appendix B**.

2.5.2 Expanded Stakeholder List

Due to the regional nature of the study, an expanded stakeholder list of over 300 organizations was also engaged through an online survey to provide additional input to the Safety Task Force. The expanded stakeholder list included additional city staff, emergency services, school districts, healthcare organizations, public transportation providers, business organizations, and transportation advocacy groups. Organizations in the expanded stakeholder list are also identified in **Appendix B**.

3 ENGAGEMENT AND COLLABORATION

The Safety Action Plan included a robust engagement plan with the public and stakeholders that allowed for community representation and feedback. The plan incorporated information received from the engagement process into the plan development.

3.1 Community Engagement Plan

The Community Engagement Plan in **Appendix C** was prepared as a guide to obtain meaningful input from study partners, community organizations, residents, and employees impacted by the transportation system. The Community Engagement Plan focused on the entire 12-county region but also provided flexibility to identify

engagement needs specific to each county. Three primary opportunities to obtain project public input were provided:

1. **Information and Communications:** Communicated information regarding the study background, process, methods, schedule, key messages, and project updates.
2. **Stakeholder Input:** Facilitated meetings with community leaders, elected and appointed officials, government staff, and other stakeholder groups to inform recommendations.
3. **Community Outreach:** Informed, educated, and engaged with community members with the intent of providing an interactive dialogue for input throughout the study.

3.1.1 Key Audiences

Many stakeholders were engaged in the process to provide a comprehensive perspective on the Safe Systems Approach and share unique insights for understanding transportation safety needs in Southeast Kansas. Residents, businesses, and employees provided insights on local transportation challenges, while local governments and school districts ensured alignment with community needs. First responders shared critical knowledge of safety risks and emergency response. Regional and state agencies contributed broader expertise and resources to address transportation safety comprehensively.

Key audiences in the 12-county Southeast Kansas area that provided input for the plan included:

- Residents, employees, and businesses
- Governmental units (county staff, city staff, school districts, elected officials)
- First responders (law enforcement, fire departments, emergency management, healthcare services)
- Community organizations (business organizations, transportation advocacy groups)
- Regional or statewide agencies (SEKRPC, KDOT, public transportation providers)

3.1.2 Community Engagement Methods

A variety of community engagement methods were utilized to promote meaningful involvement from stakeholders and the public while gathering input to guide the planning process. Targeted stakeholder discussions and Safety Task Force meetings provided expert insights and shaped the plan development, while surveys and open-house meetings offered opportunities for community members to highlight safety concerns and share feedback.

These approaches promoted inclusive participation, enhanced understanding of regional safety issues, and fostered collaboration in developing effective solutions.

- **Project Update Meetings:** Project updates were shared in-person and virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.
- **Stakeholder Meetings:** Three Safety Task Force meetings were held to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings were held in a hybrid format with both in-person and virtual attendance options.
- **Public Meetings:** One in-person open house style meeting was held within each county to inform the public of the study's progress, gather public input regarding safety needs, and share features of the proposed plan.
- **Public Survey:** An online survey was distributed that allowed respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information was collected to monitor responses to by county and socioeconomic groups.
- **Public Comments:** Public comments were compiled from meetings, online surveys, phone calls, and face-to-face conversations as well as any written comments received during the study and incorporated into the plan.
- **Public Information:** Updates and announcements for news media, websites, and social media outlets were provided to SEKRPC and the Safety Task Force for distribution.

3.2 Safety Task Force Meetings

The Safety Task Force participated in three meetings throughout the process to review safety data and help identify safety needs in the area. Safety Task force members played an integral role in confirming safety challenges and opportunities, which directly influenced plan recommendations to align with the safety vision and goals of the Southeast Kansas region. Meeting summaries are included in **Appendix B**.

3.2.1 Safety Task Force Meeting #1

Safety Task Force Meeting #1 was held on October 3, 2024 to introduce the study, Safe Systems Approach, review crash data, and discuss safety concerns and potential ideas for solutions. The meeting also included an initial discussion of emphasis areas to provide direction for the planning process.

During the meeting, an interactive survey was conducted to better understand community needs. After crash data trends were presented, participants had an opportunity to select their top three emphasis areas for developing safety solutions. Based on this initial input, the selected emphasis areas were roadway departures, distracted driving, and unrestrained occupants. These stakeholder-selected areas helped provide focused direction for the planning process.

In addition to specific locations noted in **Appendix B**, participants also noted the following safety concerns:

- **Seatbelt Usage:** In Crawford County a SAFE (Seatbelts Are for Everyone) program began after students were involved in a fatal crash. This tragic event highlighted the need for enhanced education around seatbelt usage.
- **Distracted Driving:** Concerns about distracted driving, particularly cell phone use, were raised, including its prevalence among older adults. Representatives from Cherokee County highlighted this as a specific issue.
- **Road Access:** Discussion highlighted the need for improved hard-surface roads to medical centers and major employers, particularly newly constructed or planning facilities.
- **Speeding on Gravel Roads:** Concerns were expressed about drivers going higher speeds on gravel roads and underestimating road conditions.

The following areas were potential solutions identified by stakeholders for improving roadway safety:

- **Driver Education Enhancements:** Online driver's education programs and other programs that emphasize how to best navigate unpaved roads and unmarked intersections.
- **Behavioral Interventions:** Increase citations to encourage safer driving behaviors and address misconceptions, such as the dangers of driving under the influence of marijuana.
- **Infrastructure Improvements:** Implement measures like road edging and clearing line-of-sight obstructions to improve visibility and reduce accidents.
- **Speed Management:** Lower speed limits on gravel roads to enhance safety.

3.2.2 Safety Task Force Meeting #2

Safety Task Force Meeting #2 was held on November 14, 2024 to re-visit key emphasis areas and discuss proven effective countermeasures to address the emphasis area. Based on crash patterns and a review of public input to date, the Safety Task Force built consensus around roadway departures, intersection-related crashes, and unrestrained occupants as the top emphasis areas. Other identified areas that would receive consideration were vulnerable road users (VRU), distracted driving, and alcohol or drug-related crashes.

In addition to specific locations noted in **Appendix B**, an interactive survey allowed participants to discuss how potential countermeasures could be integrated into their communities to address the emphasis areas:

- **Roadway Departure:** Preferred improvements included 2-foot shoulder, edge line treatment, and removing fixed objects in the clear zone.

- **Intersections:** Preferred improvements for unsignalized improvements include retroreflective strips on warning signs, street lighting, and dedicated turn signals. Discussion included roundabout designs, including larger aprons for trucks, and overhead lighting was emphasized as cost effective due to franchise agreements with electric companies (as applicable).
- **Unrestrained Occupant:** Strategies discussed included behavior-changing programs, enforcement campaigns, and outreach, including targeting specific groups such as school age children or farmers.
- **Distracted Driving:** Strategies discussed included high-visibility cell phone/texting enforcement and targeted communications.
- **Vulnerable Road Users:** Preferred strategies for pedestrian improvements included high visibility crosswalk, raised crosswalk, and curb extensions and refugee islands. Bicycle improvements included multi-use paths, cycle tracks, and buffered bike lanes.

3.2.3 Safety Task Force Meeting #3

Safety Task Force Meeting #3 was held on April 24, 2025 to revisit the crash data analysis and public engagement efforts that have taken place so far and discuss example project recommendations and potential countermeasures. Safety projects at specific locations were shown for roadway departures, signalized intersections, unsignalized intersections, and vulnerable road users. Programs, policies, and potential actions were also described to address education related to speeding, pedestrian and bicycle travel, and distracted driving. Steps to implement Vision Zero, and potential funding opportunities for implementation were discussed as well.

3.3 Public Survey

To gather greater community input, an online public survey was distributed throughout the 12-county region from October 2024 to April 2025 – including distribution to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region and specific jurisdictions.

The survey was distributed through city and county websites, social media, and advertised at public engagement events. This approach ensured broad participation and diverse perspectives resulting in a total of 899 survey respondents from across the 12-county region. Survey results are summarized below with detailed survey responses included in **Appendix C**.

3.3.1 Survey Respondent Demographics

During the survey, respondents could provide their demographic information. There were 899 survey respondents, 27 of those self-identified as being residents of Allen County. A summary of the Allen County responses is recorded in Table 1.

Table 1: Survey Respondent Demographics

ALLEN COUNTY SURVEY RESPONDENT SNAPSHOT		
Length of Residency in Jurisdiction	**Count**	**Percentage**
1-4 years	6	22%
5-9 years	2	7%
10+ years	18	67%
Prefer not to answer	1	4%
Age	**Count**	**Percentage**
18-24	2	7%
25-44	14	52%
45-64	9	33%
65-74	1	4%
75 or older	1	4%
Race and Ethnicity	**Count**	**Percentage**
White	26	96%
Prefer not to answer	1	4%
Gender Identity	**Count**	**Percentage**
Female	17	63%
Male	9	33%
Prefer not to answer	1	4%
Household Income	**Count**	**Percentage**
Less than 25k	1	4%
25-50k	8	30%
50-75k	3	11%
75-100k	2	7%
100k or more	9	33%
Prefer not to answer	4	15%
Household Occupants	**Count**	**Percentage**
1	2	7%
2	11	41%
3	5	19%
4	4	15%
5 or more	3	11%
Prefer not to answer	2	7%

3.3.2 Safety Priorities

The survey results revealed a strong consensus; there are too many crashes, needless deaths, and a need for prioritized investment to prevent further tragedy. Participants were most concerned about Safer Roads and Safer People. Within these Safe System groups, distracted driving, speeding vehicles, and intersections were the top 3 selected emphasis areas. In support of increased roadway safety, participants identified Intersection Improvements, Infrastructure Maintenance, and Traffic Maintenance as top funding priorities.

Specific safety concern locations were primarily located along the entire corridor of U.S. 169 throughout the region. According to the survey, one of the hot spots for safety concerns was near Cherryville, in Montgomery County. Allen County participants have identified U.S. 169 as a key location for speeding vehicles and reckless driving as well, including a cluster of concerns between Iola and Humboldt.

3.3.3 County-Specific Concerns

Survey respondents in Allen County had concerns with the following:

- Distracted driving
- Railroad crossings
- Passing spots along U.S. 169
    - Vehicles have no passing areas when there are large trucks on U.S. 169
- U.S. 169 safety

Respondents offered their opinion on which safety areas were the most important to them, as shown in Figure 4. For Allen County, distracted driving and speeding vehicles were the top two identified areas with impaired driving following.

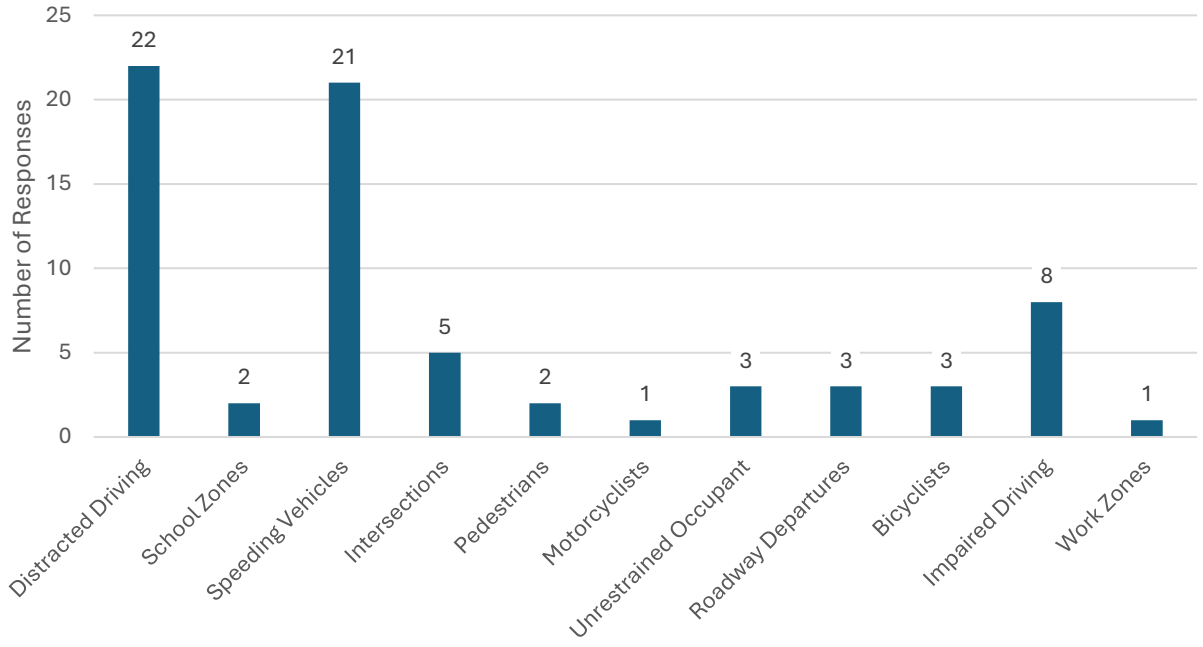


Figure 4: Most Important Safety Analysis

Respondents were asked what the three most important safety improvements were. The responses for Allen County are shown in Figure 5.

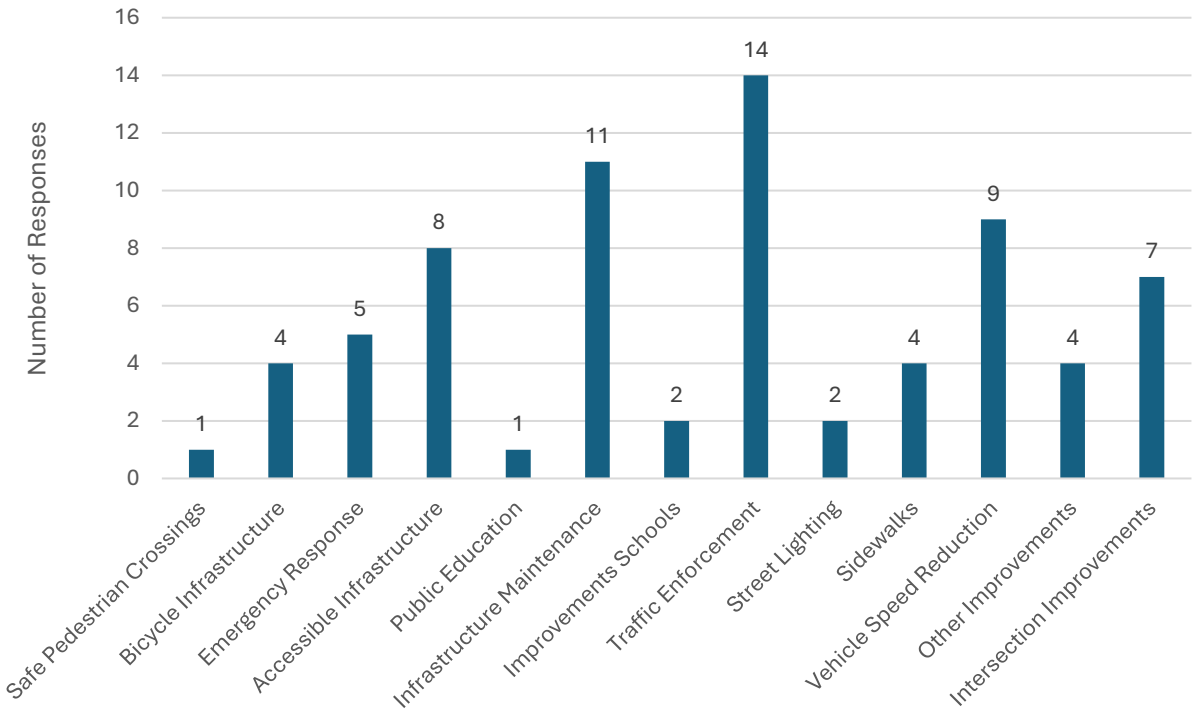


Figure 5: Ranked Safety Concerns

Respondents ranked the Safe Systems Approach elements from highest concern to moderate concern, shown in Figure 6. For Allen County respondents, Safer Roads was the highest concern for 12 respondents and higher concern for 10 respondents.

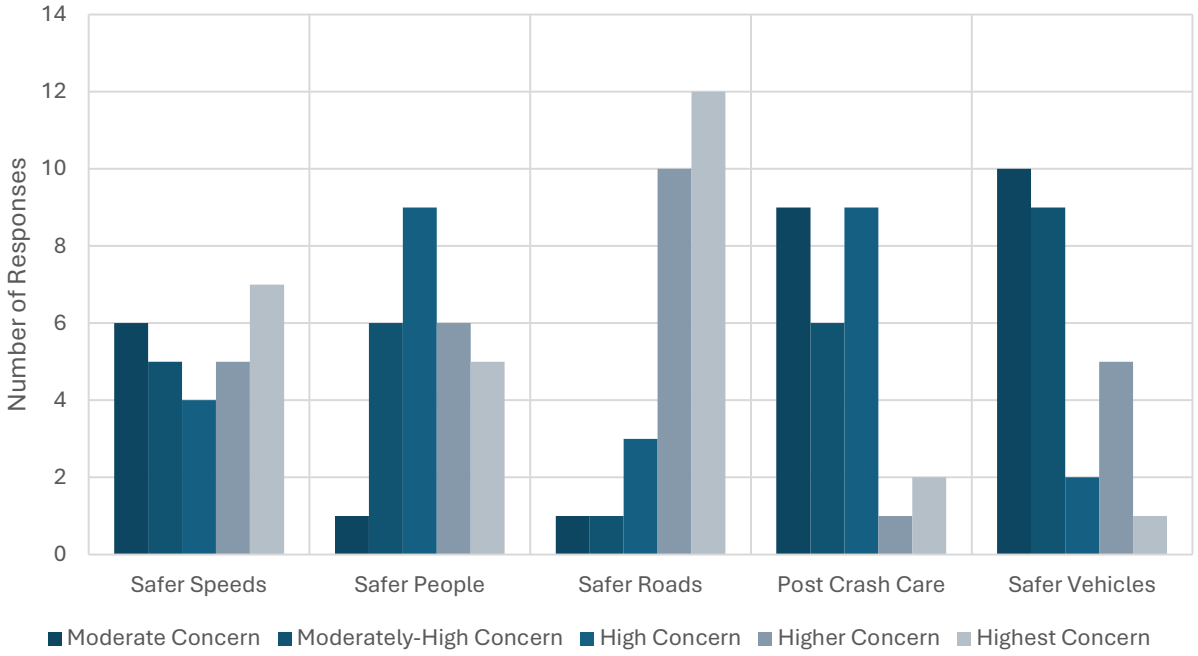


Figure 6: Ranked Safety Concerns by Level of Concern

As for safety improvements, four of the respondents commented that U.S. 169 should become a four-lane divided highway and that passing lanes should be included. The locations of the survey respondent's safety concerns are shown in Figure 7. Responses from Allen County focus on and near U.S. 169.

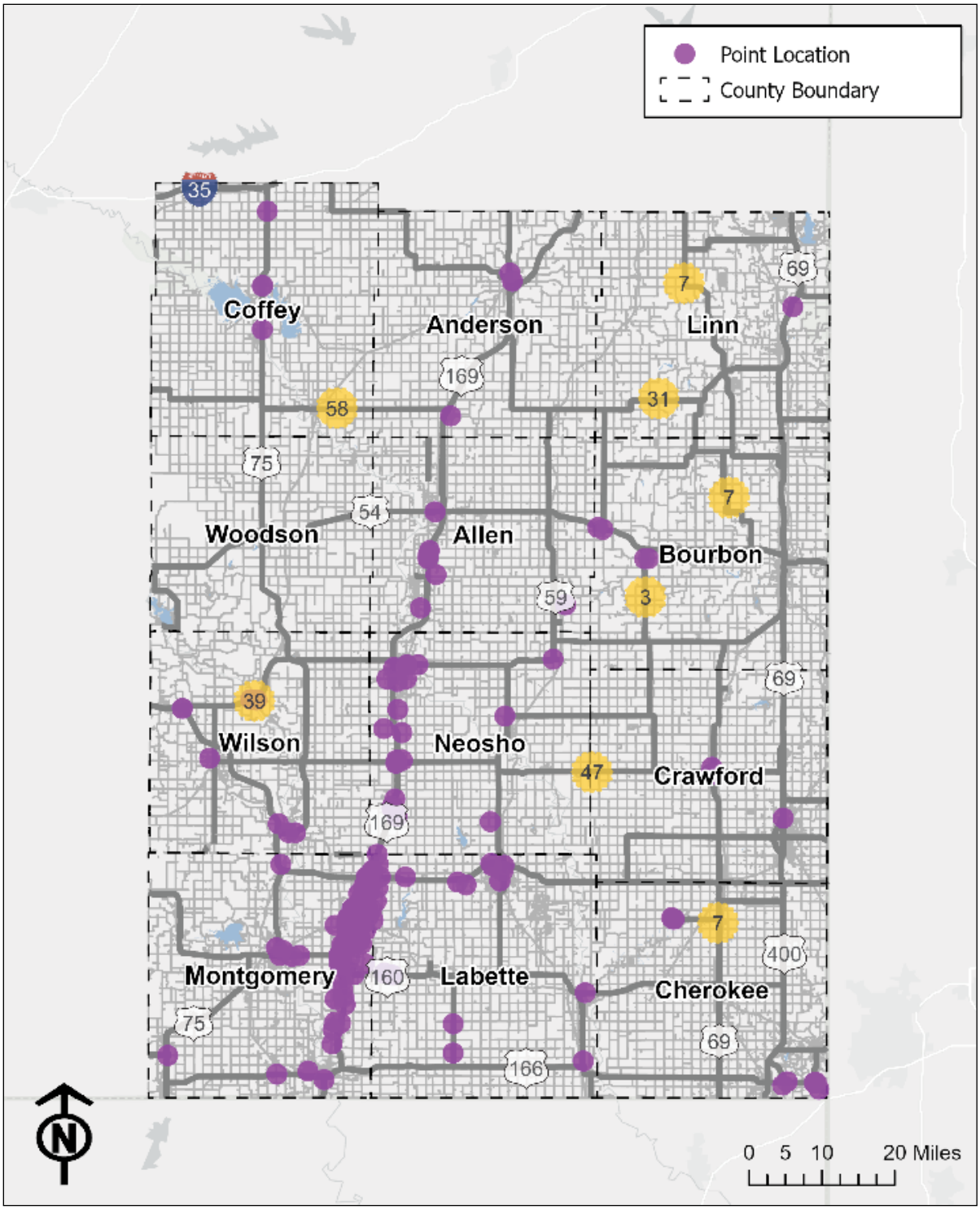


Figure 7: Public Survey Safety Concern Locations

3.4 Public Meeting

A virtual one-on-one stakeholder meeting was held on December 16, 2024. This meeting was to inform Allen County stakeholders about the project, provide an overview

of relevant data, gather input and feedback, and seek assistance with engaging with Allen County residents. Participants are listed in Table 2.

Table 2: Allen County One-on-One Meeting Participants

PARTICIPANT	AGENCY/ORGANIZATION
Stacey Fager	Iola USD 257 – Superintendent
Jared Wheeler	Thrive Allen County – Economic Development Director
John Masterson	Allen County Community College – Interim President
Kim Ensminger	Marmaton Valley USD 256 – Superintendent
Corey Schinstock	City of Iola – Assistant City Administrator
Tricia Campbell	Tri-Valley Development Services, Inc.
Matt Rehder	City of Iola – City Administrator
Jessica Thompson	Thrive Allen County – Deputy Director
Traci Plumlee	Allen County Regional Hospital
Amber Wheeler	Humboldt USD 258 – Superintendent

Main responses from the participants are summarized below, and all responses are in **Appendix C**.

- **High Traffic and Dangerous Intersections**:
  - Locations like State St and U.S. 54 in Iola, and the U.S. 54/U.S. 59 intersection in Moran, are particularly hazardous due to high traffic volumes and visibility issues.
- **Pedestrian and Bicyclist Safety Concerns**:
  - Issues include inconsistent sidewalks, dangerous crossings, and lack of crosswalks, especially in areas like downtown Iola and near schools.
- **Challenges with Freight and Large Vehicles**:
  - Trucks speeding through synchronized stoplights in Iola and maneuvering difficulties in Humboldt, particularly during harvest season.
- **General Transportation Challenges**:
  - Road maintenance, limited public transportation hours, and specific issues like deer crashes and blocked railroad crossings.
- **Contributing Factors to Crashes**:
  - Distracted driving, speeding, and unsafe driving behaviors, with specific concerns on U.S. 169 due to its hilly and curvy nature.

A public open house for Allen County was held in Iola on March 4, 2025, at the Riverside Park Community Building, shown in Figure 8. A total of three community members attended the open house and provided their input on roadway safety in Allen County. Some responses are below, and all responses are in **Appendix C**.

- One public written comment provided: “Any chance of 4-lane 169?”
- Speeding concerns
    - Between Gas and La Harpe
    - On U.S. 169 between Iola and Humboldt
    - In Iola
        - Kentucky
        - State
        - North Dakota
        - Oregon
        - Miller
- Crash hot spot in Moran at U.S. 54 and U.S. 59 intersection, issues with sight distance. Residents say they believe that KDOT will be looking at this intersection soon.
- School Safety Concerns
    - Iola
        - Kentucky and Monroe by Iola Elementary School
    - Parents line up for pick up almost an hour before school ends and can back up onto U.S. 54
    - No sidewalks along Kentucky
    - Trail from State/Benson to Monroe, crosses Kentucky and runs through the west of town to connect with Prairie Spirit Rail Trail
- College students from Allen County Community College bike and walk to Walmart often, no pedestrian infrastructure
    - Students ride bikes late at night as well, making them hard to see by drivers
- Not many concerns with traffic at the hospital
    - No voiced EMS concerns
- Miller/State intersection is wide with a large sight distance
- Curves along U.S. 54 by 1st St and Elm St have poor sight distance and there are often crashes here
- There is desire in the community for intersections along U.S. 169 to become signalized, but it is believed the traffic doesn’t warrant signals
- Concerns with maintenance of roadways

Figure 8: Public Open House

4 EXISTING CONDITIONS ANALYSIS

4.1 Background

Southeast Kansas is a region characterized by a mix of rural landscapes, small towns, and urban centers, playing a critical role in the state's economy through agriculture, manufacturing, and transportation. The region is served by a network of highways, including eight U.S. routes and many state routes, to facilitate the movement of people and goods across the region and beyond. These corridors provide vital connections between many of the larger communities in Southeast Kansas that offer major employment centers, agricultural markets, and growing industrial facilities. The network of city and county roadways, which includes both paved and unpaved roadways, then facilitates local connections to specific destinations.

Due to this context of a primarily rural region with interspersed activity centers, Southeast Kansas faces unique transportation challenges. These include addressing safety concerns at intersections on high-speed corridors, managing increased freight activity, and improving rural roadway conditions.

Allen County has three U.S. routes running through its borders: U.S. 54, U.S. 59, and U.S. 169. These routes are connectors for the cities and towns located inside and outside of the county to get necessary resources, such as the Allen County Community College, Allen County Regional Hospital, Neosho Memorial Regional Medical Center, and many employment areas. In addition to these highways and the local roads, there are 60 miles of multi-use trails. These trails are utilized by residents as well as tourists and trail enthusiasts. Allen County has one of the largest and most diversified trail networks of rural counties within Kansas. A few of these trails include the Prairie Spirit, Southwind Rail Trail, Lehigh Portland, and Mo-Pac.

Residents and tourists alike visit the cities, towns, and rural views of Allen County. With many well used transportation methods within the county, the improvement of roadway safety throughout the county impacts residents, tourists, and the local economy alike.

4.2 Collaboration with Other Plans

A review of previously completed or ongoing studies was documented to help align the Safety Action Plan with existing plans and processes. Table 3 summarizes relevant strategies identified throughout other planning efforts.

Table 3: Document Review

Title	Year	Goals	Strategies	Application
Vision Iola	2010	Importance of a healthy community centered around community identity, downtown enhancement, and parks and trails	Implement a planning process with use of technology and traditional public forums to reach the largest audience possible to gain input from all residents	Planning document that serves as a pilot program for Allen County communities to shape their future with the same emphasis on urban design and public health
ABC Trails Active Transportation Plan	2019	Enhance local bicycle infrastructure and safety, promote regional cooperation, and expand recreational and transportation opportunities through the addition of singletrack trails, rail-trails, historic trails, and bicycle touring routes to support local recreation and tourism	Implement a planning process with use of technology and traditional public forums to reach the largest audience possible to gain input from all residents	Identify bicycle routes between major communities and historic trails

4.3 Crash Analysis

The most recent ten years of crash data, spanning 2014 to 2023, was analyzed to evaluate crash trends within Allen County. The crash analysis includes a hotspot analysis to identify where crashes are occurring but also reviews trends and emphasis areas to identify high-risk roadway characteristics. This approach allows the SAP to offer a proactive approach to systemic issues that may affect the greater roadway network.

Within the crash data, crash severity is categorized using an injury scale that includes property damage only, possible injury, minor injury, serious injury, and fatal. To focus on the Vizion Zero goal in Southeast Kansas, the crash analysis primarily focuses on the most severe crashes that result in serious injuries and/or fatalities. These are also known as Killed or Seriously Injured (KSI) crashes.

Crash data was provided from KDOT that included ten years of crash data. For the SS4A grant, only 2019 to 2023 will be analyzed. There was a total of 1,251 crashes within Allen County during this five-year timeframe.

Note: At the time of data collection, available 2023 crash data was generally updated in the KDOT system. Additionally, the Federal Highway Administration (FHWA) required KDOT to change its serious injury definition in 2019, which resulted in a higher number of serious injury crashes from 2019-2023. The data also reflects changes in travel patterns during the COVID-19 pandemic from 2020-2022.

4.3.1 Regional Crash Summary

Data for the 12-county Southeast Kansas region provided a large sample size to identify regional crash trends. From 2014 to 2023, there were 44,295 total crashes, including 398 fatal and 927 serious injury crashes. The remaining 42,970 crashes were injury or property damage only (PDO) crashes. These crashes occurred on the local road system, the county system, and the state system, underscoring the need for cross-agency collaboration and a systemic approach to improving roadway safety. A heat map of fatal and serious injury crashes in the Southeast Kansas region is shown in Figure 9.

For all crashes in the 12-county region, the most common types of crashes were roadway departure and intersection related crashes. There were significantly fewer unrestrained occupant and alcohol or drug related crashes, but these crash types accounted for similar numbers of fatal and serious injury crashes, demonstrating the need to address these issues. Distracted driver-related crashes were also high in number but lower in fatal and serious injuries.

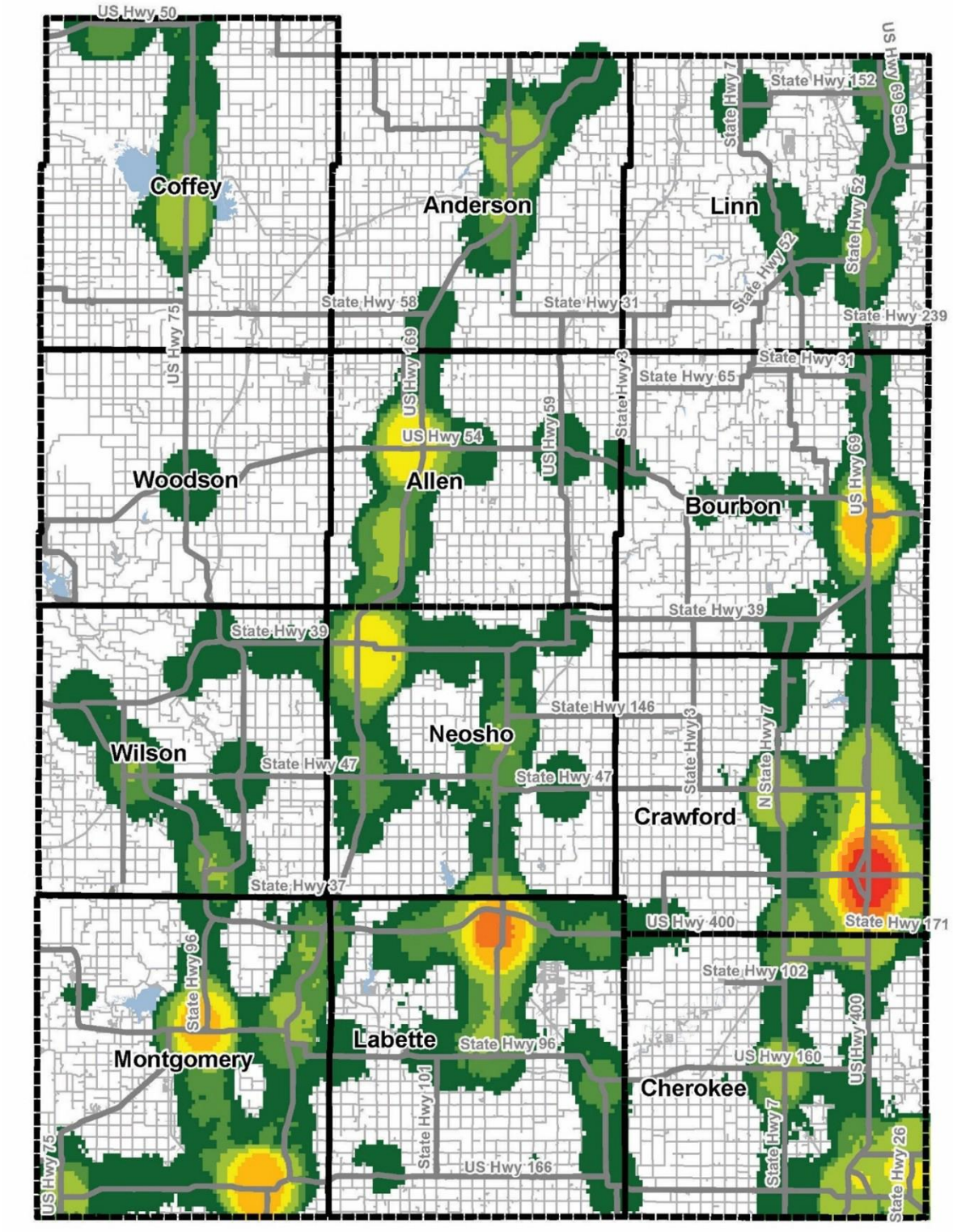


Figure 9: Heat Map of Fatal and Serious Injury Crashes in Southeast Kansas (2014-2023)

4.3.2 Crash Trend Analysis

During the 2014-2023 timeframe, there were 2,565 total crashes that include 14 fatal and 57 serious injury crashes, shown in Figure 10. The bulk of the recorded crashes in Allen County were injury and property damage only crashes, with 366 and 2,128 crashes respectively. Property damage only crashes accounted for approximately 83 percent of all crashes within the ten-year timeframe.

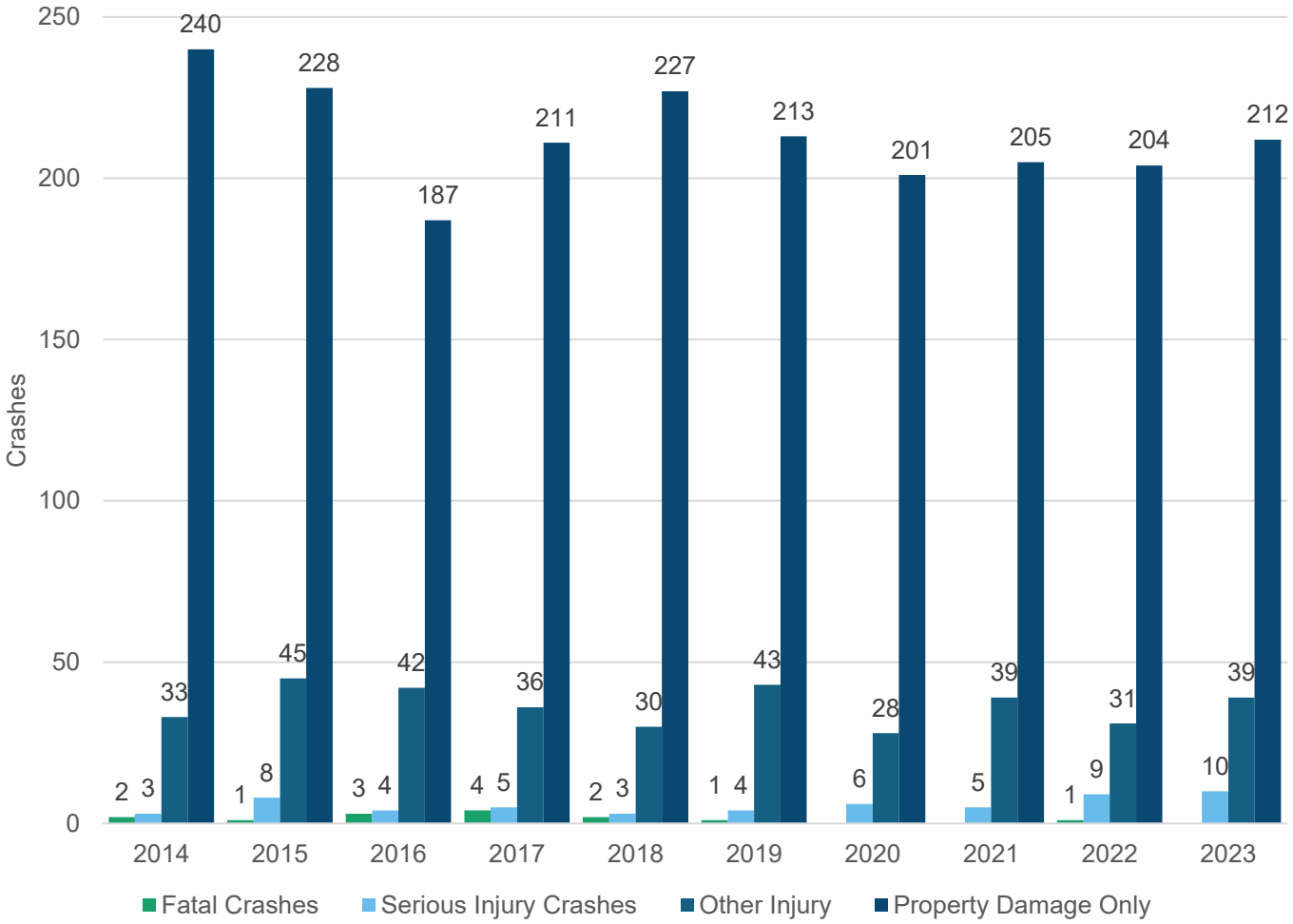


Figure 10: Total Crashes by Year (2014-2023)

4.3.3 Crash Severity

As illustrated in Figure 11 between 2019 and 2023, there were a total of two fatal crashes and 34 serious injury crashes. Approximately 83 percent of all crashes were property damage only crashes (1,035 of 1,251) and approximately 14 percent were injury crashes. One fatal crash occurred to the northeast of Humboldt at U.S. 169 and Hawaii Road, the other occurred east of Moran where U.S. 54 intersects U.S. 59.

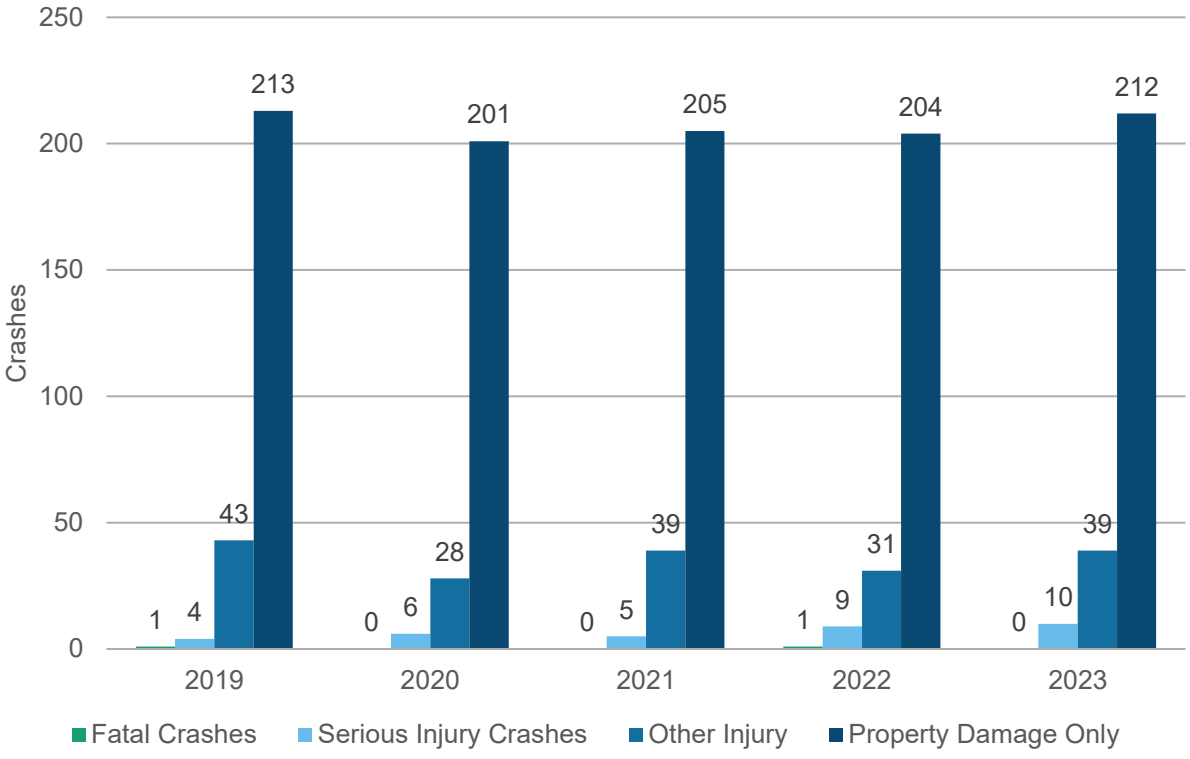


Figure 11: Crash Severity (2019-2023)

4.3.4 Crash Type

Of the fatal and serious injury crashes from 2019 through 2023, as shown in Figure 12. The top three crash classifications were crashes with fixed objects, crashes with other vehicles, and overturned vehicles. The two fatalities included a fixed object crash and a collision with another vehicle in the form of a head on collision.

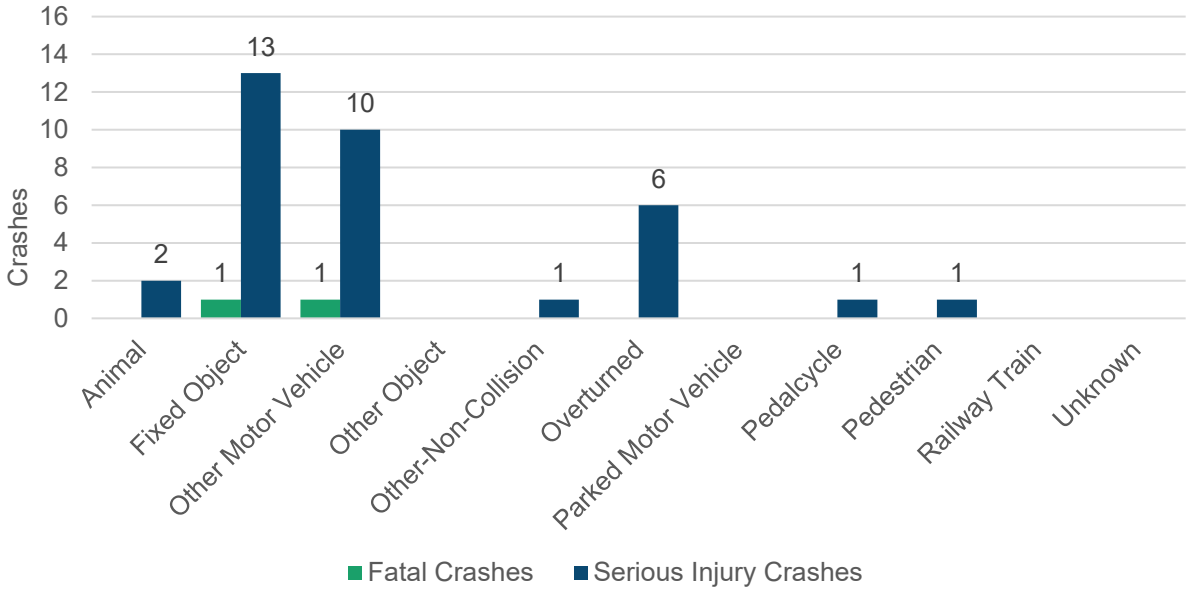


Figure 12: Crash Classification (2019-2023)

4.3.5 Crash Location

As shown in Table 4, approximately 17 percent of KSI crashes occurred at intersections, all of which were serious injury crashes. There were no fatal crashes at intersections. Of the KSI crashes, 83 percent occurred at non-intersections. At intersections, the primary crash type was with other motor vehicles. At non-intersections, the most frequent crash types were crashes with fixed objects, other motor vehicles, and overturning. The two fatal crashes were both non-intersection crashes.

Table 4: Crash Type by Intersection Type

Crash Type	Intersection				Non-Intersection			
	Fatal		Serious Injury		Fatal		Serious Injury	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Animal	0	0%	0	0%	0	0%	2	6%
Fixed Object	0	0%	2	6%	1	3%	11	30%
Other Motor Vehicle	0	0%	3	8%	1	3%	7	19%
Other Non-Collision	0	0%	0	0%	0	0%	1	3%
Overturned	0	0%	0	0%	0	0%	6	17%
Pedalcycle	0	0%	1	3%	0	0%	0	0%
Pedestrian	0	0%	0	0%	0	0%	1	3%
Total	0	0%	6	17%	2	6%	28	77%

4.3.6 Crash by Maintaining Authority

Of the fatal and serious injury crashes located along a state highway there were two fatal and 12 serious injury crashes along KDOT maintained areas, shown in Figure 13. There were two serious injury crashes in Iola along U.S. 54, which is maintained by the city. The remaining 20 serious injury crashes were not along the state highway system.

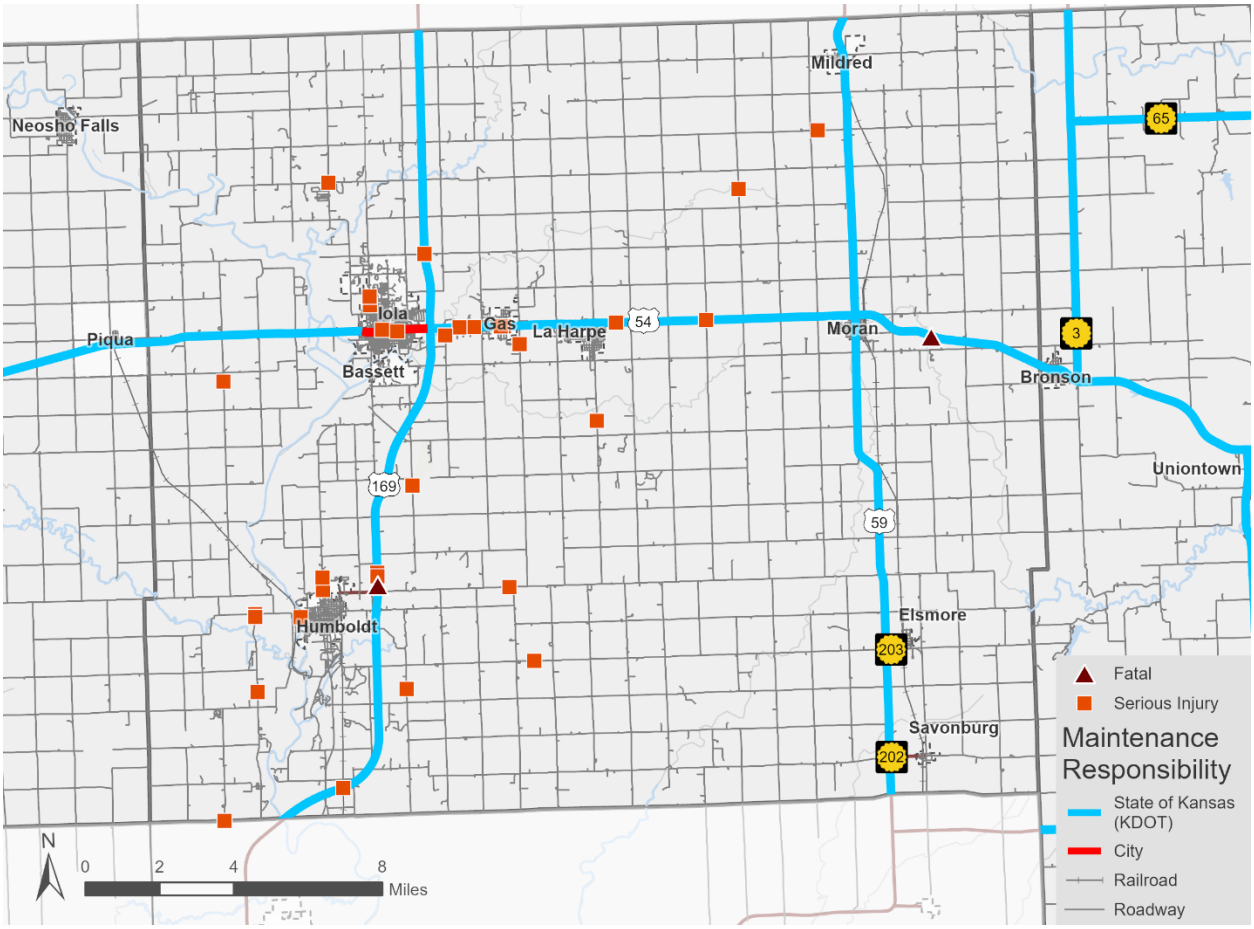


Figure 13: Fatal and Serious Injury Crashes by Maintaining Authority

4.4 Identification of High Risk Locations

Heat maps provide a way to visualize data by identifying crash locations with color shading to indicate the concentration of crashes. Figure 14 shows a heat map of all crashes in Allen County. Figure 15 then shows a heat map of fatal and severe injury crashes only.

While the U.S. 54 and U.S. 169 remain crash hot spots on both maps, more distinct locations are prominent on the fatal and severe injury crash map. These hotspots tend to be concentrated at intersections along state highways including:

- U.S. 169 near Hawaii Road
- U.S. 54 through Gas and Iola

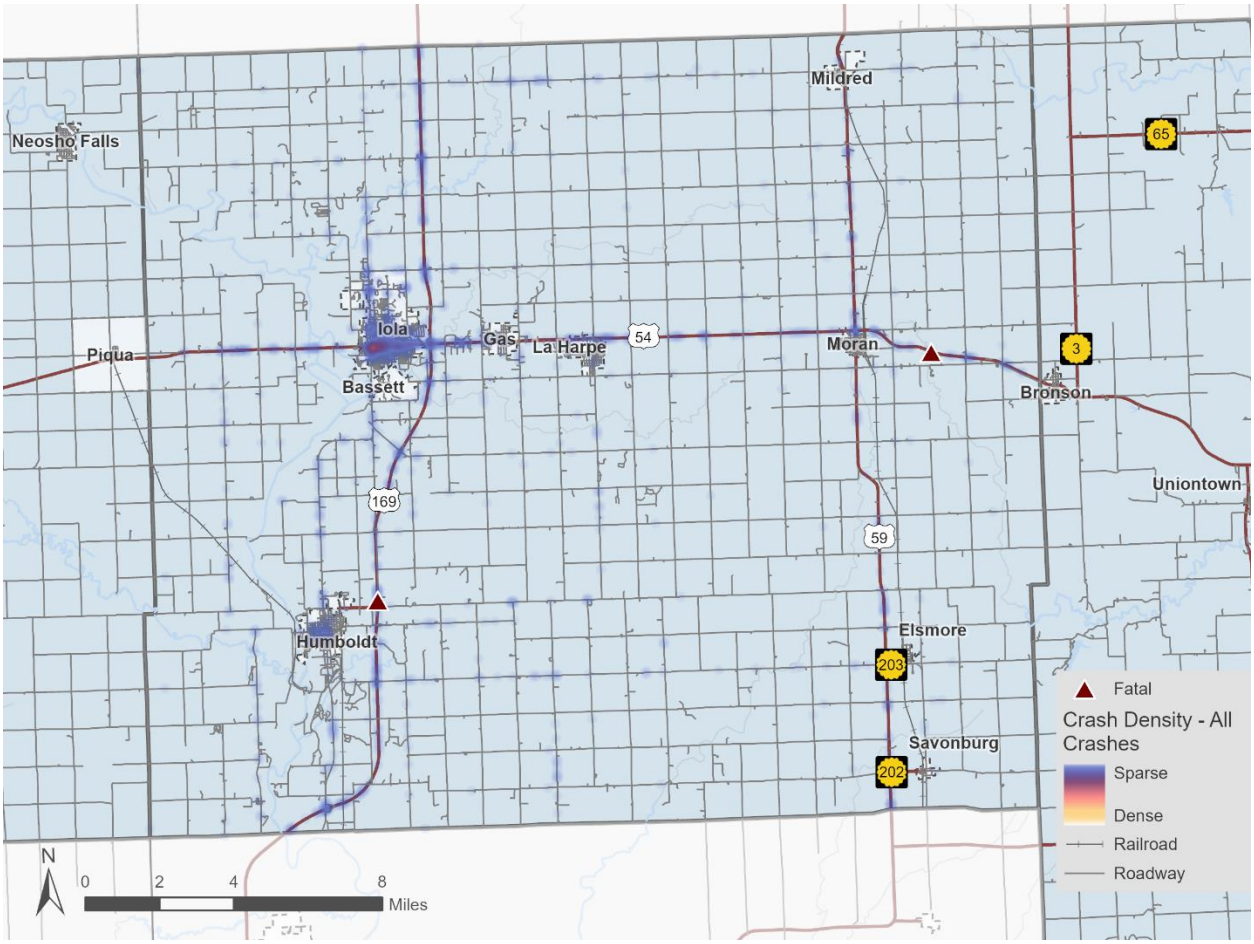


Figure 14: Heat Map for All Crashes in Allen County (2019-2023)

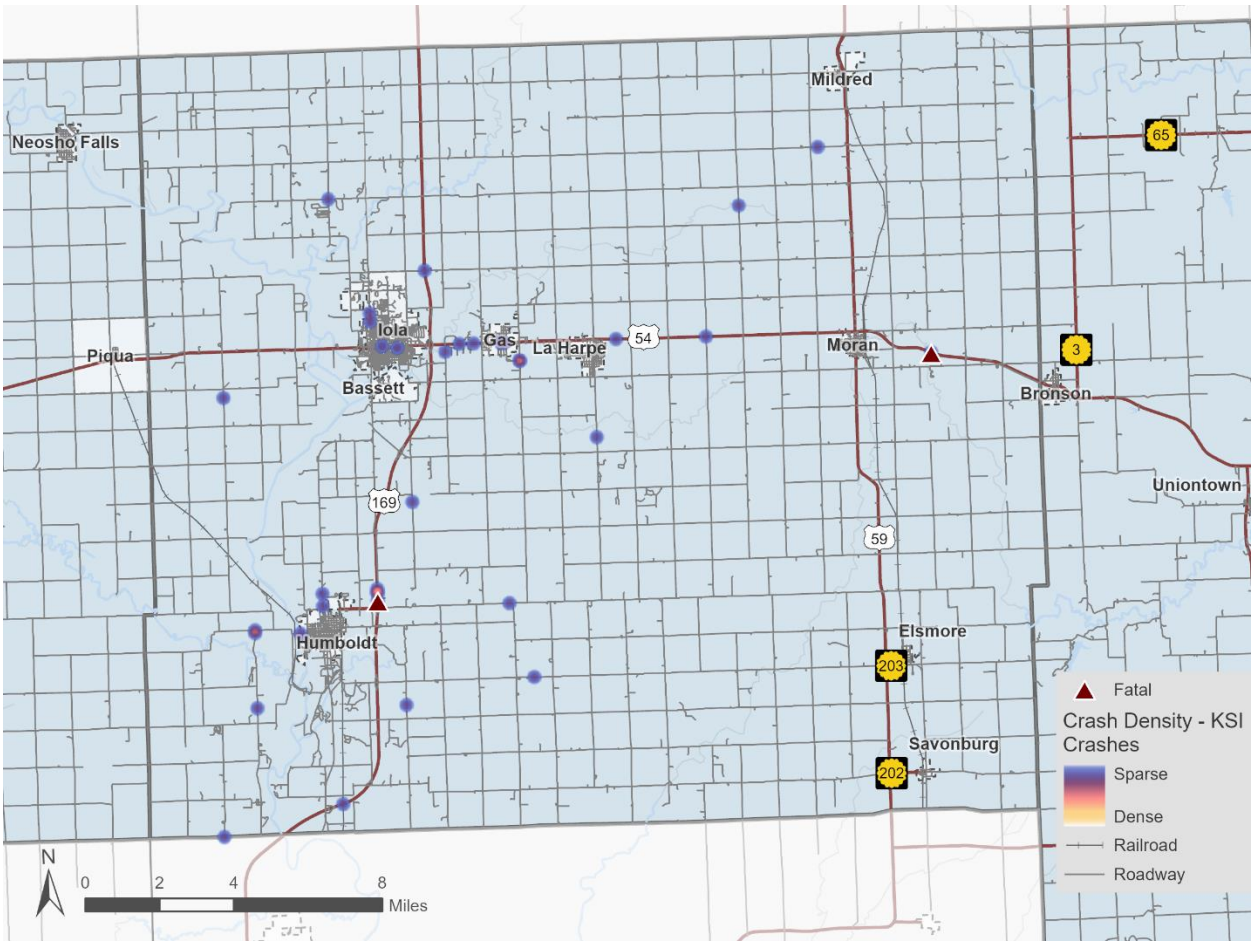


Figure 15: Heat Map for Fatal and Serious Injury Crashes in Allen County (2019-2023)

A vulnerable road user (VRU) is anyone on the road who is not protected by a vehicle shell, including pedestrians, cyclists, motorcyclists, and roadway workers. While VRU crashes only make up 1 percent of crashes that occurred in Allen County, they represent a key demographic of the Vision Zero initiative as VRUs are at a higher risk of serious injury or death in a crash. As shown in Figure 16, VRU crashes are concentrated within city limits, particularly in Iola and Humboldt. Crashes are most prevalent along N Jefferson Avenue as well as East Street in Iola.

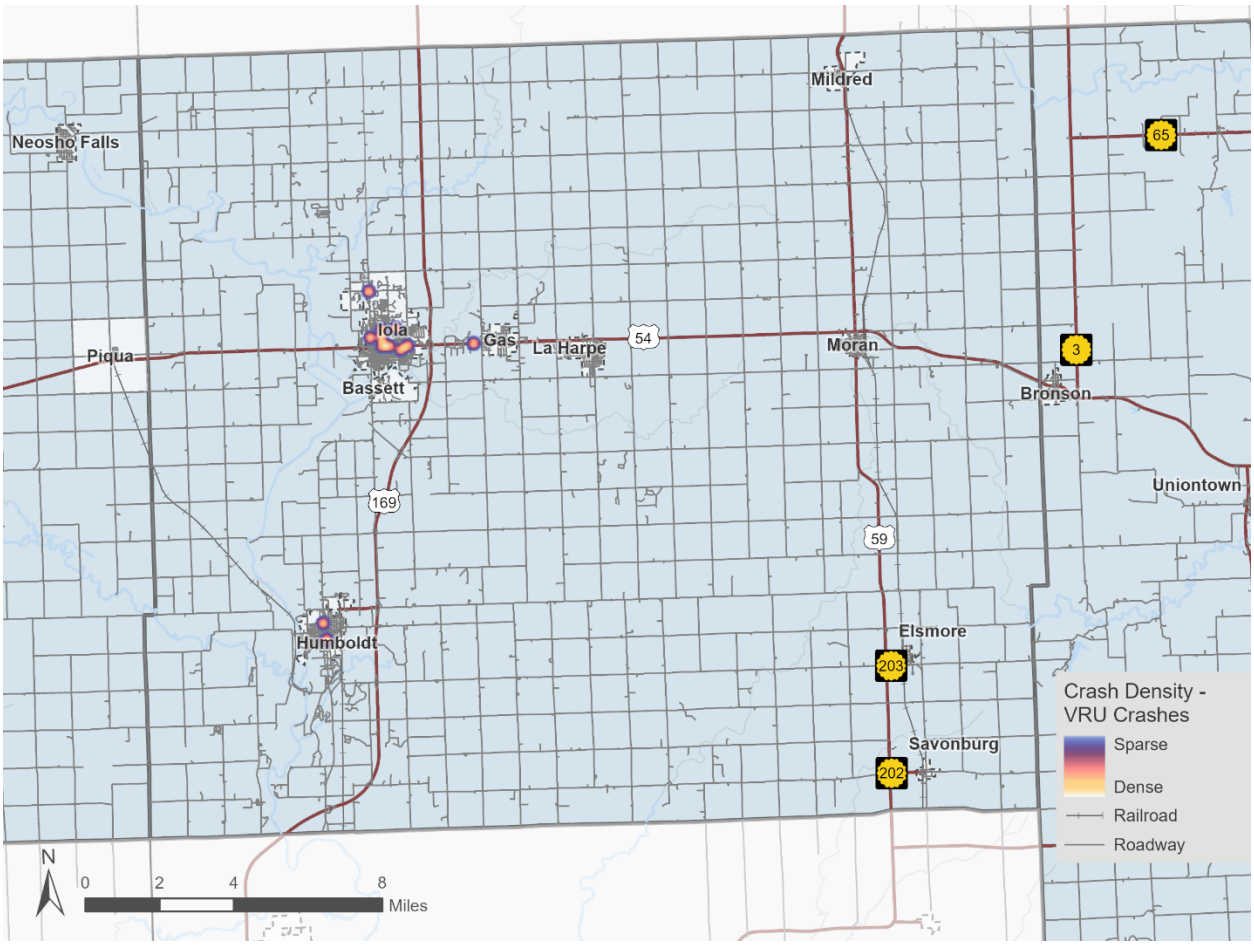


Figure 16: Heat Map for VRU Crashes in Allen County (2019-2023)

4.4.1 High Injury Network

A High Injury Network (HIN) is a data-driven tool used to pinpoint road segments with the highest concentration of severe crashes. As part of the SS4A initiative and in alignment with Vision Zero and the Safe System Approach, it aids communities in prioritizing safety investments where they are most needed.

The HIN analysis included segments of roadways in Figure 17 and intersections in Figure 18. The segments and intersections shown feature the highest priority segments of the HIN. This includes those with the highest concentration of crashes with an emphasis on crash severity. The entire HIN is in **Appendix D**.

The top ten highest priority locations are located throughout Allen County and are listed below in no particular order. These ten locations were analyzed for potential safety improvements in Section 7.2:

1. U.S. 169 from Idaho Road to Hawaii Road
2. 800th Street from Georgia Road to Connecticut Road
3. U.S. 54 from 4200th Street to 4600th Street
4. U.S. 169 from Oregon Road to north of N Dakota Road
5. U.S. 54 from 1850th Street to 2000th Street
6. 2200th Street from U.S. 54 to Nebraska Road
7. U.S. 54 from 2800th Street to S Monroe Avenue
8. U.S. 169 from Alaska Road to Delaware Road
9. State Street from Park Avenue to Austin Drive
10. 1200th Street from S Dakota Road to Rhode Island Road

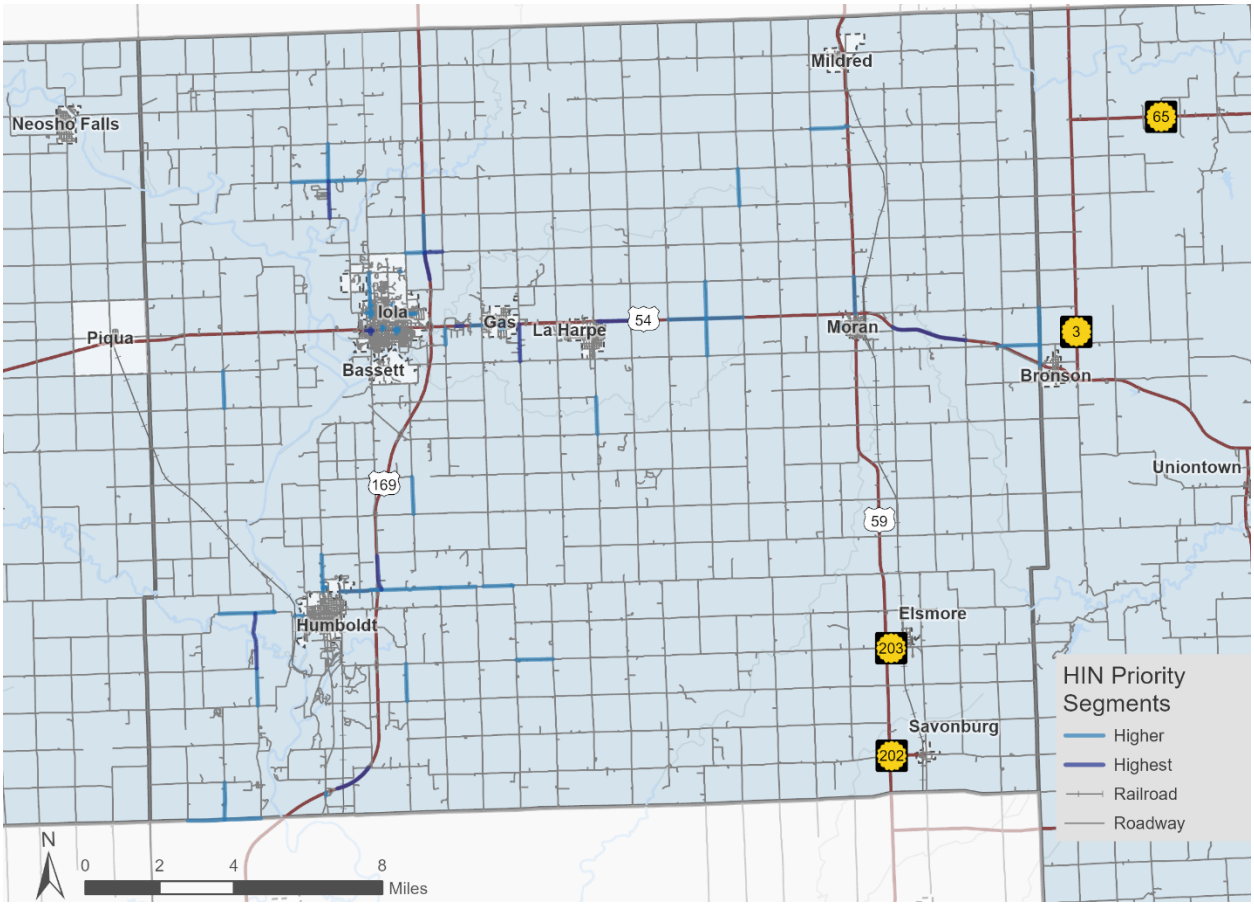


Figure 17: Priority HIN Segments

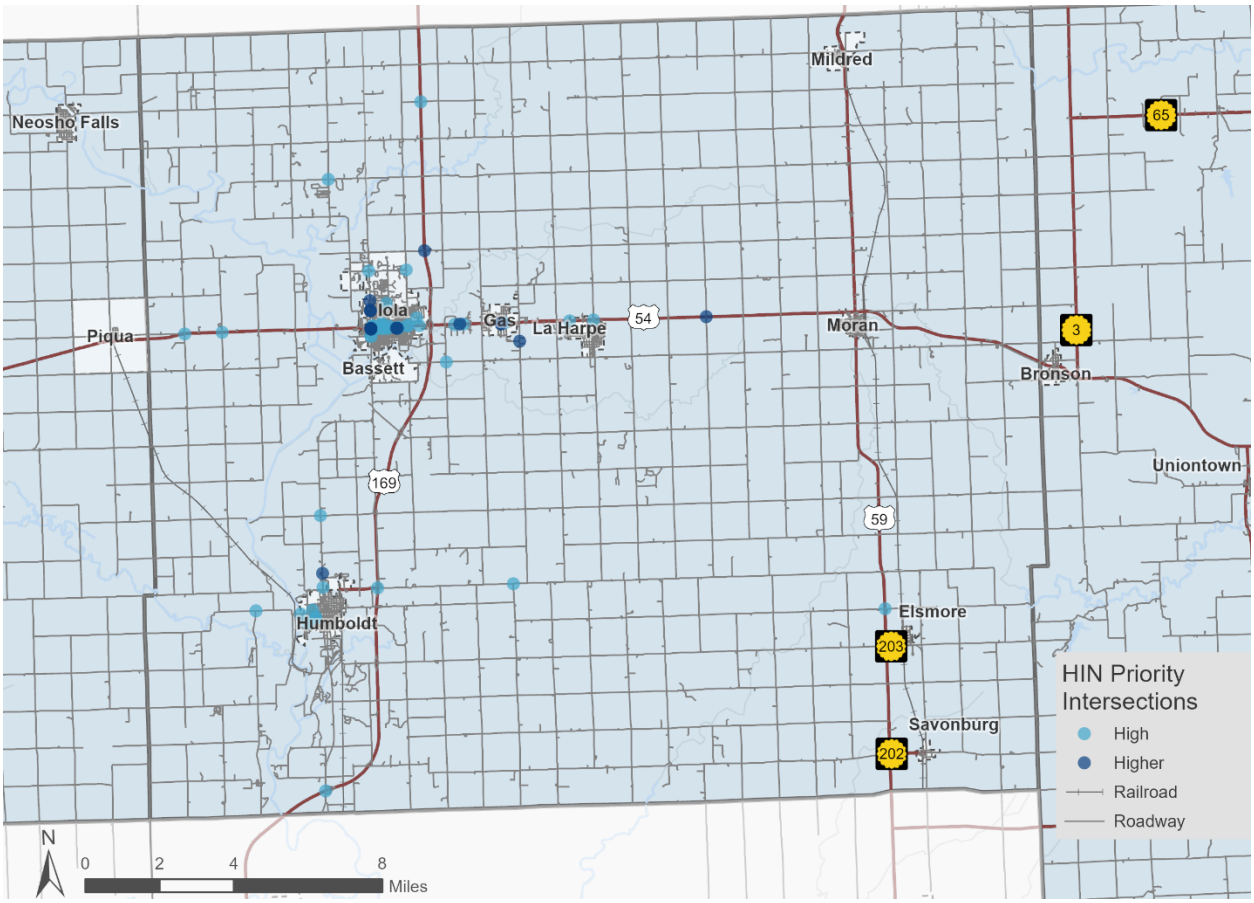


Figure 18: Priority HIN Intersections

5 EQUITY ANALYSIS

Equity is a concept that centers on the idea of fairness and justice. Advancing the Vision Zero goal of eliminating severe and fatal crashes requires providing safe transportation options that meet the needs of all community members. Therefore, the equity analysis identifies any populations that are underserved and/or under-resourced to understand the implications of any safety risk disparities in the community.

The Safety Action Plan uses criteria for areas of persistent poverty and historically disadvantaged communities, as identified by USDOT, and the Social Vulnerability Index, as defined by the Centers for Disease Control and Prevention (CDC). The SS4A program defines an Underserved Community consistent with the USDOT definition of a disadvantaged community using two sources:

- **Equitable Transportation Community (ETC) Explorer:** The tool provides a percentile rank by census tract based on five components related to climate, environmental burden, health vulnerability, social vulnerability, and transportation factors.

- **Climate and Economic Justice Screening Tool (CEJST):** The tool identifies census tracts that demonstrate burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

5.1 Community Profile

The demographic profile in Table 5 provides a snapshot of population characteristics and commuting patterns in Allen County. Based on the equity analysis, 3 of 5 census tracts in Allen County are designated as disadvantaged.

Table 5: Demographic Profile in Allen County

Characteristic	Allen County	12-County Region
Population	12,526	190,320
Median Household Income	$57,618	$57,904
Race and Ethnicity		
White	11,180	162,337
American Indian and Alaska Native	150	3,318
Asian	67	1,213
Black or African American	186	4,397
Hispanic or Latino	502	9,327
Native Hawaiian and Other Pacific Islander	2	275
Some Other Race	159	3,456
Population of Two or More Races	782	15,324
Commuting Patterns		
Drove Alone	77.4%	79%
Carpool	11.2%	11%
Walked/Biked	5.0%	3%
Telecommute	5.0%	6%
Other	1.5%	1%
Average Travel Time to Work	19.9 minutes	20.7 minutes

Source: 2021-2023 American Community Survey 5-Year Estimates, 2020 Decennial Census

5.1.1 ETC Explorer Tool

There are two results that can be viewed in the ETC Explorer: national and state results. The national results rank census tracts against all other tracts in the nation, while the state results rank census tracts against all tracts in that state. Both were analyzed for Allen County and consider the same tract to be considered disadvantaged, shown in Figure 19.

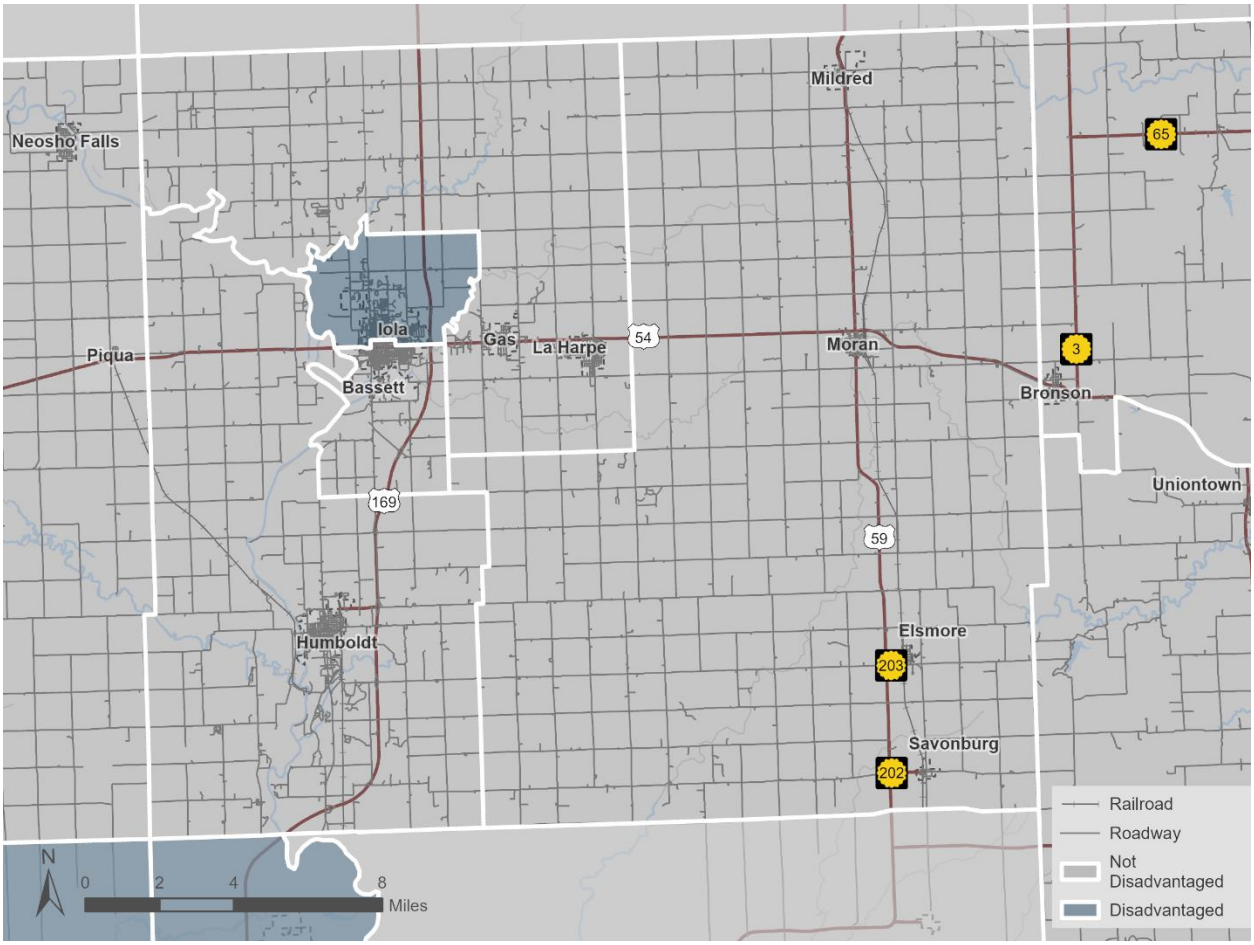


Figure 19: USDOT Equitable Transportation Community Explorer – National and State Results

5.1.2 CEJST

The census tract of northern Iola is considered disadvantaged. This tract meets the burdens for both health and legacy pollution. Residents in this tract face low household income and low life expectancy as well as having proximity to Risk Management Plan facilities and Superfund sites. The CEJST tract is shown in Figure 20.

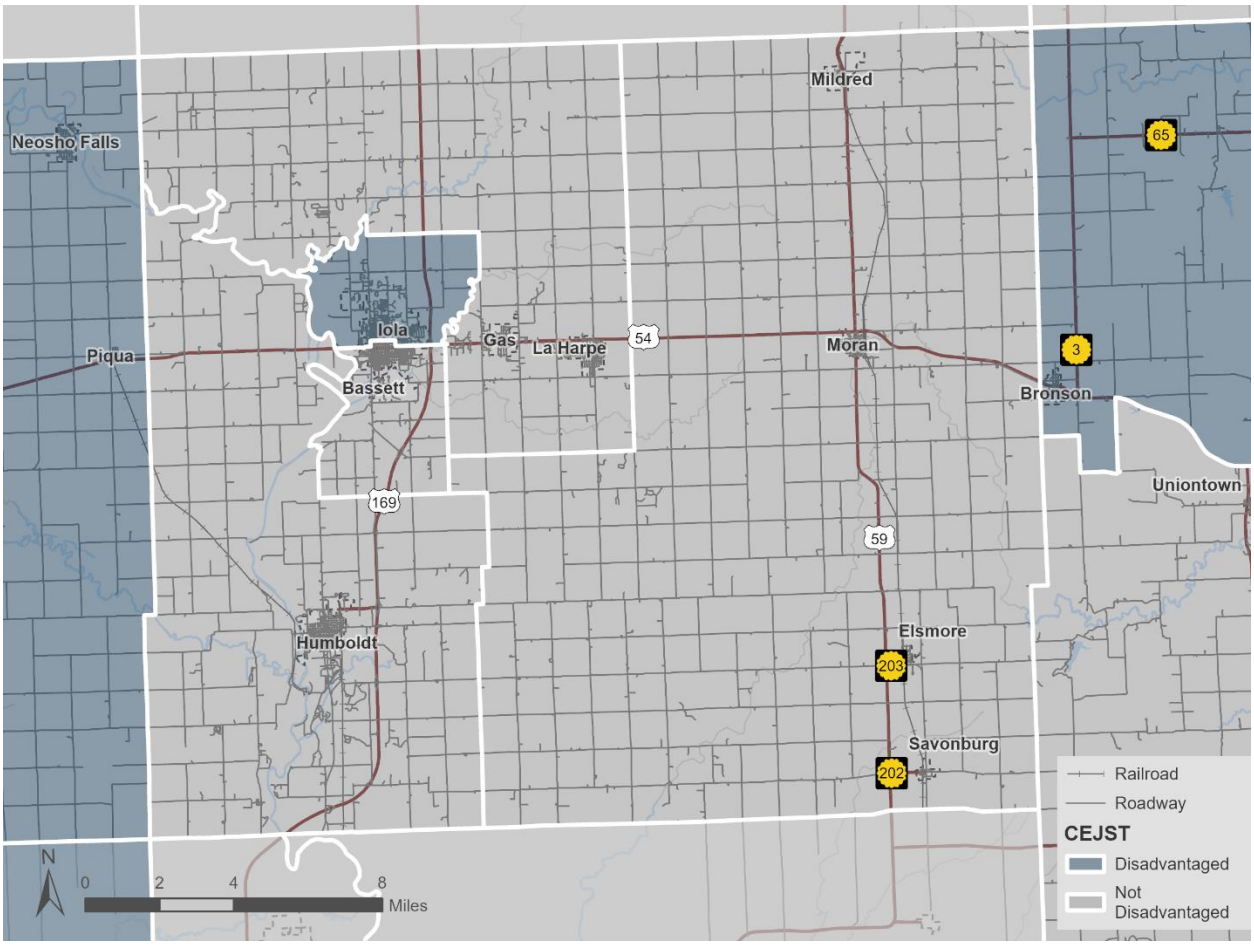


Figure 20: CEJST Disadvantaged Census Tracts

5.1.3 Areas of Persistent Poverty

An Area of Persistent Poverty is defined by the Bipartisan Infrastructure Law (U.S. DOT) as follows:

1. The County in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the most recent *(2022)* Small Area Income Poverty Estimates; or
2. The Census Tract in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; or
3. The project is located in any territory or possession of the United States.

Three of the five census tracts in Allen County are located in Areas of Persistent Poverty, as shown in Figure 21.

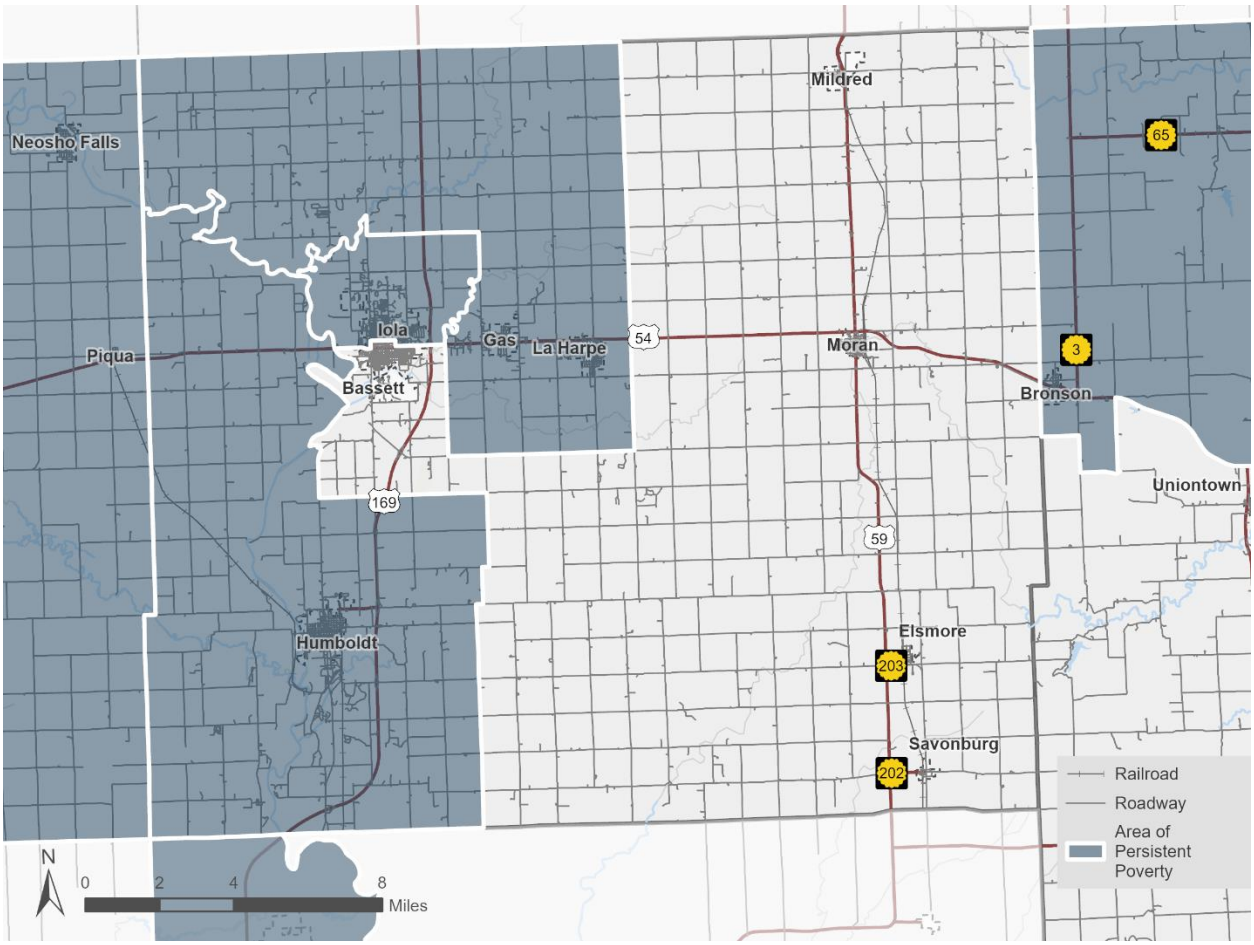


Figure 21: Areas of Persistent Poverty

5.2 Equity Analysis

During the five-year safety analysis study period (2019-2023), Allen County recorded 1,251 crashes with 58.1 percent of crashes occurring in disadvantaged communities. These areas also encompass most of the county's population, land area, and road miles. Therefore, the analysis did not indicate a disproportionate distribution of crashes.

Approximately 70.3 percent of the county population lives within an incorporated city and 29.8 percent of crashes occurred within city limits, demonstrating that a disproportionately higher share of crashes occurs outside of incorporated city limits relative to the population residing in those areas. A summary of the equity analysis is outlined in Table 6.

Table 6: Equity Analysis Summary for Allen County

Crash Characteristics	Disadvantaged Communities		Non-Disadvantaged Communities	
	Count	Percentage	Count	Percentage
Crash Location				
Inside City Limits	365	29.2%	8	0.6%
Outside City Limits	362	28.9%	516	41.2%
Crash Severity				
Fatal	1	0.1%	1	0.1%
Serious Injury	25	1.6%	9	0.7%
Injury	105	6.9%	75	5.9%
Property Damage Only	596	39.2%	439	35.1%
Total Crashes	727	58.1%	524	41.9%

6 EMPHASIS AREAS

6.1 Background

Emphasis areas help focus crash reduction efforts on specific crash factors with the highest risk of serious injury or death and greatest potential for improvement. By focusing on these areas, decision makers can address the most critical crash related issues in their community, such as intersections with high crash rates or corridors with frequent roadway departures, leading to a more effective and targeted safety strategy. Additionally, emphasis areas provide a clear framework for measuring the success of a road safety strategy, allowing for data-driven decision-making and continuous improvement in crash prevention.

Grouping crashes together based on crash factors and location is a good basis for understanding which emphasis areas deserve extra consideration. Some emphasis areas are focused on engineering and roadway design-related solutions (location or systemic-based crashes) while others rely on changing the behaviors associated with the crashes often using enforcement, education, and/or emergency response.

6.2 Emphasis Area Methodology

Emphasis areas for the 12-county region were determined by understanding community concerns around roadway safety and thorough a review of 10 years of crash data, from 2014 to 2023. The review of local crash data sorted the emphasis areas by the frequency of emphasis areas for all crashes as well as fatal and serious injury crashes. Fatal and serious injury crashes by emphasis area are shown in Figure 22 with crash

clusters mapped in Figure 23. This review of the data revealed that roadway departure, intersection-related, and distracted driving were the most frequent crash types for all crashes. Roadway departure, unrestrained occupant, and intersection-related were the most frequent crash types for fatal and serious injury crashes.

Taking into consideration the results from the data analysis and community and stakeholder input, three key emphasis areas were selected by the regional Safety Task Force for review: roadway departure, intersection-related, and unrestrained occupant crashes. Other emphasis areas for consideration include vulnerable road users, distracted driving, and alcohol or drug-related crashes.

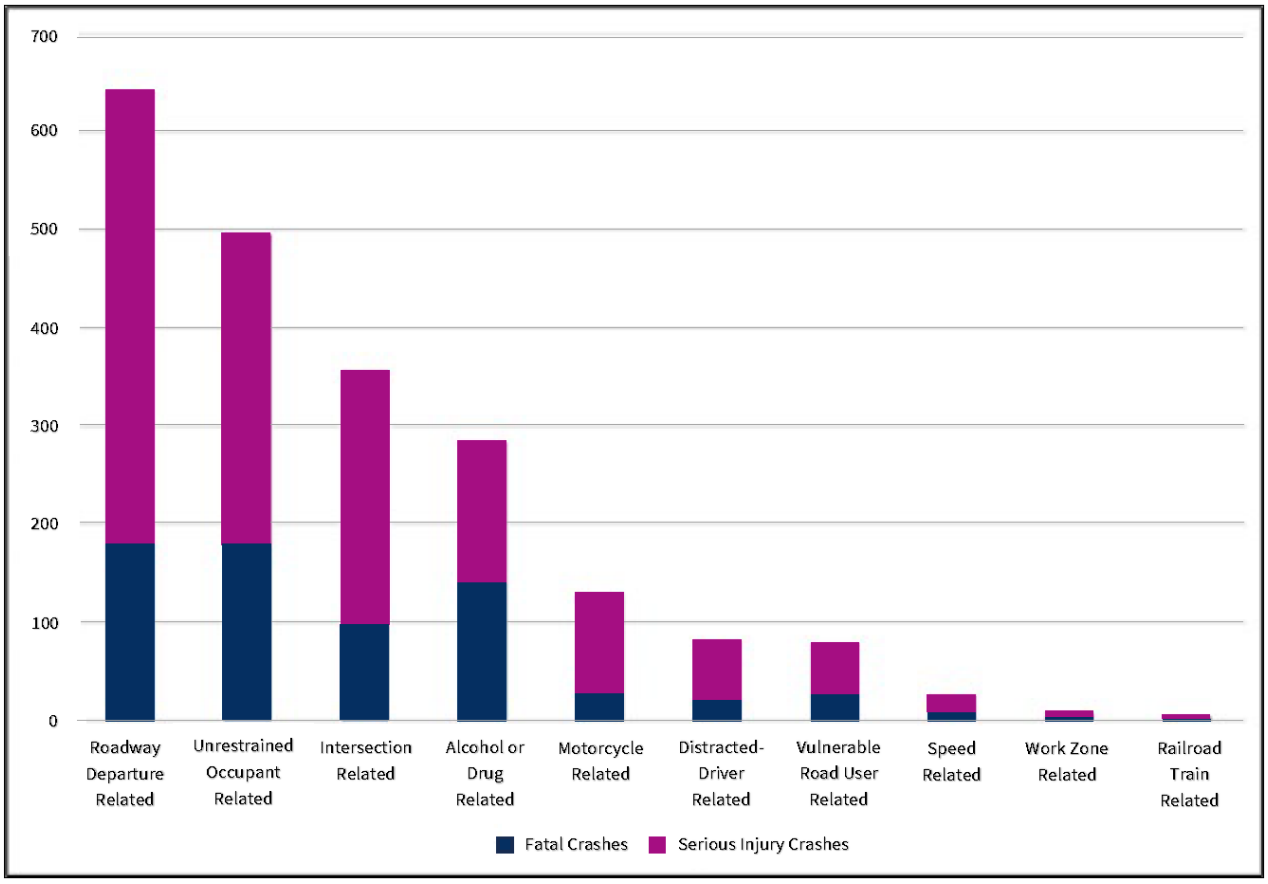


Figure 22: Fatal and Serious Injury Crashes by Emphasis Area in Southeast Kansas

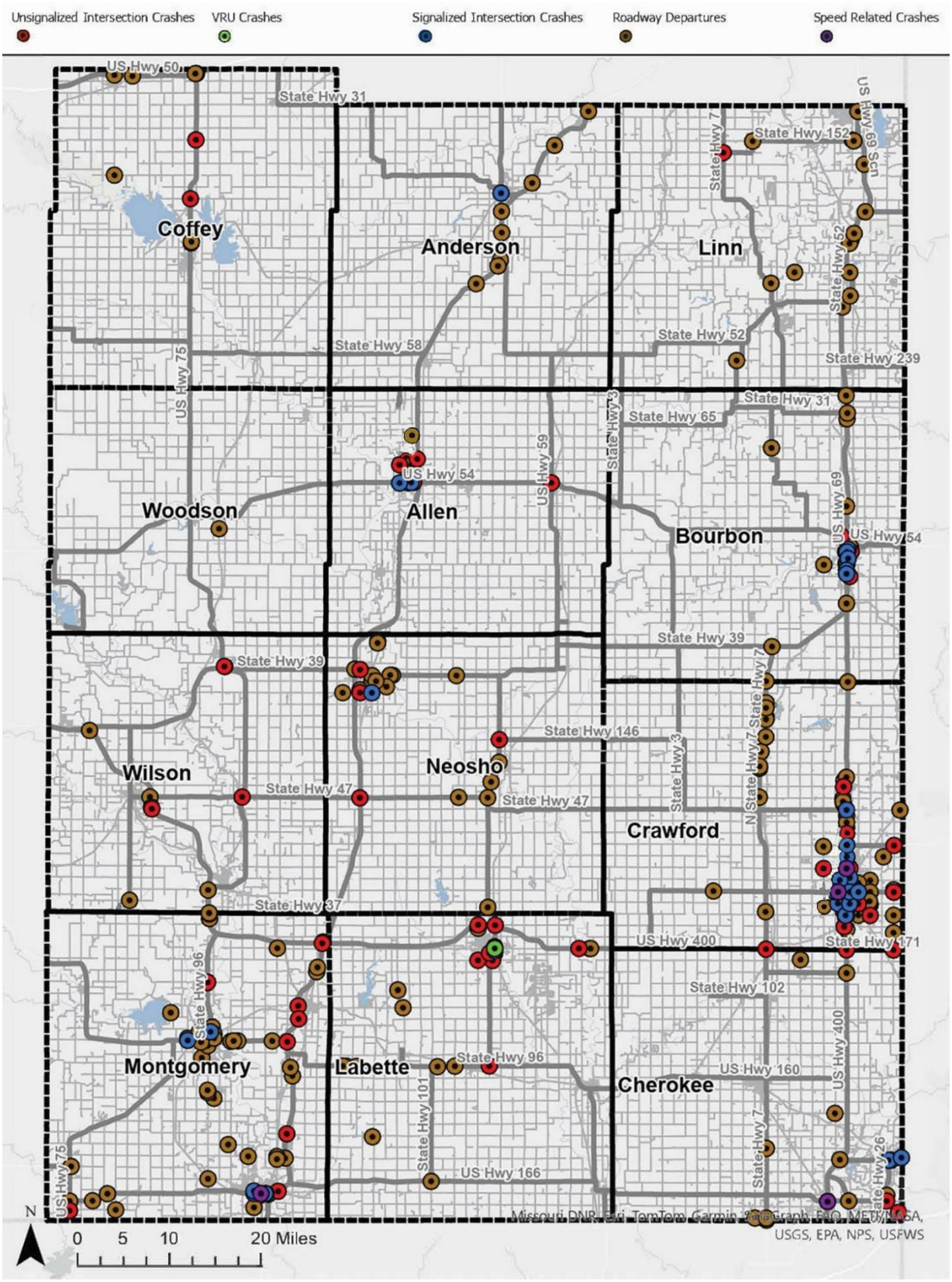


Figure 23: Fatal and Serious Injury Crash Clusters in Southeast Kansas

6.3 Top Crash Emphasis Areas

6.3.1 Crash Clusters

6.3.1.1 Roadway Departure

Roadway departure crashes are a leading cause of highway fatalities, accounting for over half of the deaths on roads in the United States each year. These crashes occur when a vehicle deviates out of its designated lane, either crossing the edge line or centerline. Roadway departures can include head-on collisions, rollovers, or collisions with objects such as utility poles, trees, or other objects located off the roadway. Factors contributing to these incidents include excessive speed, roadway geometry such as shoulder width and curve radii, impaired driving, distracted driving, and failure to use seatbelts. Addressing these factors is critical to reducing the frequency and impact of roadway departure crashes in the county.

During the study period, there were five roadway departure crash clusters identified in Allen County. 80 percent of the roadway departure clusters are located within Iola. Clusters of roadway departure crashes in Allen County are displayed in Figure 24.

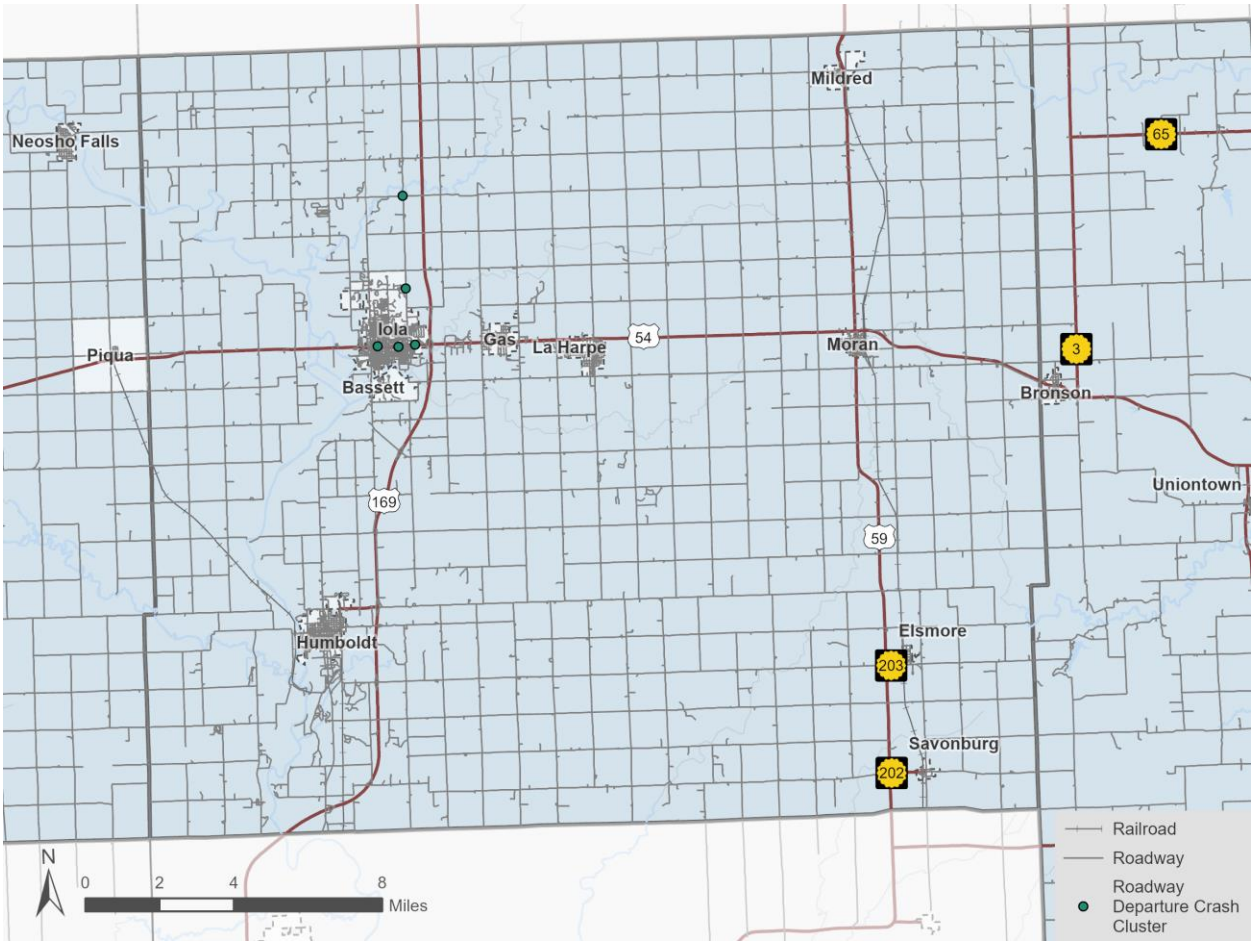


Figure 24: Roadway Departure Crash Clusters

6.3.1.2 Intersection-Related

Intersections can result in increased conflict points between roadway users. Approximately one-quarter of traffic fatalities and one-half of all traffic injuries in the United States are attributed to intersections. Unsignalized intersections are the most common type of intersection in Southeast Kansas and can include stop sign-controlled, yield sign-controlled, or uncontrolled intersections. Signalized intersections are more frequently used within urban areas or at the intersection of higher volume corridors. Almost any other crash type can occur at intersections, so intersection crashes may also be attributed to other crash types or factors. Understanding which factors frequently contribute to crashes can help decision makers focus on effective countermeasures.

During the study period, there were six crash clusters related to intersection crashes in Allen County. Clusters of signalized and unsignalized intersection crashes in Allen County are displayed in Figure 25.

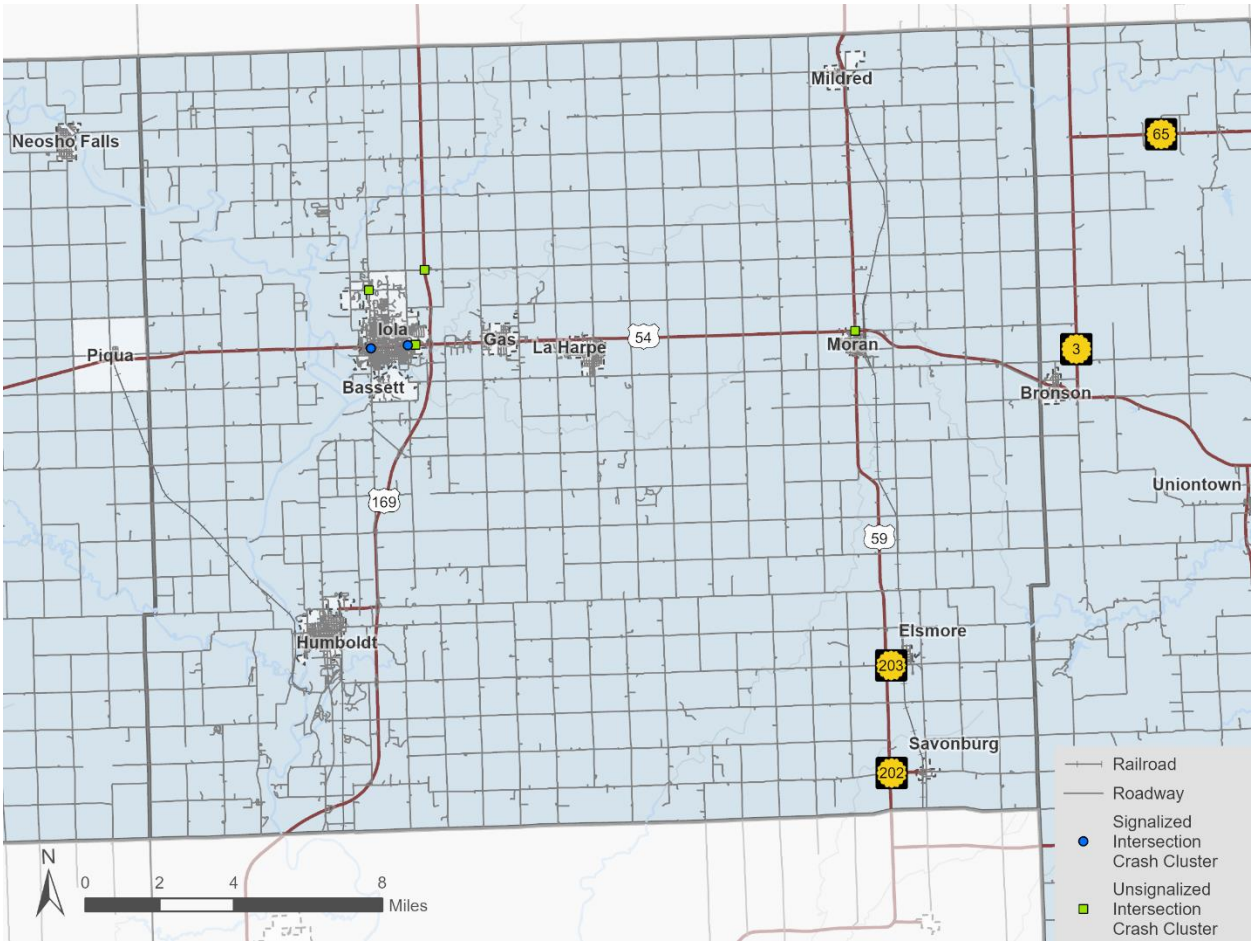


Figure 25: Intersection-Related Crash Clusters

6.3.2 Unrestrained Occupants

Restraint devices such as seatbelts are critical to protecting vehicle occupants in a crash. The simple act of wearing a seatbelt is one of the most effective ways to reduce the risk of death or serious injury in a crash. This is especially evident in serious roadway departures and intersection crashes, where unrestrained occupants are far more likely to suffer catastrophic outcomes, including being ejected from the vehicle.

The Safety Task Force indicated seatbelt use as a concern in Southeast Kansas. Statewide data (NHTSA) indicates that approximately 85 percent of Kansans wear seat belts and approximately four percent of the five-year crashes in Allen County indicated lack of seat belt use.

Note: For this analysis, crashes with unrestrained occupants are not mapped as the act of being unrestrained is not related to the cause or location of the crash.

6.4 Other Areas for Review

6.4.1 VRU

A VRU is a person using the transportation system that is unprotected, such as a pedestrian, cyclist, motorcyclist, or roadway worker. Crashes between a VRU and a vehicle more frequently result in an injury or fatality. Common risk factors for VRU crashes include undivided four lane roads, roads with over 10,000 vehicles per day, roads with 30-35 mph speed limits, located in disadvantaged areas, and areas with higher levels of pedestrian activity.

Despite not being a major crash type in Allen County, VRU safety is a key component of the Vision Zero initiative to provide safe and convenient transportation options for all people regardless of mode of transportation. Therefore, it is a best practice to incorporate VRU safety strategies in areas such as near schools or downtown areas to prevent incidents.

6.4.2 Speed-Related

Speeding – exceeding posted speed limits or traveling to fast for conditions – is a contributing factor to nearly one-third of fatal crashes in the United States. Speeding is one of the most dangerous crash factors as higher speeds can increase the risk of and severity of a crash. Managing speed is a complex issue involving engineering, driving behavior, education, and enforcement. It is likely that the number of fatal and serious injury crashes attributed to speeding in Southeast Kansas is underreported.

6.4.3 Distracted Driving

Distracted driving occurs when the driver of a vehicle performs any activity that takes their attention from driving. Ongoing education programs, as well as initiatives that promote safe driving habits, can reduce the number of distracted driving related crashes. Changes to the road environment that reduce the impact of other crash types –

such as separating VRUs from motor vehicles or providing opportunities to recover from roadway departures – can also help minimize the effects of mistakes due to distracted driving. Like speeding, distracted driving may be underreported in crash data.

Distracted driving was identified by the public, stakeholders, and the Safety Task Force as a major concern in Allen County.

6.4.4 Alcohol or Drug Related

Impaired driving is when a vehicle is being operated under the influence of any substance or in any condition that may reduce the ability to drive safely. This includes driving under the influence of alcohol, drugs, or other controlled substances that diminish your mental or physical capabilities.

The Safety Task Force indicated driving under the influence as a significant concern in Southeast Kansas as drivers may overestimate their capacity or have limited alternative options to traveling home safely. The legalization of recreational marijuana in neighboring Missouri was specifically mentioned by counties along the Kansas-Missouri border as an increasingly challenging issue.

6.4.5 Overlapping Emphasis Areas

In many crashes, multiple emphasis areas are identified as contributing factors. Identifying contributing factors can help us understand why crashes occur and identify appropriate safety interventions. Figure 26 demonstrates overlapping circumstances among all crashes in Southeast Kansas during the 10-year study period.

Common crash patterns include:

- Crashes involving unrestrained occupants or alcohol/drug impairment frequently result in roadway departures.
- Crashes involving VRUs such as bicyclists or pedestrians typically occur at intersections.
- Crashes involving speeding tend to also be affected by distracted driving.

Step 2: Evaluate Overlapping Emphasis Area	Step 1: Select Emphasis Area: Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

Figure 26: Overlapping Emphasis Areas in Southeast Kansas

7 SAFETY STRATEGIES AND PROJECTS

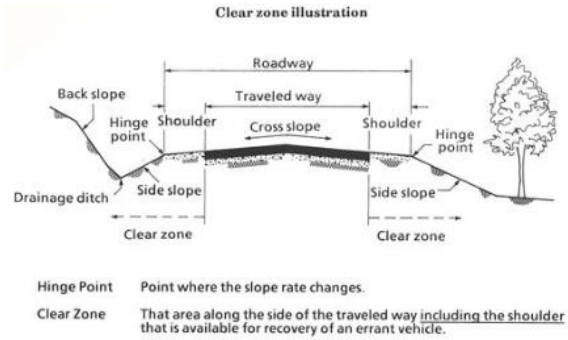
By understanding the priority emphasis areas for the Southeast Kansas region, and using the Safe System Approach as a framework, safety strategies can be identified to help reduce crashes and decrease crash severity.

7.1 Safety Countermeasures

Using national best practices, FHWA and the National Highway Traffic Safety Administration (NHTSA) developed a series of data-driven, proven safety countermeasures. Countermeasures to address the top emphasis areas in Southeast Kansas and Allen County are identified in Table 7 to Table 12**.** Each Safe System element was considered when selecting these safety strategies. A comprehensive list of countermeasures is included in **Appendix E**.

Table 7: Safety Countermeasures for Roadway Departures

Countermeasure	Description	Example
Advanced Warning Signs	Advanced warning signs around curves, sight limiting areas, or where crash problems exist provide drivers with additional time to make decisions.	
Improved Pavement Markings	Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.	
Longitudinal Rumble Strips	Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane. Commonly installed on the edge line, shoulder, and/or centerline.	
Post-Mounted Delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers the edge of shoulder in daytime and night conditions.	

Countermeasure	Description	Example
Paved Shoulder with Safety Edge	Shapes the edge of pavement to eliminate the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.	
Flattening and Widening Foreslopes	Flattening and widening foreslopes allows for a more recoverable slope and may decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	
Clear Zones	Improvements to provide a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	
Superelevation Correction	Correcting and reshaping the roadway superelevation to meet posted speed or where crashes have occurred enables increased friction with pavement.	

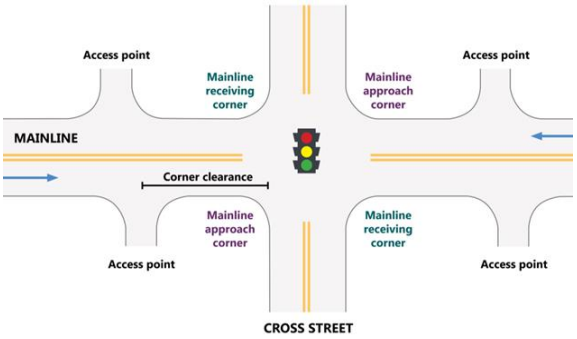
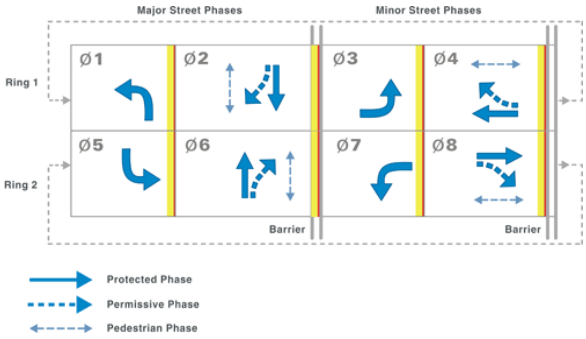
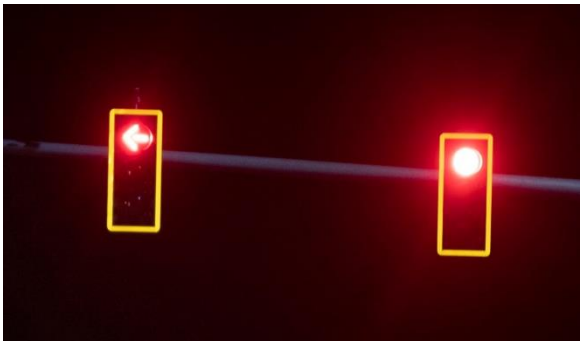
Countermeasure	Description	Example
High Friction Surface Treatment	Higher pavement friction helps motorists maintain better control in both wet and dry conditions.	
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	

Table 8: Safety Countermeasures for Intersection-Related

Countermeasure	Description	Example
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	
Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more visible.	
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	

Countermeasure	Description	Example
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	
Flashing Beacon Warning Sign	Flashing beacons on warning signs increases driver awareness and recognition of upcoming problems and potential conflicts.	
Enhanced Stop Sign	Larger stop signs, use of flasher on sign, or use of retroreflective markings to increase visibility of stop signs.	

Table 9: Safety Countermeasures for Unrestrained Occupants

Countermeasure	Description
Enforcement of Seatbelt Safety	Signage to promote higher visibility of seatbelt and child safety enforcement in both short-term situations and sustained seat belt enforcement.
Education Strategies	Employer-based and older child programs.
Child Restraint Inspections	Child Passenger Safety (CPS) technician staffed inspection stations.

Table 10: Safety Countermeasures for Vulnerable Road Users (VRU)

Countermeasure	Description	Example
Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	
Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk for 3-7 seconds before parallel vehicles are given a green indication.	

Countermeasure	Description	Example
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	
Advance Yield or Stop Markings	"Yield Here to Pedestrians" and/or "Stop Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk.	

Table 11: Safety Countermeasures for Distracted Driving

Countermeasure	Description
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.
Phone/Text Messaging Enforcement	Signage to identify areas with higher cell phone use/text messaging enforcement to effectively deter cell phone use by increasing the perceived risk of a ticket.

Table 12: Safety Countermeasures for Alcohol or Drug Related

Countermeasure	Description
Enforcement of Drug and Alcohol Impaired Driving	Short-term enforcement checkpoints as well as sustained and consistent DUI enforcement, particularly in key areas.
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.

7.2 Project Recommendations

Projects were identified by locating fatal/serious injury emphasis area crash clusters within Allen County, considering systemic issues for top emphasis areas, reviewing past plans (including the Local Road Safety Plan), and incorporating feedback from public and stakeholder engagement.

The following list includes ten recommended projects in no priority order. Project locations are shown in Figure 27 and details are provided in **Appendix F**. Projects include planning-level cost estimates identified as short or long-term improvements. Short-term projects offer flexibility to shift to long-term if priorities or conditions change. These projects are intended to contribute to a safer roadway system in Allen County.

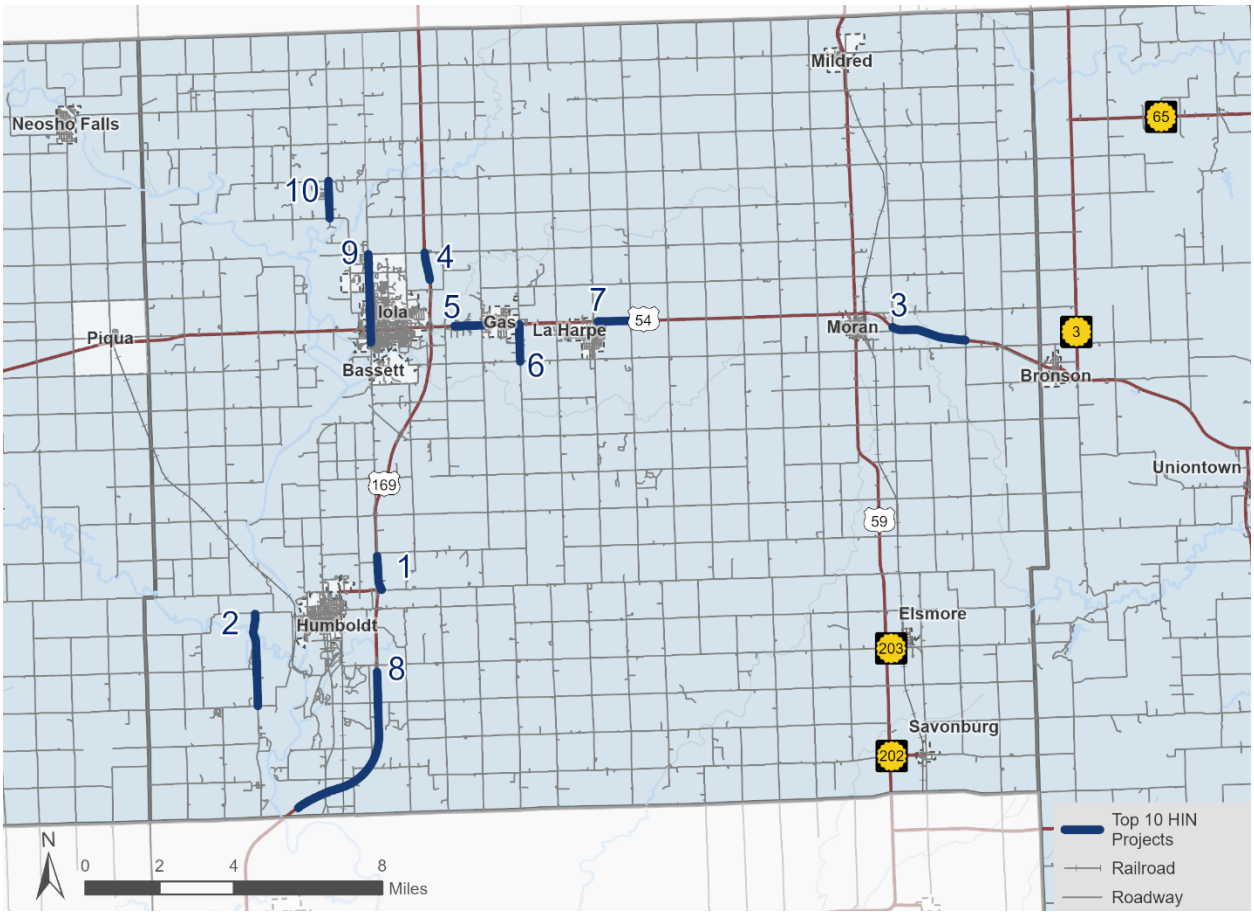


Figure 27: Top 10 Priority Project Locations

Project 1: U.S. 169 from Idaho Road to Hawaii Road

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	• Edge/center rumble strips • Appropriate MUTCD Signage *Cost: $40,000*	• Median barriers • Lighting *Cost: $455,000*

Project 2: 800th Street from Georgia Road to Connecticut Road

Emphasis Area	Short-Term Improvements
Roadway Departure, Horizontal Curves, Driver Distraction	• Enhanced delineation for horizontal curves • Edge/center rumble strips • Transverse rumble strips • Appropriate MUTCD Signage *Cost: $48,000*

Project 3: U.S. 54 from 4200th Street to 4600th Street

Emphasis Area	Short-Term Improvements
Roadway Departure, Occupant Protection, Speed, Horizontal Curves	• Edge line rumble strips • Enhanced delineation for horizontal curves • Wider edge lines • Lighting • Reduced speed entering curve • Transverse rumble strips *Cost: $70,000*

Project 4: U.S. 169 from Oregon Road to 0.25 miles north of N Dakota Road

Emphasis Area	Short-Term Improvements
Intersection related, Heavy-Vehicle related	• Systemic application of multiple low-cost countermeasures at stop-controlled intersections • Appropriate MUTCD signage *Cost: $16,250*

Project 5: U.S. 54 from 1850th Street to 2000th Street

Emphasis Area	Short-Term Improvements
Pedestrian related, Older Driver related, Teen Driver Related	• Systemic application of multiple low-cost countermeasures at stop-controlled intersections • Appropriate MUTCD signage *Cost: $16,250*

Project 6: 2200th Street from U.S. 54 to Nebraska Road

Emphasis Area	Short-Term Improvements
Roadway Departure, Impaired Driving related	• Longitudinal rumble strips and stripes • Wider edge lines • Retroreflective striping • Lighting *Cost: $365,000*

Project 7: U.S. 54 from 2800th Street to S Monroe Avenue

Emphasis Area	Short-Term Improvements
Motorcycle related	• Appropriate MUTCD signage • Lighting *Cost: $365,000*

Project 8: U.S. 169 from Alaska Road to Delaware Road

Emphasis Area	Short-Term Improvements
Horizontal Curves	• Appropriate MUTCD signage • Lighting • Longitudinal rumble strips • Enhanced delineation for horizontal curves *Cost: $365,000*

Project 9: State Street from Park Avenue to Austin Drive

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Pedestrian related	• Systemic application of multiple low-cost countermeasures at stop-controlled intersections • Crosswalk visibility enhancements *Cost: $16,250*	• Road Safety Audit *Cost: $20,000*

Project 10: 1200th Street from S Dakota Road to Rhode Island Road

Emphasis Area	Short-Term Improvements
Roadway Departure, Occupant Protection, Distracted Driving	• Appropriate MUTCD signage • Lighting • Roadway maintenance *Cost: $26,000*

8 IMPLEMENTATION PLAN

8.1 Policy and Process Recommendations

Improving roadway safety in communities requires an examination of policies and processes currently in place that contribute to safety on our roadways. Current policies, guidelines, and standards were reviewed to identify opportunities to improve and prioritize transportation safety. The following policy and process recommendations support achieving the SAP's goals.

8.1.1 Vision Zero Resolution

The Vision Zero goal acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for all road users. Some programs, including the federal SS4A Implementation grant program, require jurisdictions to formally adopt

this goal to be eligible for funding support. A draft Vision Zero resolution to target fatal and serious injury crashes is included for adoption by Allen County for 2050 in **Appendix A**.

8.1.2 Advocate for Regional Initiatives

Many smaller communities find solving safety issues on state or federal highways to be difficult to address. State Department of Transportation's have many competing priorities, and smaller projects can easily fall down the priority list as the transportation network has emergent and pressing needs. One solution for this is to take a regional or corridor focused approach to improving state and federal highways. Taking a coalition approach with neighboring communities on the same highway corridors can increase visibility of these issues and help advocate for action. Working with impacted municipalities, counties, community groups, and/or regional planning organizations can increase the county's collective power to bring change. The SEKRPC Safety Task Force can be a vehicle for the coalition approach should the region or multiple counties in the region choose to advocate together for changes on Kansas highways.

8.1.3 Enforcement and Education

Under the SS4A initiative, a range of targeted countermeasures is being implemented to enhance occupant protection and reduce impaired driving incidents. To improve seatbelt and child passenger safety, enforcement strategies include increased signage to raise visibility and awareness of seatbelt laws and child safety regulations. These measures support both short-term enforcement operations and sustained efforts to encourage compliance.

Education plays a complementary role, with programs directed at employers and older children to promote safe driving behavior and awareness of passenger safety. In addition, child restraint inspections conducted by certified Child Passenger Safety (CPS) technicians ensure proper installation and usage of child safety seats, directly addressing misuse and improving child occupant protection.

To address impaired driving, the initiative incorporates both enforcement and educational efforts. Enforcement activities include the deployment of DUI checkpoints and consistent monitoring in high-risk areas to deter drug and alcohol-impaired driving. Public education campaigns are also employed to highlight the dangers of impaired driving and foster cultural norms that discourage such behavior. Together, these countermeasures aim to reduce serious crashes and improve overall roadway safety through a coordinated approach of enforcement, education, and public engagement.

8.1.4 Address Post-Crash Care

The timely arrival of emergency responders and well-trained Emergency Medical Services (EMS) providers is a major factor in ensuring an injured person receives the

medical care they need to survive a crash. This is especially critical in rural communities, where response times are longer, and EMS resources may be more limited.

Therefore, post-crash care best practices include both advanced planning activities and safety countermeasures. Typical countermeasures include improving emergency medical dispatch and 911 protocols, providing timely on-scene care using model EMS clinical guidelines, providing timely transportation to a trauma center, and then measuring EMS performance over time are important to ensure your EMS is performing optimally.

Allen County has one hospital with the ability to address traumatic injuries: Allen County Regional Hospital, a Level IV trauma center. Additional opportunities to explore to address post-crash care needs include:

- **EMS Telemedicine:** Jurisdictions have explored the use of eCare EMS telemedicine services to improve and expedite post-crash care in rural communities. The program allows first responders and paramedics to connect virtually 24/7 with certified physicians and nurses for peer-to-peer support in the field or during transport. Some agencies have been awarded SS4A funds to support pilot EMS telemedicine programs within their area.
- **Updating Best Practices and Training:** Ensuring first responders are regularly trained on the most up to date best practices in emergency response is critical to maintaining good response times. National resources such as EMS.gov and the National Center for Rural Roadway Safety can help your organization access the most up-to-date emergency response practices and training.

8.1.5 Update Design Policies

Roadway design policies, standards, and best practices change over time. An ongoing review and update of local roadway design policies is critical to ensuring roadway safety best practices are implemented when roadways are maintained, improved, or constructed. Local roadway design standards and policies should be reviewed and revised every 3-5 years, or more if one or more of the following occurs:

- A significant increase in crash trends,
- New federal/state safety guidance,
- Introduction of new infrastructure technologies or treatments,
- Community or stakeholder feedback on road user experience.

8.1.6 Incorporate Safety into Project Development Process

Include systemic safety improvements in projects developed by Allen County and KDOT. Include a review of crashes and potential safety improvements when intersections or roadway segments are maintained or improved.

8.2 Next Steps

The SAP is a dynamic document intended to be used by Allen County and other partners to continually advance transportation safety. In addition to the recommended projects and policy guidance, the Southeast Kansas region and Allen County can utilize these next steps to help achieve the Vision Zero goal.

8.2.1 Plan Leadership

Allen County assumes leadership of this plan and will support implementation within the county. As part of this role, Allen County will continue to use the Safety Task Force as a mechanism for regional collaboration and updates.

In partnership with SEKRPC, it is recommended that the Safety Task Force convene annually to discuss progress and updates related to the SAP. Stakeholders should continue to:

- Be champions for safety in professional and personal roles
- Share information about transportation safety strategies with other organizations
- Assemble annually to share progress on safety activities

8.2.2 Leverage Resources and Funding Opportunities

Funding is critical to implementing the strategies and action items in this SAP and may come from a blend of sources: federal, state, local, and private sector or non-profit partners. Some potential sources of funding include:

- Safe Streets and Roads for All (SS4A) Program: The Bipartisan Infrastructure Law (BIL) established the SS4A federal discretionary program that will provide over $5 billion in grants over the five-year program period (2022-2026). With completion of this SAP, Allen County is eligible to apply for SS4A implementation funding.
- State Coordination: Coordinate with KDOT to administer annual safety grants funded by the state that are targeted at both roadway design solutions and behavioral programs, including education and enforcement programs. o High Risk Rural Roads (HRRR) Program: FHWA requires states to define and identify roadways “with significant safety risks” and sets aside federal funding for states to address these safety risks. Funds typically cover low-cost roadway improvements such as pavement markings, rumble strips, and other safety countermeasures. In Kansas, communities can apply for this funding through KDOT’s Bureau of Local Projects.
    - Safe Routes to School Program: Many other types of agencies can apply for and receive Safe Routes to School funding. These include non-profits, schools and school districts, and regional transportation agencies, among

others. In Kansas, communities can apply for this funding through KDOT's Active Transportation Program.
    - Kansas Infrastructure Hub: The Kansas Infrastructure Hub provides resources for Kansas communities seeking to improve infrastructure. Communities can apply to the Infrastructure Hub for grant writing assistance and grant matches.
- Regional Coordination: Coordinating closely with KDOT, and potentially adjacent counties, can be helpful to achieve safety goals for all involved parties. Taking a coalition approach to U.S. 169 improvements may help all counties along the corridor advocate for funding and advance important safety goals.
- Local Funding: Local governments may choose to fund projects from local sources such as the annual budget, Capital Improvement Program (CIP), bonding, user fees, special assessments, or through partnerships with other local entities. Consideration of the SAP during the annual budget process can be a cost-effective way of advancing safety goals, particularly for maintenance activities or other planned capital improvement projects where simple safety strategies can be incorporated.

8.2.3 Progress and Transparency

Progress toward meeting the SAP's goals should be measured over time in an open and transparent manner. Regular progress tracking creates accountability to the public and builds trust between the public and the cities, counties, and agencies that are responsible for roadway safety. This could include posting the SAP online and annual reporting on progress toward reducing roadway fatalities and serious injuries.

Progress and transparency also help create an environment of informed decision making based on the effectiveness of selected safety strategies and the ability to modify the approach when necessary. Finally, progress and transparency provide a sense of direction and help document tangible outcomes made toward saving lives.

9 APPENDICES

Appendix A: Vision Zero Resolution

Appendix B: Safety Task Force Meetings

Appendix C: Public Engagement

Appendix D: High Injury Network

Appendix E: Countermeasures

Appendix F: Project Sheets

Appendix A

Vision Zero Resolution

EXAMPLE VISION ZERO RESOLUTION OR ORDINANCE

[RESOLUTION OR ORDINANCE]* NO. *[X]

A [RESOLUTION OR ORDINANCE] BY THE [RELEVANT GOVERNING BODY], THE GOVERNING BODY OF [COUNTY], KANSAS, ADOPTING A VISION ZERO POLICY AND PROCLAIMING THE [COUNTY'S] COMMITMENT TO [END OR REDUCE] TRAFFIC FATALITIES AND SERIOUS INJURY ACCIDENTS IN [COUNTY] BY [YEAR] AND IMPLEMENTATION OF A SAFE STREETS AND ROADS FOR ALL PLAN.

WHEREAS, in 2021, the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program which funds regional, local and Tribal initiatives to prevent roadway deaths and serious injuries; and,

WHEREAS, in 2022, [COUNTY] joined the member Counties of the Southeast Kansas Regional Planning Commission (SEKRPC) in making an application for a SS4A planning grant from the U.S. Department of Transportation to create SS4A compliant action plans for member counties; and,

WHEREAS, the SS4A program supports the U.S. Department of Transportation's National Roadway, Safety Strategy and the goal of zero roadway deaths using a Safe System Approach; and,

WHEREAS, [COUNTY'S] Vision Zero policy supports the Kansas Department of Transportation's Drive to Zero program and the goals of the Kansas Strategic Highway Safety Plan; and,

WHEREAS, [X] individual(s) were needlessly killed, and [X] individuals were injured on the [COUNTY] roadways between [YEAR] and [YEAR]; and,

WHEREAS, [COUNTY] recognizes the need for action to increase safety and to prevent deaths and injuries on [COUNTY] streets; and,

WHEREAS, Vision Zero is a proven framework for eliminating traffic deaths and serious injuries through intergovernmental and community partnerships, leveraging resources and funds to ensure safe and efficient transportation for all roadway users; and,

WHEREAS, A comprehensive Vision Zero policy unifies existing safety efforts and elevates improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis, updated policies and practices, and equity; and,

WHEREAS, [COUNTY] recognizes the need to prioritize engagement with the entire community about the Vision Zero initiative, and supports Vision Zero efforts to address inequities by prioritizing interventions in areas most in need of safety improvements; and,

WHEREAS, [COUNTY'S] participation in the SEKRPC Safety Task Force recognizes the need for action to increase safety and to prevent deaths and injuries on [COUNTY] streets; and,

WHEREAS, [[COUNTY] commits to the ongoing collaboration of the SEKRPC Safety Task Force to advance a shared vision and future for improvements along U.S. and State highways in the SEKRPC region, and on streets and roads within the individual communities comprising the task force; and,

WHEREAS, [COUNTY] commits to build and sustain leadership, collaboration and accountability in partnership with public health, law enforcement, policymakers, elected officials, and community members to advance the strategies of the SS4A plan and the Vision Zero policy; and,

WHEREAS, [COUNTY] recognizes the need for action to increase safety and to prevent deaths and injuries on [COUNTY] streets; and,

NOW, THEREFORE, BE IT RESOLVED THAT, I, [FIRST NAME LAST NAME], Commissioner(s) of the County of [NAME], by virtue of the Charter of the County of [NAME], do hereby:

1. Adopt the [COUNTY'S] Vision Zero policy with the goal of achieving zero fatalities and serious injuries by the year [YEAR].
2. Adopt the [COUNTY] Comprehensive Safety Action Plan, attached hereto as Exhibit A.

PASSED, APPROVED AND ADOPTED THIS [X] day of MONTH, 2025.

Appendix B

Safety Task Force Meetings

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #1

Date: October 3, 2024
Time: 11:00am - 1:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Introduction
  - Safe Systems Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

Attendees
Sandy Krider, Labette County Public Works Director (in-person)
Anne Sharp, Cherokee County Sheriff's Office and Columbus School (online)
Anni Beasley, Frontenac High School in Crawford County (online)
Brandon Beurskens, Montgomery County Assistant Public Works Director (online)
Eric Bailey, Bourbon County Public Works Director (online)
Shaun West, Linn County Public Works Director (online)

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Payton Smith, TranSystems
Nicole Hood, TranSystems
Tom Hein, TranSystems
Emma Habosky, TranSystems (online)
Tod Salfrank, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Introduction

- Federal Highway Administration (FHWA) encourages communities to adopt the Vision Zero concept and recently started incorporating the Safe Systems Approach. The SSA goal is to reduce death and serious injuries for all road users.
- Local Road Safety Plans (LRSP) have been completed or are nearly complete in 11 of the 12 counties. Woodson County does not have an LRSP.
- The Safe Streets for All (SS4A) Comprehensive Safety Action Plan (CSAP) incorporates traffic data analysis, stakeholder input, and public engagement into useable safety countermeasures. The CSAP provides information for future implementation funding for individual counties or the southeast Kansas region.
- A "Swiss cheese" model of redundancy is used in the Safe Systems Approach so that all safety systems in place help prevent a system failure resulting in a catastrophic event. Redundancy is a critical piece. Everyone makes mistakes and planning for that is key.
- The project timeline was outlined for August 2024 through February 2025 and includes three Safety Task Force meetings, a public meeting in each county, and a public survey contributing to a CSAP final report.

Role of the Safety Task Force

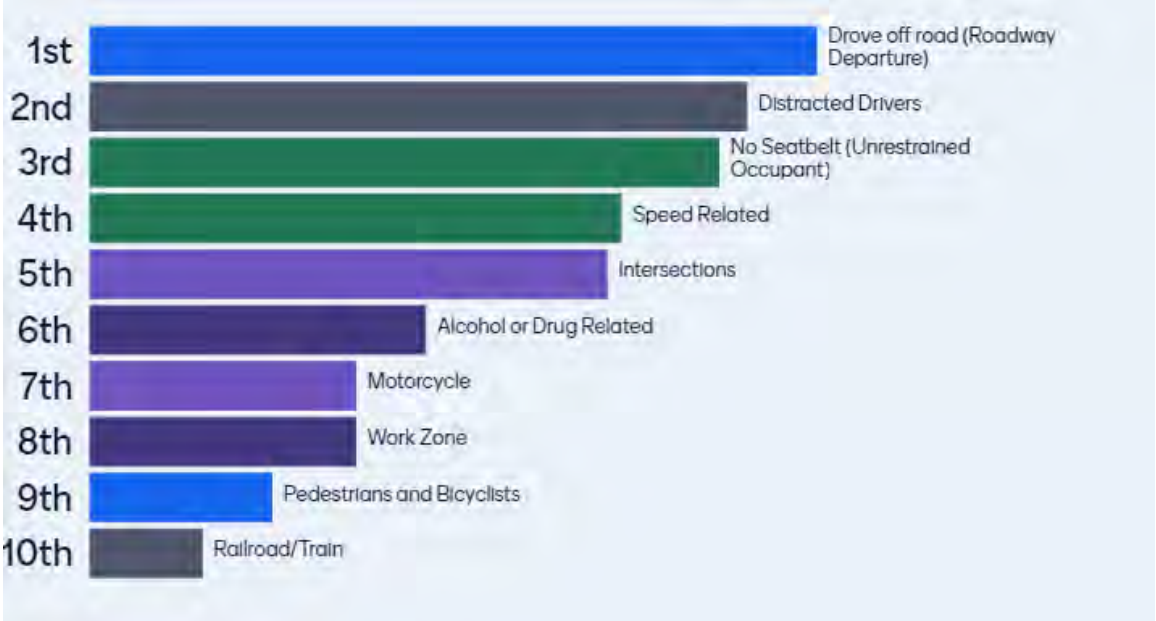
- The Safety Task Force validates information and data, provides insight on emphasis areas, drafts safety goals, represents the community, serves as a community champion, and evaluates performance measures.
- A public survey (https://arcg.is/1v1Pe00) will be sent to about 400 community organizations and members. It takes less than ten minutes to complete and Safety Task Force members can promote the survey in their communities. They survey also has a mapping component so users can identify specific locations of concern.
- Polling question #1 and discussion: **Why is transportation safety important to you?**
  - Anne Sharp (Cherokee County) said her daughter fell asleep while going home resulting in a crash. She shared, "When it's personal, it makes a big difference."

Crash Review

- Slade Engstrom (TranSystems) presented ten-year crash data showing hot spots in the twelve-county study area.
- There were approximately 400 fatalities in the region during that period with a total of 44,295 incidents that includes fatalities, injuries, property damage only crashes plus those involving pedestrians.
- While this is a preliminary overview, it reveals that the state highway system is where a lot of the serious and fatal crashes occur.
    - The Safety Task Force may need to decide whether to work with KDOT on concerns regarding the state highway system or focus in on their own individual communities (county, city, towns).

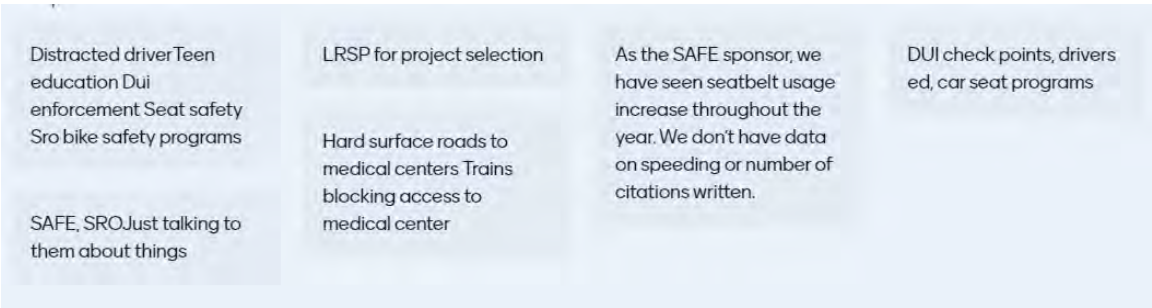
Emphasis Areas

- Crash emphasis charts showed Roadway Departure as the primary contributing factor followed (in numerical order) by Intersections, Distracted Driver, Unrestrained Occupant, Alcohol or Drug, Speed, Motorcycle, Work Zone, and Railroad.
- Anni Beasley (Crawford County) stated that a designated safety corridor had been established near Frontenac High School. She shared, “It is a scary intersection with big trucks that make crossing for students dangerous.”
- US-169 and US-69 were mentioned as a priority corridors.
- Polling question #2 and discussion**: As we focus on solutions, which of these crash types are most important to address?**

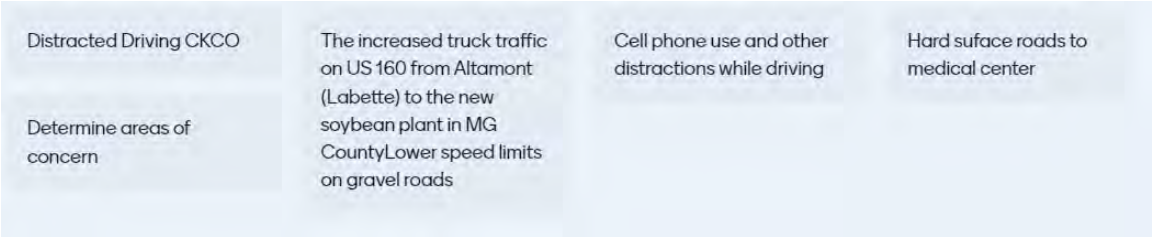


Discussion

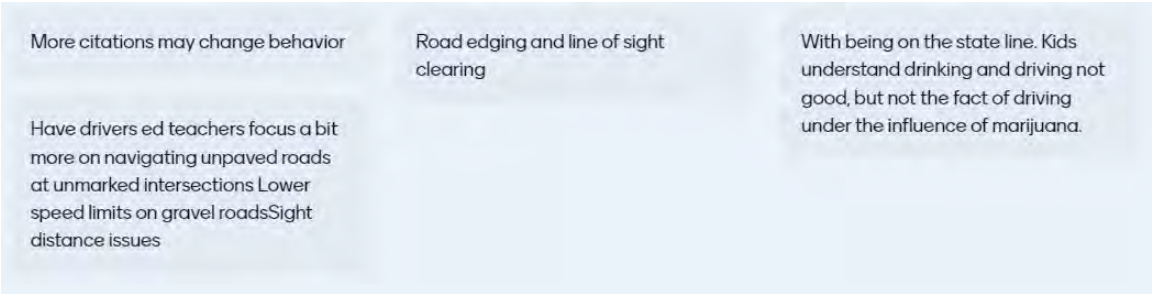
- Polling question #3 and discussion**: Tell us about what kinds of transportation related safety programs or involvement your communities have promoted. What went well? What would you improve?**
  - Sandy Krider (Labette County) mentioned driver's education should include teaching how to navigate on unmarked and gravel roads.



- Polling question #4 and discussion**: What transportation safety concerns have you heard from the community?**
  - Anni Beasley (Crawford County) said the SAFE (Seatbelts Are For Everyone) program started in Crawford County because students were in fatal accident.
  - Lots of ways to leverage data such as quick emergency response through alerts.
  - For reference, Nicole Hood (TranSystems) stated that Missouri Department of Transportation data shows cell usage is 70% older folks.



- Polling question #5 and discussion**: What would you like to see implemented in SEK to improve transportation safety?**
  - Online driver's education needed.
  - Slade Engstrom (TranSystems) commented that rumble strips can seem like a good idea but cannot always be implemented due to road conditions.



Next Steps

- Public survey will be sent within a few days following the meeting.
- Public meetings will be planned in each county.
- Safety Task Force Meetings
    - Meeting #2 on November 14, 2024 will focus on priorities and countermeasures.
    - Meeting #3 on January 23, 2025.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #1

October 3, 2024

AGENDA

- Introductions
- Project Introduction
  - Safe System Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

INTRODUCTIONS

- Southeast Kansas Regional Planning Commission
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

17 08 43 1

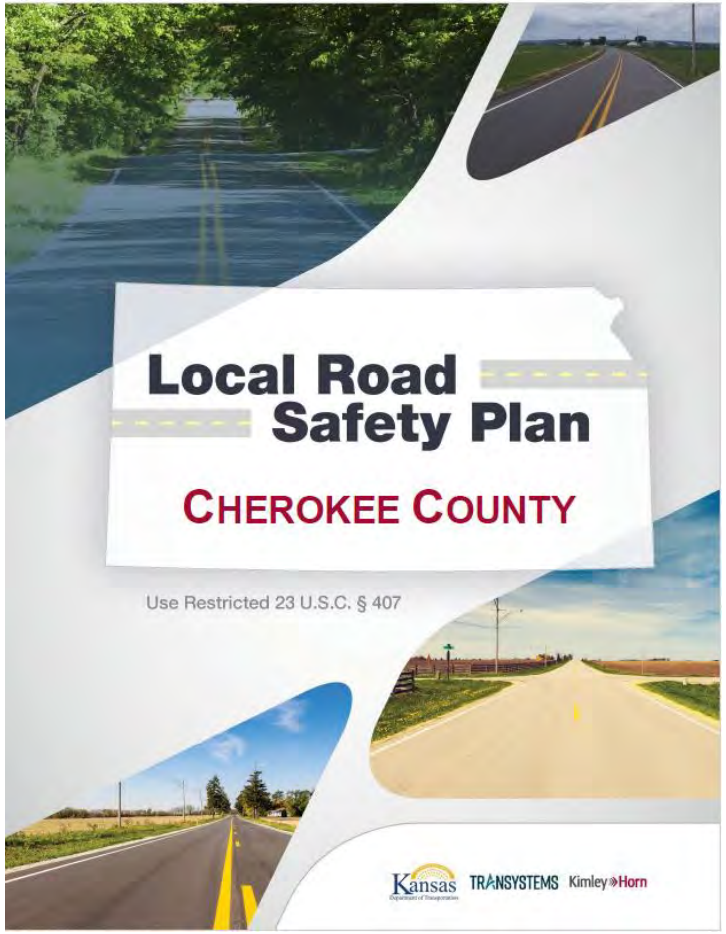
Enter your name, organization, and role.

Or use the QR code!

COMPREHENSIVE SAFETY ACTION PLAN

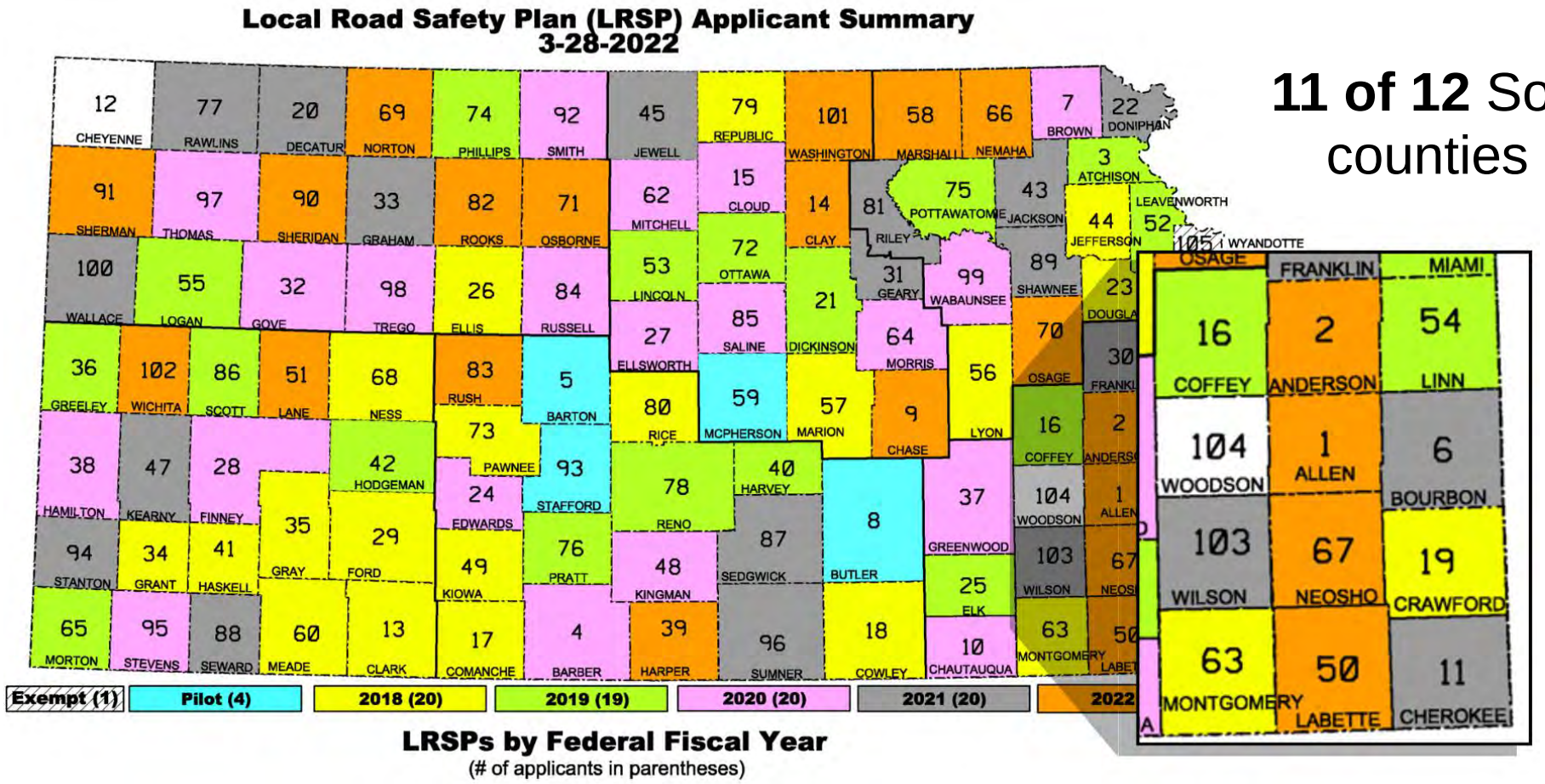
- Imagine and implement safe spaces for all road users
- Discuss safety priority areas and solutions
- Roadmap to reduce and prevent severe crashes
- Utilize plan to pursue funding for implementation to save lives

LOCAL ROAD SAFETY PLAN



- Local Road Safety Plans (LRSPs) provide a framework for identifying safety improvements on local roads
- LRSPs included roadways in unincorporated areas that are classified as collectors or higher
  - Did not include roadways within city limits
  - Did not include rural local roads

LOCAL ROAD SAFETY PLAN



11 of 12 Southeast Kansas counties have a LRSP.

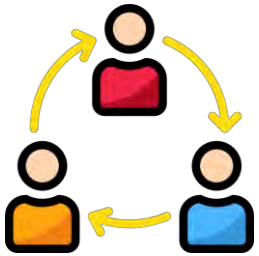
SS4A builds upon LRSPs to include cities and provide a comprehensive look at the entire study area.

FROM PLAN TO ACTION

Planning Grant

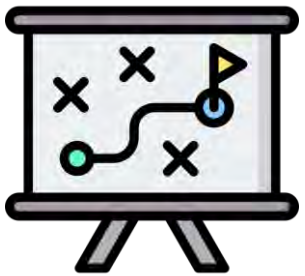
Implementation Grant

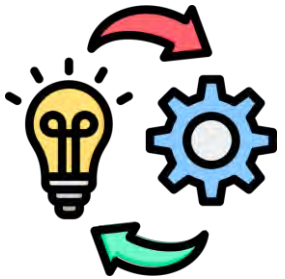
Data Analysis



Engage Stakeholders

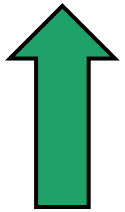
Strategy and Actions





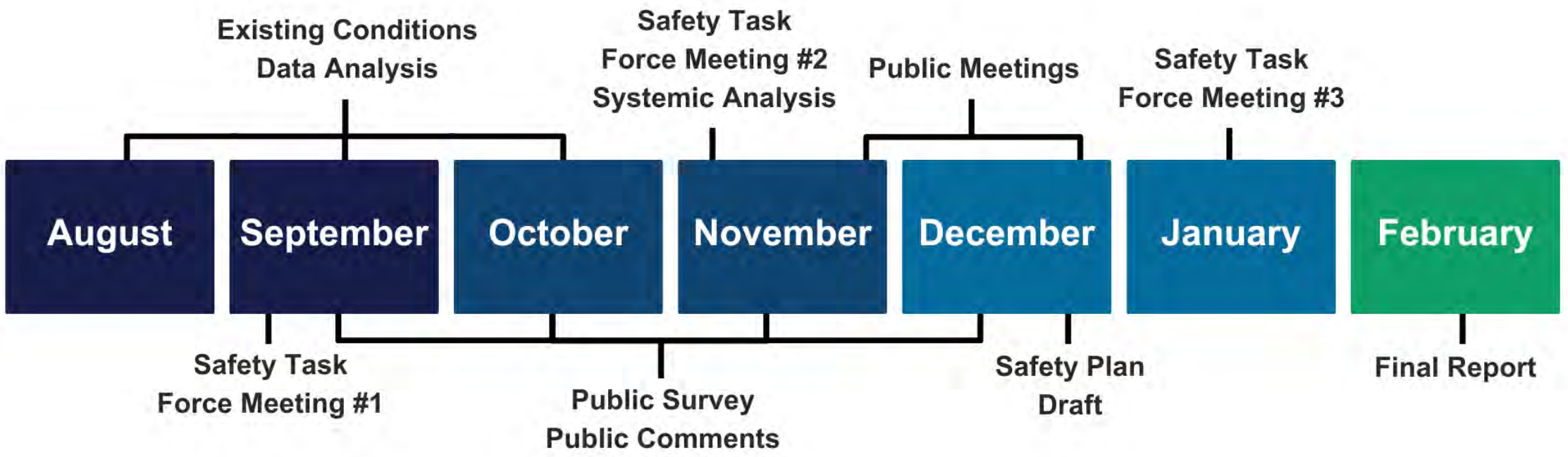
Recommendations

Implementation



We are here!

PROJECT TIMELINE



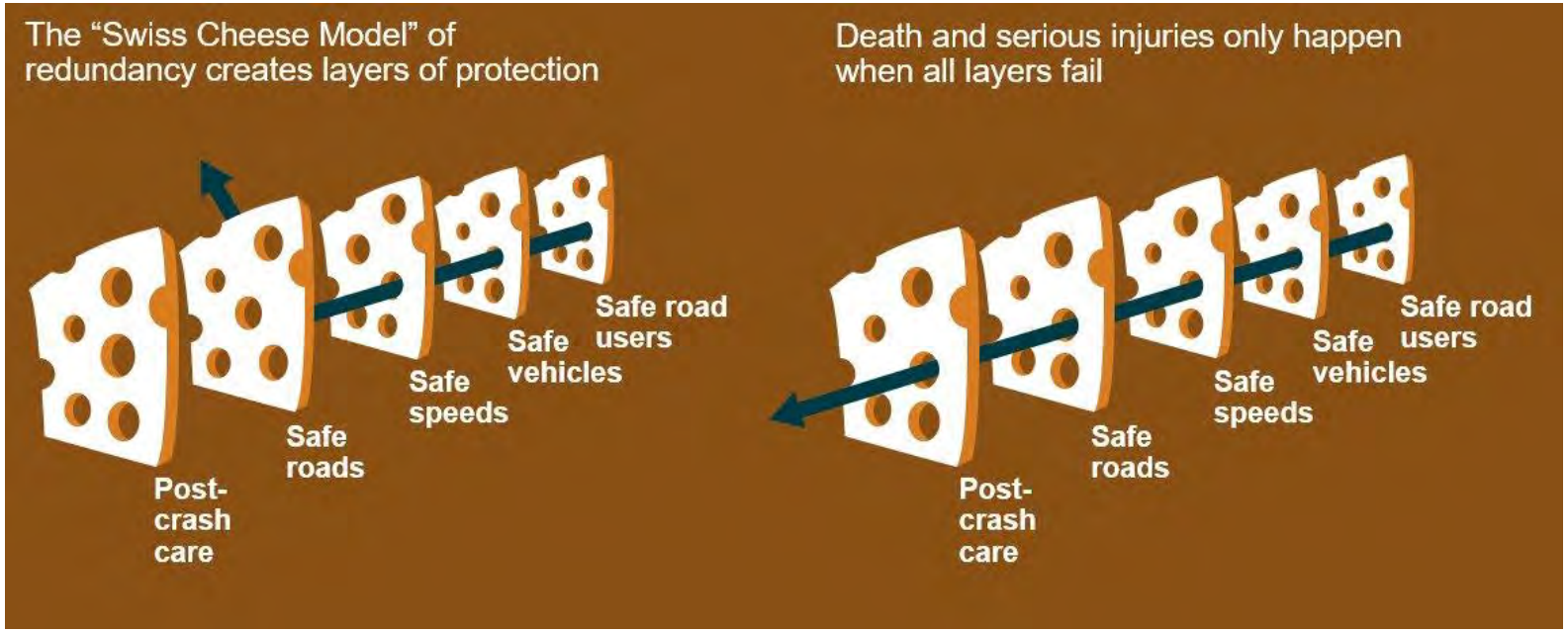
SAFE SYSTEMS APPROACH

- **Safer Road Users:** Encourage safe and responsible user behavior
- **Safer Vehicles:** Expand innovation and technology features to enhance safety
- **Safer Speeds:** Promote context-appropriate design, speed setting, and speed enforcement
- **Safer Roads:** Design roadways to mitigate human mistakes and facilitate safe travel for the most vulnerable users
- **Improved Post-Crash Care:** Enhance access to emergency medical care and prevent secondary crashes

NATIONAL ROADWAY SAFETY STRATEGY

Vision for roadway safety is <u>zero</u> fatalities and severe injuries.

- Adopts the **Safe System Approach** to achieve results
- Seeks opportunities to address safety, equity, and climate simultaneously



DISCUSSION

Why is transportation safety **important** to you?

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SAFETY TASK FORCE

Safety Task Force Role

- Validate information and data
- Provide insight on emphasis areas
- Draft the vision and goals for safety in the region
- Represent the community and solicit feedback
- Serve as trusted community champions
- Evaluate performance measures

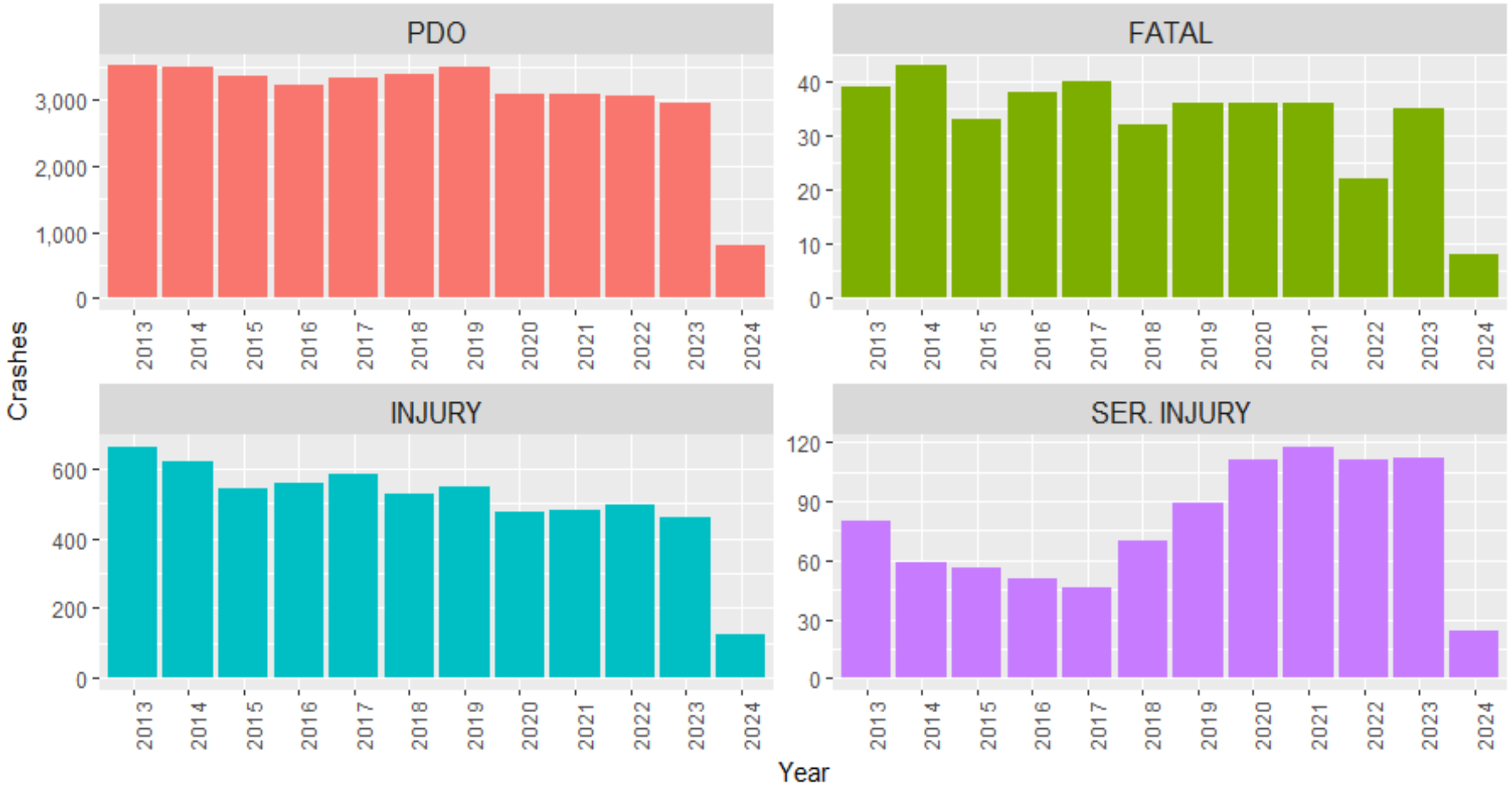
PUBLIC SURVEY

Advocate in Your Community!

- Press release and survey link will be sent to the Safety Task Force and an extended stakeholder list for greater promotion
- Takes about 5-10 minutes to complete
- Allows respondents to submit location-specific concerns

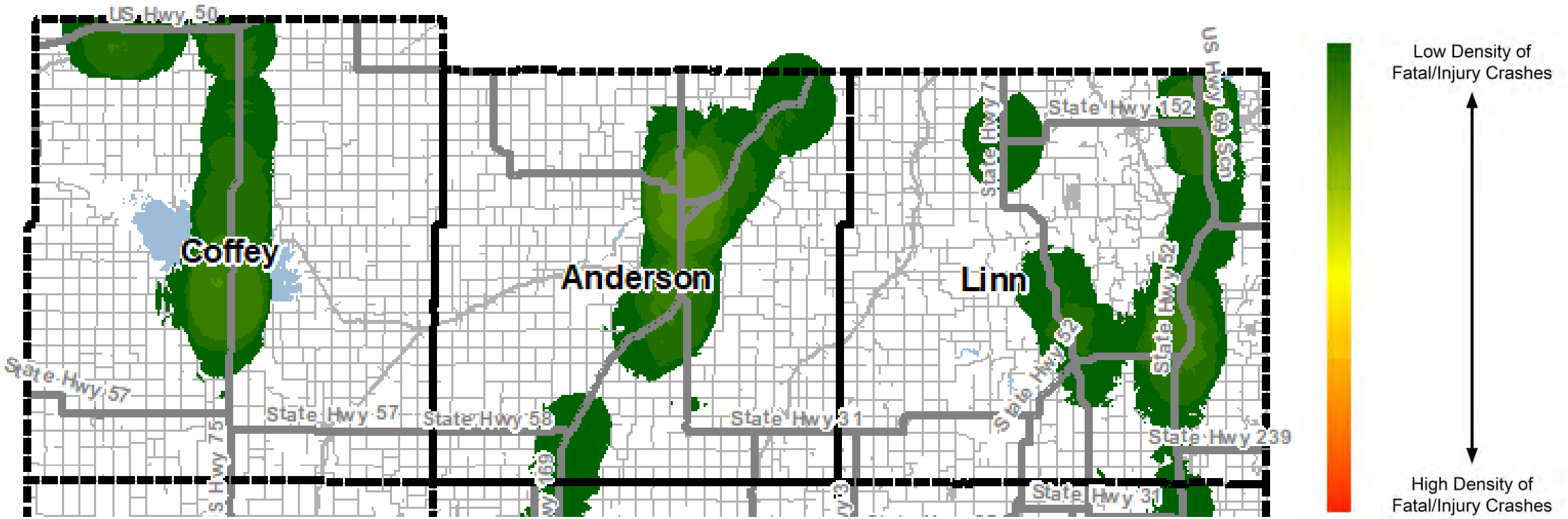
https://arcg.is/1v1Pe00

CRASH REVIEW

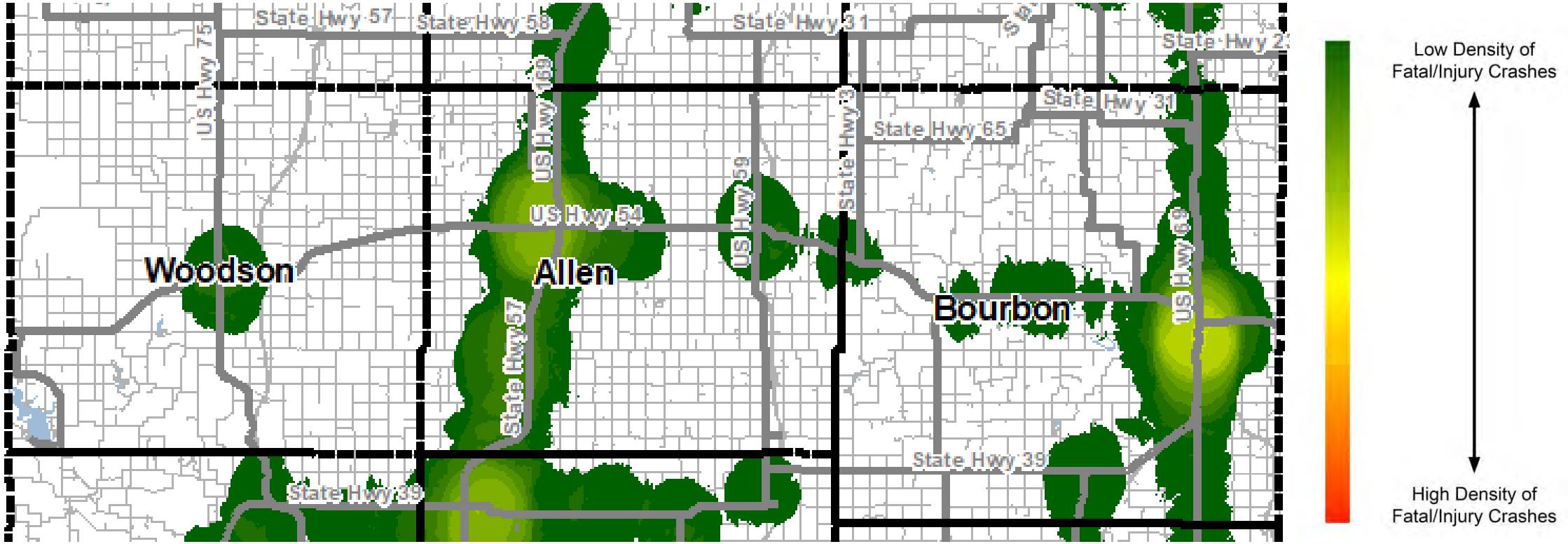


Crash Type	Count
Fatal	398
Injury	7014
PDO	36883
Pedestrian	295
Total	44,295

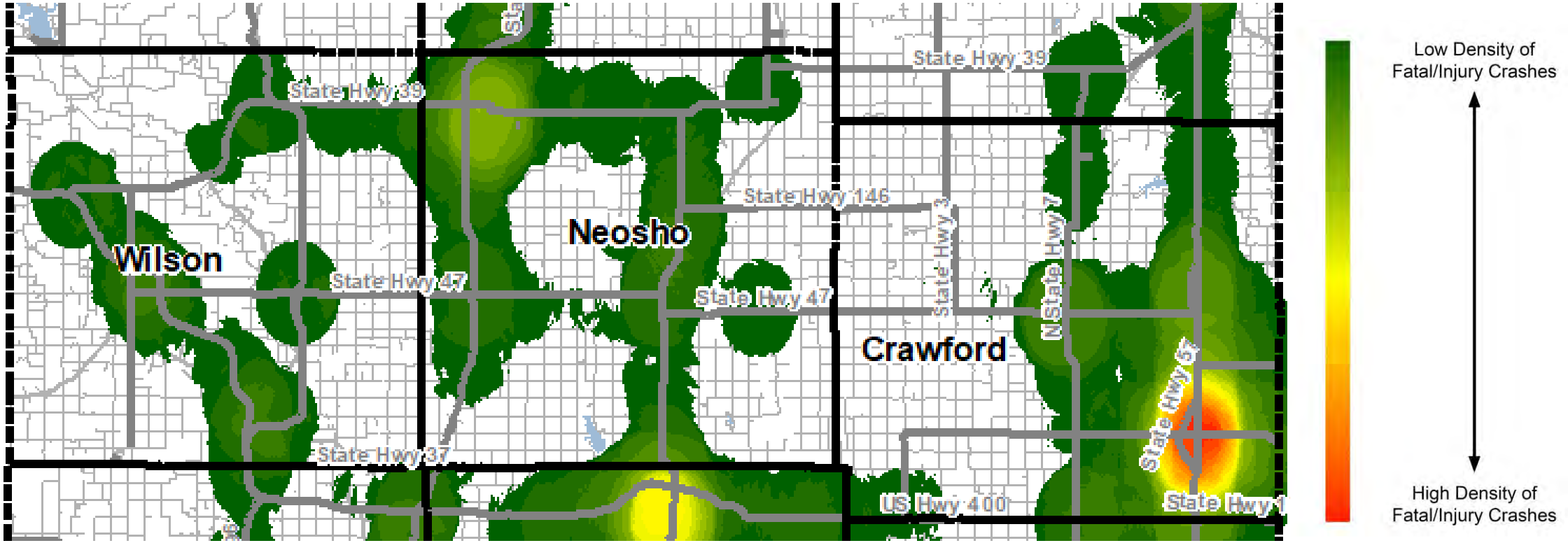
CRASH REVIEW



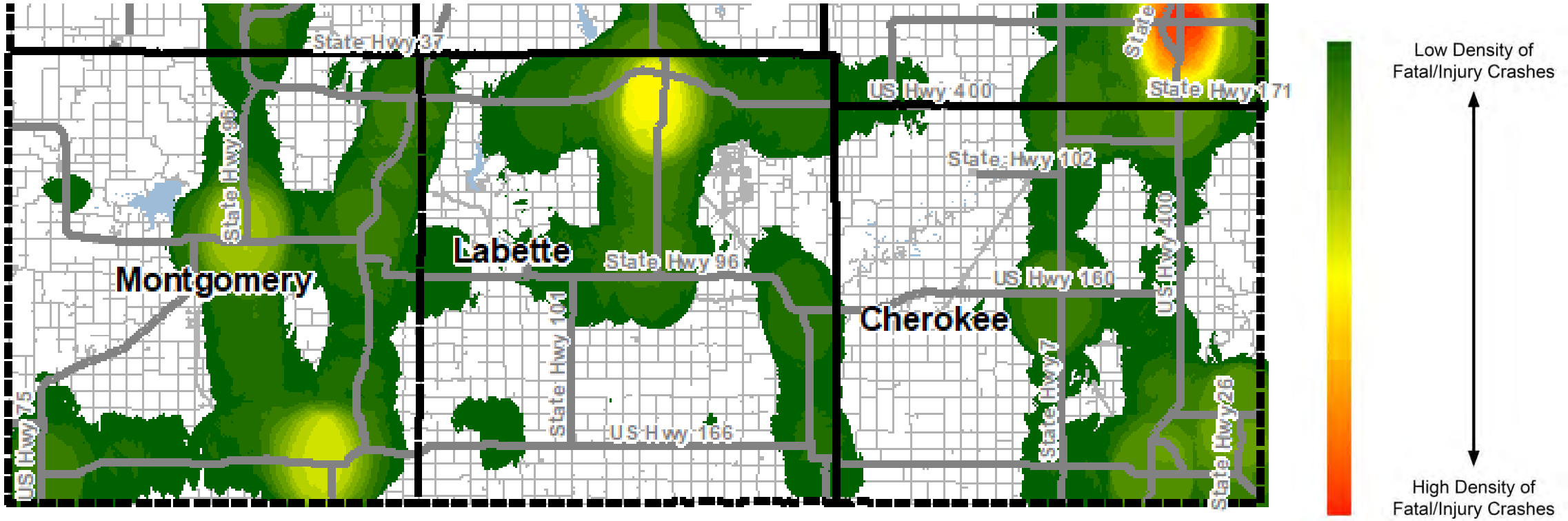
CRASH REVIEW



CRASH REVIEW



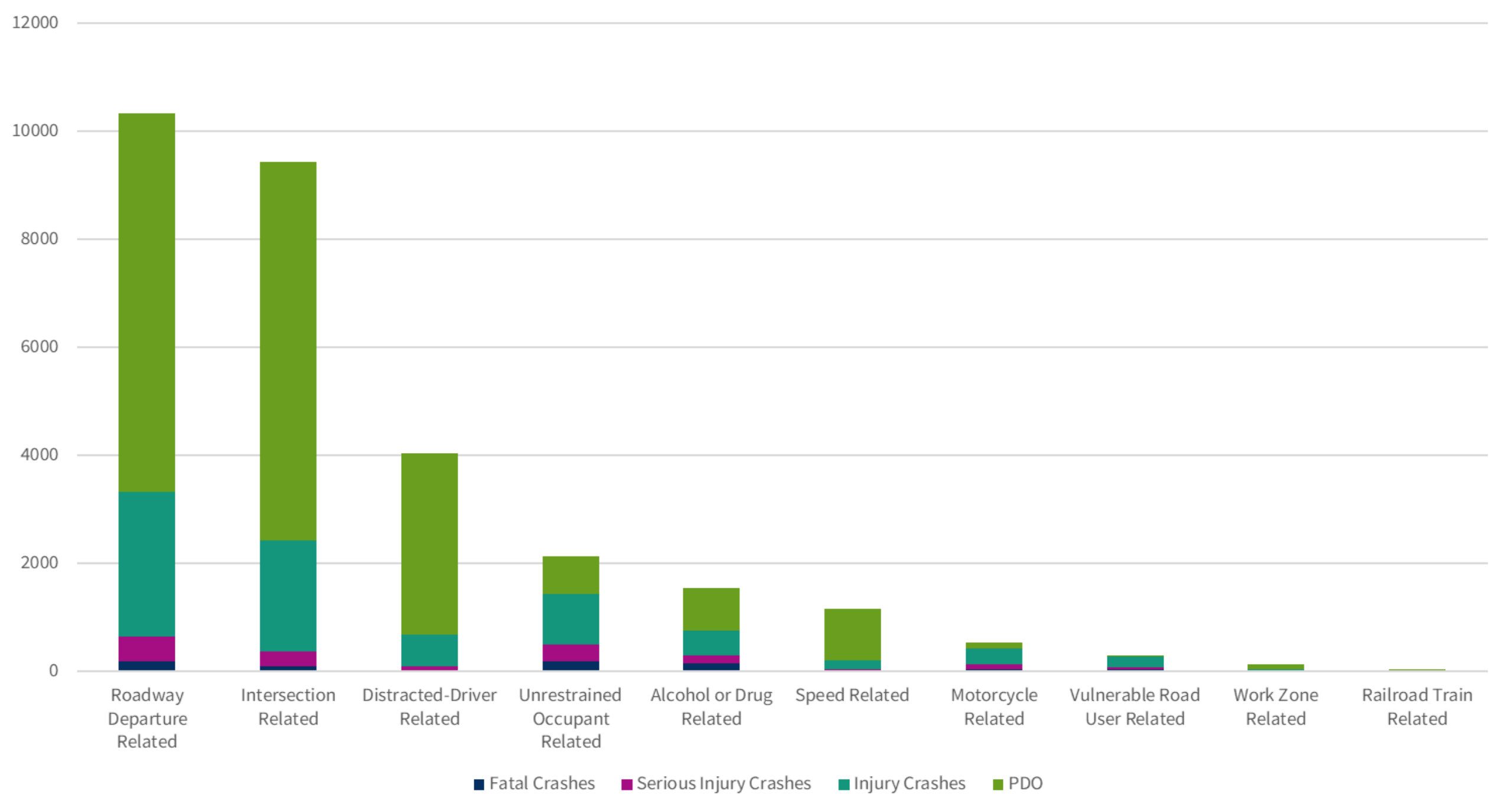
CRASH REVIEW



CRASH REVIEW

Crashes	Fatal	Serious Injury	Injury	Non-Injury (PDO)	Total
State System	249	445	2,645	17,608	20,947
County	116	274	1,527	8,486	10,403
City	33	208	1,915	10,789	12,945
Total	**398**	**927**	**6,087**	**36,883**	**44,295**

BREAK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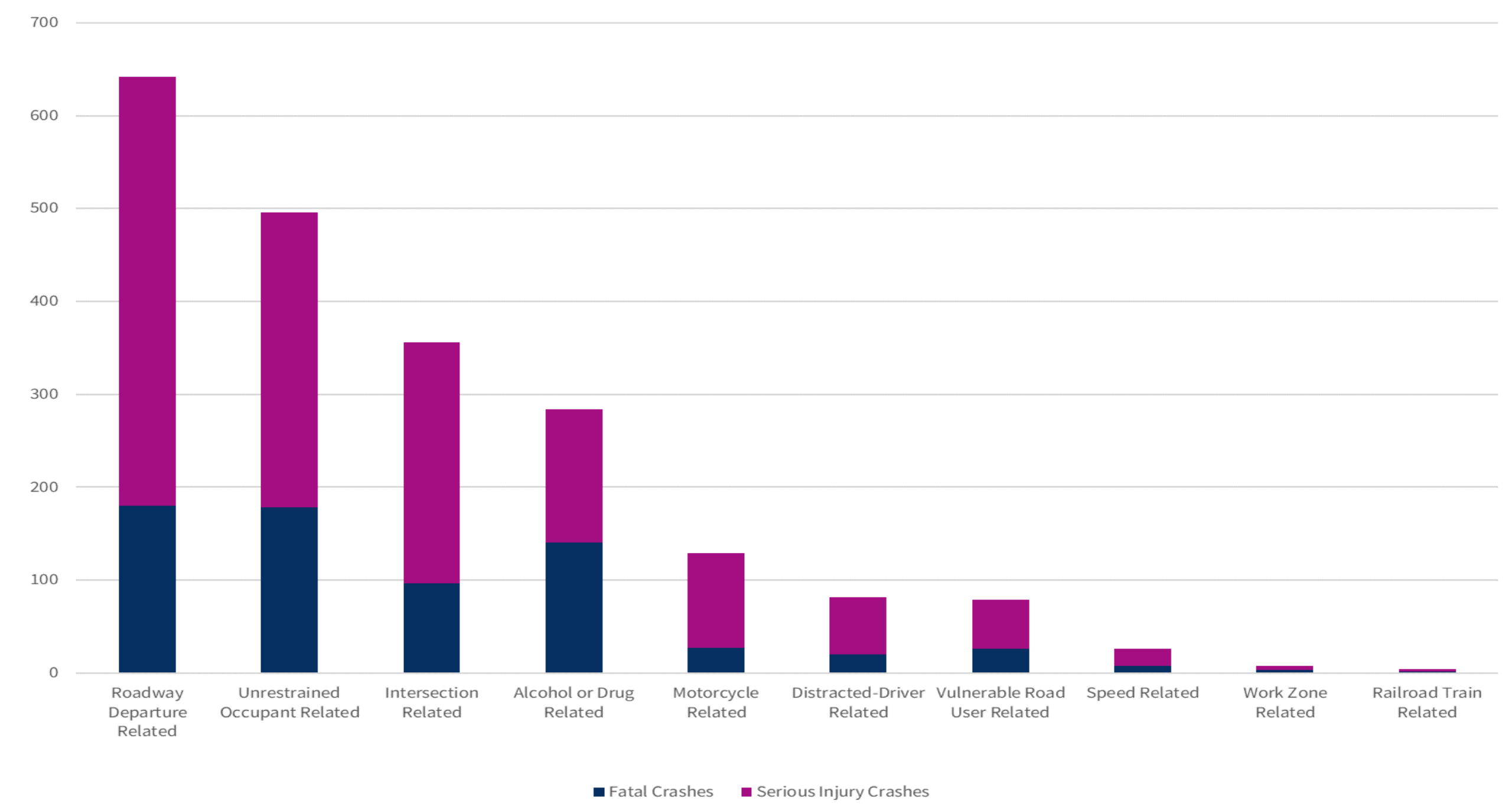
Roadway Departure Related
Intersection Related
Distracted-Driver Related
Unrestrained Occupant Related
Alcohol or Drug Related
Speed Related
Motorcycle Related
Vulnerable Road User Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes
Injury Crashes
PDO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Roadway Departure Related
Unrestrained Occupant Related
Intersection Related
Alcohol or Drug Related
Motorcycle Related
Distracted-Driver Related
Vulnerable Road User Related
Speed Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes

Step 1: Select Emphasis Area

Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

DISCUSSION

As we focus on solutions, which of these crash types are most important to address?

- Drove Off Road
- No Seatbelt
- Intersections
- Alcohol or Drug Related
- Distracted Drivers
- Pedestrians and Bicyclists
- Speed Related
- Motorcycle
- Work Zone
- Railroad/Train

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DISCUSSION

Tell us about what kinds of transportation related **safety programs or involvement** your communities have promoted.

What went well?

What would you improve?

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DISCUSSION

What transportation
safety concerns have you heard
from the community?

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DISCUSSION

What would you like to see **implemented** in Southeast Kansas to improve transportation safety?

Join at menti.com

Enter code: **17 08 43 1**

NEXT STEPS

- Public Survey
- Public Meetings
- Safety Task Force Meeting #2: November 14, 2024
- Safety Task Force Meeting #3: January 23, 2025
- Safety Priority/Cluster Areas
- Countermeasure Review

THANK YOU!

Next Meeting: November 14, 2024

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #2

Date: November 14, 2024
Time: 12:00pm - 2:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Task Force Meeting #1 Overview
- Public Survey Information and Update
- Crash Emphasis Areas
- Countermeasure Review
- Next Steps

Attendees
Kris Hix, City of Garnett Community Development Director
Darin Wilson, City of Garnett Planning & Zoning Administrator
Chasity Ware, Linn County Economic Development
Terry Weidert, Labette County Commission
Jamie Lynn Blum, Pittsburg State University (online)
Katelyn Young, USD 257 Transportation (Iola) (online)
Aaron Cole, USD 257 Transportation (Iola) (online)
Jessica Hightower, SEKRPC

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Payton Smith, TranSystems
Taylor Cunningham, TranSystems
Nicole Hood, TranSystems (online)
Tod Salfrank, TranSystems (online)
Jeff McKerrow, Kimley-Horn (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Per the project schedule, the consultant team has partially completed the data analysis and targeting February 2025 for completion.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Federal funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Task Force Meeting #1 Overview

- The Safe Systems Approach and the "Swiss Cheese Model" of safety redundancy was reviewed. An ordinance adopted by local governments supporting Vision Zero is needed to apply for future SS4A federal funding.
- A graph showing fatal and serious injury crash numbers was shown and compared to the top three emphasis areas selected by the Safety Task Force: roadway departure, unrestrained occupant, and distracted driving.

Public Survey Information and Update

- A public survey (https://arcg.is/1v1Pe00) was sent to about 300 community stakeholders and groups. To date, about 55 responses have been received. The survey is scheduled to stay open until January when public meetings are anticipated to be held in each county.
- Emphasis areas identified by survey participants to date include intersections, alcohol or drug related, distracted driving, and speed.
- To blend the input from the crash analysis, Safety Task Force, and public survey, the proposed emphasis areas are roadway departure, intersection related, and unrestrained occupant. Other areas for review are Vulnerable Road Users (VRU), distracted driving, and alcohol or drug related.

Crash Emphasis Areas

- A map of clustered crash occurrences was presented with color-coded dots showing multiple occurrences for signalized Intersections, unsignalized Intersections, VRUs, roadway departures, and speed related incidents.
- Specific cluster maps will be developed for each of the 12 counties.
- Follow-up meetings will be scheduled to discuss these with city and/or county stakeholders.

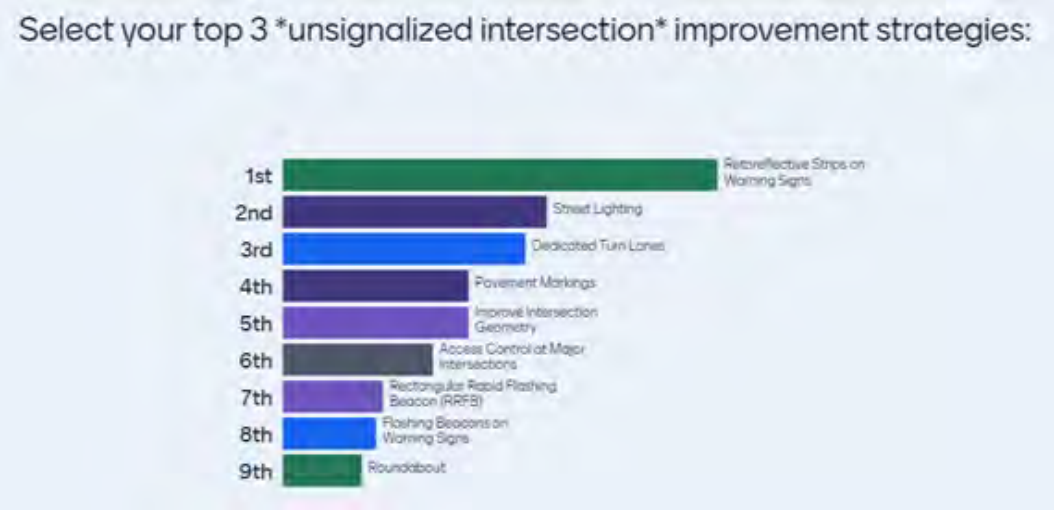
Countermeasure Review

- Countermeasure for **roadway departure** include edge-line and centerline treatments, curve signage, various delineators, clear zone obstruction removal, improved pavement markings, and a two-foot shoulder.
    - Polling question: **Select your top roadway departure improvement strategies.**
    - Additional overhead lighting could be helpful. Franchise agreements with electric companies sometimes make placement free.
    - Terry Weidert (Labette County) shared information about a 90-degree curve that was created with US-400 construction at old US-59 near Parsons. Adjacent to the curve is a pond on private land. Four weeks ago, a young driver missed the curve and crashed but could not be found. He was underwater in the pond. There have been five incidents in this location including this fatal crash. Shawn Turner (TranSystems) said a similar situation occurred on US-169 and KDOT purchased and filled the borrow pit.

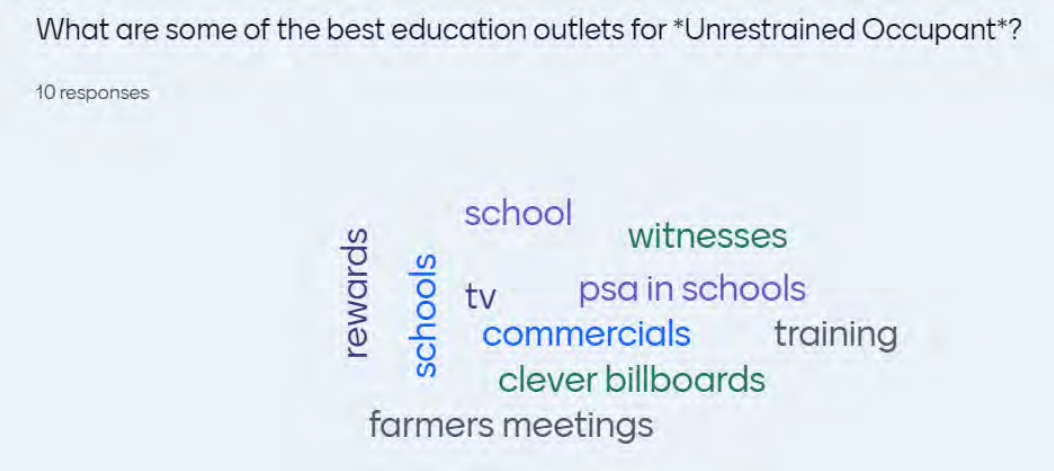
- Countermeasures for **signalized intersections** include signal backplates with retroreflective borders, protected left turns (some with flashing yellow arrows), and improvements for signal phasing and timing plans.

- Countermeasures for **unsignalized Intersections** include flashing beacons on warning signs, retroreflective strips on warning signs, Rectangular Rapid Flashing Beacons (RRFB), improved pavement markings, access control at major intersections, dedicated turn lanes, roundabouts, improved intersection geometry, and overhead lighting.
    - Polling question: **Select your top unsignalized intersection improvement strategies.**
    - The group discussed roundabout functionality and geometry. Slade Engstrom (TranSystems) indicated that larger roundabouts, low curbs, or roundabouts with colored concrete aprons can help large trucks navigate them easier.

- The group discussed diverging diamond interchanges (DDI). Slade Engstrom (TranSystems) said geometry is important and DDIs must fit the individual situation of the interchange. They are useful where lots of left turn traffic exists. There are currently seven in Kansas with more coming. Future improvements to K-96 in northeast Wichita will have DDIs.

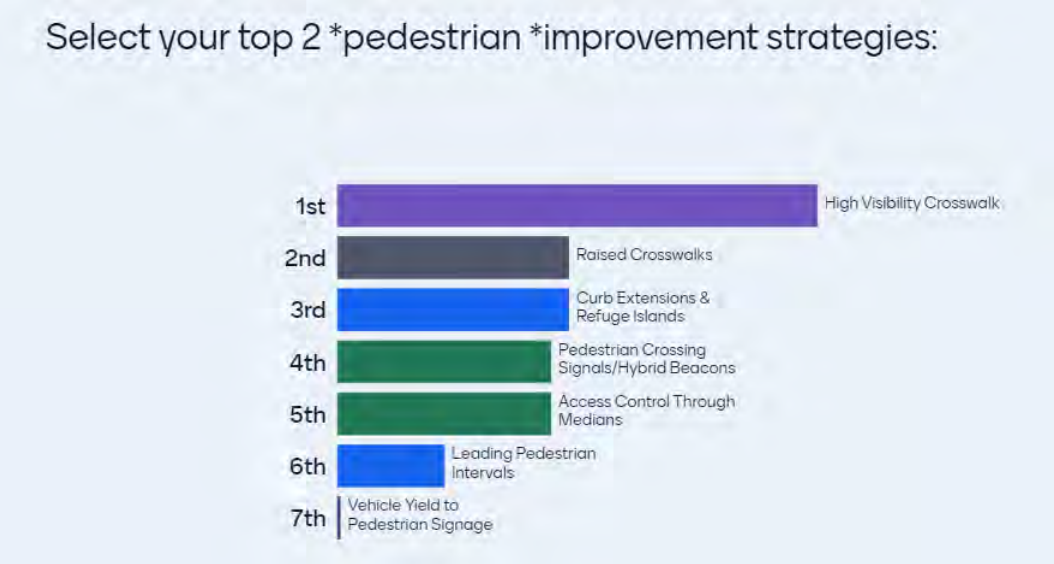


- Countermeasures for **unrestrained occupant** include behavior changing programs and enforcement communications and outreach.
  - Polling question: **What are some of the best education outlets for unrestrained occupants?**
  - The group discussed successful campaigns that play to human emotions regarding family, friends, and pets.
  - Large employers can implement safety programs at work. Cornejo in Wichita has trouble keeping CDL drivers so they offer a company-wide free Uber service. Farmers' meetings are another good place for outreach because farmers generally work alone and socialize with others at meetings.

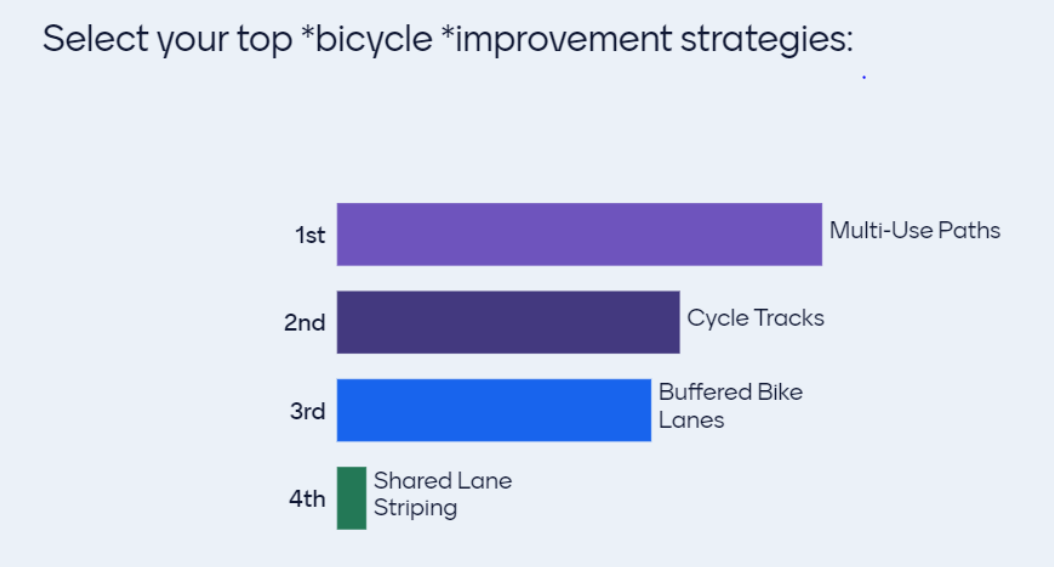


- Countermeasures for distracted driving include high-visibility cell phone and texting enforcement and enforcement communications and outreach.
    - Polling question: **What are some of the best education outlets for distracted driving?**

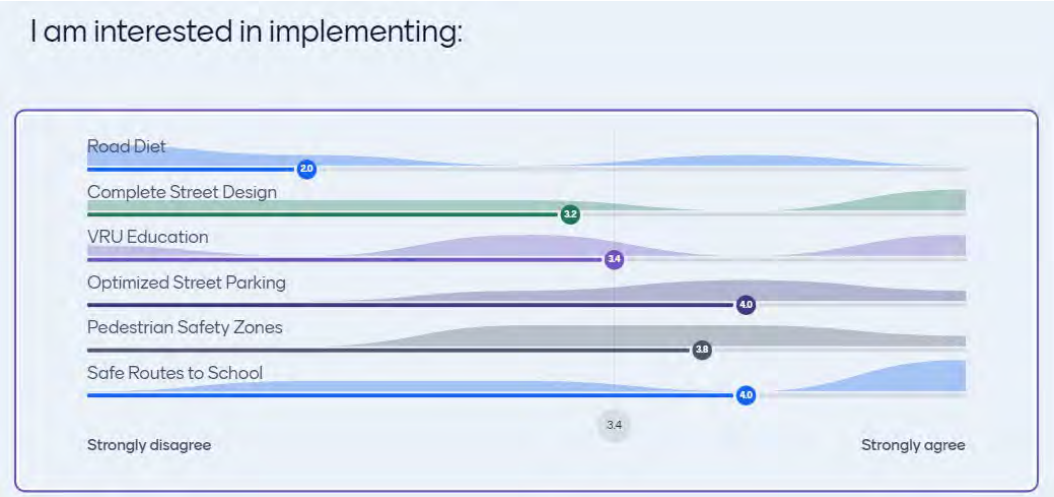
- Countermeasures for **pedestrian safety** include Leading Pedestrian Intervals (LPIs) at intersections, pedestrian crossing signals/hybrid beacons, high visibility crosswalks, signage for vehicles yield to peds, raised crosswalks or intersections, curb extensions or refuge islands, and access control with medians.
    - Polling question: **Select your top pedestrian safety improvement strategies.**



- Countermeasures for **bicycle safety** include buffered bike lanes, shared lanes, multi-use paths, and cycle tracks.
    - Polling question: **Select your top bicycle safety improvement strategies.**



- Countermeasures for both **bicycle and pedestrian safety** include road diet, Complete Street design, VRU education, optimized street parking, pedestrian safety Zznes, and Safe Routes to School programs.
    - Polling question: **How interested are you in implementing these strategies?**
    - The group mentioned that the Safe Routes to Schools program is popular.
    - Drivers to schools include young (high school) drivers and parents making multiple trips through the day, sometimes to multiple schools.



Next Steps

- Consultant team will follow-up to schedule 1-on-1 conversations with city and county representatives for more detailed discussions. Safety Task Force Meeting #3 is anticipated in late January 2025.
- Public survey will continue to be available until public meetings in each county. The public meetings are anticipated to be planned in coordination with standing County Commission meetings.
- Consultant team continues to monitor the political and funding landscape for future funding announcements.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #2

November 14, 2024

AGENDA

- Welcome and Introductions
- Task Force Meeting #1 Overview
- Public Survey Results
- Emphasis Areas
- Countermeasures
- Next Steps

INTRODUCTIONS

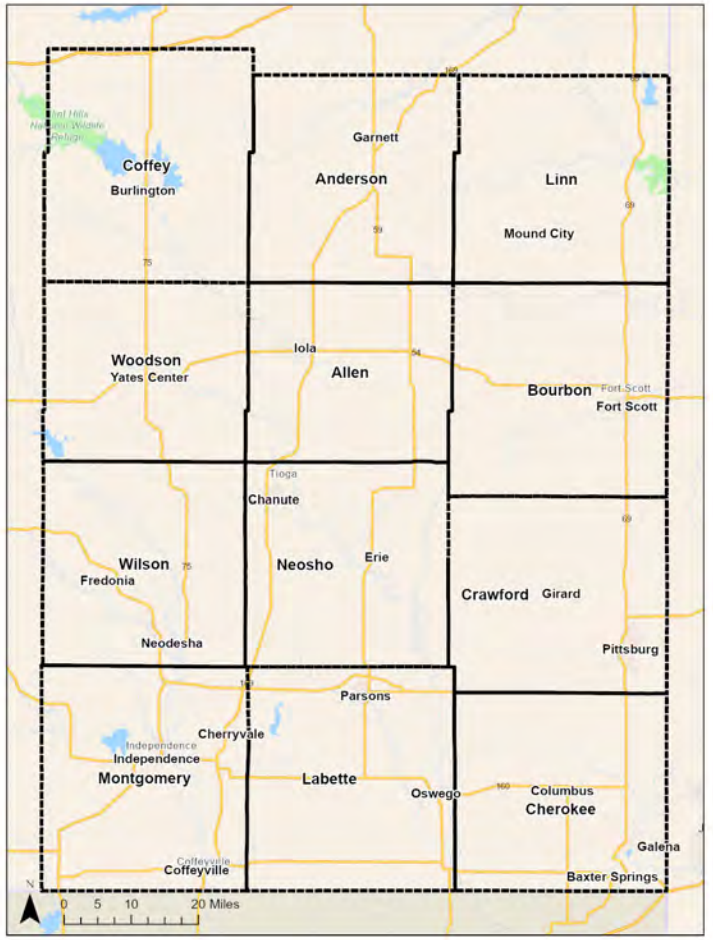
- Southeast Kansas Regional Planning Commission (SEKRPC)
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



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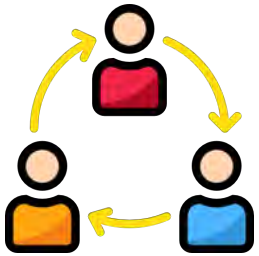
Or use the QR code!

FROM PLAN TO ACTION

Planning Grant

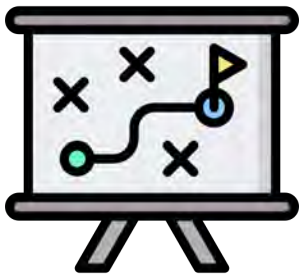
Implementation Grant

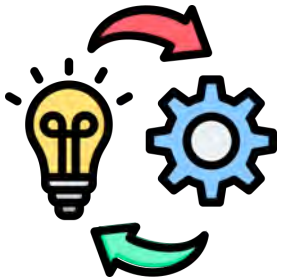
Data Analysis



Engage Stakeholders

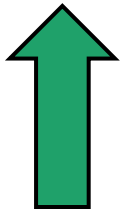
Strategy and Actions





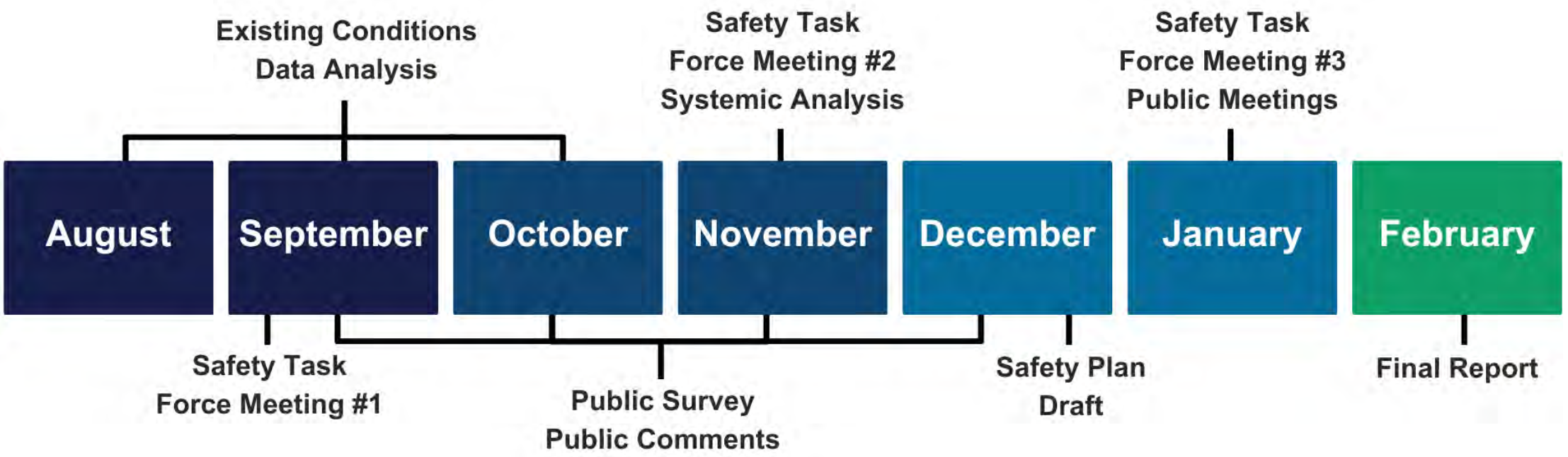
Recommendations

Implementation



We are here!

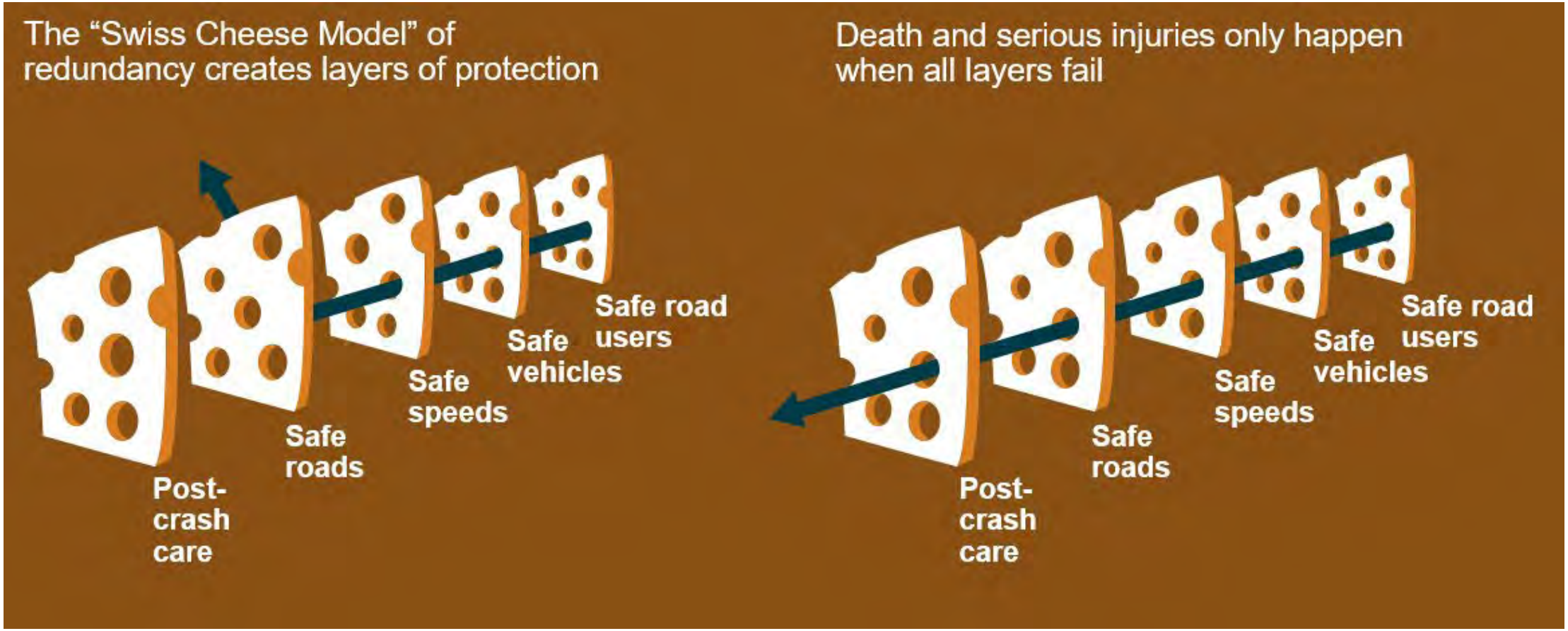
PROJECT TIMELINE



MEETING #1 OVERVIEW

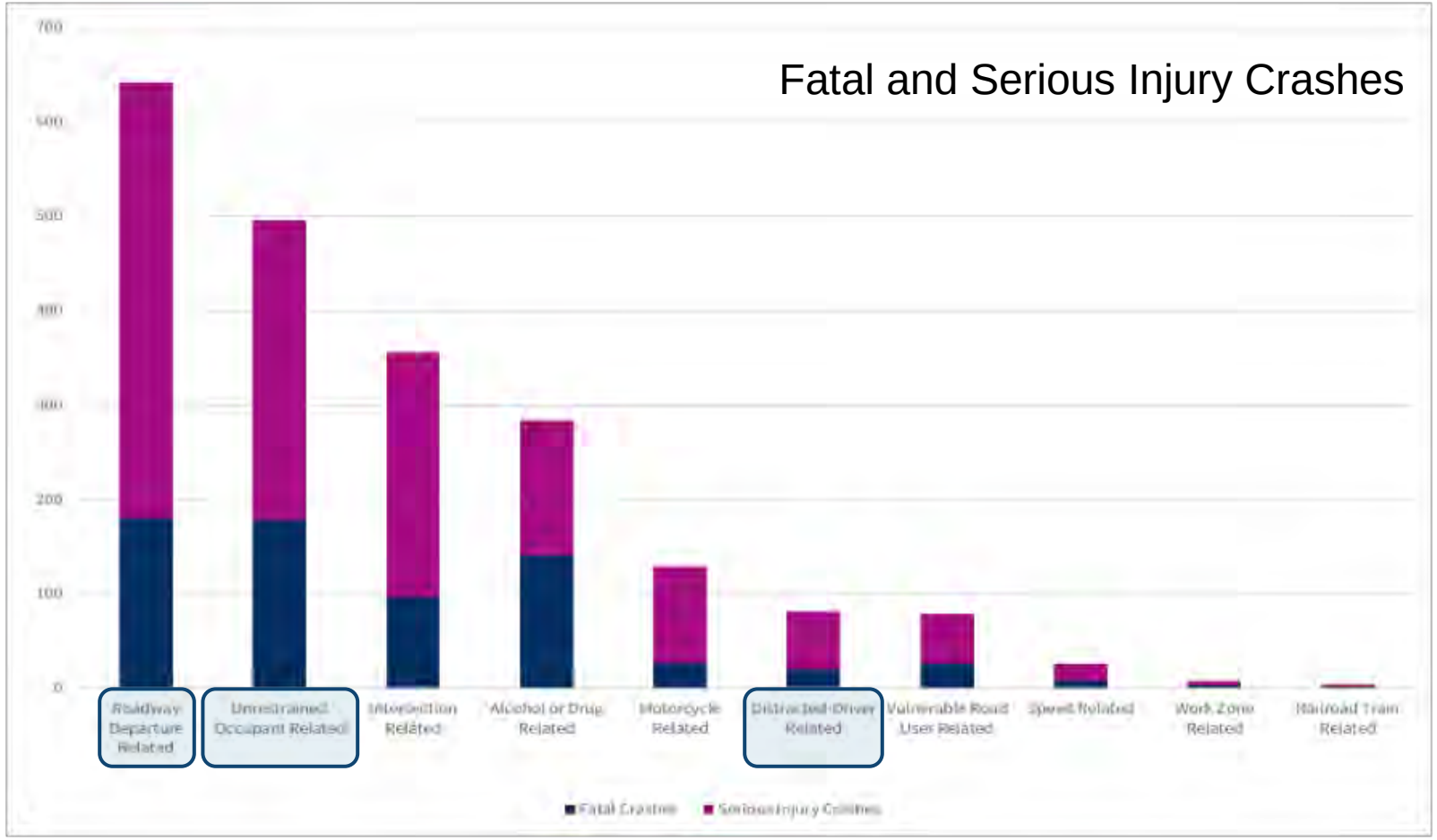
- SS4A Background
  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public survey will guide study outcomes

MEETING #1 OVERVIEW



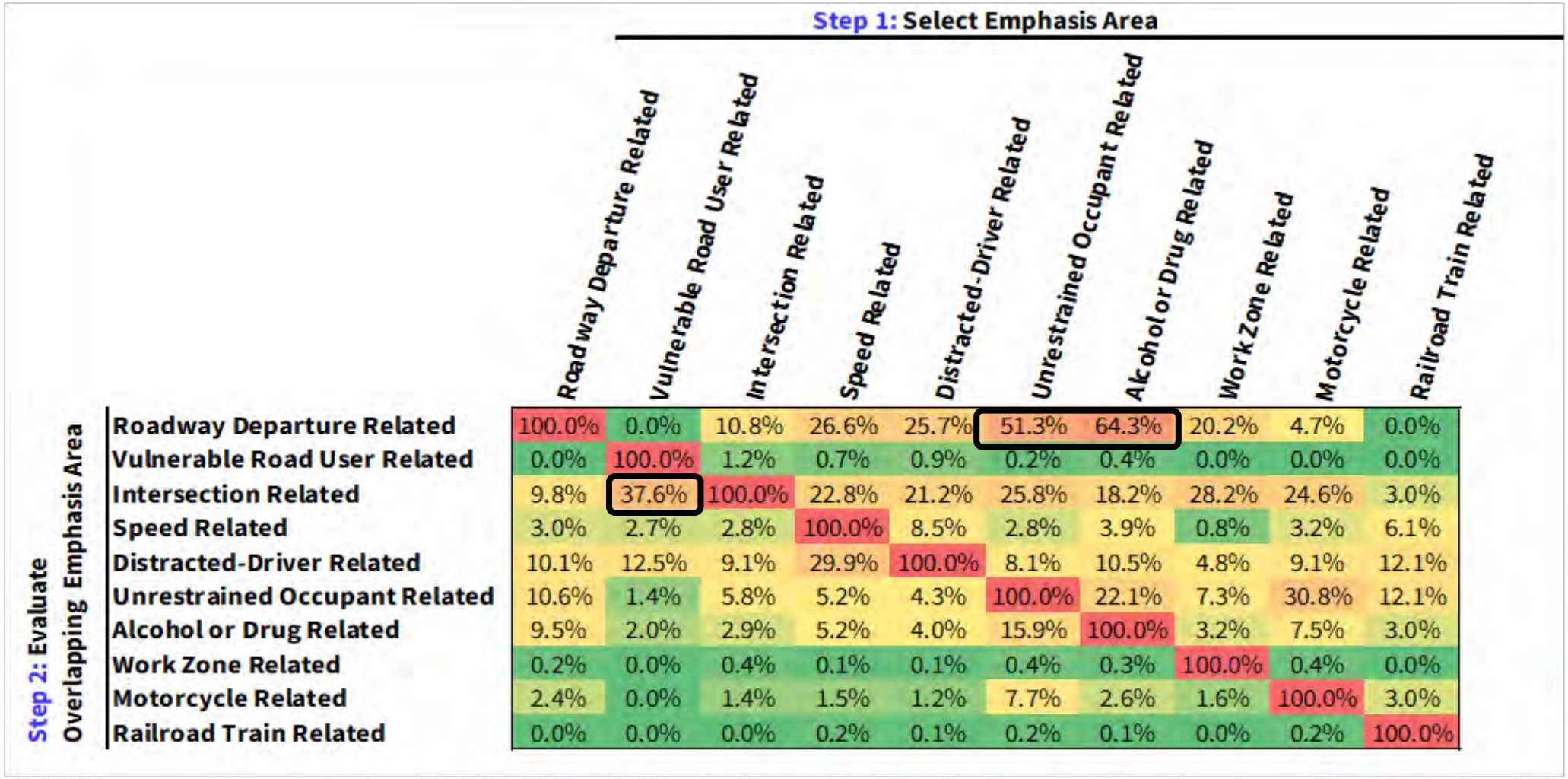
MEETING #1 OVERVIEW

- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

MEETING #1 OVERVIEW



Step 1: Select Emphasis Area

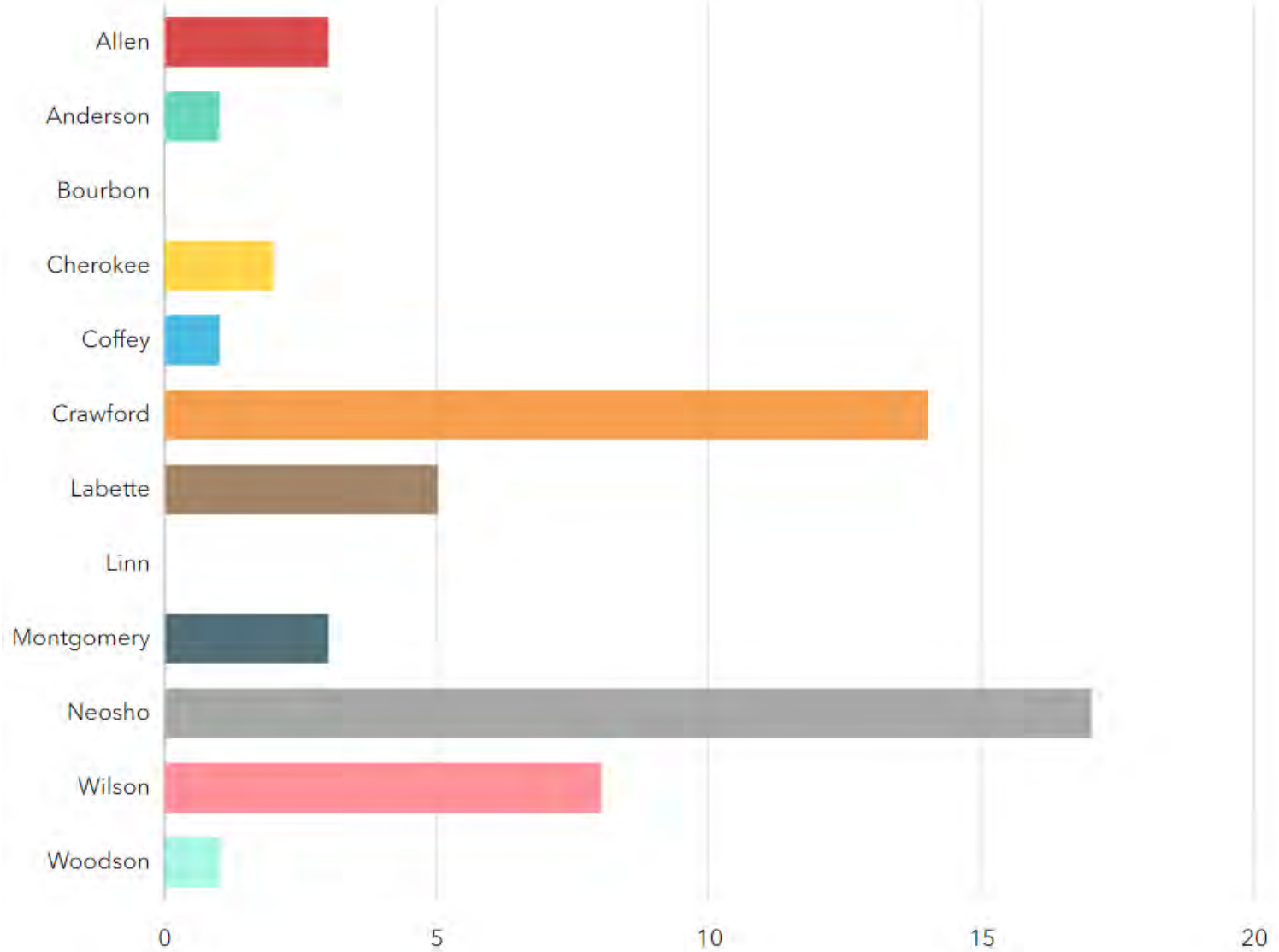
Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

PUBLIC SURVEY RESULTS

- Press release and survey was sent to the Safety Task Force and an extended stakeholder list for greater promotion
- About 55 survey responses to date*
  - Survey reminder to be sent this month
  - Survey to remain open until public meetings in January

Survey Respondents By County



*Responses as of 11/7/24

PUBLIC SURVEY RESULTS

What are your safety concerns?

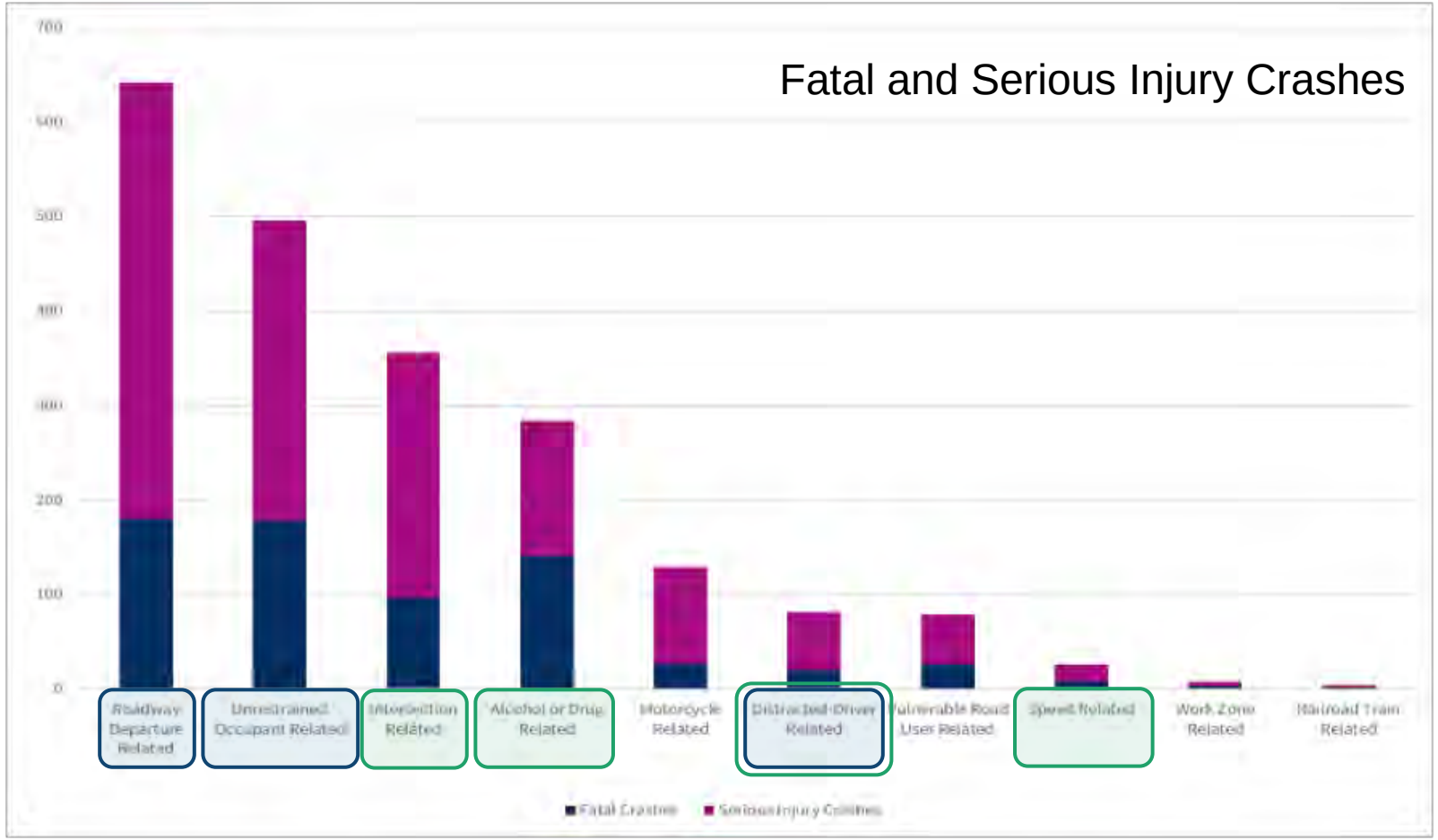
- Infrastructure maintenance
  - Poor roadway conditions
  - Narrow roadways
- Intersection improvements
  - Turn lanes
  - Unsafe unsignalized intersections
- Pedestrian and bicyclist safety
- Safe routes to school
- Speeding

https://arcg.is/1v1Pe00

PUBLIC SURVEY RESULTS

Emphasis Areas

- Roadway Departure
- Unrestrained Occupant
- Intersection Related
- Alcohol or Drug Related
- Distracted Driving
- Speed Related



= *Emphasis areas prioritized by task force*

= *Emphasis areas prioritized by survey respondents*

WHAT WE HEARD FROM YOU:

Proposed Key Emphasis Areas

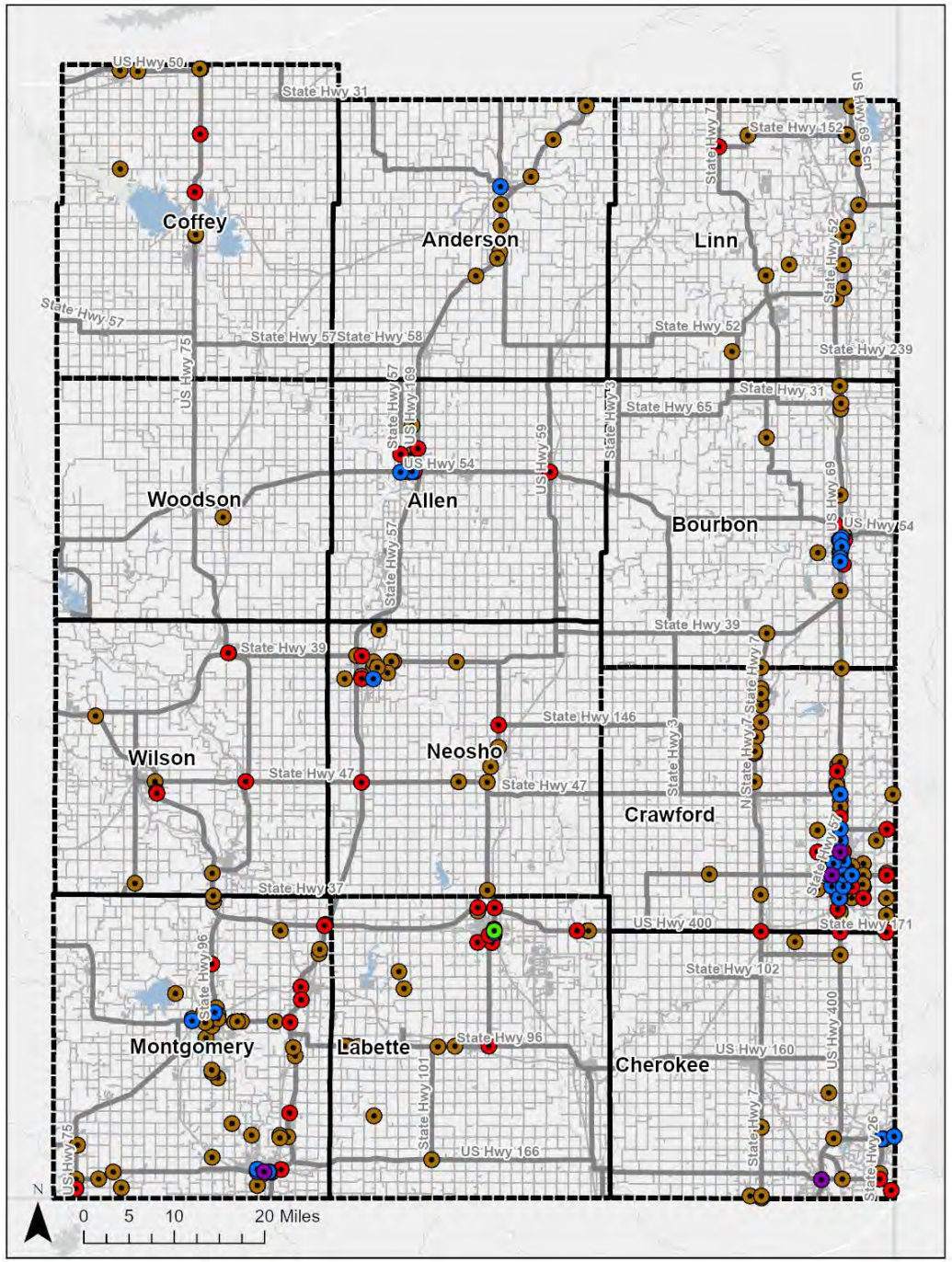
Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

LOCATION-BASED EMPHASIS AREAS

- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Specific cluster maps will be developed for each county
- Follow-up 1-on-1 meetings with county and/or city representatives



COUNTERMEASURE DISCUSSION

COUNTERMEASURES: *Roadway Departure*

Edgeline Treatment

Centerline Treatment

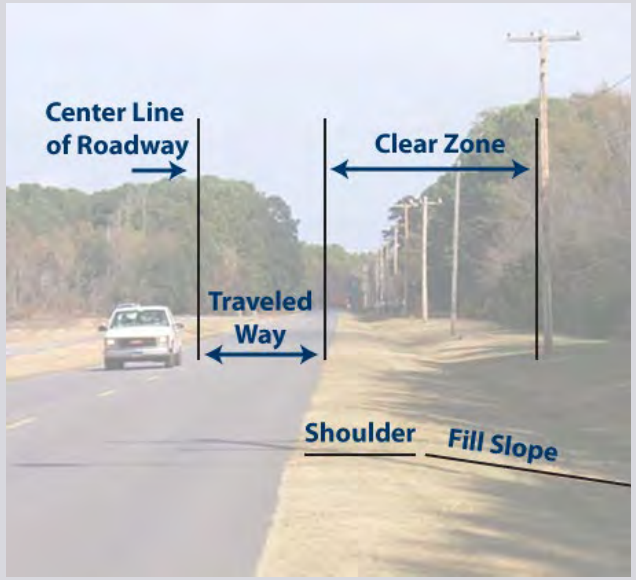
Curve Signage

COUNTERMEASURES: *Roadway Departure*

Post-Mounted Delineators

Delineate Roadside Hazards

Remove Fixed Objects in Clear Zone



COUNTERMEASURES: *Roadway Departure*

Improved Pavement Markings

2-Foot Shoulder

POLLING INSTRUCTIONS

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COUNTERMEASURES: *Signalized Intersection*

Signal Backplates with Retroreflective Borders

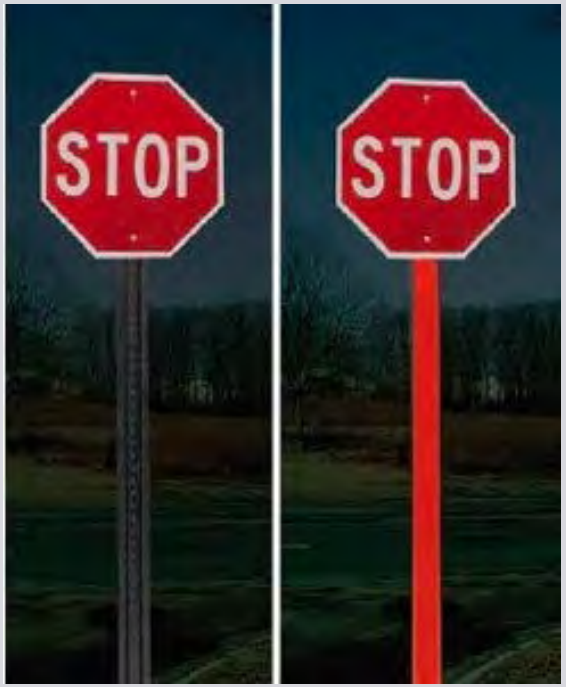
Protected Left Turns and Flashing Yellow Arrows

Improve Signal Phasing and Timing Plans

COUNTERMEASURES: *Unsignalized Intersection*

Install Flashing Beacons on Warning Signs

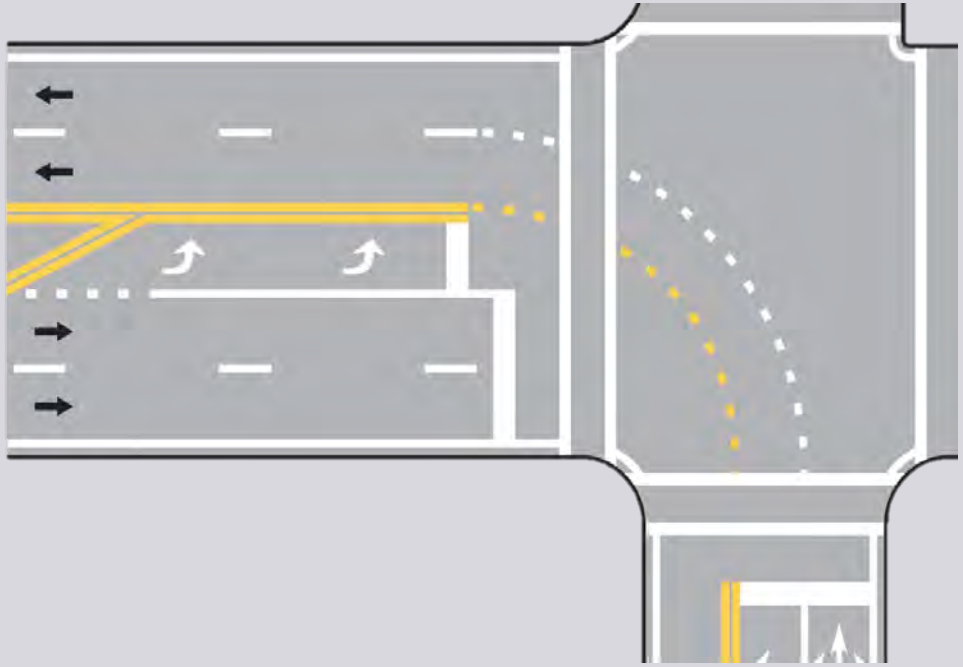
Install Retroreflective Strips on Warning Signs



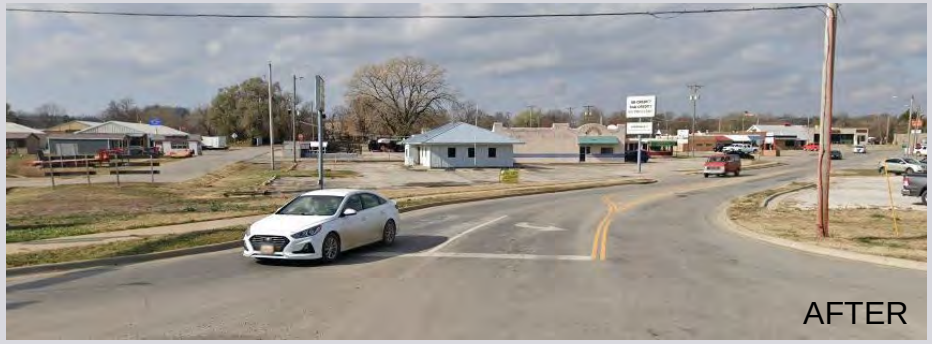
Rectangular Rapid Flashing Beacon (RRFB)

COUNTERMEASURES: *Intersections*

Pavement Markings



Access Control At Major Intersections



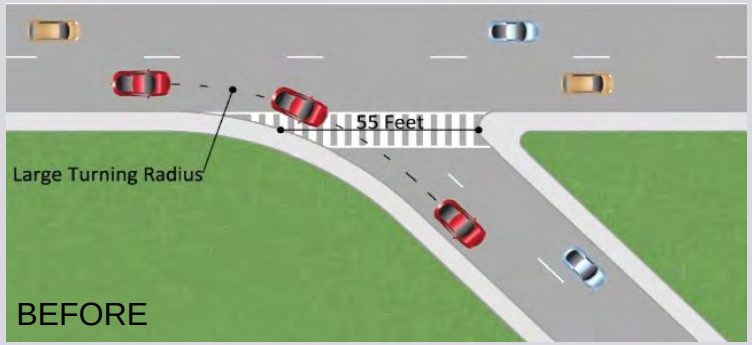
COUNTERMEASURES: *Intersections*

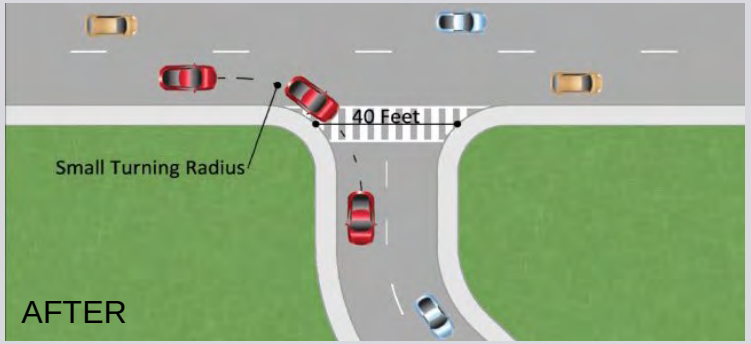
Install Dedicated Turn Lanes

Install Roundabout

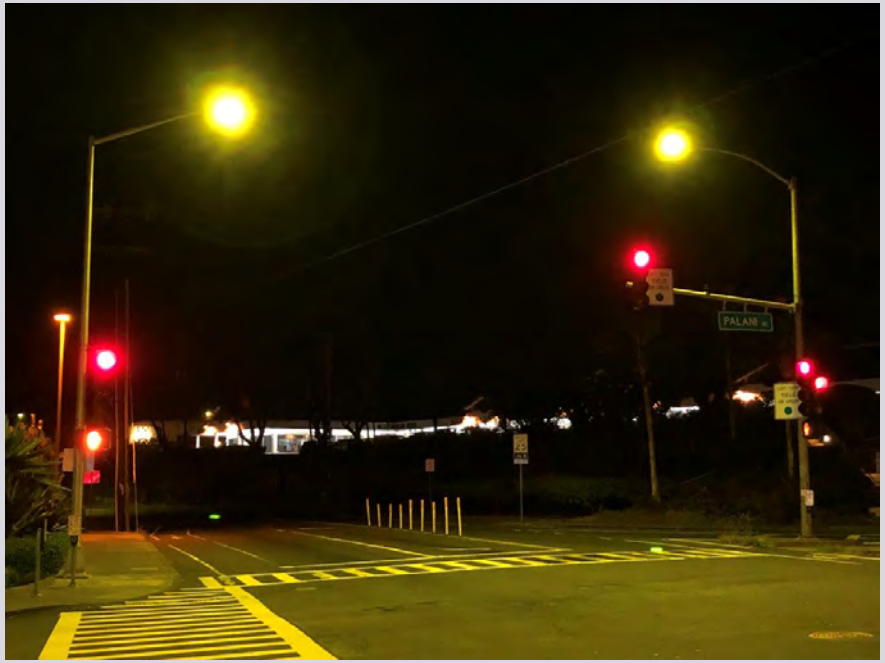
COUNTERMEASURES: *Intersections*

Improve Intersection Geometry





Install Street Lighting



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COUNTERMEASURES: *Unrestrained Occupant*

Behavior Change Programs

Enforcement Communications and Outreach

POLLING INSTRUCTIONS

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www.menti.com

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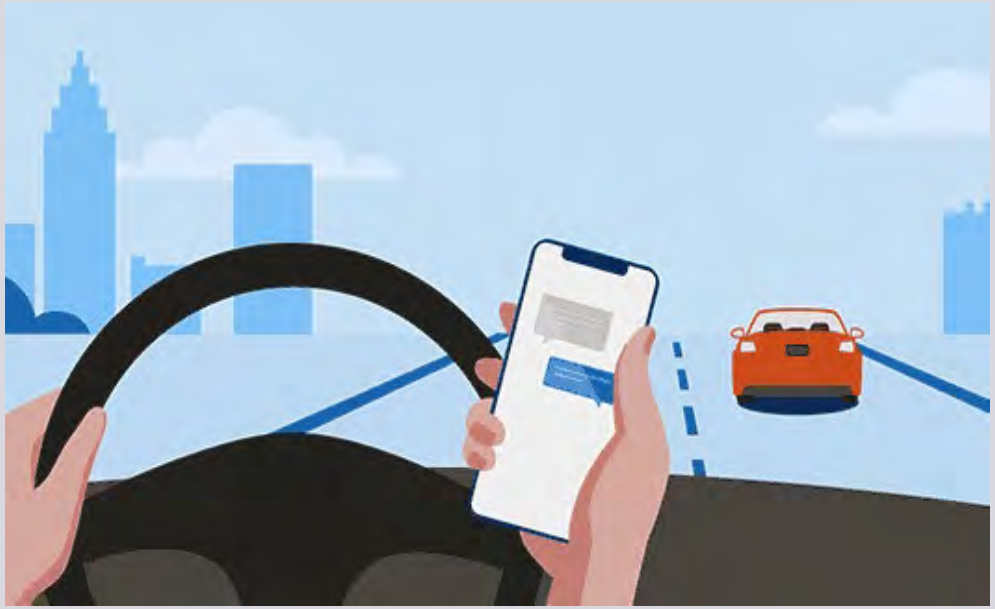
Enter your name, organization, and role.

Or use the QR code!

COUNTERMEASURES: *Distracted Driving*

High-Visibility Cell Phone/ Text Messaging Enforcement



Enforcement Communications and Outreach

POLLING INSTRUCTIONS

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COUNTERMEASURES: *Pedestrians*

Leading Pedestrian Intervals (LPIs)

Pedestrian Crossing Signals/ Hybrid Beacons

COUNTERMEASURES: *Pedestrians*

High Visibility Crosswalks

Vehicle Yield to Pedestrian Signage

Raised Crosswalks or Intersections

COUNTERMEASURES: *Pedestrians*

Curb Extensions and Refuge Islands

Access Control Through Medians

POLLING INSTRUCTIONS

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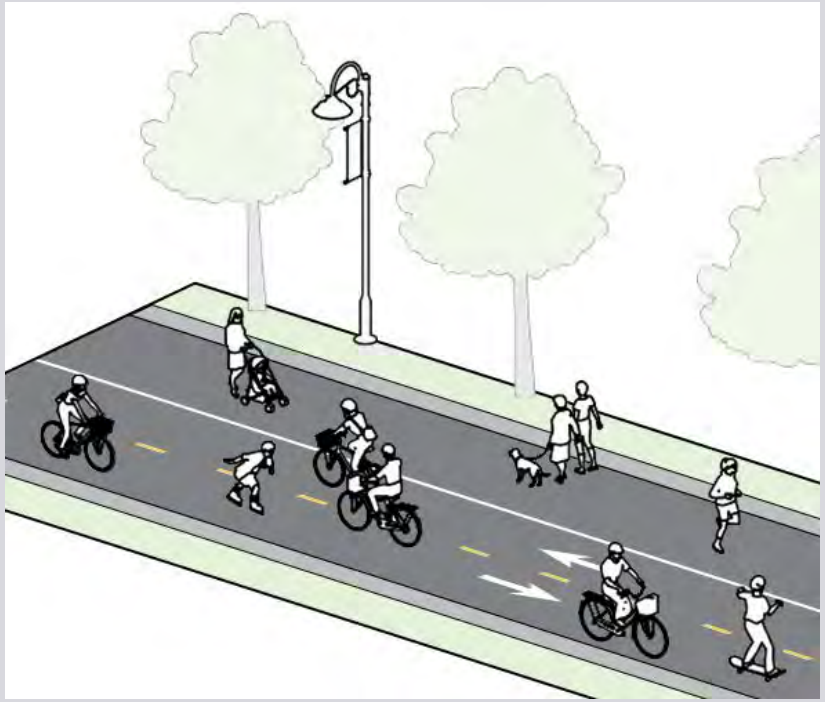
COUNTERMEASURES: *Bicyclists*

(Buffered) Bike Lanes

Shared Lanes

COUNTERMEASURES: *Bicyclists*

Multi-Use Paths



Cycle Tracks

POLLING INSTRUCTIONS

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COUNTERMEASURES: *Bicycle & Pedestrian*

Road Diet

Complete Street Design

COUNTERMEASURES: *Bicycle & Pedestrian*

Vulnerable Road User Education

Optimized Street Parking

COUNTERMEASURES: *Bicycle & Pedestrian*

Pedestrian Safety Zones

Safe Routes to School Program

POLLING INSTRUCTIONS

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Enter your name, organization, and role.

Or use the QR code!

NEXT STEPS

- Follow-up 1-on-1 meetings: November and December 2024
- Public Open House in each county: January 2025
- Safety Task Force Meeting #3: January 23, 2025
  - Review draft recommendations
  - Discuss generalized vs. spot improvements
- Final Plans: February 2025
  - Monitoring funding cycle for SS4A Implementation Funds

THANK YOU!

Next Meeting: January 23, 2025

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #3

Date: April 24, 2025
Time: 10:30am - 12:00pm
Format: Memorial Building, 101 S. Lincoln, Chanute Kansas or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

Attendees
Carey Spoon, SEKRPC
Terry Weidert, Labette County
Chari Bauman, Coffey County
Cole Herder, City of Humboldt
Jenny Tatman, Coffey County
Chris Bauman, City of Neodesha
Janet Miller, Network Kansas
Jimmy Holt, City of Cherryvale
Gracie Myers, City of Cherryvale
Anthony Mersman, Anderson County
Bruce Blair, Crawford County
Bill Kavanaugh, Crawford County
Kris Marple, Wilson County
Jessica Mills, Anderson County
Vickie Moss, Thrive Allen County
Paul Westhoff, Neosho County
John Brocker, Allen County
Brandon Beurskens, Montgomery County (online)
Eric Bailey, Bourbon County (online)

Consultant Team
Deanne Winkelmann, TranSystems
Payton Smith, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Nicole Hood, TranSystems (online)
Matt Davis, TranSystems (online)
Taylor Cunningham, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Emily Pietrantone, Kimley-Horn (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)
Rachel Thomas, Wilson & Company (online)
Brian Ortiz, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Review of the project format with three consulting firms working together. Explanation of the Safe System Approach, Vision Zero, and the role of the Safety Task Force and public input via meetings and survey.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Draft versions of the 12 CSAPs will be sent out in May. Funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Crash Data Summary

- The three priorities from the Safety Task Force (STF) input were shown: Roadway Departures, Unrestrained Occupants, and Distracted Driving.
- Hotspot locations were categorized as signalized intersections, unsignalized intersections, vulnerable road users (VRUs), roadway departures, and speed related. Follow-up one-on-one meetings were held with various officials from each of the 12 counties to identify new and confirm known hotspot locations.

Public Engagement Summary

- The public survey generated 899 total responses. The majority of responses were from Montgomery County. The areas of emphasis identified in the survey were Distracted Driving, Speed, and Intersections. Importance of using tax dollars for intersection improvements, enforcement strategies, and traffic enforcement was identified in the survey responses. The survey was open from late 2024 until mid-April 2025.
- Open house public meetings were held in each county. Personal discussions were held as members of the public identified areas of concern in their county. The colored dots on specific locations and their suggestions were noted. Examples of public comments included the lack of adequate sidewalks, especially near schools, specific crash locations, roadway and infrastructure characteristics that need improvement, and lack of lighting in some areas.
- In summary, the public meetings and survey reinforced findings from the crash data analysis. The data showed emphasis needs in Roadway Departures, Intersections, and Unrestrained Occupants plus other areas to review include VRUs, Distracted Driving, and Alcohol/Drug-related crashes.

Project Types

- Each county will be provided with a potential project list that addresses hotspots and emphasis areas. Many align with those identified in previous studies such as Local Road Safety Plans (LRSP) and other comprehensive studies.

- Valuable input was also received from county sheriffs and other law enforcement agencies, county officials, and the public.
- Some on the list have a blend of jurisdictions. Where local and state routes intersect are common areas of concern and will require discussions with the Kansas Department of Transportation (KDOT).
- Examples of specific projects plus short-term and long-term solutions:
    - Roadway departures in Crawford County east of Pittsburg
    - Roadway departures in Wilson County
    - Signalized intersections in Mongomery County
    - Unsignalized intersections in Montgomery County
    - VRUs in Anderson County
    - USBR / KDOT bike routes

Policy Recommendations

- Advocate via regional coalitions (i.e. US-169 Corridor).
- Update design policies and incorporate safety into maintenance programs and projects.
- Enforcement campaigns for behavioral changes including Seat Belts for Everyone (SAFE) and other saturation enforcement programs.

Next Steps

- Project team representative will share each county's specific projects sheets in the next 1-2 weeks.
- Draft Safety Action Plans are nearing completion. Each county will receive a draft plan for review in May.
    - Anderson, Allen, Neosho, and Labette counties are in the last cycle of the LRSP program and the project team aligning those efforts with the Safety Action Plans. Therefore, project sheets and draft plans for those four counties may be on a slightly slower timeline to finalize.
- A resolution adopted by local governments supporting Vision Zero is required for future Federal project funding. The project team will provide draft resolutions to each county.
- The current SS4A funding cycle has a submittal deadline of June 26, 2025. Another funding cycle will occur next year and is anticipated in March 2026.
- Other funding opportunities include Kansas Infrastructure Hub, Highway Safety Improvement Program (HSIP), Safe Routes to Schools, and partnering with community health organizations.

Carey Spoon (SEKRPC) commented that counties should identify their pet projects and work on passing the Vision Zero resolution.

Deanne Winkelmann (TranSystems) stated that Safety Action Plans can be accelerated if a county is planning to pursue SS4A implementation funds this cycle. Please notify us if this is the case for your jurisdiction.

Questions

- **Who will receive the draft report to review?** County Public works directors, Safety Task Force members, and larger city representatives. We will include Commissioners on the SEKRPC Board.
- **What does funding look like in Kansas this year?** Kansas has a local matching program that tries to help with up to 20% of the local match if certain criteria is met. It helps if applications are multi-jurisdictional and possibly within identified equity areas.
- **Regarding the federal SS4A program, has there been a shift in funding or eligibility?** There is an increased set-aside of funding in rural funds and less of an emphasis on equity.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #3

April 24, 2025

AGENDA

- Welcome and Introductions
- Safe Systems Approach
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

INTRODUCTIONS

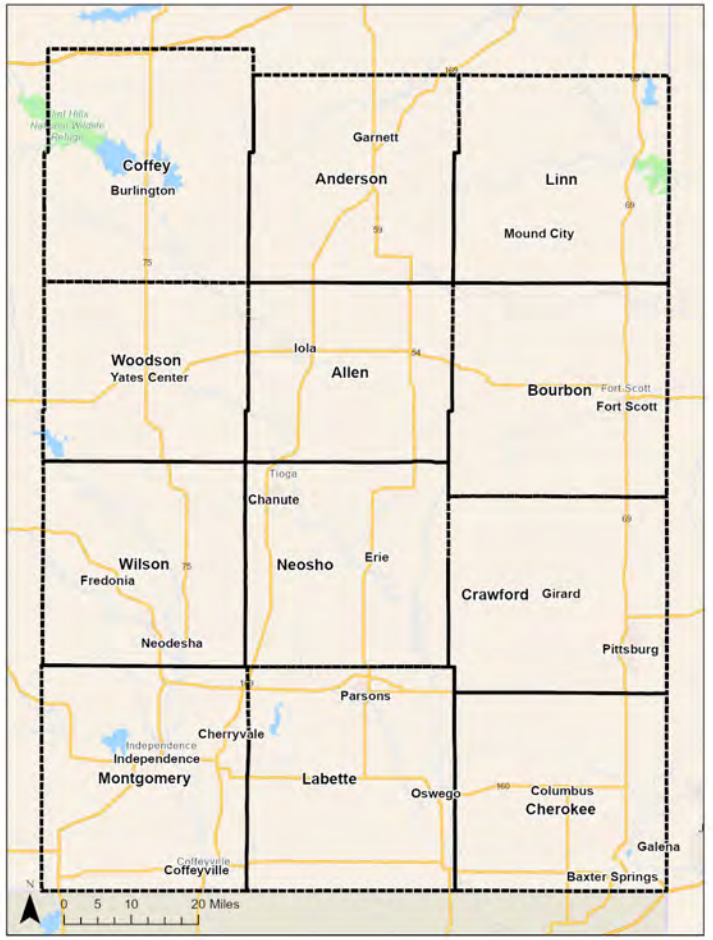
- Southeast Kansas Regional Planning Commission (SEKRPC)
- Consultant Teams
  - TranSystems
  - Kimley-Horn
  - Wilson & Company
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



SAFE SYSTEM APPROACH

- SS4A Background
  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public input helps guide study outcomes

PLAN TO ACTION

Planning Grant

Implementation Grant

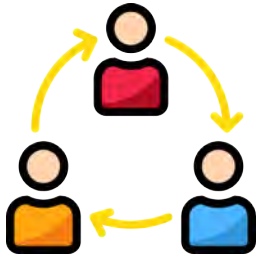
Data Analysis

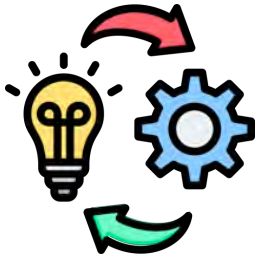
Public Engagement

Strategy and Actions

Projects and Policies

Advance Implementation

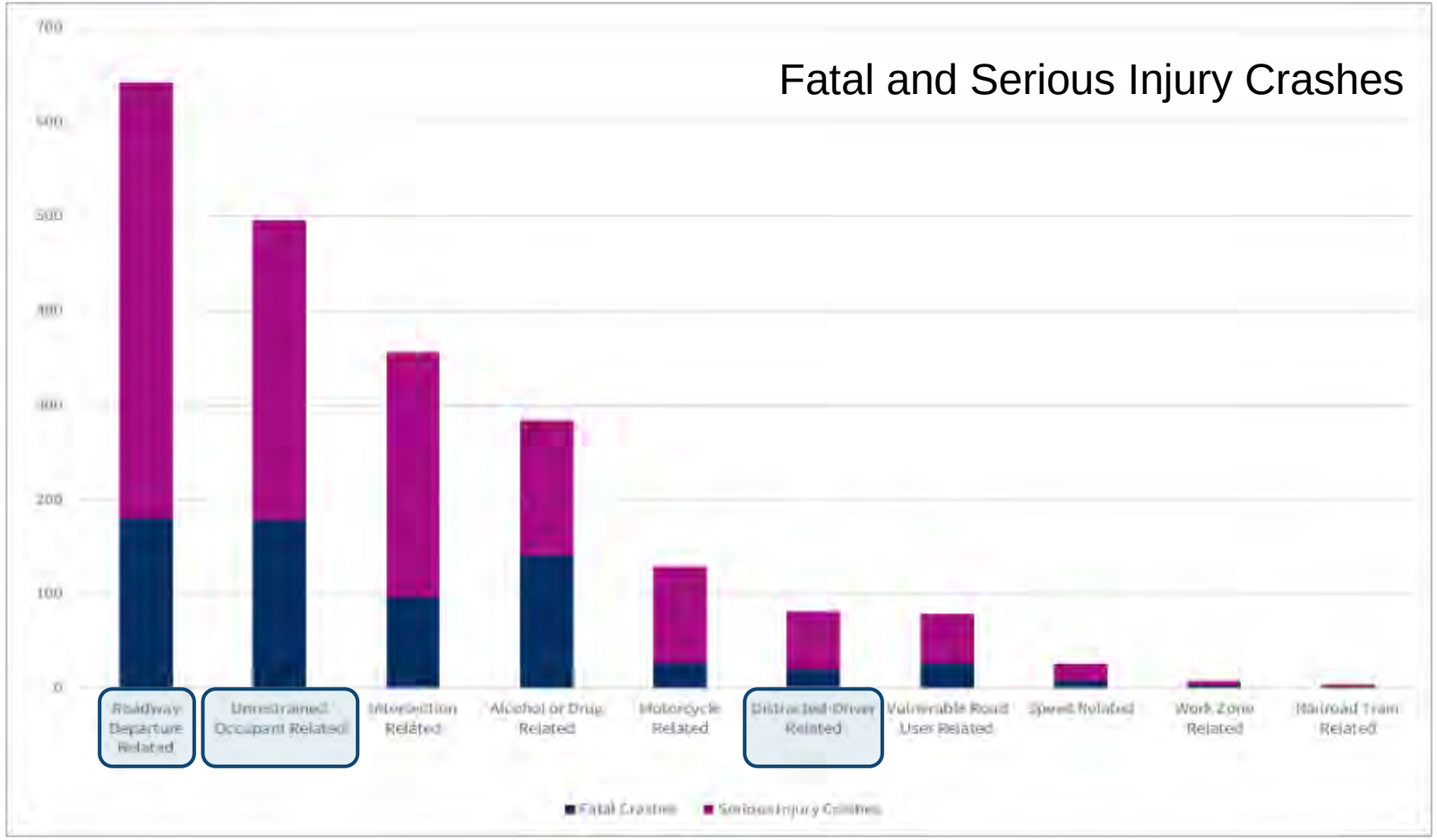




We are here!

CRASH DATA: Emphasis Areas

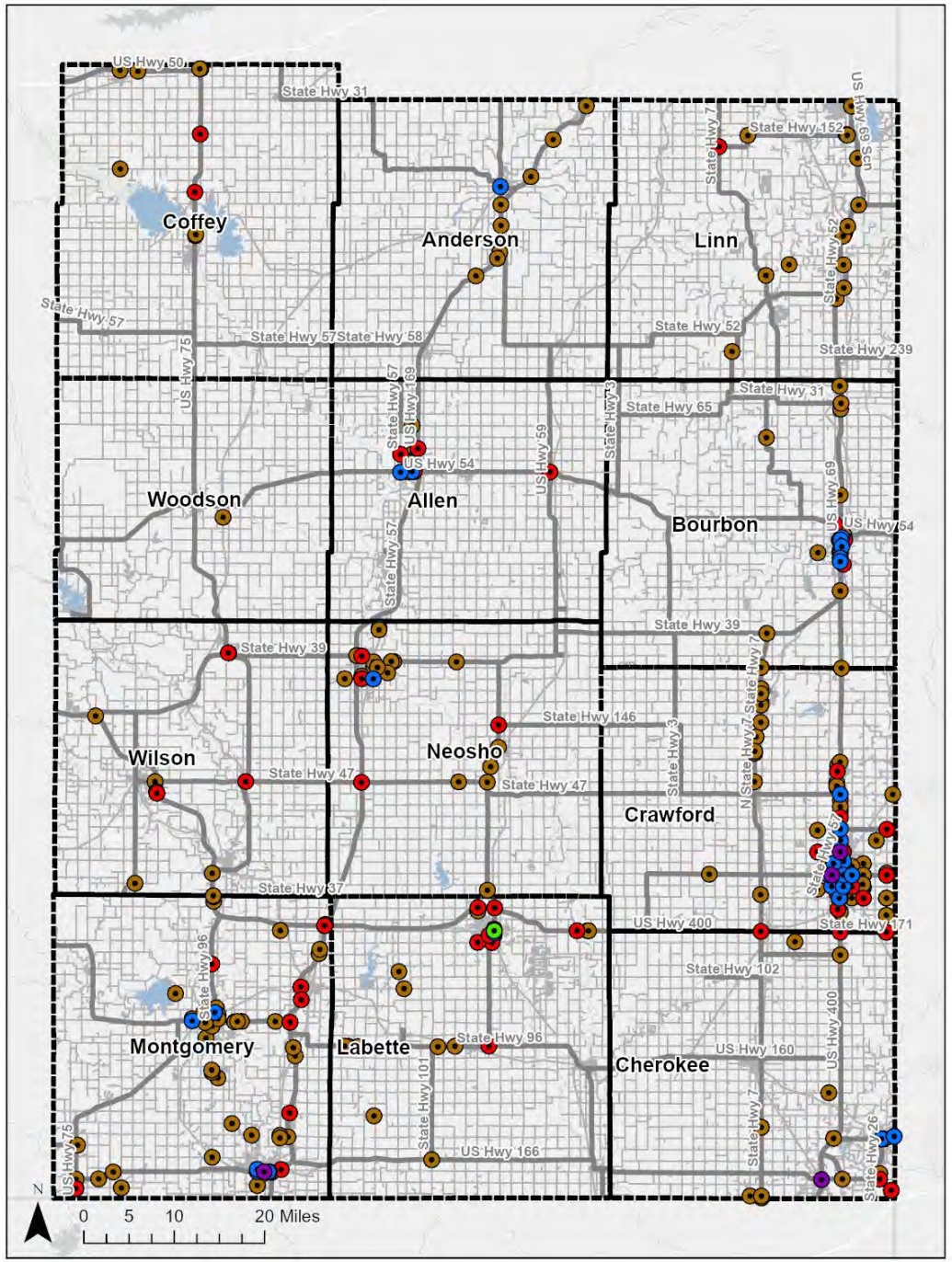
- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

CRASH DATA: Hotspot Locations

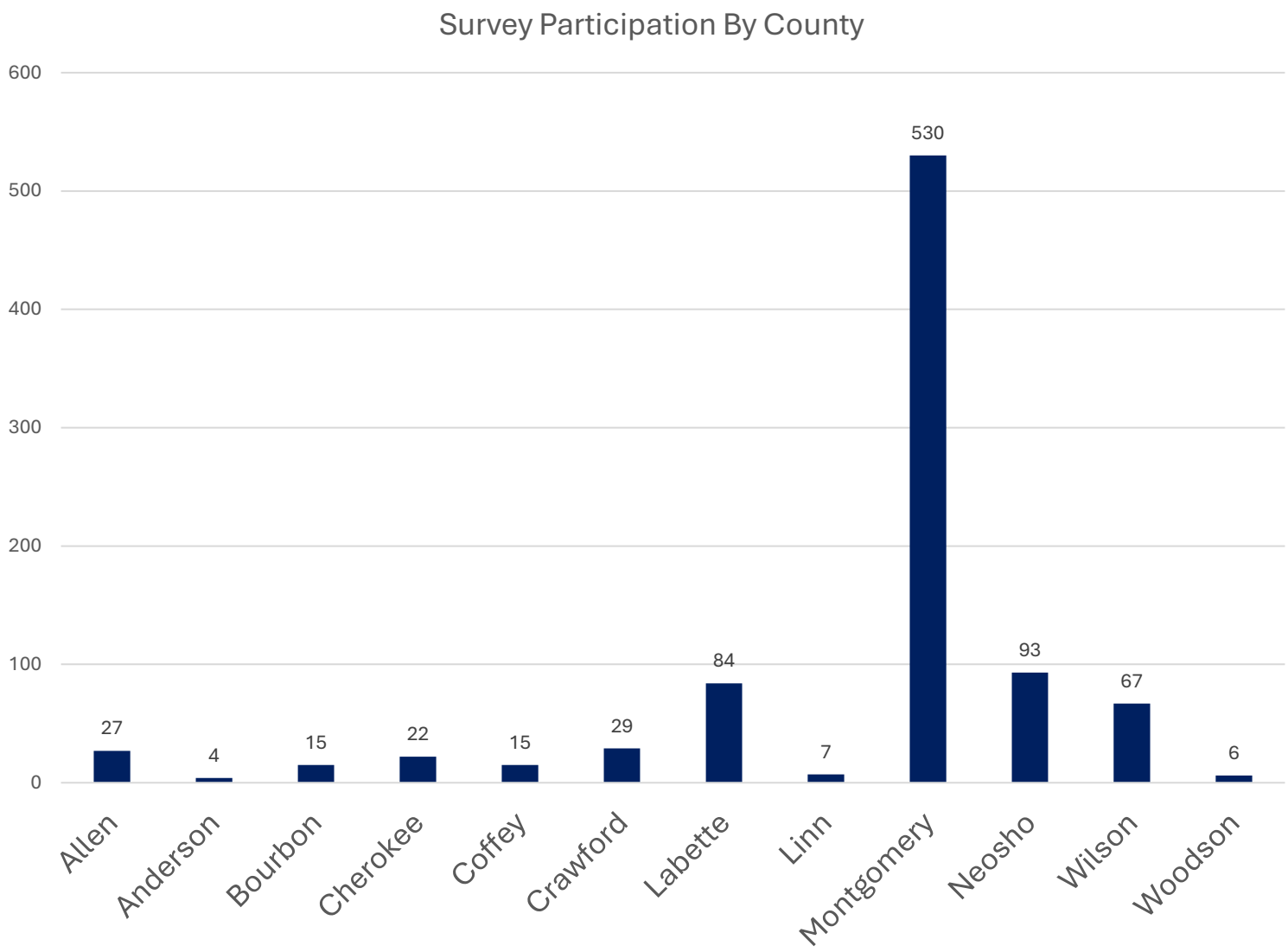
- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Follow-up 1-on-1 meetings with county and/or city representatives



PUBLIC INPUT: Survey Results

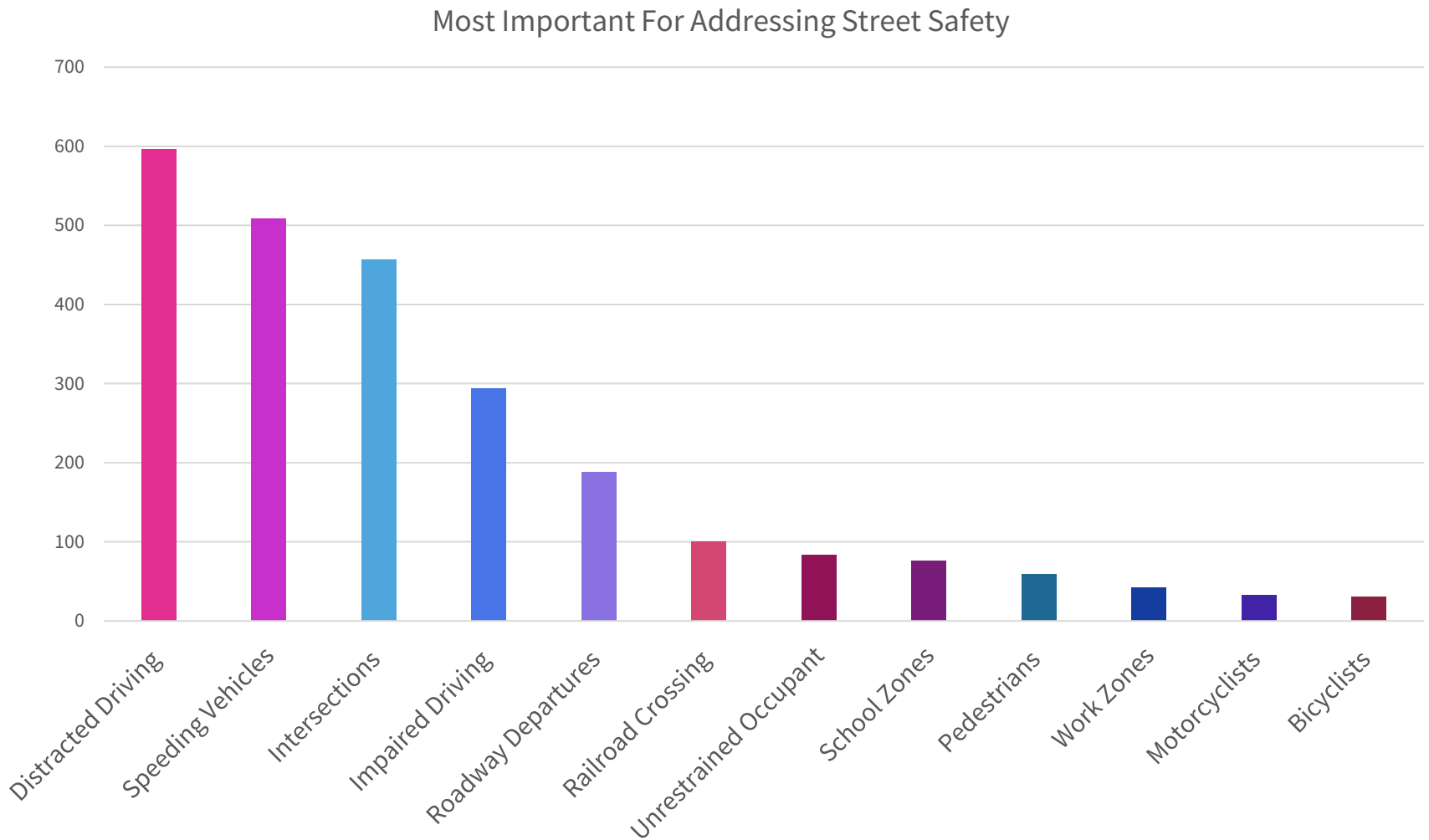
- Press release and survey were sent to the Safety Task Force and an extended stakeholder list for greater promotion
- 899 total survey responses

Survey Respondents By County



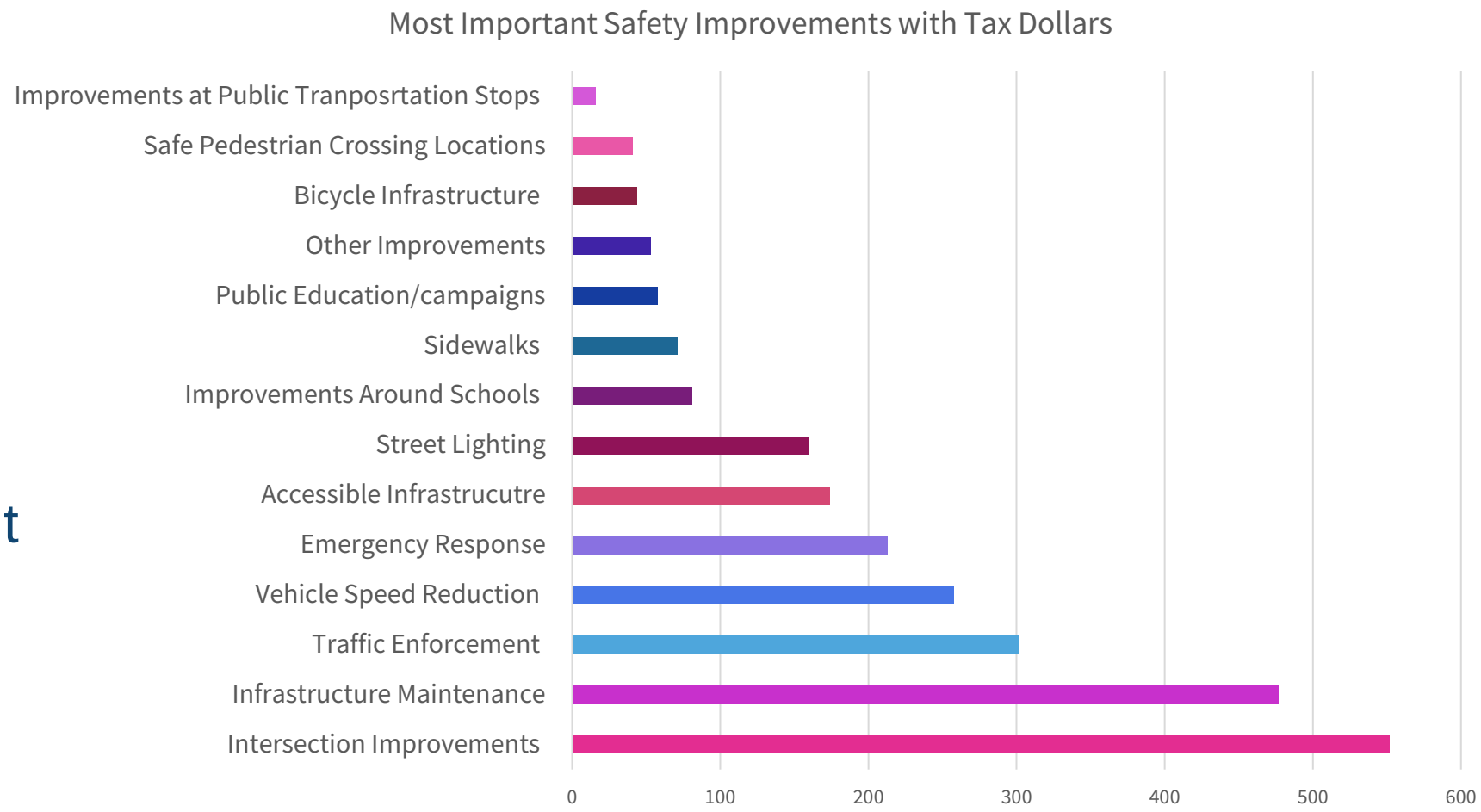
PUBLIC INPUT: Emphasis Areas

- Public Survey Input
  - Distracted Driving
  - Speeding Vehicles
  - Intersections



PUBLIC INPUT: Safety Improvements

- Public Survey Input
  - Intersection Improvements
  - Infrastructure Maintenance
  - Traffic Enforcement

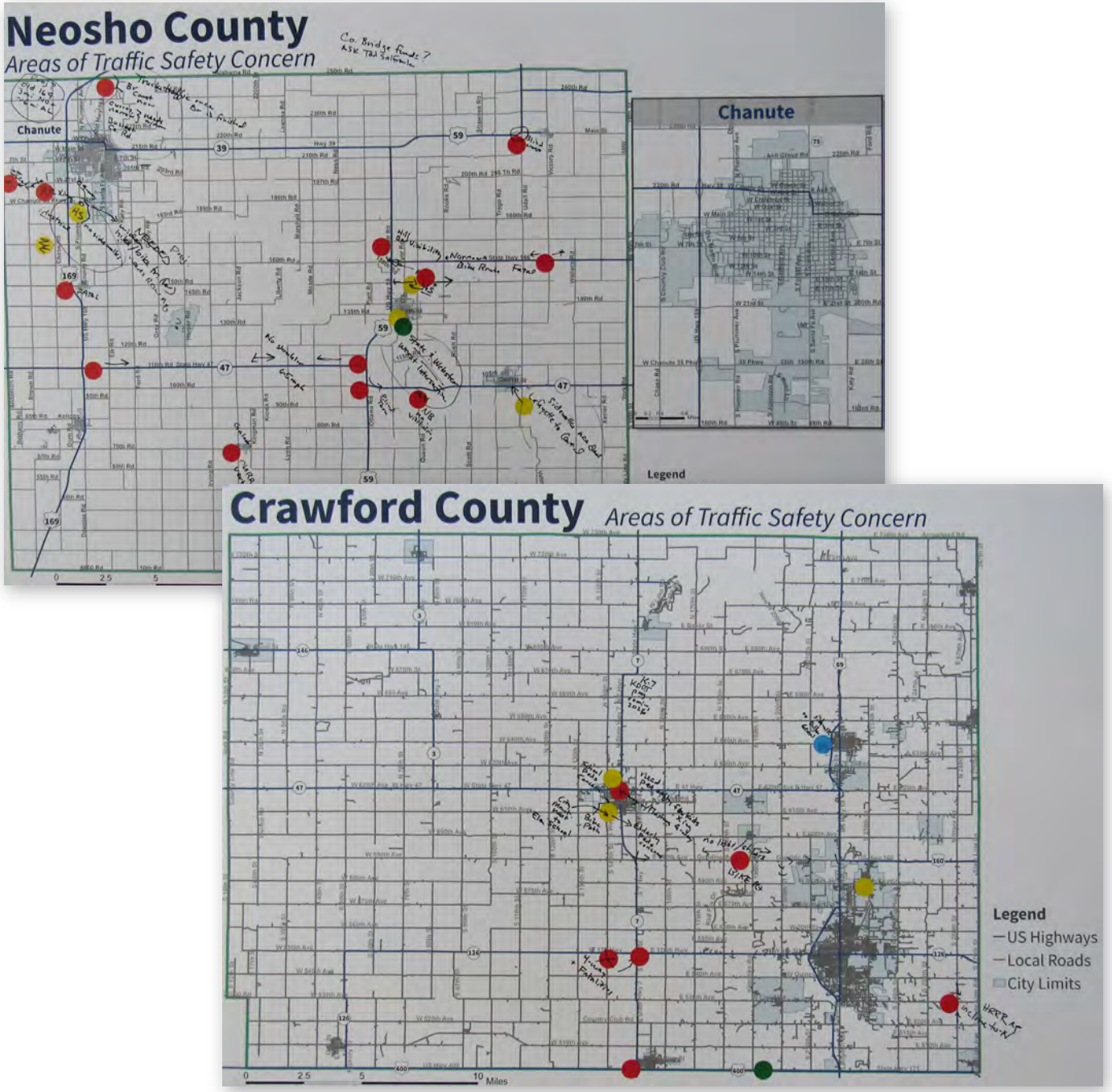


PUBLIC INPUT: Public Meetings

- 12 Public Open House meetings held from February to April 2025.
- Gather feedback through public comment cards and mapping activity.

PUBLIC INPUT: Public Meetings

- Public Feedback and Safety Concerns
  - VRU safety (bicycle and pedestrian facilities, school zones)
  - State highway system and intersections
  - Guardrails, narrow shoulders, visibility and lighting concerns



SUMMARY

Proposed Key Emphasis Areas

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	●
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

PROJECTS AND POLICIES

PROJECT TYPES

- Prioritization Methodology
  - Key Emphasis Area
  - Crash Hotspot on Heat Map
  - Identified in Related Document (ex: LRSP)
  - Local Priority from Stakeholder Interview
  - Public Input
  - Consideration for Local vs. State Routes
- Project Type Examples
  - Roadway Departure
  - Signalized and Unsignalized Intersections
  - Vulnerable Road Users (VRU)

PROJECT TYPE: Roadway Departure

Project	S. 260th Street
Limits	US-160 to K-126 (4.0 miles)
Location	Crawford County
Short-Term	Delineate roadside hazards Install edge/center rumble strips
Long-Term	Install 2-foot paved shoulders Flatten and widen foreslopes Install/upgrade guardrail Extend culverts Consider KDOT intersections

PROJECT TYPE: Roadway Departure

Project	New Albany Road
Limits	Decatur Road to Mill Street (0.1 miles)
Location	Wilson County
Short-Term	Add pavement markings Install edge/center rumble strips Improve curve warning signage Add post-mounted delineators
Long-Term	Add aggregate shoulder Add transverse rumble strips Improve curve superelevation

PROJECT TYPE: Signalized Intersection

Project	8th Street & Buckeye Street
Limits	Intersection
Location	Montgomery County (Coffeyville)
Short-Term	Install high-visibility backplates Add high-visibility pavement markings Add crosswalk markings
Long-Term	Upgrade traffic signals Reconfigure traffic signal with Leading Pedestrian Intervals (LPIs)

PROJECT TYPE: Unsignalized Intersection

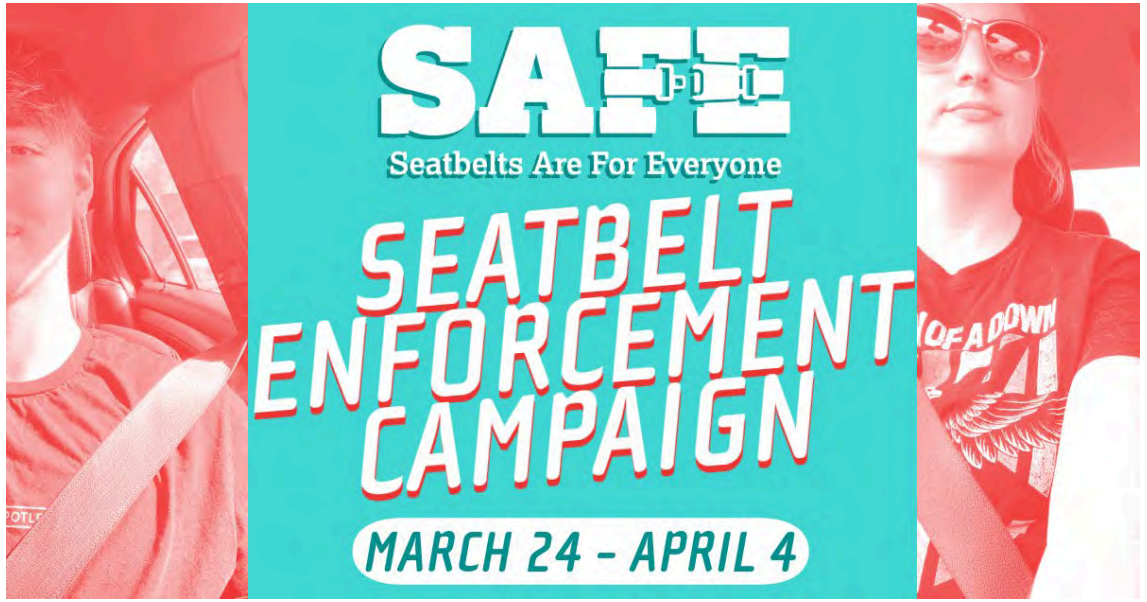
Project	4700 Road & 1450 Road
Limits	Intersection
Location	Montgomery County
Short-Term	Update signage Add retroflective strips to sign posts Upgrade pavement markings
Long-Term	Reconstruct intersection

PROJECT TYPE: Vulnerable Road Users

Project	Prairie Spirit Trail Crossings
Limits	4th Avenue & Main Street
Location	Anderson County (Garnett)
Short-Term	Increase signage Upgrade crosswalk markings Add pedestrian crossing signal
Long-Term	Reconfigure roadway to reduce crossing width

POLICIES

- Advocate with Regional Coalitions
  - US-169 in Anderson, Allen, Neosho, Labette, and Montgomery counties
- Update Design Policies
- Incorporate Safety into Maintenance Programs
- Enforcement Campaigns for Behavioral Changes

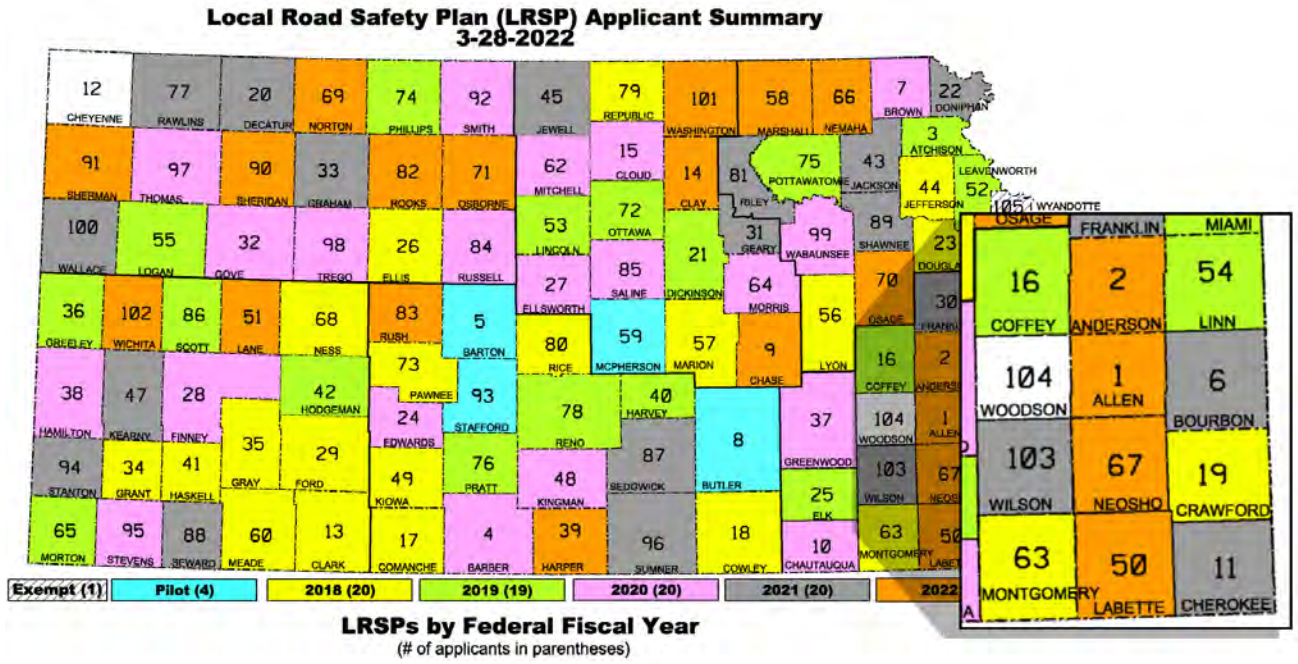


NEXT STEPS

NEXT STEPS: Draft Plans

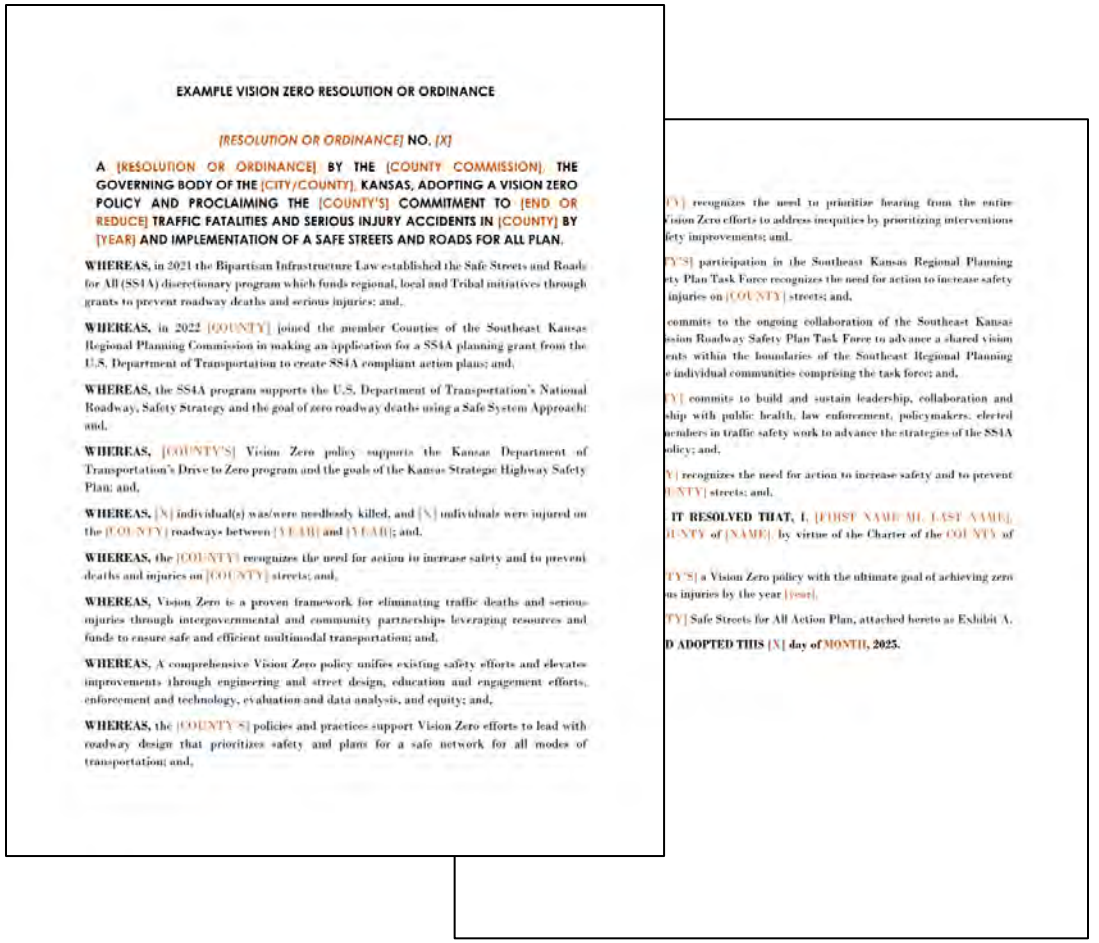
- Priority Projects: A project team representative will contact each county in the next 1-2 weeks to share your draft project list.

- Safety Action Plans
  - Draft plans will be completed in May and sent for review.
  - Efforts are being aligned in counties with an active LRSP project.



NEXT STEPS: Vision Zero Resolution

- Regional commitment to the goal of zero roadway fatalities and serious injuries
- Vision Zero Resolution
  - Percentage reduction goal by a specific date
  - Target date for achievement of zero roadway fatalities and serious injuries



EXAMPLE VISION ZERO RESOLUTION OR ORDINANCE

[RESOLUTION OR ORDINANCE] NO. *[X]*

A [RESOLUTION OR ORDINANCE] BY THE [COUNTY COMMISSION], THE GOVERNING BODY OF THE [CITY/COUNTY], KANSAS, ADOPTING A VISION ZERO POLICY AND PROCLAIMING THE [COUNTY'S] COMMITMENT TO [END OR REDUCE] TRAFFIC FATALITIES AND SERIOUS INJURY ACCIDENTS IN [COUNTY] BY [YEAR] AND IMPLEMENTATION OF A SAFE STREETS AND ROADS FOR ALL PLAN.

WHEREAS, in 2021 the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program which funds regional, local and Tribal initiatives through grants to prevent roadway deaths and serious injuries; and,

WHEREAS, in 2022 [COUNTY] joined the member Counties of the Southeast Kansas Regional Planning Commission in making an application for a SS4A planning grant from the U.S. Department of Transportation to create SS4A compliant action plans; and,

WHEREAS, the SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and the goal of zero roadway deaths using a Safe System Approach; and,

WHEREAS, [COUNTY'S] Vision Zero policy supports the Kansas Department of Transportation's Drive to Zero program and the goals of the Kansas Strategic Highway Safety Plan; and,

WHEREAS, [X] individual(s) was/were needlessly killed, and [X] individuals were injured on the [COUNTY] roadways between [YEAR] and [YEAR]; and,

WHEREAS, the [COUNTY] recognizes the need for action to increase safety and to prevent deaths and injuries on [COUNTY] streets; and,

WHEREAS, Vision Zero is a proven framework for eliminating traffic deaths and serious injuries through intergovernmental and community partnerships leveraging resources and funds to ensure safe and efficient multimodal transportation; and,

WHEREAS, A comprehensive Vision Zero policy unifies existing safety efforts and elevates improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis, and equity; and,

WHEREAS, the [COUNTY'S] policies and practices support Vision Zero efforts to lead with roadway design that prioritizes safety and plans for a safe network for all modes of transportation; and,

[Y] recognizes the need to prioritize hearing from the entire Vision Zero efforts to address inequities by prioritizing interventions fety improvements; and.

Y'S] participation in the Southeast Kansas Regional Planning ty Plan Task Force recognizes the need for action to increase safety injuries on [COUNTY] streets; and,

commits to the ongoing collaboration of the Southeast Kansas sion Roadway Safety Plan Task Force to advance a shared vision ents within the boundaries of the Southeast Regional Planning e individual communities comprising the task force; and,

Y] commits to build and sustain leadership, collaboration and ship with public health, law enforcement, policymakers, elected mbers in traffic safety work to advance the strategies of the SS4A olicy; and,

] recognizes the need for action to increase safety and to prevent UNTY] streets; and,

IT RESOLVED THAT, I, [FIRST NAME MI. LAST NAME], UNTY of [NAME], by virtue of the Charter of the COUNTY of

TY'S] a Vision Zero policy with the ultimate goal of achieving zero us injuries by the year [year].

TY] Safe Streets for All Action Plan, attached hereto as Exhibit A.

D ADOPTED THIS [X] **day of** MONTH, **2025.**

NEXT STEPS: Implementation Funding

- Safe Streets and Roads for All (SS4A) Program
  - A Safety Action Plan and Vision Zero Resolution make you eligible
  - Deadline: June 26, 2025
  - Additional round of funding available in 2026 under the current federal infrastructure bill

- Use the Kansas Infrastructure Hub as a resource

- Other Funding Mechanics
  - High Risk Rural Roads (HRRR)
  - Highway Safety Improvement Program - Intersections (HSIP)
  - Safe Routes to School
  - Community Health programs

THANK YOU!

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Appendix C

Public Engagement

TRANSYSTEMS

Southeast Kansas: Comprehensive Safety Action Plan

Community Engagement Plan

Introduction

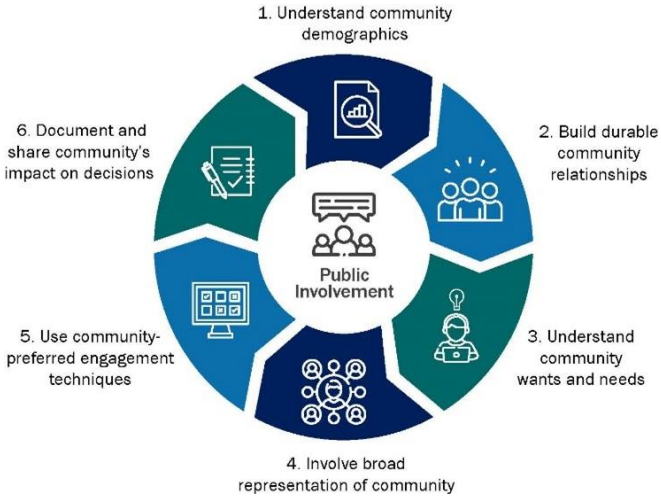
The Southeast Kansas Regional Planning Commission (SEKRPC) has partnered with twelve counties in Southeast Kansas to develop a Comprehensive Safety Action Plan. The twelve counties encompass Coffey, Anderson, Linn, Woodson, Allen, Borbon, Wilson, Neosho, Crawford, Montgonery, Labette, and Cherokee counties. The Comprehensive Safety Action Plan (CSAP) will identify an array of lifesaving measures to improve safety for motorists, pedestrians, cyclists, transit passengers, and other transportation users.

The Action Plan reviews roadway use trends, identifies issues, and then outlines steps to improve transportation safety. The Action Plan is aimed at reducing and eliminating serious injury and fatal crashes affecting transportation users. The eight components of the Action Plan are:

- Leadership commitment and goal setting
- Planning structure
- Safety analysis
- Engagement and collaboration
- Equity
- Policy and process changes
- Strategy and project selections
- Progress and transparency

The Action Plan will be developed using the U.S. Department of Transportation (USDOT) Safe System Approach. The Safey System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable. Rather than blaming road users for crashes, this approach recognizes that the responsibility for road safety lies with multiple stakeholders, including policymakers, road designers, vehicle manufacturers, law enforcement, and emergency response. By designing a forgiving road system that accommodates human error, the Safe System Approach aims to prevent fatal crashes and minimize the severity of injuries.

To create the Action Plan, information will be gathered from many sources, including study partners and the public to find solutions that address current and future issues that can be supported by most stakeholders. Varied methods of community engagement will help develop positive outcomes not only for this process but also instill a more inclusive transportation infrastructure decision-making process. The project team will use the UUSDOT model for meaningful public involvement.



Public Involvement

The project team will proactively seek meaningful public involvement from study partners, residents, and communities impacted by the past and current limitations of the roadway system and its users. Feedback and suggested improvements will be documented and presented in a draft Action Plan. Communication with interested parties will be ongoing throughout the study period with a final Comprehensive Safety Action Plan produced for each of the twelve counties in early 2025.

Three fundamental areas of project public involvement will be created:

1. ***Information and Communications:*** Information regarding the study background, process, methods, schedule, key messages, and project updates will be communicated.
2. ***Stakeholder Input:*** Community leaders, elected and appointed officials, government staff members, and other stakeholder groups will be engaged throughout the planning process.
3. ***Community Outreach:*** Community members will be informed, educated, and engaged with the intent of providing an interactive dialogue for input and considerations as the study evolves.

Key Audiences

Key audiences are anticipated to include:

- Residents of the twelve counties in the Southeast Kansas study area.
- Businesses and employees that use the transportation system in the study area.
- Governmental units for each of the twelve counties, including incorporated cities and unified school districts in the study area.
- First responders serving the study area including law enforcement, fire departments, emergency management, medical services, and others.
- Civic organizations interested in discussing transportation safety in their communities.
- Representatives of relevant regional or statewide agencies, such as SEKRPC and the Kansas Department of Transportation (KDOT).

Community Engagement Methods

Community engagement methods will include:

- ***Kick-Off Meeting:*** A project kick-off meeting with SEKRPC will outline the community engagement plan and process of creating a Safety Task Force team of key regional stakeholders to guide the study.
- ***Project Update Meetings:*** Monthly updates will be shared virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.
- ***Stakeholder Meetings:*** Three (3) Safety Task Force meetings will be organized to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings will be held in a hybrid format with both in-person and virtual attendance options.
- ***Public Meetings:*** One in-person open house style meeting will be held within each county to inform the public of the study's progress, gather public input regarding safety needs, and share features of the proposed Action Plan.
- ***Public Survey:*** An online survey will be distributed that allows respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information will be collected to assign responses to specific counties and/or communities.
- ***Public Comments:*** Public comments will be compiled from meetings, online surveys, phone calls, and face-to-face conversations as well as any written comments received during the study.
- ***Public Information:*** Updates and announcements for news media, county websites, and social media outlets will be provided to SEKRPC for distribution.
- ***Translation Services:*** Translation of project documents into Spanish is possible, if needed. Other language translations may be necessary. To ensure that people with disabilities and diverse needs and experiences are aware of and can participate in community engagement activities, a wide range of engagement tools will be used.

Schedule

The overall project schedule is included in the Project Management Plan. Highlights related to community engagement include:

- The project Community Engagement Plan was initially developed in July 2024 and will be updated as needed throughout the study.
- Safety Task Force meetings are planned for September 2024, November 2024, and January 2025. The project team will monitor the anticipated release of the Notice of Funding Opportunity for SS4A implementation funds and will adjust the schedule if needed.
- Open house public meetings are scheduled for November 2024 and early December 2025
- Public comments will be accepted and compiled throughout the study period.

Follow-Up Activities

- Assist SEKRPC, as needed, with meeting invitations, meeting notes, news release copy, public survey methods, website text, social media content, and a final Community Engagement report.

Study Contacts

SEKRPC Project Manager: Carey Spoon
TranSystems Project Manager: Deanne Winkelmann
TranSystems Project Lead: Slade Engstrom
TranSystems Communications Lead: Tom Hein

Updated: August 20, 2024

Safe Streets for All

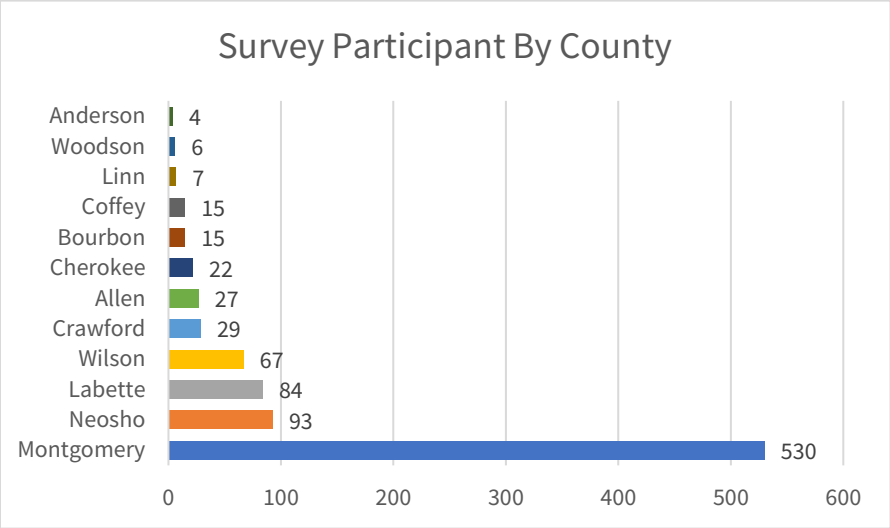
Southeast Kansas Comprehensive Safety Action Plan

Public Survey

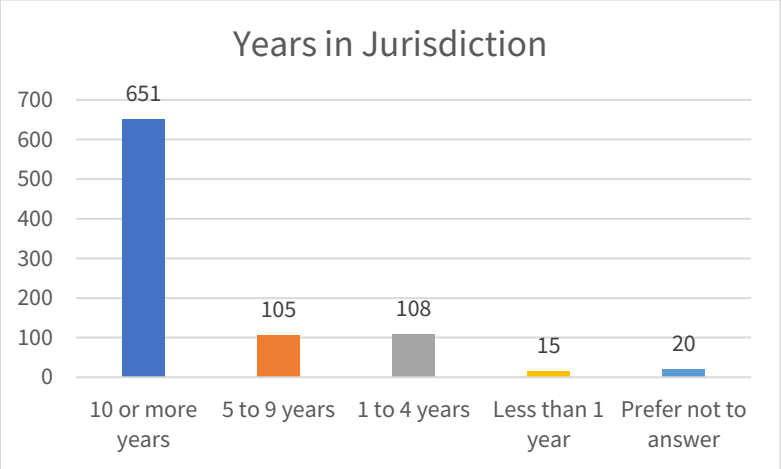
To gather greater community input, an online public survey was distributed throughout the 12-county region from October 2024 to April 2025, including distribution to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region and specific jurisdictions.

The survey was distributed through city and county websites, social media, and advertised at public engagement events. This approach ensured broad participation and diverse perspectives resulting in a total of 899 survey respondents from across the 12-county region.

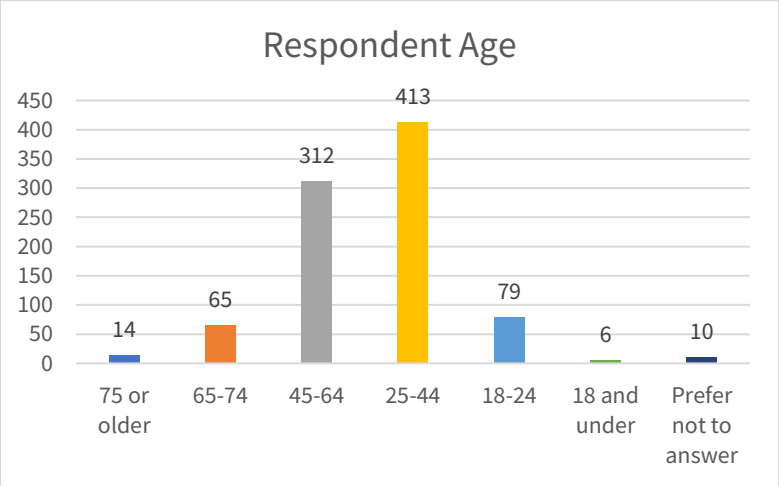
What county do you live in?



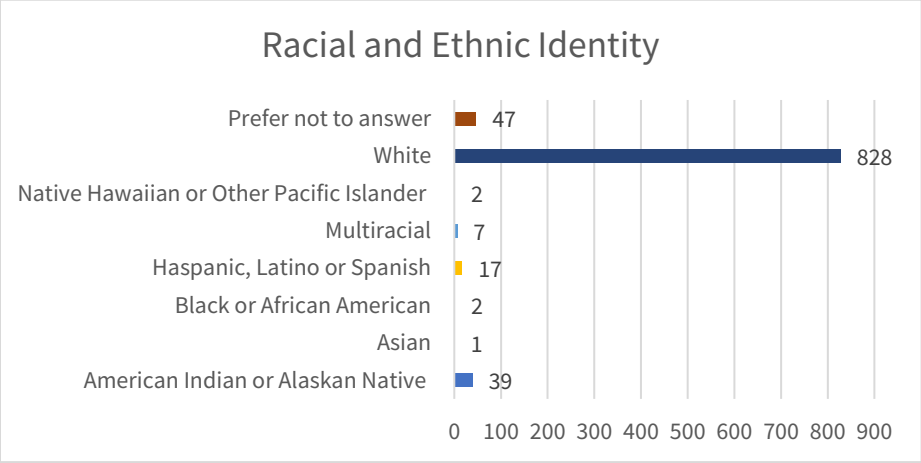
How long have you lived in your jurisdiction?



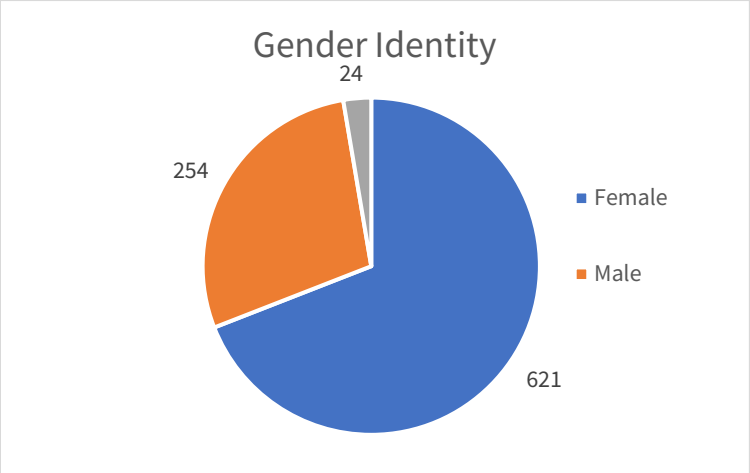
What is your age?



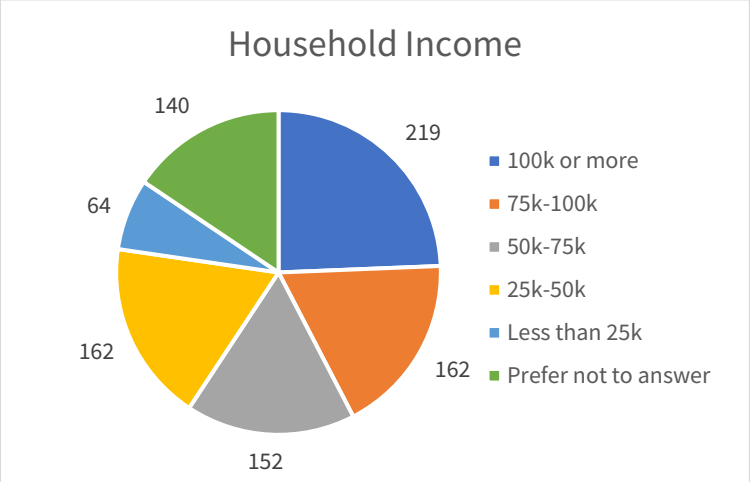
Select the racial or ethnic group with which you identify.



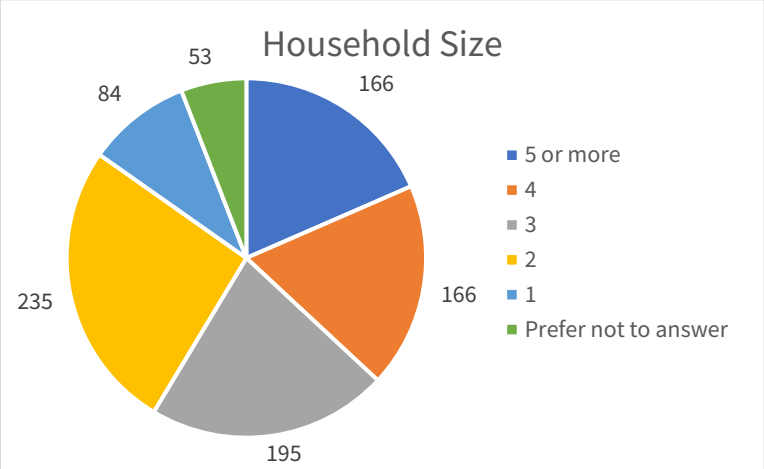
What is your gender identity?



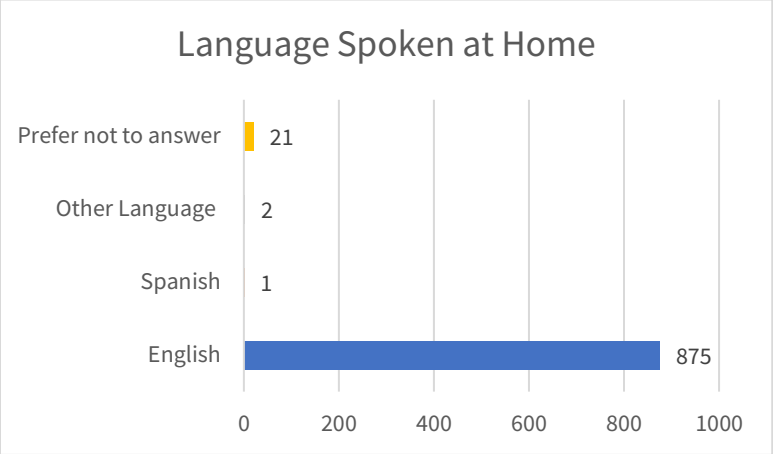
What is your household income?



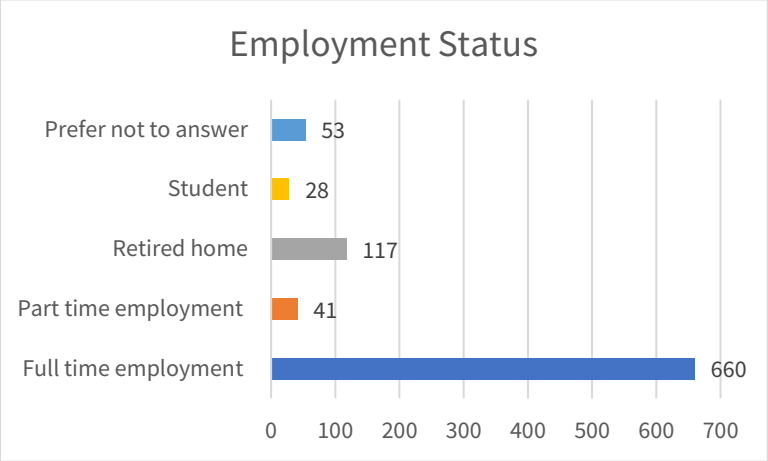
Including yourself, how many people live in your household?



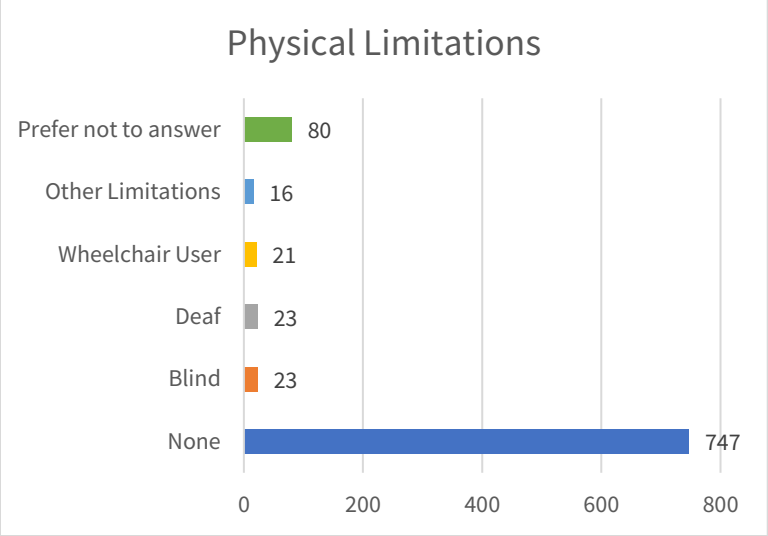
What is the primary language spoken at home?



Select the option that best fits your current occupation:

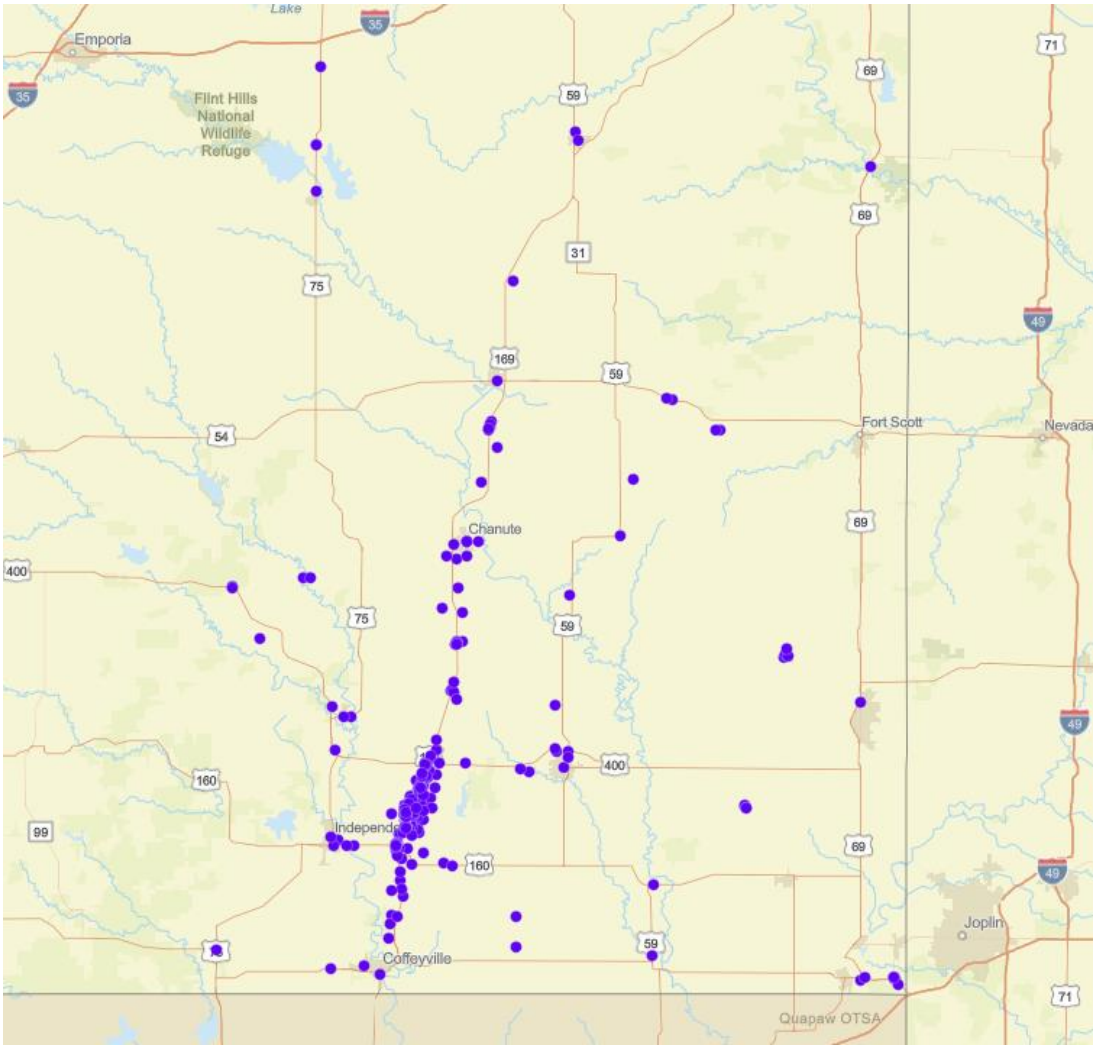


Do you have any physical limitations? (Select all that apply)

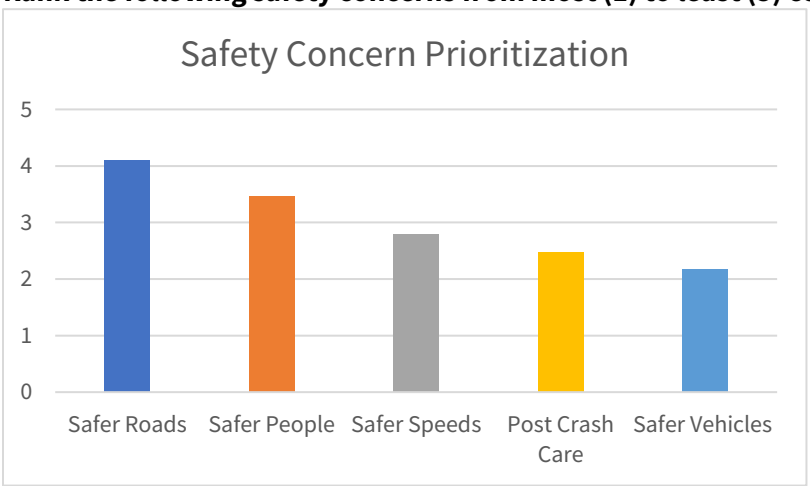


Mapping Activity

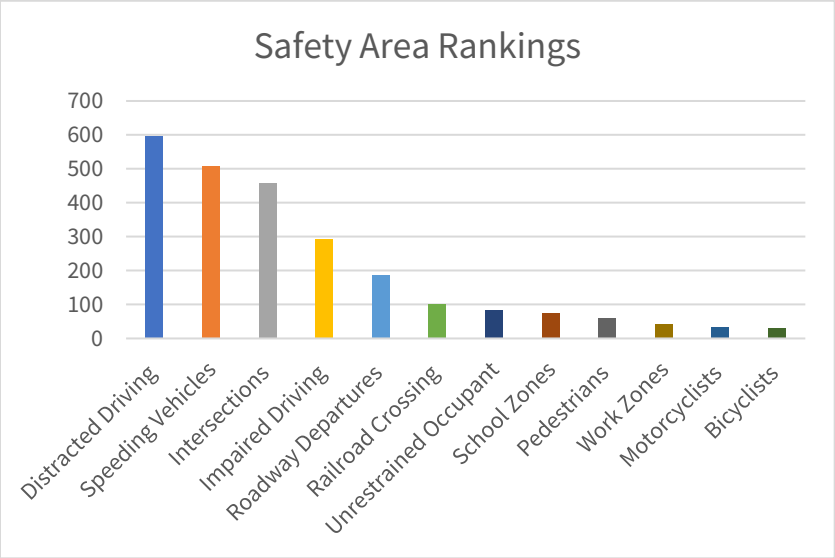
Each dot corresponds with a location-specific safety concern or comment.



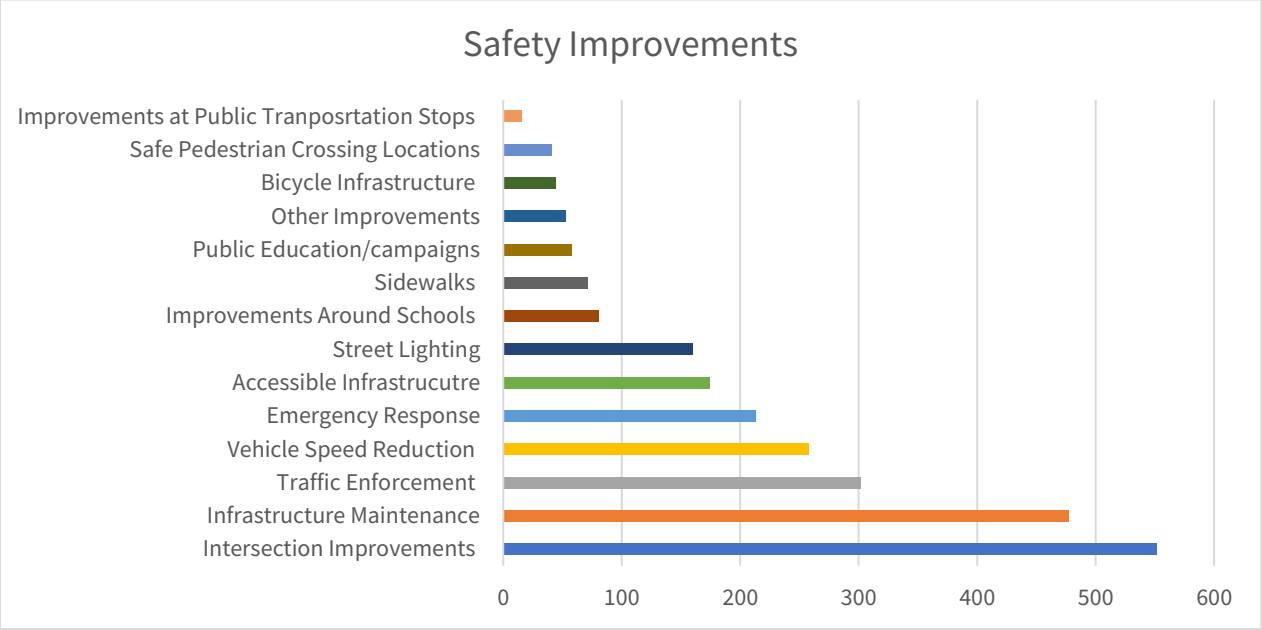
Rank the following safety concerns from most (1) to least (5) concerned.



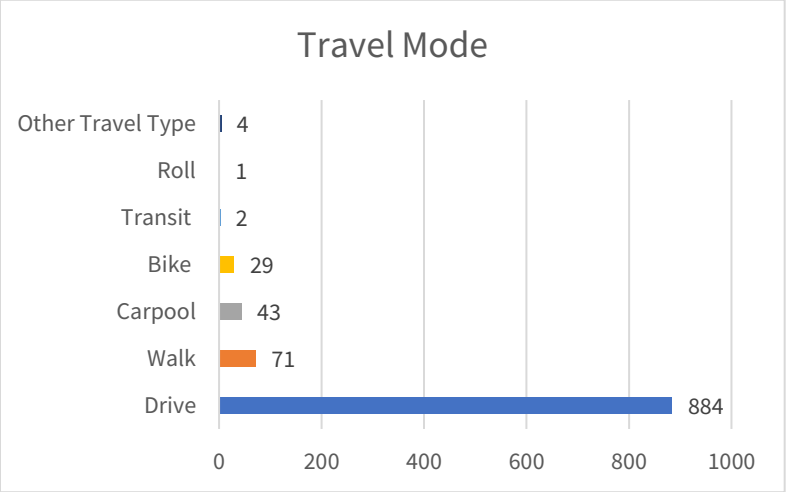
What safety areas are the most important to you in addressing street safety? (Select the top 3)



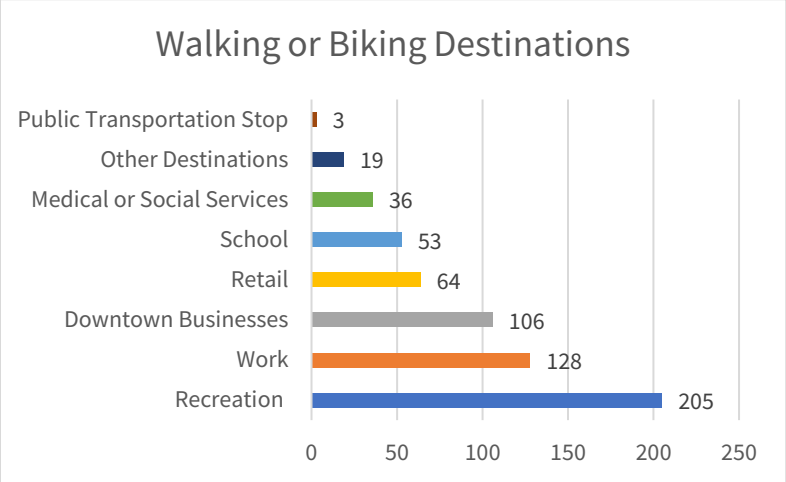
Pick the three most important safety improvements that your tax dollars help pay for, which affect your safety in the transportation system.



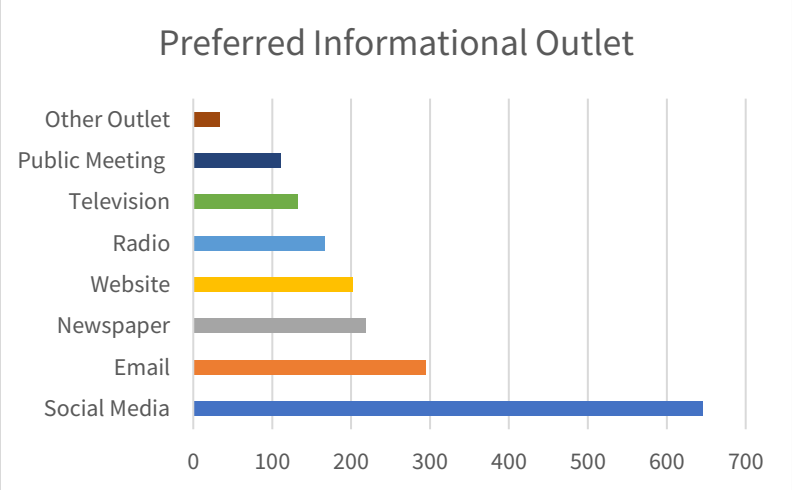
How do you usually travel in a typical week? (Select all that apply)



If you walk or bike in your jurisdiction, what is your destination?



What outlets would you prefer to receive transportation safety Information? (Select all that apply)



Southeast Kansas Comprehensive Safety Action Plan

Allen County Open House Summary

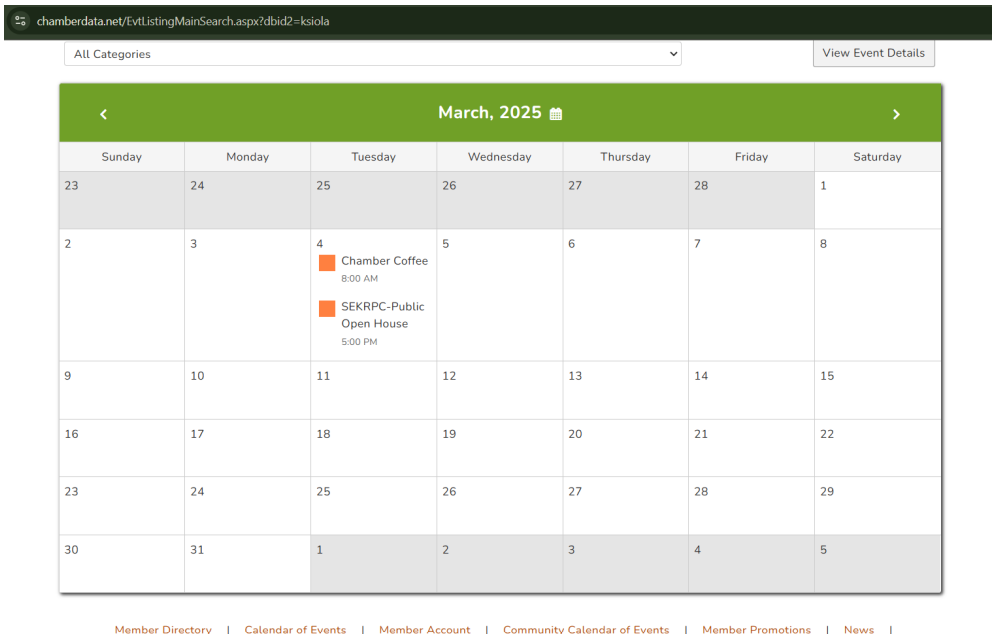
This report serves as a summary of the Allen County public open house for the Southeast Kansas Regional Planning Commission's Safe Streets for All project and the Comprehensive Safety Action Plan.

Event details:

- Date: 03/04/2025
- Time: 5 – 7 pm
- Location: Riverside Park Community Building, 510 Park Ave, Iola, KS
- Number of Attendees: 3

Outreach methods:

- Email blasts to local officials and non-profit organizations
- Social Media postings
- Chamber of Commerce Calendar & Socials



Sign-in sheet:

- Matt Rehder – Iola City Administrator
- Robby Droessler – Iola Parks and Cemeteries Superintendent
- Jessica Thompson – Thrive Allen County Deputy Director

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Allen County
SEK Comprehensive Safety Action Plan
Public Meeting
Feb. 18, 2025

Please print your name

Joseph Ortiz

Kristen Manthei

Robby Droessler

Matt Rehder

Jessica Thompson

TRANSYSTEMS

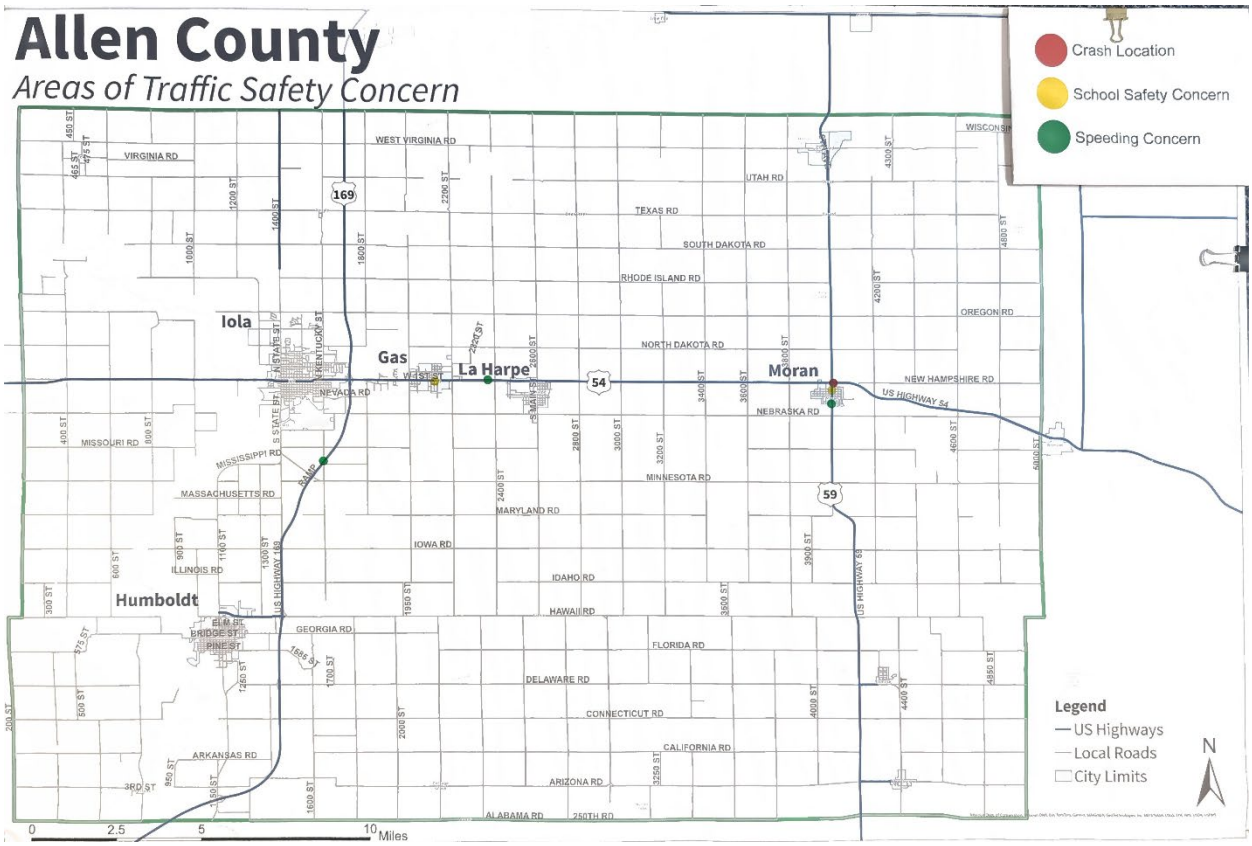
Public input documentation:

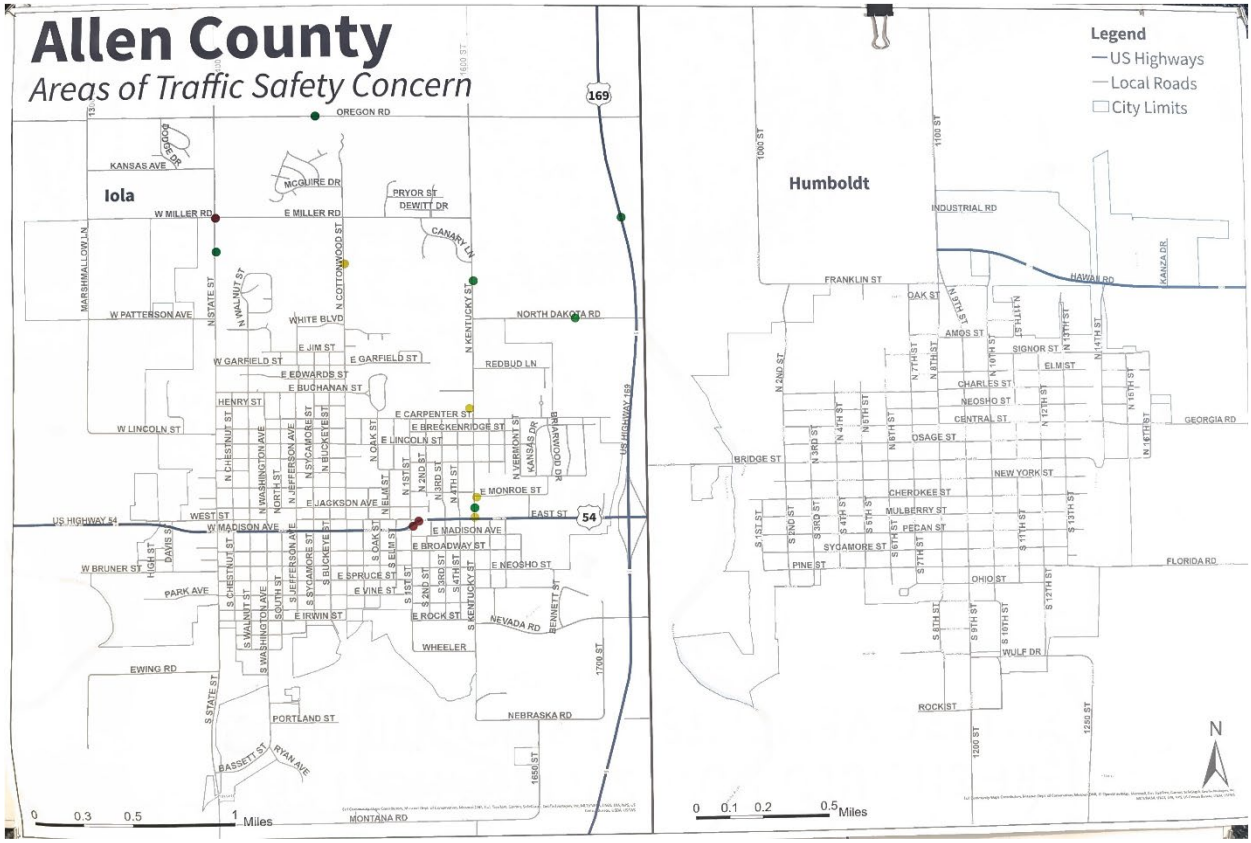
SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safe Streets and Roads for All
Southeast Kansas Comprehensive Safety Action Plan

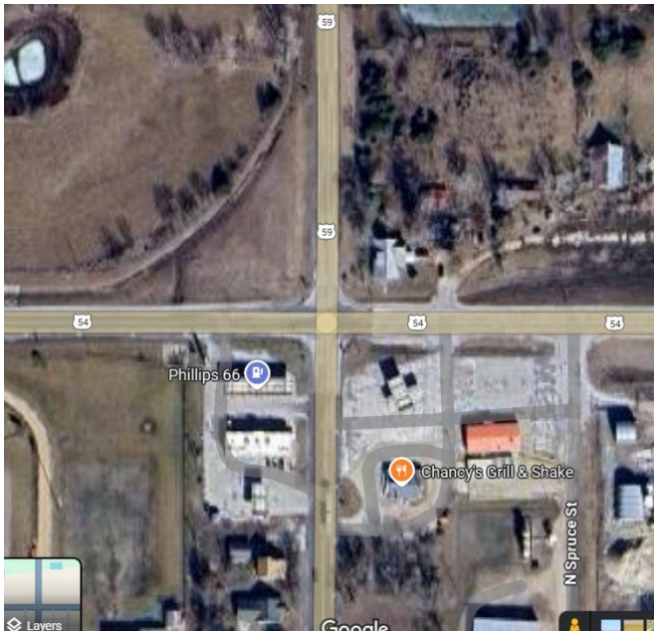
Jurisdiction (County/City): Iola

Comments: any chance of 4-lane 169?



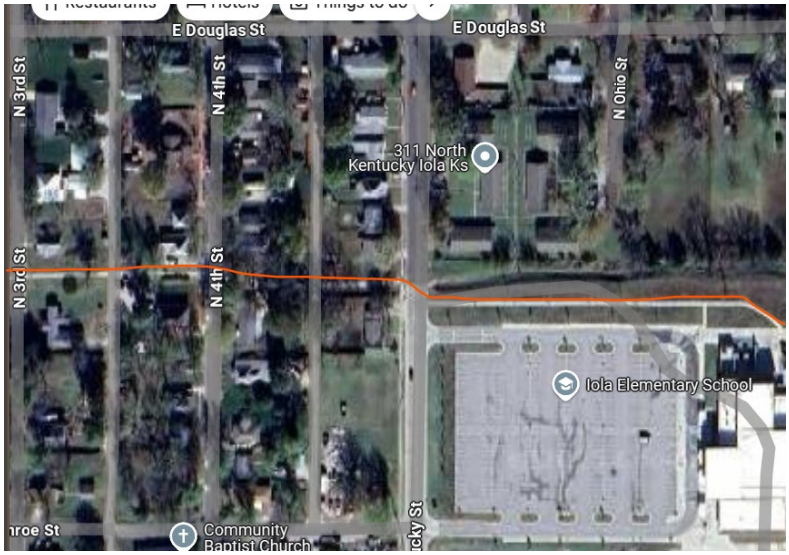


- Hot spot for crashes at US 54 and US 59 in Moran, major issues with sign distance. Think KDOT will buy some land around the intersection and build a roundabout instead.



- Iola
    - Concerns around Kentucky and Monroe - new elementary school

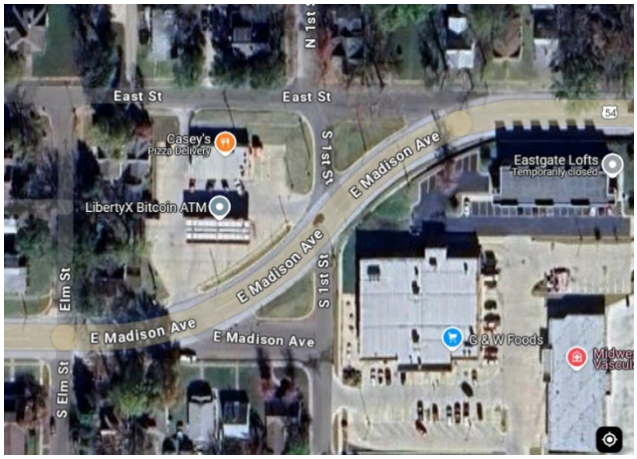
- Parents line up almost an hour before school ends for pick up and can back up onto US 54
- No sidewalks along Kentucky
- Trail from State/Benton to Monroe, trail crosses over Kentucky between Douglas and Monroe
  - Meets up with Prairie Spirit Rail Trail to the west of town



- Students from ACC walk and bike to Walmart often, no ped infrastructure
  - Ride bikes late at night, makes them hard to see
- Not many concerns with traffic at the hospital
  - No voiced EMS concerns
- Speeding along State, Kentucky, US 169, Miller
- Miller/State intersection is wide

- Curves along US 54

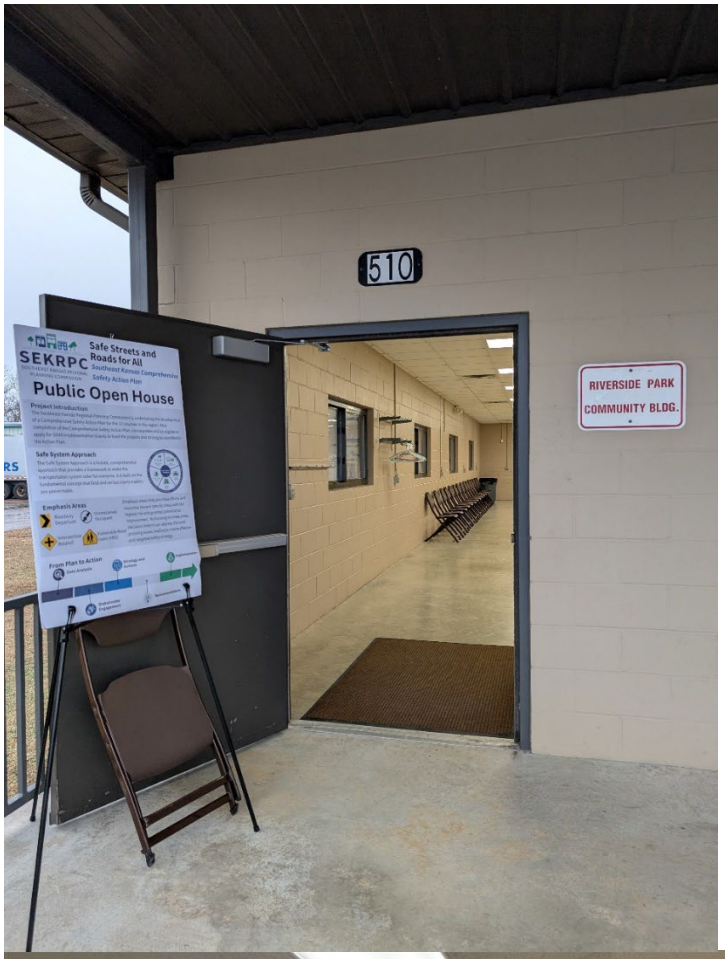
- Poor sight distance, crashes

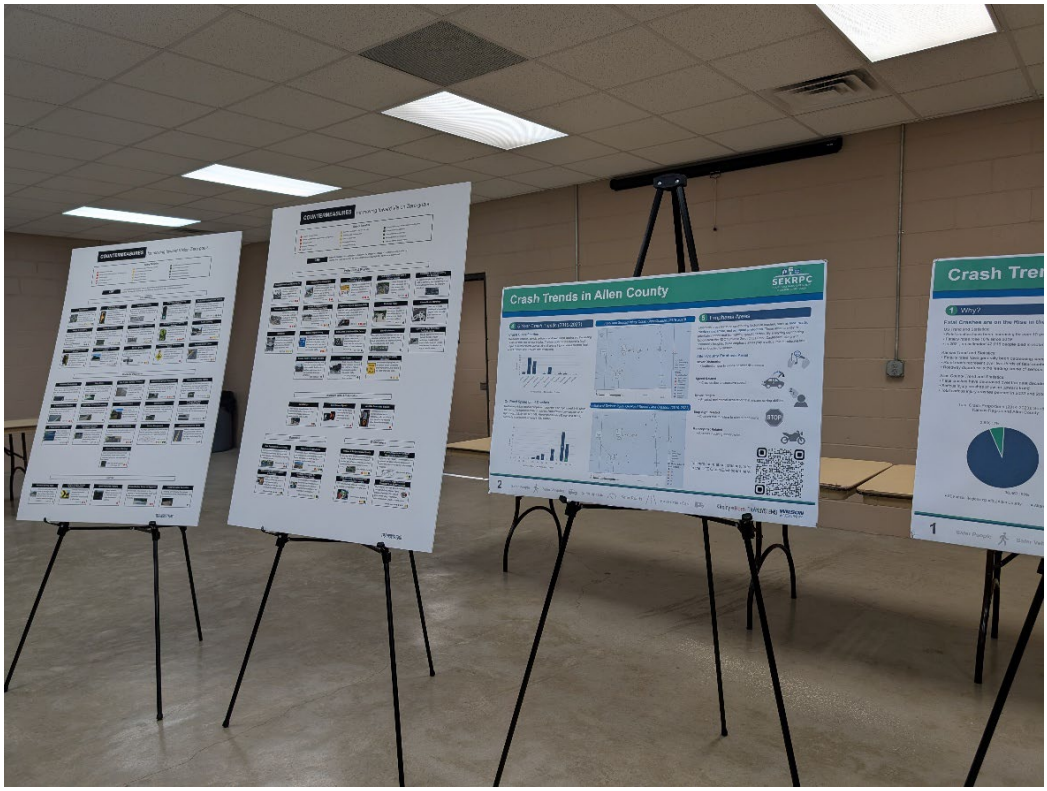


- Believe the intersections along US 169 may want to be signalized, but do not think traffic warrants a signal
- No comments on Humboldt
- Speeding between Gas and La Harpe along US 54, 45 mph to 65 mph but most continue at 65 mph

- Concerns with maintenance of roadways

Open House Photos:




Crash Trends in Allen County
SEKRPC

Southeast Kansas Comprehensive Safety Action Plan

Allen County Interview Notes

Monday, December 16th, 2024 | 1:30 – 3 pm

MEETING PURPOSE

The purpose of this meeting is to inform Allen County stakeholders about the introduction and objectives of the project, provide an overview of the relevant data, gather additional input and feedback, and seek assistance in engaging with Allen County residents.

STAFF

- Kristen Manthei, Moderator
- Natalie Walls, Notetaker

PARTICIPANTS

- Stacy Fager, Superintendent of Iola USD 257
- Jared Wheeler, Economic Development Director of Thrive Allen County
- John Masterson, Interim President of Allen Community College
- Kim Ensminger, Superintendent of Marmaton Valley USD 256
- Corey Schinstock, Assistant City Administrator of Iola
- Tricia Campbell – Tri-Valley Developmental Services, Inc. – dropped off before intros
- Matt Rehder – City Administrator of Iola
- Jessica Thompson, Thrive Allen County
- Traci Plumlee, Allen County Regional Hospital
- Amber Wheeler, Superintendent of Humboldt USD 258

AGENDA

- Introductions
- Project Introduction
- Safe Systems Approach and SS4A
- Vision Zero
- Demographics Overview
- Crash Review
- Emphasis Areas Review
- Q&A
- Open House Discussion

NOTES

Why is road safety important to you? – intro question

- Student safety
- Bicyclists' safety during Bike Kansas
- Teen drivers
- Safe passage for patients, emergency vehicles, and staff to the hospital

QUESTIONS

Which locations in your community do you feel are the most dangerous for roadway users?

- Iola
    - State St and US- 54 have high traffic volumes due to its central location in Iola
    - Kentucky St (new elementary school and hospital) and Cottonwood St (community college)
    - Oregon Rd – connects Walmart to Hwy 169
        - New development (Prairie Land Partners) is bringing more traffic and bigger vehicles,
        - Also, how you get to the hospital from Hwy 169 – emergency vehicle access
    - Kentucky St/Monroe St- new elementary school, kids crossing the street, visibility issue
- Moran
    - US-54/US-59 intersection – traffic on US-59 is supposed to stop (east-west on US-54 does not stop) but many people fail to stop, and it is difficult to see in some directions (Flax Corner?)
    - Crosswalk at Oak and US-59 – crosses 4 lanes of traffic – KDOT has done some work but it's still concerning
- Gas
    - Gas is cut in half by US-54 – concerning to residents when trying to get to anything on the other side

Tell us about any specific problems or risks related to pedestrian and bicyclist safety (e.g., lack of crosswalks, poorly designed bike lanes, speeding vehicles)

- Allen County
    - All of the above – we have sidewalks that start and stop, people don't pay attention to cyclists on the road, lots of issues with crosswalks
    - Allen County has 60 miles of trails for pedestrians to use
- Iola
    - Nighttime bicyclists
    - We have a lot of sidewalk disrepair – pretty good on main throughfares
    - Need to address crosswalks in downtown Iola – ADA compliance

    - When we do the US-54 project, we are looking to build a large sidewalk on both sides of the highway and the road is going from four lanes to a two lane with a turn lane (State St to Kentucky St or potentially out to the east city limits) – currently no sidewalk network
    - Elm St crossing – middle school – worst crossing along the highway corridor
    - When the new elementary school was built in Iola – received a grant to connect the high school and middle school to the elementary school but crossing Kentucky on that trail is dangerous
    - The only reason I can see Elm St being a VRU priority is due to the middle school – we thought about doing a pedestrian crossing of some sort at Elm St and US-54
    - Bicyclists crossing State Street to get to Walmart
- Moran
    - Lack of sidewalks – people walk in the streets
- Humboldt
    - Crosswalks at Hawaii and 9th St, we've tried to man crosswalks for schools but it's difficult, talked about a crosswalk stoplight but it didn't happen
    - Connecting high school to sports complex in Humbolt – lots of kids travel back and forth in this area
    - Railroad crossing – one of the few areas that school transportation is provided so that kids don't have to cross the railroad tracks

Describe specific challenges observed related to freight vehicles, large trucks, or other heavy vehicles in your community. Do crashes involving these vehicles seem more common or hazardous?

- Iola
    - Trucks/ large vehicles try to race through the stoplights – two main stoplights are in sync with each other, so they hurry to get through them going 40 to 50 mph in a 20 or 30 mph zone (lots of traffic (vehicular and pedestrian) in this area because its downtown)
- Humboldt
    - Struggle with getting trucks in and out, anytime we have a big truck coming in its difficult for them to get around
    - During harvest season/grain elevator there are a bunch of trucks that park on the street and make it difficult for people to get around – one of the main streets to get to the school

Tell us about the most significant challenges you face when using transportation in your community (e.g., traffic congestion, poorly maintained roads)?

- Allen County
    - General upkeep of roads for eastern part of the county
    - People on phones
    - Anywhere outside of the city limits – there is a significant risk of deer crashes

    - No crossing arms at a crossing that has a lot of foliage in the spring – makes visibility difficult
- Iola
    - For public transportation the challenges is the hours of operations – only weekdays during normal working hours
- Humboldt
    - General upkeep of roads
- Elsmore
    - Railroad track divides the town, one of their bigger concerns is having storm shelters for people who live on the other side
- Moran
    - Potentially lots of blocked crossings at the railroad tracks

What do you think are the main factors contributing to crashes in your community (e.g., speeding, distracted driving, impaired driving, road conditions, poor signage)

- Distracted driving – people on their phones
- Unsafe driving – going too fast or being distracted mostly by a phone
- Highway 169 between Humbolt and Iola – passing incidents – unsure what the exact issue is, maybe signage or line of sight issue?
- 169 Passing – hilly and curvy roadway that makes passing difficult and dangerous
    - Passing lanes on 169 between Thayer and Chanute in Neosho County has seemed to help
- Strings of traffic at shift changes on 169

PUBLIC OPEN HOUSE

- Community buildings in Iola – can waive the rental fee because it's a state function
- Allen County Community College space
- Iola School District – but City buildings and Community College would be better
- Humbolt – elementary school, storm shelter
- Share out on social media pages – Thrive Allen County

Appendix D

High Injury Network

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
West Virginia Rd & 4300th St	0	0	0	16.37	1	2	Moderately-High
Nebraska Rd SE	0	0	0	1	1	1	Moderate
Utah Rd	0	0	0	1	1	1	Moderate
Minnesota Rd & 4200th St	0	0	0	16.37	1	2	Moderately-High
Nebraska Rd	0	0	0	1	1	1	Moderate
4200th St	0	0	0	1	1	1	Moderate
South Dakota Rd	0	0	0	1	1	1	Moderate
Adams St	0	0	0	1	1	1	Moderate
N Kentucky St	0	0	0	1	1	1	Moderate
E Miller Rd	0	0	0	1	1	1	Moderate
N Kentucky St & Miller Rd	0	0	0	18.37	3	3	High
N Kentucky St	0	0	0	1	1	1	Moderate
McGuire Dr	0	0	0	2	2	2	Moderately-High
Immel Ln	0	0	0	2	2	2	Moderately-High
E Miller Rd	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
E Lincoln St	0	0	0	1	1	1	Moderate
N Kentucky St	0	0	0	3	3	2	Moderately-High
N Kentucky St	0	0	0	1	1	1	Moderate
Carpenter St	0	0	0	1	1	1	Moderate
Northrup Ave	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
Cardinal Dr	0	0	0	1	1	1	Moderate
S Kentucky St & US 54	0	0	1	40.74	10	3	High
S Kentucky St	0	0	0	1	1	1	Moderate
E Lincoln St	0	0	0	1	1	1	Moderate
N Cottonwood St	0	0	0	4	4	2	Moderately-High
N Cottonwood St	0	0	0	2	2	2	Moderately-High
N Cottonwood St	0	0	0	2	2	2	Moderately-High
N Cottonwood St	0	0	0	2	2	2	Moderately-High
E Douglas St & Cottonwood St	0	0	0	16.37	1	2	Moderately-High
Nevada Rd	0	0	0	2	2	2	Moderately-High
S Kentucky St	0	0	0	1	1	1	Moderate
E Monroe St	0	0	0	4	4	2	Moderately-High
N Cottonwood St	0	0	1	18.37	3	3	High
Kansas Dr	0	0	0	1	1	1	Moderate
S Kentucky St	0	0	0	1	1	1	Moderate
N Cottonwood St	0	0	0	2	2	2	Moderately-High
N Cottonwood St	0	0	0	3	3	2	Moderately-High
S Kentucky St	0	0	0	1	1	1	Moderate
N 1st St	0	0	0	1	1	1	Moderate
Monroe St	0	0	0	1	1	1	Moderate
E Buchanan St & Cottonwood St	0	0	0	16.37	1	2	Moderately-High
N Cottonwood St	0	0	0	2	2	2	Moderately-High
N Cottonwood St	0	0	0	1	1	1	Moderate
Willow Dr & Kansas Dr	0	0	0	17.37	2	3	High
Willow Dr	0	0	0	1	1	1	Moderate
E Lincoln St	0	0	0	2	2	2	Moderately-High
E Lincoln St	0	0	0	1	1	1	Moderate
N Jefferson Ave	0	0	0	1	1	1	Moderate
E Carpenter St & Elm St	0	0	1	16.37	1	2	Moderately-High
E Buchanan St	0	0	0	16.37	1	2	Moderately-High
Edwards St	0	0	0	1	1	1	Moderate
E Jim St	0	0	0	1	1	1	Moderate
N Jefferson Ave & Benton St	0	0	1	16.37	1	2	Moderately-High

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
E Benton St	0	0	0	2	2	2	Moderately-High
E Douglas St & Cottonwood St	0	0	0	16.37	1	2	Moderately-High
E Douglas St	0	0	0	1	1	1	Moderate
N Oak St	0	0	0	1	1	1	Moderate
N Oak St	0	0	0	2	2	2	Moderately-High
N Elm St	0	0	0	1	1	1	Moderate
N Jefferson Ave & Benton St	0	0	1	16.37	1	2	Moderately-High
E Lincoln St	0	0	0	16.37	1	2	Moderately-High
E Jackson St	0	0	0	1	1	1	Moderate
Peach St	0	0	0	1	1	1	Moderate
Peach St	0	0	0	1	1	1	Moderate
N Kentucky St	0	0	0	2	2	2	Moderately-High
E Douglas St	0	0	0	1	1	1	Moderate
E Douglas St	0	0	0	2	2	2	Moderately-High
E Monroe St	0	0	0	1	1	1	Moderate
E Lincoln St	0	0	0	1	1	1	Moderate
E Madison Ave	0	0	3	2	2	2	Moderately-High
Broadway St	0	0	0	1	1	1	Moderate
S Kentucky St	0	0	0	1	1	1	Moderate
E Madison Ave	0	0	0	1	1	1	Moderate
N Kentucky St	0	0	1	39.74	9	3	High
E Madison Ave	0	0	0	1	1	1	Moderate
E Madison Ave	0	0	3	2	2	2	Moderately-High
E Jackson St	0	0	0	1	1	1	Moderate
N Elm St	0	0	0	1	1	1	Moderate
E Jackson St	0	0	0	1	1	1	Moderate
Peach St	0	0	0	1	1	1	Moderate
E Douglas St	0	0	0	1	1	1	Moderate
E Jackson St	0	0	0	1	1	1	Moderate
E Douglas St	0	0	0	1	1	1	Moderate
Broadway St	0	0	0	1	1	1	Moderate
	0	0	3	2	2	2	Moderately-High
S 2nd St	0	0	3	2	2	2	Moderately-High
E Meadowbrook Rd	0	0	0	1	1	1	Moderate
W Meadowbrook Rd	0	0	0	1	1	1	Moderate
Peach St	0	0	0	1	1	1	Moderate
N Jefferson Ave & Jackson Ave	0	0	0	17.37	2	3	High
N Jefferson Ave	0	1	1	64.05	1	3	High
E Broadway St	0	0	0	1	1	1	Moderate
E Broadway St	0	0	0	2	2	2	Moderately-High
N Cottonwood St & East St	0	0	1	18.37	3	3	High
N 1st St	0	0	0	4	4	2	Moderately-High
Colborn St	0	0	0	1	1	1	Moderate
N Sycamore St	0	0	0	1	1	1	Moderate
E Jackson Ave	0	0	0	1	1	1	Moderate
E Madison Ave	0	0	0	1	1	1	Moderate
E Neosho St	0	0	0	1	1	1	Moderate
S 1st St	0	0	0	2	2	2	Moderately-High
E Neosho St	0	0	0	1	1	1	Moderate
S 1st St	0	0	0	1	1	1	Moderate
Spruce St	0	0	0	1	1	1	Moderate
E Neosho St	0	0	0	1	1	1	Moderate
E Neosho St	0	0	0	1	1	1	Moderate
Utah Rd	0	0	0	1	1	1	Moderate
Utah Rd	0	0	0	1	1	1	Moderate
S Jefferson Ave	0	0	0	1	1	1	Moderate

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
S Elm St	0	1	0	66.05	3	4	Higher
E Broadway St	0	0	0	1	1	1	Moderate
S 1st St	0	0	0	1	1	1	Moderate
E Broadway St	0	0	0	1	1	1	Moderate
E Neosho St	0	0	0	1	1	1	Moderate
E Broadway St	0	0	0	1	1	1	Moderate
E Broadway St	0	0	0	1	1	1	Moderate
S 1st St & Madison Ave	0	0	0	17.37	2	3	High
S Colborn St	0	0	0	16.37	1	2	Moderately-High
E Neosho St & Colborn St	0	0	0	16.37	1	2	Moderately-High
E Broadway St	0	0	0	1	1	1	Moderate
S Oak St	0	0	0	1	1	1	Moderate
S Oak St	0	0	0	2	2	2	Moderately-High
N Pine St	0	0	0	1	1	1	Moderate
Rhode Island Rd & 3800th St	0	0	0	16.37	1	2	Moderately-High
W Franklin St	0	0	0	1	1	1	Moderate
West Virginia Rd	0	0	0	1	1	1	Moderate
West Virginia Rd	0	0	0	1	1	1	Moderate
West Virginia Rd	0	0	0	2	2	2	Moderately-High
Texas Rd	0	0	0	1	1	1	Moderate
West Virginia Rd	0	0	0	16.37	1	2	Moderately-High
2600th St	0	0	0	16.37	1	2	Moderately-High
Oregon Rd	0	0	0	16.37	1	2	Moderately-High
Utah Rd	0	0	0	1	1	1	Moderate
Nebraska Rd	0	0	0	1	1	1	Moderate
Oregon Rd	0	0	0	16.37	1	2	Moderately-High
Oregon Rd	0	0	0	1	1	1	Moderate
Oregon Rd	0	0	0	2	2	2	Moderately-High
E 10th St	0	0	0	1	1	1	Moderate
S McKinley Ave	0	0	0	1	1	1	Moderate
Oregon Rd	0	0	0	2	2	2	Moderately-High
Oregon Rd	0	0	0	16.37	1	2	Moderately-High
S Monroe Ave	0	0	0	16.37	1	2	Moderately-High
West Virginia Rd	0	0	0	3	3	2	Moderately-High
Oregon Rd	0	0	0	1	1	1	Moderate
Nebraska Rd	0	0	0	1	1	1	Moderate
W Pine St	0	0	0	1	1	1	Moderate
S Taylor St	0	1	0	65.05	2	4	Higher
2200th St	0	0	0	1	1	1	Moderate
Morrill St	0	0	0	1	1	1	Moderate
W Pine St	0	0	0	1	1	1	Moderate
Morgan Rd	0	0	0	1	1	1	Moderate
Rock Creek Rd	0	0	0	1	1	1	Moderate
Nebraska Rd & 1800th St	0	0	0	17.37	2	3	High
Sunflower Ln	0	0	0	1	1	1	Moderate
S Martin St	0	0	0	16.37	1	2	Moderately-High
N Martin St	0	0	0	1	1	1	Moderate
Chestnut St	0	0	0	1	1	1	Moderate
Nebraska Rd	0	0	0	1	1	1	Moderate
W Pine St	0	0	0	1	1	1	Moderate
S Main St	0	0	0	1	1	1	Moderate
Maryland Rd	0	0	0	1	1	1	Moderate
Nebraska Rd	0	0	0	1	1	1	Moderate
S Washington St	0	0	0	1	1	1	Moderate
S Washington St	0	0	0	16.37	1	2	Moderately-High
2600th St	0	0	0	16.37	1	2	Moderately-High

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
2200th St	0	2	0	128.1	2	4	Higher
S Buckeye St	0	0	0	1	1	1	Moderate
S Buckeye St	0	0	0	2	2	2	Moderately-High
S Buckeye St & Madison Ave	0	0	0	18.37	3	3	High
Neosho St	0	0	0	2	2	2	Moderately-High
S Jefferson Ave	0	0	0	1	1	1	Moderate
E Spruce St	0	0	0	1	1	1	Moderate
E Spruce St	0	0	0	1	1	1	Moderate
E Rock St	0	0	0	1	1	1	Moderate
S Colborn St	0	0	0	3	3	2	Moderately-High
S State St & Neosho St	0	0	0	17.37	2	3	High
S Jefferson Ave	0	0	0	2	2	2	Moderately-High
Neosho St	0	0	0	1	1	1	Moderate
E Irwin St	0	0	0	1	1	1	Moderate
E Irwin St	0	0	0	1	1	1	Moderate
Montana Rd	0	0	0	16.37	1	2	Moderately-High
Neosho St	0	0	0	1	1	1	Moderate
Neosho St	0	0	0	1	1	1	Moderate
Neosho St	0	0	0	2	2	2	Moderately-High
NW Old US Hwy 169	0	0	0	16.37	1	2	Moderately-High
Missouri Rd	0	0	0	1	1	1	Moderate
Irwin St	0	0	0	1	1	1	Moderate
S State St	0	0	0	2	2	2	Moderately-High
S State St	0	0	0	2	2	2	Moderately-High
S State St	0	0	0	2	2	2	Moderately-High
Mississippi Rd	0	0	0	1	1	1	Moderate
1400th St	0	0	0	1	1	1	Moderate
Mississippi Rd	0	0	0	1	1	1	Moderate
S State St	0	0	0	2	2	2	Moderately-High
S State St & Bruner St	0	0	0	17.37	2	3	High
S State St	0	0	0	3	3	2	Moderately-High
S State St	0	0	0	1	1	1	Moderate
Mississippi Rd	0	0	0	1	1	1	Moderate
S State St	0	0	0	1	1	1	Moderate
Mississippi Rd	0	0	0	1	1	1	Moderate
S State St	0	0	0	2	2	2	Moderately-High
Montana Rd	0	0	0	16.37	1	2	Moderately-High
S State St	0	0	0	2	2	2	Moderately-High
1400th St	0	0	0	16.37	1	2	Moderately-High
Minnesota Rd	0	0	0	1	1	1	Moderate
Maryland Rd	0	0	0	1	1	1	Moderate
Idaho Rd	0	0	0	16.37	1	2	Moderately-High
Minnesota Rd	0	0	0	2	2	2	Moderately-High
Hawaii Rd	0	0	0	1	1	1	Moderate
Minnesota Rd	0	0	0	1	1	1	Moderate
Delaware Rd	0	0	0	1	1	1	Moderate
Delaware Rd	0	0	0	1	1	1	Moderate
Delaware Rd	0	0	0	2	2	2	Moderately-High
Hawaii Rd	0	0	0	1	1	1	Moderate
Delaware Rd	0	0	0	1	1	1	Moderate
Hawaii Rd	0	0	0	3	3	2	Moderately-High
Hawaii Rd & 2200th St	0	0	0	33.74	3	3	High
Georgia Rd	0	0	0	1	1	1	Moderate
Delaware Rd	0	0	0	1	1	1	Moderate
West Virginia Rd	0	0	0	1	1	1	Moderate
West Virginia Rd	0	0	0	1	1	1	Moderate

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
Wyoming Rd	0	0	0	16.37	1	2	Moderately-High
Delaware Rd	0	0	0	1	1	1	Moderate
Delaware Rd	0	0	0	1	1	1	Moderate
Delaware Rd	0	0	0	1	1	1	Moderate
1400th St	0	0	0	16.37	1	2	Moderately-High
Elm St	0	0	0	1	1	1	Moderate
1600 St	0	0	0	1	1	1	Moderate
Colorado Rd	0	0	0	1	1	1	Moderate
South Dakota Rd	0	1	0	64.05	1	3	High
1400th St	0	0	0	1	1	1	Moderate
1400th St	0	0	0	1	1	1	Moderate
Oregon Rd	0	0	0	1	1	1	Moderate
1400th St	0	0	0	1	1	1	Moderate
1200th St	0	0	0	16.37	1	2	Moderately-High
1400th St	0	0	0	1	1	1	Moderate
Rhode Island Rd	0	0	0	1	1	1	Moderate
E Lincoln St	0	0	0	1	1	1	Moderate
N Oak St	0	0	0	1	1	1	Moderate
E Buchanan St & Buckeye St	0	0	0	17.37	2	3	High
N Buckeye St	0	0	0	1	1	1	Moderate
E Jim St	0	0	0	1	1	1	Moderate
N Buckeye St	0	0	0	1	1	1	Moderate
E Jackson St	0	0	0	16.37	1	2	Moderately-High
N Sycamore St	0	0	0	1	1	1	Moderate
N Oak St	0	0	0	1	1	1	Moderate
North St	0	0	0	2	2	2	Moderately-High
North St	0	0	0	1	1	1	Moderate
W Carpenter St	0	0	0	1	1	1	Moderate
N Jefferson Ave	0	0	0	17.37	2	3	High
N Washington St	0	0	0	4	4	2	Moderately-High
Broadway St	0	0	0	1	1	1	Moderate
Broadway St	0	0	0	16.37	1	2	Moderately-High
S State St	0	0	0	2	2	2	Moderately-High
N State St	0	0	0	16.37	1	2	Moderately-High
N State St	0	0	0	1	1	1	Moderate
N State St	0	0	0	94.85	18	4	Higher
N State St	0	0	0	1	1	1	Moderate
N State St	0	1	0	65.05	2	4	Higher
West St & Chestnut St	0	0	0	33.74	3	3	High
	0	0	0	16.37	1	2	Moderately-High
N State St	0	0	0	16.37	1	2	Moderately-High
N State St	0	0	0	1	1	1	Moderate
N State St	0	0	0	1	1	1	Moderate
N State St	0	0	0	2	2	2	Moderately-High
N Walnut St	0	0	0	1	1	1	Moderate
N State St	0	0	0	1	1	1	Moderate
N Walnut St	0	0	0	1	1	1	Moderate
N Walnut St	0	0	0	1	1	1	Moderate
N Walnut St	0	0	0	1	1	1	Moderate
N Chestnut St	0	0	0	33.74	3	3	High
N State St	0	0	1	1	1	1	Moderate
W Breckenridge St	0	0	0	1	1	1	Moderate
N State St	0	0	0	68.48	7	4	Higher
N Washington Ave	0	0	0	1	1	1	Moderate
N State St	0	0	1	16.37	1	2	Moderately-High
N State St	0	0	0	1	1	1	Moderate

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
W Henry St	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
Irwin St	0	0	0	1	1	1	Moderate
W Spruce St	0	0	0	1	1	1	Moderate
W Spruce St	0	0	0	1	1	1	Moderate
1300th St	0	0	0	16.37	1	2	Moderately-High
W Lincoln St	0	0	0	16.37	1	2	Moderately-High
E Breckenridge St	0	0	1	16.37	1	2	Moderately-High
E Breckenridge St	0	0	1	16.37	1	2	Moderately-High
W Garfield St	0	0	0	1	1	1	Moderate
N State St & Miller Rd	0	0	1	39.74	9	3	High
N State St	0	0	0	95.85	19	4	Higher
N State St	0	0	0	1	1	1	Moderate
N State St	0	0	0	1	1	1	Moderate
W Garfield St	0	0	0	1	1	1	Moderate
N Washington St	0	0	0	16.37	1	2	Moderately-High
N Jefferson Ave	0	0	0	1	1	1	Moderate
South St	0	0	0	1	1	1	Moderate
N State St	0	0	0	69.48	8	4	Higher
N State St	0	0	0	1	1	1	Moderate
N State St	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
W Henry St	0	0	0	1	1	1	Moderate
West St	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
N State St	0	0	0	1	1	1	Moderate
West St	0	0	0	33.74	3	3	High
W Jackson St	0	0	0	2	2	2	Moderately-High
West St	0	0	0	33.74	3	3	High
N State St	0	0	0	96.85	20	4	Higher
S Washington St & Madison Ave	0	0	0	24.37	9	3	High
S Walnut St	0	0	0	2	2	2	Moderately-High
	0	0	0	2	2	2	Moderately-High
W Monroe St	0	0	0	2	2	2	Moderately-High
S State St	0	0	0	2	2	2	Moderately-High
W Spruce St	0	0	0	1	1	1	Moderate
S Chestnut St	0	0	0	1	1	1	Moderate
S Chestnut St	0	0	0	2	2	2	Moderately-High
West Virginia Rd	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
Oregon Rd	0	0	0	1	1	1	Moderate
800th St	0	0	0	1	1	1	Moderate
Iowa Rd & 1100th St	0	0	0	18.37	3	3	High
Massachusetts Rd	0	0	0	1	1	1	Moderate
Minnesota Rd	0	0	0	1	1	1	Moderate
Illinois Rd	0	0	0	1	1	1	Moderate
600th St	0	0	0	1	1	1	Moderate
1100th St	0	0	0	16.37	1	2	Moderately-High
Old Hwy 169	0	0	0	1	1	1	Moderate
1100th St	0	1	0	65.05	2	4	Higher
1100th St	0	0	0	1	1	1	Moderate
1100th St	0	0	0	1	1	1	Moderate
Louisiana Rd	0	0	0	2	2	2	Moderately-High
Georgia Rd & 800th St	0	1	0	64.05	1	3	High
600th St	0	0	0	2	2	2	Moderately-High

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
	0	0	0	2	2	2	Moderately-High
Hawaii Rd	0	0	0	2	2	2	Moderately-High
	0	0	0	2	2	2	Moderately-High
Franklin St	0	0	0	1	1	1	Moderate
Franklin St	0	0	0	1	1	1	Moderate
N 9th St	0	0	0	1	1	1	Moderate
Franklin St	0	0	0	1	1	1	Moderate
Neosho St	0	0	0	1	1	1	Moderate
Elm St	0	0	0	2	2	2	Moderately-High
Osage St	0	0	0	1	1	1	Moderate
Osage St	0	0	0	1	1	1	Moderate
Sycamore St	0	0	0	16.37	1	2	Moderately-High
Central St	0	0	0	16.37	1	2	Moderately-High
Cherokee St	0	0	0	1	1	1	Moderate
Osage St	0	0	0	1	1	1	Moderate
Cherokee St	0	0	0	2	2	2	Moderately-High
S 7th St	0	0	0	2	2	2	Moderately-High
S 7th St	0	0	0	1	1	1	Moderate
Osage St	0	0	0	1	1	1	Moderate
Cherokee St & 5th St	0	0	0	32.74	2	3	High
New York St	0	0	0	1	1	1	Moderate
Pecan St & 2nd St	0	0	0	32.74	2	3	High
Sycamore St	0	0	0	1	1	1	Moderate
N 8th St & 9th St	0	1	0	64.05	1	3	High
Neosho St	0	0	0	1	1	1	Moderate
Charles St	0	0	1	16.37	1	2	Moderately-High
Charles St	0	0	1	16.37	1	2	Moderately-High
Osage St	0	0	0	1	1	1	Moderate
Pecan St	0	0	0	16.37	1	2	Moderately-High
S 3rd St	0	0	0	16.37	1	2	Moderately-High
N 4th St	0	0	0	17.37	2	3	High
Cherokee St	0	0	0	1	1	1	Moderate
S 7th St	0	0	0	1	1	1	Moderate
N 5th St	0	0	0	1	1	1	Moderate
Central St	0	0	0	1	1	1	Moderate
N 5th St	0	0	0	1	1	1	Moderate
S 5th St	0	0	0	32.74	2	3	High
Bridge St	0	0	0	1	1	1	Moderate
Bridge St	0	0	0	1	1	1	Moderate
Bridge St	0	0	0	1	1	1	Moderate
Bridge St	0	0	0	1	1	1	Moderate
Bridge St	0	0	0	16.37	1	2	Moderately-High
Bridge St	0	0	0	1	1	1	Moderate
Mulberry St	0	0	0	16.37	1	2	Moderately-High
Ohio St	0	0	0	1	1	1	Moderate
Mulberry St	0	0	1	16.37	1	2	Moderately-High
Bridge St	0	0	0	1	1	1	Moderate
1200th St	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
Connecticut Rd	0	0	0	1	1	1	Moderate
Arkansas Rd	0	0	0	1	1	1	Moderate
Georgia Rd	0	1	0	64.05	1	3	High
800th St	0	0	0	16.37	1	2	Moderately-High
600th St	0	0	0	1	1	1	Moderate
Arkansas Rd	0	0	0	1	1	1	Moderate
1150th St	0	0	0	1	1	1	Moderate

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
1150th St	0	0	0	1	1	1	Moderate
1150th St	0	0	0	1	1	1	Moderate
1150th St	0	0	0	16.37	1	2	Moderately-High
California Rd	0	0	0	1	1	1	Moderate
800th St	0	0	0	2	2	2	Moderately-High
Delaware Rd	0	0	0	1	1	1	Moderate
Connecticut Rd	0	0	0	1	1	1	Moderate
Main St	0	0	0	16.37	1	2	Moderately-High
4th St	0	0	0	1	1	1	Moderate
Campbell St & US Hwy 54	0	0	0	1	1	1	Moderate
State Hwy 57	0	0	0	1	1	1	Moderate
South Dakota Rd & State Hwy 57	0	0	0	1	1	1	Moderate
N McRae St & W 1st St	0	1	0	64.05	1	3	High
S Taylor St & W 1st St	0	1	0	65.05	2	4	Higher
W 1st St	0	0	0	1	1	1	Moderate
S Osborne St & W 1st St	0	0	0	1	1	1	Moderate
S Morrill St & W 1st St	0	0	0	1	1	1	Moderate
S Humphrey St & W 1st St	0	0	0	1	1	1	Moderate
S McRae St & W 1st St	0	1	0	64.05	1	3	High
N Taylor St & W 1st St	0	1	0	65.05	2	4	Higher
N Martin St & W 1st St	0	0	0	1	1	1	Moderate
2000th St & W 1st St	0	0	0	1	1	1	Moderate
East St & East St	0	0	0	3	3	2	Moderately-High
East St	0	0	0	2	2	2	Moderately-High
S Tennessee St & East St	0	0	0	1	1	1	Moderate
1850th St & East St	0	0	0	17.37	2	3	High
Prairie Ln & East St	0	0	0	16.37	1	2	Moderately-High
McArthur Rd & East St	0	0	0	2	2	2	Moderately-High
East St	0	0	0	1	1	1	Moderate
East St	0	0	0	18.37	3	3	High
East St	0	1	0	66.05	3	4	Higher
Kansas Dr & East St	0	0	0	2	2	2	Moderately-High
1900th St & East St	0	0	0	18.37	3	3	High
Fairway Ave & East St	0	0	0	1	1	1	Moderate
3000th St & New Hampshire Rd	0	0	0	1	1	1	Moderate
3800th St & New Hampshire Rd	0	0	0	1	1	1	Moderate
New Hampshire Rd	0	0	0	1	1	1	Moderate
3200th St & New Hampshire Rd	0	1	0	65.05	2	4	Higher
New Hampshire Rd	0	0	0	1	1	1	Moderate
2800th St & New Hampshire Rd	0	0	0	1	1	1	Moderate
S 1st St & Madison St	0	0	0	19.37	4	3	High
3400th St & New Hampshire Rd	0	0	0	1	1	1	Moderate
E Madison Ave & Madison St	0	1	0	65.05	2	4	Higher
3600th St & New Hampshire Rd	0	0	0	1	1	1	Moderate
Wyoming Rd & US Hwy 169	0	0	0	1	1	1	Moderate
Delaware Rd & State Hwy 203	0	0	0	1	1	1	Moderate
California Rd & 4200th St	0	0	0	1	1	1	Moderate
Iowa Rd & 4100th St	0	0	0	1	1	1	Moderate
Florida Rd & 4200th St	0	0	0	18.37	3	3	High
Hawaii Rd & 4200th St	0	0	0	1	1	1	Moderate
Connecticut Rd & 4200th St	0	0	0	2	2	2	Moderately-High
S Monroe Ave & US Hwy 54	0	0	0	18.37	3	3	High
US Hwy 54	0	0	0	1	1	1	Moderate
S Harrison Ave & US Hwy 54	0	0	0	1	1	1	Moderate
US Hwy 54	0	0	0	16.37	1	2	Moderately-High
US Hwy 54	0	0	0	1	1	1	Moderate

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
North Dakota Rd & US Hwy 59	0	0	0	16.37	1	2	Moderately-High
US Hwy 59	0	0	0	16.37	1	2	Moderately-High
South Dakota Rd & US Hwy 59	0	0	0	1	1	1	Moderate
US Hwy 54	0	0	0	1	1	1	Moderate
US Hwy 54	0	0	0	16.37	1	2	Moderately-High
US Hwy 54	0	0	0	2	2	2	Moderately-High
4600th St & US Hwy 54	0	0	0	2	2	2	Moderately-High
US Hwy 54	0	0	0	2	2	2	Moderately-High
Rhode Island Rd & US Hwy 59	0	0	0	1	1	1	Moderate
US Hwy 54	0	0	0	1	1	1	Moderate
Utah Rd & US Hwy 59	0	0	0	1	1	1	Moderate
Sixth Ave & US Hwy 59	0	0	0	1	1	1	Moderate
S Main St & US Hwy 54	0	0	0	32.74	2	3	High
Oregon Rd & US Hwy 59	0	0	0	16.37	1	2	Moderately-High
4200th St & US Hwy 54	0	0	0	1	1	1	Moderate
6th Ave & US Hwy 59	0	0	0	1	1	1	Moderate
Dr Way & US Hwy 54	0	0	0	1	1	1	Moderate
US Hwy 54	0	0	0	1	1	1	Moderate
S Washington St & US Hwy 54	0	0	0	1	1	1	Moderate
US Hwy 54	0	0	0	16.37	1	2	Moderately-High
S Broadway St & US Hwy 54	0	0	0	1	1	1	Moderate
New Hampshire Rd	0	0	0	1	1	1	Moderate
600th St & New Hampshire Rd	0	0	0	18.37	3	3	High
New Hampshire Rd	0	0	0	1	1	1	Moderate
400th St & New Hampshire Rd	0	0	0	17.37	2	3	High
Texas Rd & 1400th St	0	0	0	1	1	1	Moderate
1400th St	0	0	0	1	1	1	Moderate
US Hwy 54	0	0	0	1	1	1	Moderate
Oregon Rd & State Hwy 57	0	1	0	84.42	6	4	Higher
Delaware Rd & State Hwy 57	0	0	0	3	3	2	Moderately-High
Nebraska Rd & State Hwy 57	0	0	0	4	4	2	Moderately-High
S Jefferson Ave & US Hwy 54	0	0	0	22.37	7	3	High
US Hwy 54	0	0	0	1	1	1	Moderate
State Hwy 57	0	0	0	18.37	3	3	High
Nevada Rd & State Hwy 57	0	0	0	1	1	1	Moderate
US Hwy 54	0	0	0	1	1	1	Moderate
US Hwy 54	0	0	0	5	5	2	Moderately-High
State Hwy 57	0	0	0	1	1	1	Moderate
US Hwy 54	0	0	0	2	2	2	Moderately-High
North Dakota Rd & State Hwy 57	0	0	0	1	1	1	Moderate
Florida Rd & State Hwy 57	0	0	0	1	1	1	Moderate
W Davis St & US Hwy 54	0	0	0	2	2	2	Moderately-High
US Hwy 54	0	0	0	2	2	2	Moderately-High
S Walnut St & US Hwy 54	0	0	0	19.37	4	3	High
US Hwy 54	0	0	0	2	2	2	Moderately-High
US Hwy 54	0	0	0	1	1	1	Moderate
S Oak St & US Hwy 54	0	0	0	1	1	1	Moderate
Texas Rd & US Hwy 169	0	0	0	3	3	2	Moderately-High
Iowa Rd & US Hwy 169	0	0	0	2	2	2	Moderately-High
US Hwy 169	0	0	0	1	1	1	Moderate
West Virginia Rd & US Hwy 169	0	0	0	3	3	2	Moderately-High
South Dakota Rd & US Hwy 169	0	0	0	1	1	1	Moderate
US Hwy 169	0	0	0	1	1	1	Moderate
US Hwy 169	0	0	0	2	2	2	Moderately-High
1150th St & US Hwy 169	0	0	0	18.37	3	3	High
US Hwy 169	0	0	0	1	1	1	Moderate

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
US Hwy 169	0	0	0	1	1	1	Moderate
1400th St & State Hwy 224	0	0	0	1	1	1	Moderate
Utah Rd & US Hwy 169	0	0	0	17.37	2	3	High
Cemetery Rd & Hawaii Rd	0	0	0	1	1	1	Moderate
Hawaii Rd	0	0	0	1	1	1	Moderate

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
U.S. 169	1	Rural	Two-Way	Major Arterial	2	0.74	0	1	0	13	91.42	5	Highest
U.S. 169	0	Rural	Two-Way	Major Arterial	2	1.02	0	1	0	14	123.16	5	Highest
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.88	0	1	0	14	92.42	5	Highest
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.07	0	2	0	3	129.1	5	Highest
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.20	0	1	0	10	119.16	5	Highest
EAST ST	0	Rural	Two-Way	Major Arterial	2	2.02	1	0	0	16	1227.83	5	Highest
EAST ST	1	Suburban	Two-Way	Major Arterial	2	0.09	0	0	0	20	96.85	5	Highest
EAST ST	0	Urban	Two-Way	Major Arterial	2	0.04	0	0	0	22	98.85	5	Highest
EAST ST	1	Suburban	Two-Way	Major Arterial	2	0.02	0	0	0	24	100.85	5	Highest
EAST ST	1	Suburban	Two-Way	Major Arterial	2	0.04	0	0	0	22	98.85	5	Highest
N STATE ST	1	Suburban	Two-Way	Minor Arterial	4	0.06	0	0	0	22	98.85	5	Highest
N STATE ST	0	Suburban	Two-Way	Minor Arterial	4	0.09	0	0	0	25	101.85	5	Highest
1200 ST	0	Rural	Two-Way	Local	2	1.00	0	1	0	5	98.79	5	Highest
1400 ST	0	Rural	Two-Way	Local	2	0.92	2	5	0	9	1409.98	5	Highest
600 ST	0	Rural	Two-Way	Major Collector	2	1.49	0	2	0	8	149.47	5	Highest
2200 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	2	0	5	131.1	5	Highest
OREGON RD	1	Rural	Two-Way	Minor Collector	2	0.48	0	1	0	7	100.79	5	Highest
U.S. 169	1	Rural	Two-Way	Major Arterial	2	1.01	0	1	0	9	87.42	4	Higher
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.99	0	1	0	5	68.05	4	Higher
EAST ST	0	Rural	Two-Way	Major Arterial	2	1.03	0	1	0	11	74.05	4	Higher
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.07	0	1	0	1	64.05	4	Higher
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.05	0	1	0	2	65.05	4	Higher
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.03	0	1	0	2	65.05	4	Higher
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.28	0	1	1	5	68.05	4	Higher
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	1.00	0	0	0	15	76.48	4	Higher
EAST ST	0	Urban	Two-Way	Major Arterial	2	0.08	0	1	0	4	67.05	4	Higher
W LINCOLN ST	1	Suburban	Two-Way	Major Collector	2	0.13	0	0	0	8	69.48	4	Higher
N JEFFERSON AVE	0	Urban	Two-Way	Major Collector	2	0.05	0	1	1	5	83.42	4	Higher
N JEFFERSON AVE	0	Urban	Two-Way	Major Collector	2	0.06	0	1	1	9	87.42	4	Higher
N 1ST ST	0	Urban	Two-Way	Major Collector	2	0.04	0	1	0	8	86.42	4	Higher
N STATE ST	1	Suburban	Two-Way	Minor Arterial	4	0.51	0	0	1	15	61.11	4	Higher
N STATE ST	1	Suburban	Two-Way	Minor Arterial	4	0.23	0	1	0	4	82.42	4	Higher
N STATE ST	1	Suburban	Two-Way	Minor Arterial	4	0.13	0	1	0	4	82.42	4	Higher
N STATE ST	1	Suburban	Two-Way	Minor Arterial	4	0.07	0	1	0	3	81.42	4	Higher
N STATE ST	1	Suburban	Two-Way	Minor Arterial	4	0.13	0	0	0	10	71.48	4	Higher
N STATE ST	1	Suburban	Two-Way	Minor Arterial	4	0.06	0	0	0	9	70.48	4	Higher
N STATE ST	1	Suburban	Two-Way	Minor Arterial	4	0.07	0	0	0	10	71.48	4	Higher
E LINCOLN ST	1	Suburban	Two-Way	Minor Arterial	2	0.06	0	0	0	9	70.48	4	Higher
MONTANA RD	0	Rural	Two-Way	Major Collector	2	0.44	0	1	0	1	64.05	4	Higher
1200 ST	0	Rural	Two-Way	Local	2	1.00	0	1	0	1	64.05	4	Higher
1600 ST	0	Rural	Two-Way	Local	2	1.01	0	1	0	3	66.05	4	Higher
3200 ST	0	Rural	Two-Way	Local	2	1.00	0	1	0	2	65.05	4	Higher
3200 ST	0	Rural	Two-Way	Local	2	1.00	0	1	0	3	66.05	4	Higher
600 ST	0	Rural	Two-Way	Local	2	1.00	0	1	0	2	65.05	4	Higher
W BRECKENRIDGE ST	1	Suburban	Two-Way	Local	2	0.07	0	0	0	8	69.48	4	Higher
W BUCHANAN ST	1	Suburban	Two-Way	Local	2	0.06	0	1	0	2	80.42	4	Higher
5000 ST	1	Rural	Two-Way	Minor Collector	2	0.04	0	1	0	2	80.42	4	Higher
S ELM ST	0	Urban	Two-Way	Local	2	0.06	0	1	0	3	66.05	4	Higher
S ELM ST	0	Urban	Two-Way	Local	2	0.11	0	1	0	3	66.05	4	Higher
EAST ST	0	Urban	Two-Way	Local	2	0.06	0	1	1	3	66.05	4	Higher
600 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	1	0	4	67.05	4	Higher
600 ST	0	Rural	Two-Way	Major Collector	2	0.50	0	1	0	1	64.05	4	Higher
600 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	1	0	6	84.42	4	Higher
15TH ST	1	Rural	Two-Way	Local	2	1.00	0	1	0	1	64.05	4	Higher
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	0.22	0	1	0	2	65.05	4	Higher
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	0.99	0	1	0	4	67.05	4	Higher
2600 ST	0	Rural	Two-Way	Major Collector	2	1.01	0	1	0	3	81.42	4	Higher
N MCRAE ST	0	Rural	Two-Way	Local	2	0.08	0	1	0	1	64.05	4	Higher
S MCRAE ST	0	Rural	Two-Way	Local	2	0.11	0	1	0	1	64.05	4	Higher
NEBRASKA RD	0	Rural	Two-Way	Local	2	0.99	0	1	0	3	66.05	4	Higher
OREGON RD	1	Rural	Two-Way	Minor Collector	2	0.03	0	1	0	6	84.42	4	Higher
OREGON RD	1	Rural	Two-Way	Minor Collector	2	0.49	0	1	0	7	85.42	4	Higher
SOUTH DAKOTA RD	0	Rural	Two-Way	Local	2	0.99	0	1	0	3	66.05	4	Higher
SOUTH DAKOTA RD	0	Rural	Two-Way	Local	2	1.00	0	1	0	1	64.05	4	Higher
S TAYLOR ST	0	Rural	Two-Way	Local	2	0.11	0	1	0	2	65.05	4	Higher
N TAYLOR ST	0	Rural	Two-Way	Local	2	0.08	0	1	0	2	65.05	4	Higher
TEXAS RD	0	Rural	Two-Way	Local	2	1.02	0	1	0	1	64.05	4	Higher
500 ST	0	Rural	Two-Way	Minor Collector	2	0.98	0	1	0	2	65.05	4	Higher
1600 ST	0	Rural	Two-Way	Major Collector	2	1.01	0	1	0	2	65.05	4	Higher
3400 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	1	0	1	64.05	4	Higher
250TH RD	0	Rural	Two-Way	Local	2	0.99	0	1	0	1	64.05	4	Higher
250TH RD	0	Rural	Two-Way	Local	2	0.98	0	1	0	1	64.05	4	Higher
1100 ST	0	Rural	Two-Way	Major Collector	2	0.75	0	1	0	4	82.42	4	Higher
1100 ST	0	Rural	Two-Way	Major Collector	2	0.14	0	1	0	3	66.05	4	Higher
1100 ST	0	Rural	Two-Way	Major Collector	2	0.04	0	1	0	1	64.05	4	Higher
1100 ST	0	Rural	Two-Way	Major Collector	2	0.08	0	0	0	7	68.48	4	Higher
EAST ST	0	Urban	Two-Way	Major Arterial	2	0.03	0	1	0	7	85.42	4	Higher
EAST ST	0	Urban	Two-Way	Major Arterial	2	0.04	0	1	0	9	87.42	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
U.S. 169	0	Rural	Two-Way	Major Arterial	2	1.00	0	0	0	12	42.74	3	High
U.S. 169	0	Rural	Two-Way	Major Arterial	2	1.00	0	0	0	17	32.37	3	High
U.S. 169	0	Rural	Two-Way	Major Arterial	2	1.09	0	0	0	9	39.74	3	High
U.S. 169	0	Rural	Two-Way	Major Arterial	2	0.76	0	0	0	5	35.74	3	High
U.S. 169	0	Rural	Two-Way	Major Arterial	2	1.83	0	0	0	10	56.11	3	High
U.S. 169	0	Rural	Two-Way	Major Arterial	2	0.03	0	0	0	6	52.11	3	High
U.S. 169	0	Rural	Two-Way	Major Arterial	2	0.85	0	0	0	10	56.11	3	High
U.S. 169	0	Rural	Two-Way	Major Arterial	2	1.06	0	0	0	13	43.74	3	High
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.30	0	0	0	8	38.74	3	High
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.27	0	0	0	5	35.74	3	High
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.14	0	0	0	8	38.74	3	High
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.06	0	0	0	2	32.74	3	High
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.09	0	0	0	3	33.74	3	High
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.47	0	0	0	10	40.74	3	High
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.18	0	0	0	7	37.74	3	High
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	1.00	0	0	0	7	37.74	3	High
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	1.00	0	0	0	4	34.74	3	High
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	0.13	0	0	0	8	38.74	3	High
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	1.00	0	0	0	4	34.74	3	High
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	1.01	0	0	0	4	34.74	3	High
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	1.00	0	0	0	12	58.11	3	High
EAST ST	1	Rural	Two-Way	Major Arterial	2	0.29	0	0	0	12	42.74	3	High
EAST ST	1	Rural	Two-Way	Major Arterial	2	0.03	0	0	1	10	40.74	3	High
EAST ST	1	Rural	Two-Way	Major Arterial	2	0.03	0	0	1	10	40.74	3	High
EAST ST	1	Rural	Two-Way	Major Arterial	2	0.06	0	0	1	10	40.74	3	High
EAST ST	0	Urban	Two-Way	Major Arterial	2	0.07	0	0	0	13	43.74	3	High
W LINCOLN ST	1	Suburban	Two-Way	Major Collector	2	0.08	0	0	0	2	32.74	3	High
N JEFFERSON AVE	0	Urban	Two-Way	Major Collector	2	0.10	0	0	0	6	36.74	3	High
N COTTONWOOD ST	0	Urban	Two-Way	Major Collector	2	0.06	0	0	1	4	34.74	3	High
N KENTUCKY ST	1	Rural	Two-Way	Minor Arterial	2	0.12	0	0	1	10	40.74	3	High
N KENTUCKY ST	0	Rural	Two-Way	Major Collector	2	0.08	0	0	1	10	40.74	3	High
W MILLER RD	1	Suburban	Two-Way	Major Collector	2	0.50	0	0	1	9	39.74	3	High
W MILLER RD	1	Suburban	Two-Way	Minor Arterial	2	0.50	0	0	1	11	41.74	3	High
1300 ST	1	Suburban	Two-Way	Major Collector	2	0.56	0	0	0	2	32.74	3	High
OREGON RD	1	Suburban	Two-Way	Major Collector	2	1.00	0	0	0	8	38.74	3	High
N STATE ST	1	Suburban	Two-Way	Minor Arterial	4	0.25	0	0	1	9	39.74	3	High
MONTANA RD	0	Rural	Two-Way	Major Collector	2	0.72	0	0	0	3	49.11	3	High
2200 ST	0	Rural	Two-Way	Major Collector	2	0.38	0	0	0	3	33.74	3	High
2200 ST	0	Rural	Two-Way	Major Collector	2	0.49	0	0	0	4	34.74	3	High
1400 ST	0	Rural	Two-Way	Local	2	1.02	0	0	0	9	39.74	3	High
1800 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	3	33.74	3	High
1900 ST	0	Rural	Two-Way	Local	2	0.11	0	0	0	5	35.74	3	High
2600 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	2	32.74	3	High
N 2ND ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	2	32.74	3	High
N 2ND ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	3	33.74	3	High
3800 ST	0	Rural	Two-Way	Local	2	1.01	0	0	0	2	32.74	3	High
3800 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	2	32.74	3	High
S 3RD ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	2	32.74	3	High
S 5TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	2	32.74	3	High
S 5TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	2	32.74	3	High
E BUCHANAN ST	1	Suburban	Two-Way	Local	2	0.07	0	0	0	3	33.74	3	High
CHEROKEE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	2	32.74	3	High
CHEROKEE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	2	32.74	3	High
N CHESTNUT ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	3	33.74	3	High
N CHESTNUT ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	5	35.74	3	High
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	1.02	0	0	0	2	32.74	3	High
2600 ST	0	Rural	Two-Way	Major Collector	2	0.08	0	0	0	2	32.74	3	High
2600 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	5	35.74	3	High
NEBRASKA RD SE	0	Rural	Two-Way	Local	2	1.10	0	0	0	7	37.74	3	High
NEBRASKA RD	0	Rural	Two-Way	Local	2	0.43	0	0	0	8	38.74	3	High
PECAN ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	3	49.11	3	High
PECAN ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	2	32.74	3	High
N WALNUT ST	0	Urban	Two-Way	Local	2	0.10	0	0	0	6	36.74	3	High
WEST ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	3	33.74	3	High
WEST ST	0	Suburban	Two-Way	Local	2	0.06	0	0	0	6	36.74	3	High
MINNESOTA RD	0	Rural	Two-Way	Major Collector	2	0.51	0	0	0	4	34.74	3	High
MINNESOTA RD	0	Rural	Two-Way	Major Collector	2	0.90	0	0	0	4	34.74	3	High
1100 ST	0	Rural	Two-Way	Major Collector	2	0.83	0	0	0	9	39.74	3	High
1100 ST	0	Rural	Two-Way	Major Collector	2	0.75	0	0	0	5	35.74	3	High
1100 ST	0	Rural	Two-Way	Major Collector	2	0.12	0	0	0	8	54.11	3	High
MINNESOTA RD TO NB U169 HWY	0	Rural	Ramp	Major Arterial	NA	0.15	0	0	0	3	18.37	2	Moderate-High
NB U169 HWY TO HAWAII RD	0	Rural	Ramp	Major Arterial	NA	0.15	0	0	0	1	16.37	2	Moderate-High
U.S. 169	0	Rural	Two-Way	Major Arterial	2	1.00	0	0	0	9	24.37	2	Moderate-High
RAMP	0	Rural	Ramp	Major Arterial	NA	0.18	0	0	0	1	16.37	2	Moderate-High
U.S. 169	0	Rural	Two-Way	Major Arterial	2	1.94	0	0	0	12	27.37	2	Moderate-High
U.S. 169	0	Rural	Two-Way	Major Arterial	2	0.15	0	0	0	1	16.37	2	Moderate-High
U.S. 169	0	Rural	Two-Way	Major Arterial	2	0.74	0	0	0	10	25.37	2	Moderate-High
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.86	0	0	0	10	25.37	2	Moderate-High
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.99	0	0	0	14	29.37	2	Moderate-High
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.91	0	0	0	5	20.37	2	Moderate-High
U.S. 169	0	Rural	Two-Way	Major Arterial	2	0.17	0	0	0	4	19.37	2	Moderate-High
U.S. 169	0	Rural	Two-Way	Major Arterial	2	0.50	0	0	0	9	24.37	2	Moderate-High
U.S. 169	0	Rural	Two-Way	Major Arterial	2	0.13	0	0	0	3	18.37	2	Moderate-High
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.76	0	0	0	5	20.37	2	Moderate-High
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.06	0	0	0	5	20.37	2	Moderate-High
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.06	0	0	0	3	18.37	2	Moderate-High
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.06	0	0	0	2	17.37	2	Moderate-High
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.03	0	0	0	2	17.37	2	Moderate-High
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.26	0	0	0	4	19.37	2	Moderate-High
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	0.57	0	0	0	2	17.37	2	Moderate-High
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	1.04	0	0	0	6	21.37	2	Moderate-High
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	1.01	0	0	0	5	20.37	2	Moderate-High
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	0.88	0	0	0	4	19.37	2	Moderate-High
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.10	0	0	0	2	17.37	2	Moderate-High
EAST ST	0	Rural	Two-Way	Major Arterial	2	1.01	0	0	0	3	18.37	2	Moderate-High
MINNESOTA RD TO NB U169 HWY	0	Rural	Ramp	Major Arterial	NA	0.05	0	0	0	1	16.37	2	Moderate-High

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
U.S. 54	0	Rural	Non-Inventory Direction for Divided Roadways	Major Arterial	4	0.77	0	0	0	3	18.37	2	Moderate-High
EAST ST TO SB US HIGHWAY 169 RAMP	0	Rural	Mainline Ramp	Major Arterial	NA	0.03	0	0	0	2	17.37	2	Moderate-High
EAST ST TO SB US HIGHWAY 169 RAMP	0	Rural	Mainline Ramp	Major Arterial	NA	0.03	0	0	0	2	17.37	2	Moderate-High
EAST ST TO SB US HIGHWAY 169 RAMP	0	Rural	Mainline Ramp	Major Arterial	NA	0.02	0	0	0	2	17.37	2	Moderate-High
NB U169 HWY TO 1150TH ST	0	Rural	Ramp	Major Arterial	NA	0.09	0	0	0	1	16.37	2	Moderate-High
NB U169 HWY TO 1150TH ST	0	Rural	Ramp	Major Arterial	NA	0.02	0	0	0	1	16.37	2	Moderate-High
NB U169 HWY TO 1150TH ST	0	Rural	Ramp	Major Arterial	NA	0.02	0	0	0	4	19.37	2	Moderate-High
EAST ST	1	Rural	Two-Way	Major Arterial	2	0.09	0	0	0	7	22.37	2	Moderate-High
E BROADWAY ST	0	Urban	Two-Way	Major Collector	2	0.07	0	0	0	1	16.37	2	Moderate-High
E BROADWAY ST	0	Urban	Two-Way	Major Collector	2	0.06	0	0	0	2	17.37	2	Moderate-High
EAST ST	0	Urban	Two-Way	Major Arterial	2	0.02	0	0	0	6	21.37	2	Moderate-High
EAST ST	0	Urban	Two-Way	Major Arterial	2	0.06	0	0	0	5	20.37	2	Moderate-High
EAST ST	0	Urban	Two-Way	Major Arterial	2	0.06	0	0	0	4	19.37	2	Moderate-High
EAST ST	0	Urban	Two-Way	Major Arterial	2	0.07	0	0	0	7	22.37	2	Moderate-High
EAST ST	0	Urban	Two-Way	Major Arterial	2	0.06	0	0	0	9	24.37	2	Moderate-High
EAST ST	0	Urban	Two-Way	Major Arterial	2	0.06	0	0	0	11	26.37	2	Moderate-High
EAST ST	0	Urban	Two-Way	Major Arterial	2	0.06	0	0	0	7	22.37	2	Moderate-High
S WASHINGTON AVE	1	Urban	Two-Way	Major Collector	2	0.07	0	0	0	1	16.37	2	Moderate-High
S WASHINGTON AVE	0	Urban	Two-Way	Major Collector	2	0.06	0	0	0	13	28.37	2	Moderate-High
S WASHINGTON AVE	0	Urban	Two-Way	Major Collector	2	0.10	0	0	0	9	24.37	2	Moderate-High
E JACKSON AVE	0	Urban	Two-Way	Minor Arterial	2	0.09	0	0	0	3	18.37	2	Moderate-High
E JACKSON AVE	0	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	1	16.37	2	Moderate-High
E JACKSON AVE	0	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	2	17.37	2	Moderate-High
E JACKSON AVE	0	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	3	18.37	2	Moderate-High
E JACKSON AVE	0	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	4	19.37	2	Moderate-High
N JEFFERSON AVE	1	Suburban	Two-Way	Major Collector	2	0.05	0	0	1	2	17.37	2	Moderate-High
N JEFFERSON AVE	1	Suburban	Two-Way	Major Collector	2	0.07	0	0	1	2	17.37	2	Moderate-High
N JEFFERSON AVE	1	Urban	Two-Way	Major Collector	2	0.07	0	0	1	2	17.37	2	Moderate-High
N JEFFERSON AVE	1	Urban	Two-Way	Major Collector	2	0.07	0	0	1	2	17.37	2	Moderate-High
N COTTONWOOD ST	1	Suburban	Two-Way	Major Collector	2	0.07	0	0	0	1	16.37	2	Moderate-High
N COTTONWOOD ST	1	Suburban	Two-Way	Major Collector	2	0.07	0	0	0	1	16.37	2	Moderate-High
N COTTONWOOD ST	1	Urban	Two-Way	Major Collector	2	0.07	0	0	0	5	20.37	2	Moderate-High
N COTTONWOOD ST	1	Urban	Two-Way	Major Collector	2	0.08	0	0	0	1	16.37	2	Moderate-High
N COTTONWOOD ST	0	Urban	Two-Way	Major Collector	2	0.10	0	0	0	6	21.37	2	Moderate-High
N COTTONWOOD ST	0	Urban	Two-Way	Major Collector	2	0.06	0	0	1	5	20.37	2	Moderate-High
N 1ST ST	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	5	20.37	2	Moderate-High
N 1ST ST	0	Urban	Two-Way	Minor Arterial	2	0.02	0	0	0	5	20.37	2	Moderate-High
N KENTUCKY ST	1	Rural	Two-Way	Minor Arterial	2	0.51	0	0	0	6	21.37	2	Moderate-High
N KENTUCKY ST	1	Rural	Two-Way	Minor Arterial	2	0.20	0	0	0	3	18.37	2	Moderate-High
W MILLER RD	1	Rural	Two-Way	Minor Arterial	2	0.16	0	0	0	3	18.37	2	Moderate-High
N STATE ST	1	Suburban	Two-Way	Minor Arterial	4	0.06	0	0	1	2	17.37	2	Moderate-High
N STATE ST	1	Suburban	Two-Way	Minor Arterial	4	0.04	0	0	1	2	17.37	2	Moderate-High
N STATE ST	1	Suburban	Two-Way	Minor Arterial	4	0.05	0	0	1	4	19.37	2	Moderate-High
N STATE ST	0	Urban	Two-Way	Minor Arterial	4	0.05	0	0	0	7	22.37	2	Moderate-High
N STATE ST	0	Urban	Two-Way	Minor Arterial	4	0.04	0	0	0	5	20.37	2	Moderate-High
N STATE ST	0	Urban	Two-Way	Minor Arterial	4	0.06	0	0	0	5	20.37	2	Moderate-High
E LINCOLN ST	1	Rural	Two-Way	Minor Arterial	2	0.06	0	0	0	5	20.37	2	Moderate-High
E LINCOLN ST	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	2	17.37	2	Moderate-High
E LINCOLN ST	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	1	16.37	2	Moderate-High
E LINCOLN ST	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	1	16.37	2	Moderate-High
E LINCOLN ST	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	1	16.37	2	Moderate-High
E LINCOLN ST	1	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	1	16.37	2	Moderate-High
1400 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	2	17.37	2	Moderate-High
MONTANA RD	0	Rural	Two-Way	Major Collector	2	0.51	0	0	0	2	17.37	2	Moderate-High
N 10TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	16.37	2	Moderate-High
N 10TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	16.37	2	Moderate-High
W 11TH ST	0	Rural	Two-Way	Local	2	0.02	0	0	0	1	16.37	2	Moderate-High
W 11TH ST	0	Rural	Two-Way	Local	2	0.04	0	0	0	1	16.37	2	Moderate-High
W 11TH ST	0	Rural	Two-Way	Local	2	0.03	0	0	0	1	16.37	2	Moderate-High
W 11TH ST	0	Rural	Two-Way	Local	2	0.03	0	0	0	1	16.37	2	Moderate-High
1400 ST	0	Rural	Two-Way	Local	2	0.09	0	0	0	1	16.37	2	Moderate-High
1600 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	16.37	2	Moderate-High
1600 ST	0	Rural	Two-Way	Local	2	0.51	0	0	0	1	16.37	2	Moderate-High
1800 ST	1	Rural	Two-Way	Local	2	1.00	0	0	0	1	16.37	2	Moderate-High
1800 ST	1	Rural	Two-Way	Local	2	0.50	0	0	0	1	16.37	2	Moderate-High
1800 ST	1	Rural	Two-Way	Local	2	0.50	0	0	0	2	17.37	2	Moderate-High
1800 ST	0	Rural	Two-Way	Local	2	0.50	0	0	0	3	18.37	2	Moderate-High
1850 ST	0	Rural	Two-Way	Local	2	0.12	0	0	0	2	17.37	2	Moderate-High
2000 ST	0	Rural	Two-Way	Local	2	1.02	0	0	0	2	17.37	2	Moderate-High
2000 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	16.37	2	Moderate-High
2600 ST	0	Rural	Two-Way	Local	2	0.99	0	0	0	1	16.37	2	Moderate-High
2600 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	16.37	2	Moderate-High
2600 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	16.37	2	Moderate-High
N 3RD ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	16.37	2	Moderate-High
N 3RD ST	1	Urban	Two-Way	Local	2	0.09	0	0	0	2	17.37	2	Moderate-High
3RD ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	16.37	2	Moderate-High
3RD ST	0	Rural	Two-Way	Local	2	0.11	0	0	0	1	16.37	2	Moderate-High
3RD ST	0	Rural	Two-Way	Local	2	0.03	0	0	0	1	16.37	2	Moderate-High
S 3RD ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	16.37	2	Moderate-High
S 3RD ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	16.37	2	Moderate-High
4200 ST	0	Rural	Two-Way	Local	2	0.99	0	0	0	1	16.37	2	Moderate-High
4300 ST	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	16.37	2	Moderate-High
4300 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	16.37	2	Moderate-High
400 ST	0	Rural	Two-Way	Local	2	0.05	0	0	0	2	17.37	2	Moderate-High
400 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	2	17.37	2	Moderate-High
4000 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	2	17.37	2	Moderate-High
4200 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	2	17.37	2	Moderate-High
4200 ST	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	16.37	2	Moderate-High
S 4TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	2	17.37	2	Moderate-High
S 4TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	2	17.37	2	Moderate-High
N 4TH ST	1	Urban	Two-Way	Local	2	0.07	0	0	0	2	17.37	2	Moderate-High
N 4TH ST	1	Urban	Two-Way	Local	2	0.09	0	0	0	3	18.37	2	Moderate-High
N 7TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	16.37	2	Moderate-High
N 7TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	16.37	2	Moderate-High
W 6TH ST	0	Rural	Two-Way	Local	2	0.26	0	0	0	1	16.37	2	Moderate-High
W 6TH ST	0	Rural	Two-Way	Local	2	0.05	0	0	0	1	16.37	2	Moderate-High
W 6TH ST	0	Rural	Two-Way	Local	2	0.04	0	0	0	1	16.37	2	Moderate-High
S 8TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	1	2	17.37	2	Moderate-High
S 8TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	1	2	17.37	2	Moderate-High
ARIZONA RD	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	16.37	2	Moderate-High
ALLEN ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	16.37	2	Moderate-High

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
W BRECKENRIDGE ST	1	Suburban	Two-Way	Local	2	0.07	0	0	1	2	17.37	2	Moderate-High
W BRECKENRIDGE ST	1	Suburban	Two-Way	Local	2	0.06	0	0	1	3	18.37	2	Moderate-High
W BENTON ST	1	Suburban	Two-Way	Local	2	0.07	0	0	1	1	16.37	2	Moderate-High
E BENTON ST	1	Urban	Two-Way	Local	2	0.07	0	0	1	3	18.37	2	Moderate-High
W BRUNER ST	0	Urban	Two-Way	Local	2	0.18	0	0	0	3	18.37	2	Moderate-High
N BUCKEYE ST	1	Suburban	Two-Way	Local	2	0.07	0	0	0	3	18.37	2	Moderate-High
N BUCKEYE ST	1	Suburban	Two-Way	Local	2	0.07	0	0	0	2	17.37	2	Moderate-High
N BUCKEYE ST	0	Urban	Two-Way	Local	2	0.10	0	0	0	1	16.37	2	Moderate-High
N BUCKEYE ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	16.37	2	Moderate-High
N BUCKEYE ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	3	18.37	2	Moderate-High
N BUCKEYE ST	0	Urban	Two-Way	Local	2	0.10	0	0	0	4	19.37	2	Moderate-High
E BUCHANAN ST	1	Rural	Two-Way	Local	2	0.04	0	0	0	1	16.37	2	Moderate-High
E BUCHANAN ST	1	Suburban	Two-Way	Local	2	0.06	0	0	0	2	17.37	2	Moderate-High
E BUCHANAN ST	1	Rural	Two-Way	Local	2	0.04	0	0	0	1	16.37	2	Moderate-High
W CAMPBELL ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	5	20.37	2	Moderate-High
E CARPENTER ST	1	Rural	Two-Way	Local	2	0.06	0	0	1	1	16.37	2	Moderate-High
E CARPENTER ST	1	Rural	Two-Way	Local	2	0.06	0	0	1	4	19.37	2	Moderate-High
CENTRAL ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	3	18.37	2	Moderate-High
CENTRAL ST	0	Rural	Two-Way	Local	2	0.08	0	0	0	2	17.37	2	Moderate-High
CHARLES ST	0	Rural	Two-Way	Local	2	0.07	0	0	1	2	17.37	2	Moderate-High
CHARLES ST	0	Rural	Two-Way	Local	2	0.07	0	0	1	2	17.37	2	Moderate-High
S COLBORN ST	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	16.37	2	Moderate-High
S COLBORN ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	2	17.37	2	Moderate-High
5000 ST	1	Rural	Two-Way	Minor Collector	2	0.23	0	0	0	1	16.37	2	Moderate-High
E DOUGLAS ST	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	16.37	2	Moderate-High
E DOUGLAS ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	16.37	2	Moderate-High
FLORIDA RD	0	Rural	Two-Way	Local	2	0.42	0	0	0	3	18.37	2	Moderate-High
FLORIDA RD	0	Rural	Two-Way	Local	2	0.99	0	0	0	3	18.37	2	Moderate-High
N ELM ST	1	Rural	Two-Way	Local	2	0.13	0	0	1	2	17.37	2	Moderate-High
EAST ST	1	Urban	Two-Way	Local	2	0.02	0	0	0	6	21.37	2	Moderate-High
EAST ST	1	Urban	Two-Way	Local	2	0.07	0	0	0	5	20.37	2	Moderate-High
EAST ST	0	Urban	Two-Way	Local	2	0.04	0	0	1	4	19.37	2	Moderate-High
EAST ST	0	Urban	Two-Way	Local	2	0.03	0	0	1	3	18.37	2	Moderate-High
EAST ST	0	Urban	Two-Way	Local	2	0.06	0	0	1	3	18.37	2	Moderate-High
HAWAII RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	2	17.37	2	Moderate-High
HAWAII RD	0	Rural	Two-Way	Local	2	0.06	0	0	0	2	17.37	2	Moderate-High
IDAHO RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	16.37	2	Moderate-High
600 ST	0	Rural	Two-Way	Major Collector	2	1.01	0	0	0	4	19.37	2	Moderate-High
600 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	4	19.37	2	Moderate-High
600 ST	0	Rural	Two-Way	Major Collector	2	1.14	0	0	0	3	18.37	2	Moderate-High
600 ST	0	Rural	Two-Way	Major Collector	2	0.07	0	0	0	1	16.37	2	Moderate-High
IOWA RD	0	Rural	Two-Way	Local	2	0.50	0	0	0	3	18.37	2	Moderate-High
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	4	19.37	2	Moderate-High
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	0.07	0	0	0	2	17.37	2	Moderate-High
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	0.07	0	0	0	2	17.37	2	Moderate-High
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	2	17.37	2	Moderate-High
S JEFFERSON AVE	0	Urban	Two-Way	Local	2	0.10	0	0	0	9	24.37	2	Moderate-High
KANSAS DR	1	Rural	Two-Way	Local	2	0.16	0	0	0	2	17.37	2	Moderate-High
KANSAS DR	1	Rural	Two-Way	Local	2	0.12	0	0	0	7	22.37	2	Moderate-High
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	1.52	0	0	0	2	17.37	2	Moderate-High
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	1.50	0	0	0	2	17.37	2	Moderate-High
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	16.37	2	Moderate-High
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	16.37	2	Moderate-High
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	0.99	0	0	0	3	18.37	2	Moderate-High
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	3	18.37	2	Moderate-High
S MARTIN ST	0	Rural	Two-Way	Local	2	0.12	0	0	0	3	18.37	2	Moderate-High
W MARTIN ST	1	Suburban	Two-Way	Local	2	0.07	0	0	1	2	17.37	2	Moderate-High
2200 ST	0	Rural	Two-Way	Major Collector	2	0.50	0	0	0	1	16.37	2	Moderate-High
200 ST	1	Rural	Two-Way	Minor Collector	2	1.01	0	0	0	1	16.37	2	Moderate-High
S MONROE AVE	0	Rural	Two-Way	Local	2	0.09	0	0	0	4	19.37	2	Moderate-High
S MONROE AVE	0	Rural	Two-Way	Local	2	0.13	0	0	0	1	16.37	2	Moderate-High
S MONROE AVE	0	Rural	Two-Way	Local	2	0.12	0	0	0	1	16.37	2	Moderate-High
MULBERRY ST	0	Rural	Two-Way	Local	2	0.07	0	0	1	1	16.37	2	Moderate-High
MULBERRY ST	0	Rural	Two-Way	Local	2	0.07	0	0	1	1	16.37	2	Moderate-High
MULBERRY ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	16.37	2	Moderate-High
MULBERRY ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	16.37	2	Moderate-High
NEBRASKA RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	3	18.37	2	Moderate-High
200 ST	1	Rural	Two-Way	Minor Collector	2	1.00	0	0	0	1	16.37	2	Moderate-High
E NEOSHO ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	16.37	2	Moderate-High
E NEOSHO ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	16.37	2	Moderate-High
E NEOSHO ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	5	20.37	2	Moderate-High
NEBRASKA RD	0	Rural	Two-Way	Local	2	1.02	0	0	0	1	16.37	2	Moderate-High
NEBRASKA RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	2	17.37	2	Moderate-High
NORTH DAKOTA RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	16.37	2	Moderate-High
NORTH DAKOTA RD	0	Rural	Two-Way	Local	2	0.96	0	0	0	1	16.37	2	Moderate-High
OREGON RD	0	Rural	Two-Way	Minor Collector	2	1.00	0	0	0	3	18.37	2	Moderate-High
NORTH DAKOTA RD	1	Rural	Two-Way	Local	2	0.34	0	0	0	3	18.37	2	Moderate-High
OREGON RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	2	17.37	2	Moderate-High
OREGON RD	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	16.37	2	Moderate-High
OREGON RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	16.37	2	Moderate-High
PRAIRIE LN	0	Rural	Two-Way	Local	2	0.09	0	0	0	3	18.37	2	Moderate-High
PECAN ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	16.37	2	Moderate-High
IOWA RD	0	Rural	Two-Way	Minor Collector	2	0.99	0	0	0	1	16.37	2	Moderate-High
IOWA RD	0	Rural	Two-Way	Minor Collector	2	1.00	0	0	0	3	18.37	2	Moderate-High
RHODE ISLAND RD	0	Rural	Two-Way	Minor Collector	2	1.00	0	0	0	2	17.37	2	Moderate-High
RHODE ISLAND RD	0	Rural	Two-Way	Minor Collector	2	0.03	0	0	0	1	16.37	2	Moderate-High
RHODE ISLAND RD	0	Rural	Two-Way	Minor Collector	2	0.97	0	0	0	1	16.37	2	Moderate-High
OREGON RD	1	Rural	Two-Way	Minor Collector	2	0.98	0	0	0	4	19.37	2	Moderate-High
OREGON RD	1	Rural	Two-Way	Minor Collector	2	0.02	0	0	0	1	16.37	2	Moderate-High
2600 ST	0	Rural	Two-Way	Minor Collector	2	1.01	0	0	0	1	16.37	2	Moderate-High
SYCAMORE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	16.37	2	Moderate-High
SYCAMORE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	16.37	2	Moderate-High
UTAH RD	0	Rural	Two-Way	Local	2	0.48	0	0	0	2	17.37	2	Moderate-High
UTAH RD	0	Rural	Two-Way	Local	2	0.51	0	0	0	2	17.37	2	Moderate-High
N VERMONT ST	1	Rural	Two-Way	Local	2	0.16	0	0	0	3	18.37	2	Moderate-High
N WALNUT ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	5	20.37	2	Moderate-High
N WALNUT ST	0	Urban	Two-Way	Local	2	0.07	0	0	0	2	17.37	2	Moderate-High
S WASHINGTON AVE	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	16.37	2	Moderate-High
S WASHINGTON AVE	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	16.37	2	Moderate-High
N WASHINGTON AVE	1	Suburban	Two-Way	Local	2	0.07	0	0	0	2	17.37	2	Moderate-High

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
4400 ST	0	Rural	Two-Way	Minor Collector	2	1.02	0	0	0	2	17.37	2	Moderate-High
WILLOW DR	1	Rural	Two-Way	Local	2	0.05	0	0	0	2	17.37	2	Moderate-High
WILLOW DR	1	Rural	Two-Way	Local	2	0.06	0	0	0	3	18.37	2	Moderate-High
4600 ST	0	Rural	Two-Way	Minor Collector	2	1.01	0	0	0	2	17.37	2	Moderate-High
2400 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	6	21.37	2	Moderate-High
1600 ST	0	Rural	Two-Way	Major Collector	2	0.75	0	0	0	1	16.37	2	Moderate-High
MINNESOTA RD	0	Rural	Two-Way	Major Collector	2	0.20	0	0	0	3	18.37	2	Moderate-High
MINNESOTA RD	0	Rural	Two-Way	Major Collector	2	0.95	0	0	0	2	17.37	2	Moderate-High
MINNESOTA RD	0	Rural	Two-Way	Major Collector	2	1.01	0	0	0	1	16.37	2	Moderate-High
MINNESOTA RD	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	16.37	2	Moderate-High
RHODE ISLAND RD	0	Rural	Two-Way	Major Collector	2	0.99	0	0	0	3	18.37	2	Moderate-High
OREGON RD	0	Rural	Two-Way	Major Collector	2	0.99	0	0	0	1	16.37	2	Moderate-High
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	0.96	0	0	0	2	17.37	2	Moderate-High
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	0.51	0	0	0	4	19.37	2	Moderate-High
1100 ST	0	Rural	Two-Way	Major Collector	2	0.21	0	0	0	2	17.37	2	Moderate-High
1100 ST	0	Rural	Two-Way	Major Collector	2	0.50	0	0	0	6	21.37	2	Moderate-High
1100 ST	0	Rural	Two-Way	Major Collector	2	0.06	0	0	1	1	16.37	2	Moderate-High
1100 ST	0	Rural	Two-Way	Major Collector	2	0.06	0	0	1	1	16.37	2	Moderate-High
1100 ST	0	Rural	Two-Way	Major Collector	2	0.24	0	0	0	3	18.37	2	Moderate-High
1100 ST	0	Rural	Two-Way	Major Collector	2	0.23	0	0	0	1	16.37	2	Moderate-High
EAST ST	1	Urban	Two-Way	Major Arterial	2	0.02	0	0	0	6	21.37	2	Moderate-High
RAMP	0	Rural	Ramp	Major Arterial	NA	0.18	0	0	0	3	3	1	Moderate
U.S. 169	1	Rural	Two-Way	Major Arterial	2	0.27	0	0	0	1	1	1	Moderate
U.S. 169	1	Rural	Two-Way	Major Arterial	2	0.74	0	0	0	4	4	1	Moderate
U.S. 169	1	Rural	Two-Way	Major Arterial	2	0.12	0	0	0	10	10	1	Moderate
HAWAII RD TO SB U169 HWY	0	Rural	Ramp	Major Arterial	NA	0.19	0	0	0	1	1	1	Moderate
U054 HWY TO NB U169 HWY	1	Rural	Mainline Ramp	Major Arterial	NA	0.12	0	0	0	5	5	1	Moderate
U054 HWY TO NB U169 HWY	1	Rural	Mainline Ramp	Major Arterial	NA	0.01	0	0	0	1	1	1	Moderate
U054 HWY TO NB U169 HWY	1	Rural	Mainline Ramp	Major Arterial	NA	0.08	0	0	0	2	2	1	Moderate
EAST ST TO SB US HIGHWAY 169 RAMP	0	Rural	Mainline Ramp	Major Arterial	NA	0.13	0	0	0	10	10	1	Moderate
U.S. 169	0	Rural	Two-Way	Major Arterial	2	1.01	0	0	0	16	16	1	Moderate
NB U169 HWY TO DELAWARE RD	0	Rural	Ramp	Major Arterial	NA	0.13	0	0	0	4	4	1	Moderate
U.S. 169	0	Rural	Two-Way	Major Arterial	2	1.00	0	0	0	10	10	1	Moderate
U.S. 169	0	Rural	Two-Way	Major Arterial	2	0.13	0	0	0	7	7	1	Moderate
U.S. 169	0	Rural	Two-Way	Major Arterial	2	0.10	0	0	0	2	2	1	Moderate
U.S. 169	0	Rural	Two-Way	Major Arterial	2	0.25	0	0	0	2	2	1	Moderate
U.S. 169	0	Rural	Two-Way	Major Arterial	2	0.50	0	0	0	7	7	1	Moderate
U.S. 169	0	Rural	Two-Way	Major Arterial	2	0.18	0	0	0	4	4	1	Moderate
U.S. 169	0	Rural	Two-Way	Major Arterial	2	0.12	0	0	0	5	5	1	Moderate
U.S. 169	0	Rural	Two-Way	Major Arterial	2	0.14	0	0	0	2	2	1	Moderate
U.S. 169	0	Rural	Two-Way	Major Arterial	2	0.31	0	0	0	5	5	1	Moderate
NB U169 HWY TO MINNESOTA RD	0	Rural	Ramp	Major Arterial	NA	0.12	0	0	0	7	7	1	Moderate
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.08	0	0	0	1	1	1	Moderate
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.05	0	0	0	1	1	1	Moderate
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.51	0	0	0	6	6	1	Moderate
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.03	0	0	0	1	1	1	Moderate
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.43	0	0	0	3	3	1	Moderate
DELAWARE RD TO SB U169 HWY	0	Rural	Ramp	Major Arterial	NA	0.20	0	0	0	5	5	1	Moderate
U.S. 169	0	Rural	Two-Way	Major Arterial	2	0.77	0	0	0	4	4	1	Moderate
DELAWARE RD TO NB U169 HWY	0	Rural	Ramp	Major Arterial	NA	0.18	0	0	0	2	2	1	Moderate
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.11	0	0	0	1	1	1	Moderate
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.99	0	0	0	11	11	1	Moderate
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.51	0	0	0	4	4	1	Moderate
EAST ST	0	Rural	Two-Way	Major Arterial	2	1.02	0	0	0	5	5	1	Moderate
EAST ST	0	Rural	Two-Way	Major Arterial	2	1.01	0	0	0	10	10	1	Moderate
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.06	0	0	0	1	1	1	Moderate
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.09	0	0	0	3	3	1	Moderate
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.06	0	0	0	1	1	1	Moderate
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.29	0	0	0	1	1	1	Moderate
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.07	0	0	0	1	1	1	Moderate
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.04	0	0	0	1	1	1	Moderate
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.07	0	0	0	2	2	1	Moderate
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.06	0	0	0	2	2	1	Moderate
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.03	0	0	0	2	2	1	Moderate
EAST ST	1	Rural	Two-Way	Major Arterial	2	0.32	0	0	0	11	11	1	Moderate
EAST ST	1	Rural	Two-Way	Major Arterial	2	0.10	0	0	0	13	13	1	Moderate
EAST ST	0	Rural	Two-Way	Major Arterial	2	0.96	0	0	0	8	8	1	Moderate
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	0.78	0	0	0	2	2	1	Moderate
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	0.26	0	0	0	2	2	1	Moderate
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	0.98	0	0	0	2	2	1	Moderate
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	1.00	0	0	0	8	8	1	Moderate
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	1.00	0	0	0	2	2	1	Moderate
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	0.45	0	0	0	1	1	1	Moderate
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	1.05	0	0	0	1	1	1	Moderate
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	1.00	0	0	0	5	5	1	Moderate
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	1.00	0	0	0	6	6	1	Moderate
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	1.01	0	0	0	7	7	1	Moderate
N CEDAR ST	0	Rural	Two-Way	Minor Arterial	2	1.00	0	0	0	10	10	1	Moderate
NB U169 HWY TO U054 HWY	0	Rural	Mainline Ramp	Major Arterial	NA	0.21	0	0	0	6	6	1	Moderate
MINNESOTA RD TO SB U169 HWY	0	Rural	Ramp	Major Arterial	NA	0.19	0	0	0	5	5	1	Moderate
EAST ST	1	Suburban	Two-Way	Major Arterial	2	0.12	0	0	0	1	1	1	Moderate
EAST ST	1	Suburban	Two-Way	Major Arterial	2	0.24	0	0	0	3	3	1	Moderate
EAST ST	1	Rural	Two-Way	Major Arterial	2	0.04	0	0	0	1	1	1	Moderate
U.S. 169	0	Rural	Two-Way	Major Arterial	2	0.06	0	0	0	2	2	1	Moderate
U.S. 169	1	Rural	Two-Way	Major Arterial	2	0.08	0	0	0	2	2	1	Moderate
RAMP	0	Rural	Ramp	Major Arterial	NA	0.10	0	0	0	4	4	1	Moderate
HAWAII RD TO SB U169 HWY	0	Rural	Ramp	Major Arterial	NA	0.05	0	0	0	2	2	1	Moderate
NB U169 HWY TO HAWAII RD	0	Rural	Ramp	Major Arterial	NA	0.04	0	0	0	1	1	1	Moderate
U.S. 54	0	Rural	Non-Inventory Direction for Divided Roadways	Major Arterial	4	0.29	0	0	0	3	3	1	Moderate
NB U169 HWY TO 1150TH ST	0	Rural	Ramp	Major Arterial	NA	0.11	0	0	0	2	2	1	Moderate
NB U169 HWY TO MINNESOTA RD	0	Rural	Ramp	Major Arterial	NA	0.04	0	0	0	5	5	1	Moderate
NB U169 HWY TO DELAWARE RD	0	Rural	Ramp	Major Arterial	NA	0.06	0	0	0	3	3	1	Moderate
1150TH ST TO SB U169 HWY	0	Rural	Ramp	Major Arterial	NA	0.07	0	0	0	2	2	1	Moderate
U.S. 169	0	Rural	Two-Way	Major Arterial	2	0.06	0	0	0	1	1	1	Moderate
EAST ST	1	Suburban	Two-Way	Major Arterial	2	0.03	0	0	0	1	1	1	Moderate
NB U169 HWY TO DELAWARE RD	0	Rural	Ramp	Major Arterial	NA	0.07	0	0	0	1	1	1	Moderate
1150TH ST TO NB U169 HWY	0	Rural	Ramp	Major Arterial	NA	0.04	0	0	0	1	1	1	Moderate
1150TH ST TO SB U169 HWY	0	Rural	Ramp	Major Arterial	NA	0.04	0	0	0	2	2	1	Moderate
NB U169 HWY TO MINNESOTA RD	0	Rural	Ramp	Major Arterial	NA	0.03	0	0	0	1	1	1	Moderate
SB U169 HWY TO 1150TH ST	0	Rural	Ramp	Major Arterial	NA	0.04	0	0	0	1	1	1	Moderate

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
NB U169 HWY TO HAWAII RD	0	Rural	Ramp	Major Arterial	NA	0.02	0	0	0	2	2	1	Moderate
U.S. 169	1	Rural	Two-Way	Major Arterial	2	0.06	0	0	0	2	2	1	Moderate
U.S. 169	0	Rural	Two-Way	Major Arterial	2	0.06	0	0	0	1	1	1	Moderate
SB U169 HWY TO 1150TH ST	0	Rural	Ramp	Major Arterial	NA	0.04	0	0	0	1	1	1	Moderate
1150TH ST TO SB U169 HWY	0	Rural	Ramp	Major Arterial	NA	0.05	0	0	0	2	2	1	Moderate
1150TH ST TO NB U169 HWY	0	Rural	Ramp	Major Arterial	NA	0.03	0	0	0	1	1	1	Moderate
EAST ST	1	Rural	Two-Way	Major Arterial	2	0.03	0	0	0	2	2	1	Moderate
EAST ST	1	Rural	Two-Way	Major Arterial	2	0.05	0	0	0	11	11	1	Moderate
EAST ST	1	Rural	Two-Way	Major Arterial	2	0.06	0	0	0	3	3	1	Moderate
EAST ST	1	Suburban	Two-Way	Major Arterial	2	0.03	0	0	0	3	3	1	Moderate
E BROADWAY ST	0	Urban	Two-Way	Major Collector	2	0.06	0	0	0	1	1	1	Moderate
E BROADWAY ST	0	Urban	Two-Way	Major Collector	2	0.06	0	0	0	1	1	1	Moderate
E BROADWAY ST	0	Urban	Two-Way	Major Collector	2	0.06	0	0	0	1	1	1	Moderate
E BROADWAY ST	0	Urban	Two-Way	Major Collector	2	0.06	0	0	0	2	2	1	Moderate
E BROADWAY ST	0	Urban	Two-Way	Major Collector	2	0.07	0	0	0	3	3	1	Moderate
E BROADWAY ST	0	Urban	Two-Way	Major Collector	2	0.06	0	0	0	2	2	1	Moderate
E BROADWAY ST	0	Urban	Two-Way	Major Collector	2	0.06	0	0	0	2	2	1	Moderate
E BROADWAY ST	0	Urban	Two-Way	Major Collector	2	0.06	0	0	0	4	4	1	Moderate
E BROADWAY ST	0	Urban	Two-Way	Major Collector	2	0.06	0	0	0	2	2	1	Moderate
E BROADWAY ST	0	Urban	Two-Way	Major Collector	2	0.06	0	0	0	2	2	1	Moderate
EAST ST	1	Urban	Two-Way	Major Arterial	2	0.05	0	0	0	1	1	1	Moderate
EAST ST	1	Urban	Two-Way	Major Arterial	2	0.04	0	0	0	4	4	1	Moderate
EAST ST	0	Urban	Two-Way	Major Arterial	2	0.06	0	0	0	1	1	1	Moderate
EAST ST	0	Urban	Two-Way	Major Arterial	2	0.06	0	0	0	2	2	1	Moderate
EAST ST	1	Suburban	Two-Way	Major Arterial	2	0.03	0	0	0	2	2	1	Moderate
EAST ST	1	Suburban	Two-Way	Major Arterial	2	0.04	0	0	0	2	2	1	Moderate
S WASHINGTON AVE	1	Urban	Two-Way	Major Collector	2	0.15	0	0	0	2	2	1	Moderate
S WASHINGTON AVE	0	Urban	Two-Way	Major Collector	2	0.10	0	0	0	4	4	1	Moderate
S WASHINGTON AVE	0	Urban	Two-Way	Major Collector	2	0.06	0	0	0	6	6	1	Moderate
E JACKSON AVE	1	Urban	Two-Way	Minor Arterial	2	0.08	0	0	0	1	1	1	Moderate
E JACKSON AVE	0	Urban	Two-Way	Minor Arterial	2	0.08	0	0	0	3	3	1	Moderate
E JACKSON AVE	0	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	3	3	1	Moderate
E JACKSON AVE	0	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	3	3	1	Moderate
E JACKSON AVE	0	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	1	1	1	Moderate
N JEFFERSON AVE	1	Urban	Two-Way	Major Collector	2	0.08	0	0	0	2	2	1	Moderate
N COTTONWOOD ST	1	Suburban	Two-Way	Major Collector	2	0.53	0	0	0	5	5	1	Moderate
N COTTONWOOD ST	1	Suburban	Two-Way	Major Collector	2	0.03	0	0	0	2	2	1	Moderate
N COTTONWOOD ST	1	Suburban	Two-Way	Major Collector	2	0.08	0	0	0	2	2	1	Moderate
N COTTONWOOD ST	1	Suburban	Two-Way	Major Collector	2	0.07	0	0	0	2	2	1	Moderate
N COTTONWOOD ST	1	Suburban	Two-Way	Major Collector	2	0.07	0	0	0	2	2	1	Moderate
N COTTONWOOD ST	1	Suburban	Two-Way	Major Collector	2	0.06	0	0	0	2	2	1	Moderate
N COTTONWOOD ST	1	Suburban	Two-Way	Major Collector	2	0.05	0	0	0	2	2	1	Moderate
N COTTONWOOD ST	1	Suburban	Two-Way	Major Collector	2	0.08	0	0	0	6	6	1	Moderate
N COTTONWOOD ST	1	Urban	Two-Way	Major Collector	2	0.08	0	0	0	5	5	1	Moderate
W GARFIELD ST	1	Suburban	Two-Way	Major Collector	2	0.06	0	0	0	2	2	1	Moderate
W GARFIELD ST	1	Suburban	Two-Way	Major Collector	2	0.13	0	0	0	1	1	1	Moderate
W GARFIELD ST	1	Suburban	Two-Way	Major Collector	2	0.13	0	0	0	3	3	1	Moderate
N 1ST ST	0	Urban	Two-Way	Major Collector	2	0.07	0	0	0	3	3	1	Moderate
N 1ST ST	1	Urban	Two-Way	Minor Arterial	2	0.08	0	0	0	3	3	1	Moderate
N 1ST ST	1	Urban	Two-Way	Minor Arterial	2	0.04	0	0	0	1	1	1	Moderate
N 1ST ST	1	Urban	Two-Way	Minor Arterial	2	0.08	0	0	0	3	3	1	Moderate
N 1ST ST	1	Urban	Two-Way	Minor Arterial	2	0.04	0	0	0	1	1	1	Moderate
N 1ST ST	1	Urban	Two-Way	Minor Arterial	2	0.11	0	0	0	2	2	1	Moderate
N 1ST ST	1	Urban	Two-Way	Minor Arterial	2	0.08	0	0	0	1	1	1	Moderate
NORTH DAKOTA RD	1	Rural	Two-Way	Major Collector	2	0.64	0	0	0	1	1	1	Moderate
N KENTUCKY ST	1	Rural	Two-Way	Minor Arterial	2	0.14	0	0	0	1	1	1	Moderate
N KENTUCKY ST	1	Rural	Two-Way	Minor Arterial	2	0.07	0	0	0	1	1	1	Moderate
N KENTUCKY ST	1	Rural	Two-Way	Minor Arterial	2	0.07	0	0	0	3	3	1	Moderate
N KENTUCKY ST	1	Rural	Two-Way	Minor Arterial	2	0.09	0	0	0	6	6	1	Moderate
N KENTUCKY ST	1	Rural	Two-Way	Minor Arterial	2	0.16	0	0	0	3	3	1	Moderate
N KENTUCKY ST	0	Urban	Two-Way	Major Collector	2	0.08	0	0	0	1	1	1	Moderate
N STATE ST	1	Suburban	Two-Way	Minor Arterial	4	0.26	0	0	0	5	5	1	Moderate
N STATE ST	1	Suburban	Two-Way	Minor Arterial	4	0.05	0	0	0	3	3	1	Moderate
N STATE ST	1	Suburban	Two-Way	Minor Arterial	4	0.05	0	0	0	1	1	1	Moderate
N STATE ST	1	Suburban	Two-Way	Minor Arterial	4	0.06	0	0	0	3	3	1	Moderate
N STATE ST	0	Urban	Two-Way	Minor Arterial	4	0.07	0	0	0	6	6	1	Moderate
N STATE ST	0	Urban	Two-Way	Minor Arterial	4	0.05	0	0	0	4	4	1	Moderate
N STATE ST	0	Rural	Two-Way	Minor Arterial	4	0.03	0	0	0	3	3	1	Moderate
N STATE ST	0	Rural	Two-Way	Minor Arterial	4	0.05	0	0	0	1	1	1	Moderate
N STATE ST	0	Rural	Two-Way	Minor Arterial	4	0.49	0	0	0	4	4	1	Moderate
N STATE ST	0	Rural	Two-Way	Minor Arterial	4	0.27	0	0	0	4	4	1	Moderate
S WASHINGTON AVE	0	Rural	Two-Way	Major Collector	2	0.06	0	0	0	2	2	1	Moderate
E LINCOLN ST	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	3	3	1	Moderate
E LINCOLN ST	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	2	2	1	Moderate
E LINCOLN ST	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	2	2	1	Moderate
E LINCOLN ST	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	4	4	1	Moderate
E LINCOLN ST	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	1	1	1	Moderate
E LINCOLN ST	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	4	4	1	Moderate
E LINCOLN ST	1	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	1	1	1	Moderate
E LINCOLN ST	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	1	1	1	Moderate
1400 ST	0	Rural	Two-Way	Major Collector	2	0.75	0	0	0	2	2	1	Moderate
1400 ST	0	Rural	Two-Way	Major Collector	2	0.25	0	0	0	1	1	1	Moderate
1400 ST	0	Rural	Two-Way	Major Collector	2	1.01	0	0	0	1	1	1	Moderate
1400 ST	0	Rural	Two-Way	Major Collector	2	1.01	0	0	0	3	3	1	Moderate
1400 ST	1	Suburban	Two-Way	Major Collector	2	1.00	0	0	0	8	8	1	Moderate
1400 ST	1	Suburban	Two-Way	Major Collector	2	1.00	0	0	0	10	10	1	Moderate
MONTANA RD	0	Rural	Two-Way	Major Collector	2	0.06	0	0	0	1	1	1	Moderate
MONTANA RD	0	Rural	Two-Way	Major Collector	2	0.39	0	0	0	1	1	1	Moderate
MONTANA RD	0	Rural	Two-Way	Major Collector	2	0.11	0	0	0	3	3	1	Moderate
MONTANA RD	0	Rural	Two-Way	Major Collector	2	0.74	0	0	0	2	2	1	Moderate
1000 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
1000 ST	0	Rural	Two-Way	Local	2	1.76	0	0	0	1	1	1	Moderate
1000 ST	0	Rural	Two-Way	Local	2	0.74	0	0	0	3	3	1	Moderate
N 10TH ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
N 10TH ST	0	Rural	Two-Way	Local	2	0.05	0	0	0	2	2	1	Moderate
N 10TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
N 10TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	2	2	1	Moderate
N 10TH ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N 10TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
N 10TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
1000 ST	0	Rural	Two-Way	Local	2	0.75	0	0	0	1	1	1	Moderate
1000 ST	0	Rural	Two-Way	Local	2	1.25	0	0	0	1	1	1	Moderate

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
W 10TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
1150 ST	0	Rural	Two-Way	Local	2	0.48	0	0	0	2	2	1	Moderate
S 11TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
S 11TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
NE 1200 ST	0	Rural	Two-Way	Local	2	0.47	0	0	0	1	1	1	Moderate
1200 ST	0	Rural	Two-Way	Local	2	0.49	0	0	0	1	1	1	Moderate
1200 ST	0	Rural	Two-Way	Local	2	0.51	0	0	0	1	1	1	Moderate
1200 ST	0	Rural	Two-Way	Local	2	0.50	0	0	0	1	1	1	Moderate
S 12TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
S 12TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
1300 ST	0	Rural	Two-Way	Local	2	0.50	0	0	0	1	1	1	Moderate
1400 ST	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
1400 ST	0	Rural	Two-Way	Local	2	1.20	0	0	0	1	1	1	Moderate
1400 ST	0	Rural	Two-Way	Local	2	0.60	0	0	0	1	1	1	Moderate
1400 ST	0	Rural	Two-Way	Local	2	0.51	0	0	0	1	1	1	Moderate
1400 ST	0	Rural	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
1400 ST	0	Rural	Two-Way	Local	2	0.49	0	0	0	3	3	1	Moderate
1400 ST	0	Rural	Two-Way	Local	2	0.51	0	0	0	1	1	1	Moderate
1400 ST	0	Rural	Two-Way	Local	2	1.01	0	0	0	3	3	1	Moderate
1400 ST	0	Rural	Two-Way	Local	2	0.10	0	0	0	2	2	1	Moderate
1585 ST	0	Rural	Two-Way	Local	2	0.90	0	0	0	2	2	1	Moderate
1600 ST	0	Rural	Two-Way	Local	2	0.80	0	0	0	2	2	1	Moderate
1600 ST	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
1600 ST	1	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
1600 ST	0	Rural	Two-Way	Local	2	0.46	0	0	0	1	1	1	Moderate
1600 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
1700 ST	0	Rural	Two-Way	Local	2	0.75	0	0	0	1	1	1	Moderate
1700 ST	0	Rural	Two-Way	Local	2	0.08	0	0	0	2	2	1	Moderate
1800 ST	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
N 1ST ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	1	Moderate
S 1ST ST	0	Urban	Two-Way	Local	2	0.08	0	0	0	2	2	1	Moderate
S 1ST ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
2000 ST	1	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
2000 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
2000 ST	0	Rural	Two-Way	Local	2	0.75	0	0	0	2	2	1	Moderate
2000 ST	0	Rural	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
2000 ST	0	Rural	Two-Way	Local	2	0.10	0	0	0	1	1	1	Moderate
2000 ST	0	Rural	Two-Way	Local	2	0.12	0	0	0	1	1	1	Moderate
2200 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	3	3	1	Moderate
S 1ST ST	0	Rural	Two-Way	Local	2	0.15	0	0	0	1	1	1	Moderate
2400 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	2	2	1	Moderate
2400 ST	0	Rural	Two-Way	Local	2	0.16	0	0	0	2	2	1	Moderate
2400 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
2400 ST	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
2000 ST	0	Rural	Two-Way	Local	2	1.50	0	0	0	3	3	1	Moderate
2000 ST	0	Rural	Two-Way	Local	2	1.01	0	0	0	2	2	1	Moderate
2400 ST	0	Rural	Two-Way	Local	2	1.12	0	0	0	1	1	1	Moderate
2400 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
2400 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
2800 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	4	4	1	Moderate
2400 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
2800 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	4	4	1	Moderate
2800 ST	0	Rural	Two-Way	Local	2	2.01	0	0	0	1	1	1	Moderate
2400 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	2	2	1	Moderate
2400 ST	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
2600 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	3	3	1	Moderate
2600 ST	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
2600 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
2600 ST	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
S 2ND ST	0	Urban	Two-Way	Local	2	0.08	0	0	3	3	3	1	Moderate
N 2ND ST	0	Rural	Two-Way	Local	2	0.24	0	0	0	1	1	1	Moderate
N 2ND ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N 2ND ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
N 2ND ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
N 2ND ST	1	Urban	Two-Way	Local	2	0.09	0	0	0	1	1	1	Moderate
N 2ND ST	1	Urban	Two-Way	Local	2	0.15	0	0	0	1	1	1	Moderate
S 2ND ST	0	Urban	Two-Way	Local	2	0.07	0	0	3	2	2	1	Moderate
N 2ND ST	1	Urban	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
N 2ND ST	1	Urban	Two-Way	Local	2	0.03	0	0	0	2	2	1	Moderate
3000 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
3000 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
3200 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
3600 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
3600 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
3600 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	2	2	1	Moderate
3600 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	3	3	1	Moderate
3600 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
3800 ST	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
3800 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
3800 ST	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
N 3RD ST	1	Urban	Two-Way	Local	2	0.15	0	0	0	1	1	1	Moderate
N 3RD ST	0	Urban	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
N 3RD ST	0	Urban	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
N 3RD ST	0	Urban	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
N 3RD ST	0	Rural	Two-Way	Local	2	0.09	0	0	0	1	1	1	Moderate
4000 ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
4200 ST	0	Rural	Two-Way	Local	2	0.40	0	0	0	1	1	1	Moderate
4200 ST	0	Rural	Two-Way	Local	2	0.61	0	0	0	2	2	1	Moderate
4600 ST	0	Rural	Two-Way	Local	2	0.79	0	0	0	3	3	1	Moderate
4800 ST	0	Rural	Two-Way	Local	2	0.93	0	0	0	1	1	1	Moderate
E 4TH ST	0	Rural	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
E 4TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
S 4TH ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N 4TH ST	1	Urban	Two-Way	Local	2	0.15	0	0	0	1	1	1	Moderate
4TH ST	0	Rural	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
S 5TH ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S 5TH ST	0	Rural	Two-Way	Local	2	0.05	0	0	0	2	2	1	Moderate
S 5TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	2	2	1	Moderate
S 5TH ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
W 5TH ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
W 5TH ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S 6TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
S 6TH ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N 7TH ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
N 7TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	2	2	1	Moderate
N 7TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
N 7TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W 7TH ST	0	Rural	Two-Way	Local	2	0.04	0	0	0	1	1	1	Moderate
6TH AVE	0	Rural	Two-Way	Local	2	0.10	0	0	0	2	2	1	Moderate
W 7TH ST	0	Rural	Two-Way	Local	2	0.02	0	0	0	1	1	1	Moderate
E 8TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E 8TH ST	0	Rural	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
S 8TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
S 8TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
S 8TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
S 8TH ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
S 8TH ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
800 ST	0	Rural	Two-Way	Local	2	0.24	0	0	0	1	1	1	Moderate
800 ST	0	Rural	Two-Way	Local	2	1.83	0	0	0	1	1	1	Moderate
800 ST	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
800 ST	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
900 ST	0	Rural	Two-Way	Local	2	0.93	0	0	0	2	2	1	Moderate
900th ST	0	Rural	Two-Way	Local	2	0.24	0	0	0	1	1	1	Moderate
W 9TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W 9TH ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
900 ST	0	Rural	Two-Way	Local	2	0.99	0	0	0	1	1	1	Moderate
ALAMOSA LN	1	Suburban	Two-Way	Local	2	0.06	0	0	0	2	2	1	Moderate
ARIZONA RD	0	Rural	Two-Way	Local	2	0.75	0	0	0	1	1	1	Moderate
ARIZONA RD	0	Rural	Two-Way	Local	2	0.96	0	0	0	1	1	1	Moderate
ARKANSAS RD	0	Rural	Two-Way	Local	2	1.06	0	0	0	1	1	1	Moderate
ARKANSAS RD	0	Rural	Two-Way	Local	2	0.17	0	0	0	2	2	1	Moderate
ARKANSAS RD	0	Rural	Two-Way	Local	2	0.04	0	0	0	1	1	1	Moderate
ARKANSAS RD	0	Rural	Two-Way	Local	2	0.89	0	0	0	1	1	1	Moderate
BOYER DR	1	Rural	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
W BRECKENRIDGE ST	1	Suburban	Two-Way	Local	2	0.06	0	0	0	3	3	1	Moderate
W BRECKENRIDGE ST	1	Suburban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W BRECKENRIDGE ST	1	Suburban	Two-Way	Local	2	0.06	0	0	0	2	2	1	Moderate
W BRECKENRIDGE ST	1	Suburban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
BARNEY LN	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
E BENTON ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	1	Moderate
BILLS WAY	1	Rural	Two-Way	Local	2	0.11	0	0	0	2	2	1	Moderate
BOYER CIR	1	Rural	Two-Way	Local	2	0.04	0	0	0	1	1	1	Moderate
S BROADWAY AVE	0	Rural	Two-Way	Local	2	0.35	0	0	0	2	2	1	Moderate
W BRUNER ST	0	Urban	Two-Way	Local	2	0.22	0	0	0	1	1	1	Moderate
N BUCKEYE ST	1	Suburban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N BUCKEYE ST	1	Suburban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N BUCKEYE ST	1	Suburban	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
N BUCKEYE ST	1	Suburban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N BUCKEYE ST	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N BUCKEYE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
N BUCKEYE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
E BROADWAY ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E BROADWAY ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	1	Moderate
CALIFORNIA RD	0	Rural	Two-Way	Local	2	0.09	0	0	0	1	1	1	Moderate
CALIFORNIA RD	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
CAMERON ST	1	Suburban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
CAMPBELL ST	0	Rural	Two-Way	Local	2	0.12	0	0	0	2	2	1	Moderate
W CARPENTER ST	1	Suburban	Two-Way	Local	2	0.06	0	0	0	2	2	1	Moderate
E CARPENTER ST	1	Suburban	Two-Way	Local	2	0.06	0	0	0	2	2	1	Moderate
E CARPENTER ST	1	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
E CARPENTER ST	1	Rural	Two-Way	Local	2	0.14	0	0	0	1	1	1	Moderate
E CARPENTER ST	1	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E CARPENTER ST	1	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E CARPENTER ST	1	Suburban	Two-Way	Local	2	0.06	0	0	0	2	2	1	Moderate
E CARPENTER ST	1	Rural	Two-Way	Local	2	0.06	0	0	0	3	3	1	Moderate
CENTRAL ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
CHEROKEE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
CHEROKEE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
CHEROKEE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
CHEROKEE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
CHEROKEE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
CARDINAL DR	1	Rural	Two-Way	Local	2	0.11	0	0	0	1	1	1	Moderate
W CHESTNUT ST	0	Rural	Two-Way	Local	2	0.10	0	0	0	1	1	1	Moderate
N COLBORN ST	0	Urban	Two-Way	Local	2	0.10	0	0	0	2	2	1	Moderate
N COLBORN ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	3	3	1	Moderate
COLORADO RD	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
W CHESTNUT ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W CHESTNUT ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
N CHESTNUT ST	0	Urban	Two-Way	Local	2	0.10	0	0	0	3	3	1	Moderate
N CHESTNUT ST	0	Urban	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
N CHESTNUT ST	0	Urban	Two-Way	Local	2	0.08	0	0	0	2	2	1	Moderate
N CHESTNUT ST	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S COLBORN ST	0	Urban	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
S COLBORN ST	0	Rural	Two-Way	Local	2	0.08	0	0	0	5	5	1	Moderate
S COLBORN ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	4	4	1	Moderate
N CRAWFORD ST	0	Rural	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
CONNECTICUT RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	2	2	1	Moderate
CONNECTICUT RD	0	Rural	Two-Way	Local	2	0.96	0	0	0	2	2	1	Moderate
S COTTONWOOD ST	0	Urban	Two-Way	Local	2	0.10	0	0	0	4	4	1	Moderate
S COTTONWOOD ST	0	Urban	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
CONNECTICUT RD	0	Rural	Two-Way	Local	2	1.01	0	0	0	2	2	1	Moderate
CONNECTICUT RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
CONNECTICUT RD	0	Rural	Two-Way	Local	2	0.21	0	0	0	1	1	1	Moderate
CONNECTICUT RD	0	Rural	Two-Way	Local	2	1.01	0	0	0	2	2	1	Moderate
CONNECTICUT RD	0	Rural	Two-Way	Local	2	0.19	0	0	0	1	1	1	Moderate
CONNECTICUT RD	0	Rural	Two-Way	Local	2	0.50	0	0	0	1	1	1	Moderate
S DALY ST	0	Rural	Two-Way	Local	2	0.04	0	0	0	1	1	1	Moderate
DAVIS ST	1	Suburban	Two-Way	Local	2	0.03	0	0	0	2	2	1	Moderate
DAVIS ST	0	Suburban	Two-Way	Local	2	0.10	0	0	0	2	2	1	Moderate
CURVE	0	Rural	Two-Way	Local	2	0.02	0	0	0	1	1	1	Moderate
DEWITT DR	1	Rural	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
E DOUGLAS ST	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
E DOUGLAS ST	1	Urban	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
E DOUGLAS ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E DOUGLAS ST	1	Suburban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
ELM ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
ELM ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
FAIRWAY AVE	0	Rural	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
FLORIDA RD	0	Rural	Two-Way	Local	2	0.20	0	0	0	3	3	1	Moderate
FLORIDA RD	0	Rural	Two-Way	Local	2	0.23	0	0	0	1	1	1	Moderate
FLORIDA RD	0	Rural	Two-Way	Local	2	0.62	0	0	0	1	1	1	Moderate
ELM ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
ELM ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
E DOUGLAS ST	1	Rural	Two-Way	Local	2	0.03	0	0	0	2	2	1	Moderate
E DOUGLAS ST	1	Rural	Two-Way	Local	2	0.03	0	0	0	3	3	1	Moderate
E DOUGLAS ST	1	Rural	Two-Way	Local	2	0.06	0	0	0	3	3	1	Moderate
E DOUGLAS ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	1	Moderate
E DOUGLAS ST	1	Urban	Two-Way	Local	2	0.03	0	0	0	2	2	1	Moderate
E DOUGLAS ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	1	Moderate
E DOUGLAS ST	1	Urban	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
N ELM ST	1	Urban	Two-Way	Local	2	0.09	0	0	0	1	1	1	Moderate
N ELM ST	1	Urban	Two-Way	Local	2	0.10	0	0	0	1	1	1	Moderate
N ELM ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
N ELM ST	1	Urban	Two-Way	Local	2	0.12	0	0	0	2	2	1	Moderate
EAST ST	0	Urban	Two-Way	Local	2	0.05	0	0	0	2	2	1	Moderate
EAST ST	0	Urban	Two-Way	Local	2	0.05	0	0	0	2	2	1	Moderate
EAST ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	1	Moderate
E EDWARDS ST	1	Suburban	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
E EDWARDS ST	1	Suburban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E EDWARDS ST	1	Suburban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
EISENHOWER DR	1	Rural	Two-Way	Local	2	0.04	0	0	0	1	1	1	Moderate
EISENHOWER DR	1	Rural	Two-Way	Local	2	0.25	0	0	0	2	2	1	Moderate
S HARRISON AVE	0	Rural	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
E GARFIELD ST	1	Suburban	Two-Way	Local	2	0.21	0	0	0	2	2	1	Moderate
FRANKLIN ST	0	Rural	Two-Way	Local	2	0.09	0	0	0	1	1	1	Moderate
W FRANKLIN ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
W FRANKLIN ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
W FRANKLIN ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
W FRANKLIN ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
FRANKLIN ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
W HICKORY ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W HICKORY ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
HAWAII RD	0	Rural	Two-Way	Local	2	0.58	0	0	0	1	1	1	Moderate
HENRY ST	1	Suburban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
HENRY ST	1	Suburban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
HENRY ST	1	Suburban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
S HUMPHREY ST	0	Rural	Two-Way	Local	2	0.12	0	0	0	1	1	1	Moderate
ILLINOIS RD	0	Rural	Two-Way	Local	2	0.50	0	0	0	1	1	1	Moderate
ILLINOIS RD	0	Rural	Two-Way	Local	2	0.43	0	0	0	1	1	1	Moderate
IMMEL LN	1	Rural	Two-Way	Local	2	0.16	0	0	0	2	2	1	Moderate
IDAHO RD	0	Rural	Two-Way	Local	2	0.50	0	0	0	1	1	1	Moderate
E JACKSON AVE	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
600 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	3	3	1	Moderate
600 ST	0	Rural	Two-Way	Major Collector	2	1.01	0	0	0	1	1	1	Moderate
600 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	2	2	1	Moderate
600 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	4	4	1	Moderate
600 ST	0	Rural	Two-Way	Major Collector	2	1.09	0	0	0	2	2	1	Moderate
W IRWIN ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
W IRWIN ST	0	Rural	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
600 ST	0	Rural	Two-Way	Major Collector	2	1.01	0	0	0	4	4	1	Moderate
W IRWIN ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W IRWIN ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
600 ST	0	Rural	Two-Way	Major Collector	2	0.82	0	0	0	2	2	1	Moderate
INDUSTRIAL RD	0	Rural	Two-Way	Local	2	0.15	0	0	0	1	1	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	0.50	0	0	0	1	1	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	1.01	0	0	0	3	3	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	0.94	0	0	0	2	2	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	0.74	0	0	0	2	2	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	0.10	0	0	0	1	1	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	0.07	0	0	0	1	1	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	0.07	0	0	0	2	2	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	0.07	0	0	0	2	2	1	Moderate
JEFFERSON ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	0.07	0	0	0	2	2	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	0.07	0	0	0	1	1	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	0.07	0	0	0	1	1	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	0.11	0	0	0	1	1	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	0.48	0	0	0	1	1	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	4	4	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	0.96	0	0	0	1	1	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	1.01	0	0	0	3	3	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	4	4	1	Moderate
S JEFFERSON AVE	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S JEFFERSON AVE	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S JEFFERSON AVE	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
E JIM ST	1	Suburban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E JIM ST	1	Suburban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
KANSAS DR	1	Rural	Two-Way	Local	2	0.04	0	0	0	1	1	1	Moderate
KANSAS DR	1	Rural	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
KANSAS DR	1	Rural	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
KENNEDY DR	1	Rural	Two-Way	Local	2	0.26	0	0	0	2	2	1	Moderate
KANSAS AVE	1	Suburban	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
KANSAS AVE	1	Suburban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
3200 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
S KENTUCKY ST	0	Urban	Two-Way	Local	2	0.09	0	0	0	2	2	1	Moderate
S KENTUCKY ST	0	Rural	Two-Way	Local	2	0.09	0	0	0	2	2	1	Moderate
S KENTUCKY ST	0	Rural	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
KING ST	0	Rural	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	1.01	0	0	0	2	2	1	Moderate
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	0.50	0	0	0	6	6	1	Moderate
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	0.50	0	0	0	5	5	1	Moderate
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	1.01	0	0	0	3	3	1	Moderate
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	0.49	0	0	0	4	4	1	Moderate
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	0.52	0	0	0	4	4	1	Moderate
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	0.89	0	0	0	1	1	1	Moderate
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	1.01	0	0	0	3	3	1	Moderate
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	0.50	0	0	0	1	1	1	Moderate
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	0.94	0	0	0	1	1	1	Moderate
LOUISIANA RD	0	Rural	Two-Way	Local	2	0.91	0	0	0	2	2	1	Moderate
LOUISIANA RD	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
LOUISIANA RD	0	Rural	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
MARYLAND RD	0	Rural	Two-Way	Local	2	0.47	0	0	0	1	1	1	Moderate
MARYLAND RD	0	Rural	Two-Way	Local	2	0.04	0	0	0	1	1	1	Moderate
MARYLAND RD	0	Rural	Two-Way	Local	2	0.50	0	0	0	1	1	1	Moderate
E MADISON AVE	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E MADISON AVE	0	Urban	Two-Way	Local	2	0.06	0	0	3	3	3	1	Moderate
E MADISON AVE	0	Urban	Two-Way	Local	2	0.07	0	0	3	4	4	1	Moderate
2600 ST	0	Rural	Two-Way	Major Collector	2	0.07	0	0	0	1	1	1	Moderate
2600 ST	0	Rural	Two-Way	Major Collector	2	0.03	0	0	0	1	1	1	Moderate
2600 ST	0	Rural	Two-Way	Major Collector	2	0.07	0	0	0	1	1	1	Moderate
2600 ST	0	Rural	Two-Way	Major Collector	2	1.01	0	0	0	1	1	1	Moderate
2600 ST	0	Rural	Two-Way	Major Collector	2	0.99	0	0	0	1	1	1	Moderate
2600 ST	0	Rural	Two-Way	Major Collector	2	1.01	0	0	0	2	2	1	Moderate
MARYLAND RD	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
MARYLAND RD	0	Rural	Two-Way	Local	2	0.51	0	0	0	1	1	1	Moderate
2800 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
2800 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
2800 ST	0	Rural	Two-Way	Major Collector	2	0.99	0	0	0	1	1	1	Moderate
2800 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
2800 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	2	2	1	Moderate
N MARTIN ST	0	Rural	Two-Way	Local	2	0.16	0	0	0	1	1	1	Moderate
MASSACHUSETTS RD	0	Rural	Two-Way	Local	2	0.50	0	0	0	1	1	1	Moderate
MASSACHUSETTS RD	0	Rural	Two-Way	Local	2	0.97	0	0	0	1	1	1	Moderate
MCGUIRE DR	1	Rural	Two-Way	Local	2	0.08	0	0	0	2	2	1	Moderate
MCGUIRE DR	1	Rural	Two-Way	Local	2	0.05	0	0	0	2	2	1	Moderate
MCGUIRE DR	1	Rural	Two-Way	Local	2	0.10	0	0	0	1	1	1	Moderate
MEADOWBROOK RD E	1	Rural	Two-Way	Local	2	0.20	0	0	0	3	3	1	Moderate
MCATEE RD	0	Rural	Two-Way	Local	2	0.05	0	0	0	2	2	1	Moderate
MEADOWBROOK RD W	1	Rural	Two-Way	Local	2	0.09	0	0	0	1	1	1	Moderate
S MCKINLEY AVE	0	Rural	Two-Way	Local	2	0.09	0	0	0	1	1	1	Moderate
S MCKINLEY AVE	0	Rural	Two-Way	Local	2	0.10	0	0	0	1	1	1	Moderate
S MCKINLEY AVE	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S MCKINLEY AVE	0	Rural	Two-Way	Local	2	0.04	0	0	0	1	1	1	Moderate
MEADOWBROOK RD W	1	Rural	Two-Way	Local	2	0.11	0	0	0	2	2	1	Moderate
2200 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
2200 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
2200 ST	0	Rural	Two-Way	Major Collector	2	1.02	0	0	0	2	2	1	Moderate
2200 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
2200 ST	0	Rural	Two-Way	Major Collector	2	0.39	0	0	0	3	3	1	Moderate
2200 ST	0	Rural	Two-Way	Major Collector	2	0.16	0	0	0	3	3	1	Moderate
2200 ST	0	Rural	Two-Way	Major Collector	2	0.38	0	0	0	1	1	1	Moderate
2200 ST	0	Rural	Two-Way	Major Collector	2	0.62	0	0	0	1	1	1	Moderate
S MCRAE ST	0	Rural	Two-Way	Local	2	0.22	0	0	0	1	1	1	Moderate
MINNESOTA RD	0	Rural	Two-Way	Local	2	0.46	0	0	0	2	2	1	Moderate
MISSOURI RD	0	Rural	Two-Way	Local	2	0.99	0	0	0	1	1	1	Moderate
MISSOURI RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	1.47	0	0	0	2	2	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Major Collector	2	0.99	0	0	0	1	1	1	Moderate
MISSOURI RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
MINNESOTA RD	0	Rural	Two-Way	Local	2	0.60	0	0	0	1	1	1	Moderate
MISSOURI RD	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
E MONROE ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E MONROE ST	1	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
E MONROE ST	1	Rural	Two-Way	Local	2	0.19	0	0	0	1	1	1	Moderate
S MORRILL ST	0	Rural	Two-Way	Local	2	0.12	0	0	0	1	1	1	Moderate
E MONROE ST	1	Urban	Two-Way	Local	2	0.08	0	0	0	5	5	1	Moderate
E MONROE ST	1	Urban	Two-Way	Local	2	0.07	0	0	0	5	5	1	Moderate
E MONROE ST	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
E MONROE ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	1	Moderate
E MONROE ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	3	3	1	Moderate
E MONROE ST	1	Urban	Two-Way	Local	2	0.07	0	0	0	3	3	1	Moderate
E MONROE ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E MONROE ST	1	Suburban	Two-Way	Local	2	0.06	0	0	0	3	3	1	Moderate
N MORRILL ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
N MORRILL ST	0	Rural	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
ARIZONA RD	0	Rural	Two-Way	Minor Collector	2	1.05	0	0	0	1	1	1	Moderate
NEBRASKA RD SE	0	Rural	Two-Way	Local	2	0.11	0	0	0	2	2	1	Moderate
NEBRASKA RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
NEOSHO ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
NEOSHO ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
NEBRASKA RD	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
NEBRASKA RD	0	Rural	Two-Way	Local	2	1.01	0	0	0	2	2	1	Moderate
E NEOSHO ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E NEOSHO ST	0	Urban	Two-Way	Local	2	0.05	0	0	0	2	2	1	Moderate
E NEOSHO ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	1	Moderate
E NEOSHO ST	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
E NEOSHO ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	1	Moderate
NEBRASKA RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
NEBRASKA RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
NEW HAMPSHIRE RD	0	Rural	Two-Way	Local	2	0.42	0	0	0	1	1	1	Moderate
E NEOSHO ST	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
E NEOSHO ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E NEOSHO ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E NEOSHO ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E NEOSHO ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
NEVADA RD	0	Rural	Two-Way	Local	2	0.16	0	0	0	2	2	1	Moderate
NEW YORK ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate

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NEW YORK ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
CALIFORNIA RD	0	Rural	Two-Way	Minor Collector	2	1.00	0	0	0	1	1	1	Moderate
NORTH DAKOTA RD	0	Rural	Two-Way	Local	2	0.96	0	0	0	1	1	1	Moderate
NORTH DAKOTA RD	0	Rural	Two-Way	Local	2	0.93	0	0	0	1	1	1	Moderate
NORTH DAKOTA RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
NORTH ST	1	Suburban	Two-Way	Local	2	0.13	0	0	0	3	3	1	Moderate
NORTH ST	1	Suburban	Two-Way	Local	2	0.05	0	0	0	3	3	1	Moderate
NORTH ST	1	Suburban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
NORTH ST	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
NORTH ST	1	Urban	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
OREGON RD	0	Rural	Two-Way	Minor Collector	2	1.00	0	0	0	1	1	1	Moderate
OREGON RD	0	Rural	Two-Way	Minor Collector	2	1.01	0	0	0	1	1	1	Moderate
NORTHRUP AVE	1	Rural	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
NORTHRUP AVE	1	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
NORTH ST	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
NORTH ST	0	Urban	Two-Way	Local	2	0.10	0	0	0	3	3	1	Moderate
S OHIO ST	0	Rural	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
S OHIO ST	0	Urban	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
S OHIO ST	0	Urban	Two-Way	Local	2	0.09	0	0	0	1	1	1	Moderate
OHIO ST	0	Rural	Two-Way	Local	2	0.04	0	0	0	1	1	1	Moderate
OHIO ST	0	Rural	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
OHIO ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N OAK ST	1	Rural	Two-Way	Local	2	0.04	0	0	0	3	3	1	Moderate
N OAK ST	1	Rural	Two-Way	Local	2	0.13	0	0	0	4	4	1	Moderate
N OAK ST	1	Urban	Two-Way	Local	2	0.12	0	0	0	2	2	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Minor Collector	2	1.00	0	0	0	4	4	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Minor Collector	2	0.97	0	0	0	2	2	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Minor Collector	2	0.49	0	0	0	2	2	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Minor Collector	2	0.51	0	0	0	4	4	1	Moderate
S OAK ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	3	3	1	Moderate
S OAK ST	0	Urban	Two-Way	Local	2	0.09	0	0	0	1	1	1	Moderate
S OAK ST	0	Rural	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
S OAK ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
PARK AVE	0	Urban	Two-Way	Local	2	0.04	0	0	0	3	3	1	Moderate
PARK AVE	0	Urban	Two-Way	Local	2	0.16	0	0	0	4	4	1	Moderate
PARK AVE	0	Urban	Two-Way	Local	2	0.12	0	0	0	1	1	1	Moderate
S OSBORN ST	0	Rural	Two-Way	Local	2	0.11	0	0	0	1	1	1	Moderate
OREGON RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
OREGON RD	1	Suburban	Two-Way	Local	2	0.21	0	0	0	4	4	1	Moderate
DELAWARE RD	0	Rural	Two-Way	Minor Collector	2	0.97	0	0	0	1	1	1	Moderate
N OSBORN ST	0	Rural	Two-Way	Local	2	0.09	0	0	0	1	1	1	Moderate
N OSBORN ST	0	Rural	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
OSAGE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
OSAGE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
OSAGE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
OSAGE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
OSAGE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
OSAGE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
OSAGE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
OREGON RD	0	Rural	Two-Way	Local	2	1.02	0	0	0	1	1	1	Moderate
OREGON RD	0	Rural	Two-Way	Local	2	0.10	0	0	0	1	1	1	Moderate
W PINE ST	0	Rural	Two-Way	Local	2	0.17	0	0	0	1	1	1	Moderate
PRAIRIE DR	1	Suburban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
PRAIRIE LN	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
PRYOR ST	1	Rural	Two-Way	Local	2	0.04	0	0	0	1	1	1	Moderate
PRYOR ST	1	Rural	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
IOWA RD	0	Rural	Two-Way	Minor Collector	2	0.50	0	0	0	1	1	1	Moderate
IOWA RD	0	Rural	Two-Way	Minor Collector	2	1.00	0	0	0	1	1	1	Moderate
IOWA RD	0	Rural	Two-Way	Minor Collector	2	0.86	0	0	0	1	1	1	Moderate
IOWA RD	0	Rural	Two-Way	Minor Collector	2	0.13	0	0	0	1	1	1	Moderate
IOWA RD	0	Rural	Two-Way	Minor Collector	2	0.05	0	0	0	2	2	1	Moderate
IOWA RD	0	Rural	Two-Way	Minor Collector	2	0.06	0	0	0	2	2	1	Moderate
W PINE ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W PINE ST	0	Rural	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
W PINE ST	0	Rural	Two-Way	Local	2	0.09	0	0	0	1	1	1	Moderate
N PARK ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N PARK ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
W PATTERSON AVE	1	Suburban	Two-Way	Local	2	0.50	0	0	0	1	1	1	Moderate
N PINE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N PINE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
PEACH ST	1	Urban	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
PEACH ST	1	Urban	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
E ROCK ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E ROCK ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
E ROCK ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
RHODE ISLAND RD	1	Suburban	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
OREGON RD	0	Rural	Two-Way	Minor Collector	2	1.00	0	0	0	2	2	1	Moderate
SOUTH DAKOTA RD	0	Rural	Two-Way	Local	2	0.93	0	0	0	1	1	1	Moderate
SOUTH DAKOTA RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
SOUTH DAKOTA RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
SOUTH DAKOTA RD	0	Rural	Two-Way	Local	2	1.02	0	0	0	1	1	1	Moderate
E SPRUCE ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	2	2	1	Moderate
E SPRUCE ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	2	2	1	Moderate
E SPRUCE ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E SPRUCE ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E SPRUCE ST	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
E SPRUCE ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	1	Moderate
E SPRUCE ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	1	Moderate
E SPRUCE ST	0	Rural	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
E SPRUCE ST	0	Rural	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
E SPRUCE ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
SOUTH ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
SCOTT ST	0	Urban	Two-Way	Local	2	0.08	0	0	0	3	3	1	Moderate
SOUTH ST	0	Urban	Two-Way	Local	2	0.10	0	0	0	5	5	1	Moderate
SOUTH ST	0	Urban	Two-Way	Local	2	0.07	0	0	0	4	4	1	Moderate
SOUTH ST	0	Urban	Two-Way	Local	2	0.07	0	0	0	3	3	1	Moderate
SOUTH ST	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
SOUTH ST	0	Rural	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
E SPRUCE ST	0	Rural	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
E SPRUCE ST	0	Rural	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
E SPRUCE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
SOUTH DAKOTA RD	0	Rural	Two-Way	Local	2	0.49	0	0	0	1	1	1	Moderate
SOUTH DAKOTA RD	0	Rural	Two-Way	Local	2	0.45	0	0	0	1	1	1	Moderate
SOUTH DAKOTA RD	0	Rural	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
SOUTH DAKOTA RD	0	Rural	Two-Way	Local	2	1.01	0	0	0	3	3	1	Moderate
S TENNESSEE ST	0	Rural	Two-Way	Local	2	0.08	0	0	0	2	2	1	Moderate
N STANLEY ST	0	Rural	Two-Way	Local	2	0.08	0	1	0	2	6	1	Moderate
SUNFLOWER LN	0	Rural	Two-Way	Local	2	0.09	0	0	0	1	1	1	Moderate
SYCAMORE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
SYCAMORE ST	0	Rural	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
SYCAMORE ST	0	Rural	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
SYCAMORE ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
N SYCAMORE ST	1	Urban	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
N SYCAMORE ST	1	Urban	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
N SYCAMORE ST	0	Urban	Two-Way	Local	2	0.10	0	0	0	1	1	1	Moderate
N SYCAMORE ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	3	3	1	Moderate
N SYCAMORE ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	3	3	1	Moderate
N SYCAMORE ST	0	Urban	Two-Way	Local	2	0.10	0	0	0	2	2	1	Moderate
N SYCAMORE ST	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N SYCAMORE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N SYCAMORE ST	0	Rural	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
S TAYLOR ST	0	Rural	Two-Way	Local	2	0.14	0	0	0	1	1	1	Moderate
UTAH RD	0	Rural	Two-Way	Local	2	0.94	0	0	0	1	1	1	Moderate
UTAH RD	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
UTAH RD	0	Rural	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
UTAH RD	0	Rural	Two-Way	Local	2	0.98	0	0	0	1	1	1	Moderate
UTAH RD	0	Rural	Two-Way	Local	2	0.02	0	0	0	1	1	1	Moderate
UTAH RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
UTAH RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
UTAH RD	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
UTAH RD	0	Rural	Two-Way	Local	2	0.72	0	0	0	1	1	1	Moderate
N VERMONT ST	1	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
W VINE ST	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
W VINE ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W VINE ST	0	Urban	Two-Way	Local	2	0.07	0	0	0	4	4	1	Moderate
E VINE ST	0	Rural	Two-Way	Local	2	0.12	0	0	0	1	1	1	Moderate
E VINE ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	4	4	1	Moderate
E VINE ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	4	4	1	Moderate
N WALL ST	0	Rural	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
N WALNUT ST	1	Suburban	Two-Way	Local	2	0.14	0	0	0	1	1	1	Moderate
N WALNUT ST	1	Suburban	Two-Way	Local	2	0.11	0	0	0	1	1	1	Moderate
N WALNUT ST	1	Suburban	Two-Way	Local	2	0.18	0	0	0	1	1	1	Moderate
N WALNUT ST	1	Suburban	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
N WALNUT ST	1	Suburban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N WALNUT ST	1	Suburban	Two-Way	Local	2	0.11	0	0	0	1	1	1	Moderate
N WALNUT ST	1	Urban	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
N WALNUT ST	0	Urban	Two-Way	Local	2	0.10	0	0	0	2	2	1	Moderate
N WALNUT ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
N WALNUT ST	0	Urban	Two-Way	Local	2	0.07	0	0	0	2	2	1	Moderate
N WALNUT ST	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
TEXAS RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
TEXAS RD	0	Rural	Two-Way	Local	2	0.96	0	0	0	1	1	1	Moderate
S WASHINGTON AVE	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S WASHINGTON AVE	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N WASHINGTON AVE	1	Suburban	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
WEST ST	0	Urban	Two-Way	Local	2	0.07	0	0	0	4	4	1	Moderate
WEST ST	1	Suburban	Two-Way	Local	2	0.17	0	0	0	5	5	1	Moderate
WEST ST	1	Suburban	Two-Way	Local	2	0.05	0	0	0	3	3	1	Moderate
3800 ST	0	Rural	Two-Way	Minor Collector	2	1.00	0	0	0	1	1	1	Moderate
S WASHINGTON AVE	0	Rural	Two-Way	Local	2	0.16	0	0	0	1	1	1	Moderate
WHITE BLVD	1	Suburban	Two-Way	Local	2	0.03	0	0	0	2	2	1	Moderate
WHITE BLVD	1	Suburban	Two-Way	Local	2	0.03	0	0	0	2	2	1	Moderate
WHEELER	0	Rural	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
WHEELER	0	Rural	Two-Way	Local	2	0.09	0	0	0	1	1	1	Moderate
4600 ST	0	Rural	Two-Way	Minor Collector	2	1.00	0	0	0	1	1	1	Moderate
4600 ST	0	Rural	Two-Way	Minor Collector	2	0.19	0	0	0	3	3	1	Moderate
4600 ST	0	Rural	Two-Way	Minor Collector	2	1.00	0	0	0	1	1	1	Moderate
500 ST	0	Rural	Two-Way	Minor Collector	2	0.96	0	0	0	1	1	1	Moderate
ALASKA RD	0	Rural	Two-Way	Local	2	0.32	0	0	0	5	5	1	Moderate
1000TH ST	0	Rural	Two-Way	Local	2	0.41	0	0	0	5	5	1	Moderate
HAWAII RD	0	Rural	Two-Way	Major Collector	2	0.32	0	0	0	2	2	1	Moderate
2400 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
2400 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	2	2	1	Moderate
2400 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	2	2	1	Moderate
1600 ST	0	Rural	Two-Way	Major Collector	2	0.61	0	0	0	1	1	1	Moderate
1600 ST	0	Rural	Two-Way	Major Collector	2	0.79	0	0	0	2	2	1	Moderate
1600 ST	0	Rural	Two-Way	Major Collector	2	0.74	0	0	0	3	3	1	Moderate
1600 ST	0	Rural	Two-Way	Major Collector	2	0.06	0	0	0	4	4	1	Moderate
1600 ST	0	Rural	Two-Way	Major Collector	2	0.16	0	0	0	2	2	1	Moderate
1600 ST	0	Rural	Two-Way	Major Collector	2	0.04	0	0	0	3	3	1	Moderate
1600 ST	0	Rural	Two-Way	Major Collector	2	0.50	0	0	0	2	2	1	Moderate
1600 ST	0	Rural	Two-Way	Major Collector	2	0.51	0	0	0	2	2	1	Moderate
1600 ST	0	Rural	Two-Way	Major Collector	2	1.25	0	0	0	1	1	1	Moderate
4600 ST	0	Rural	Two-Way	Major Collector	2	0.99	0	0	0	1	1	1	Moderate
4600 ST	0	Rural	Two-Way	Major Collector	2	0.99	0	0	0	1	1	1	Moderate
MINNESOTA RD	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
MINNESOTA RD	0	Rural	Two-Way	Major Collector	2	0.06	0	0	0	2	2	1	Moderate
MINNESOTA RD	0	Rural	Two-Way	Major Collector	2	0.04	0	0	0	2	2	1	Moderate
MINNESOTA RD	0	Rural	Two-Way	Major Collector	2	0.95	0	0	0	1	1	1	Moderate
MINNESOTA RD	0	Rural	Two-Way	Major Collector	2	0.18	0	0	0	2	2	1	Moderate
MINNESOTA RD	0	Rural	Two-Way	Major Collector	2	1.01	0	0	0	1	1	1	Moderate
MINNESOTA RD	0	Rural	Two-Way	Major Collector	2	1.01	0	0	0	3	3	1	Moderate
ARIZONA RD	0	Rural	Two-Way	Major Collector	2	0.84	0	0	0	1	1	1	Moderate
RHODE ISLAND RD	0	Rural	Two-Way	Major Collector	2	0.97	0	0	0	1	1	1	Moderate
RHODE ISLAND RD	0	Rural	Two-Way	Major Collector	2	0.97	0	0	0	1	1	1	Moderate
RHODE ISLAND RD	0	Suburban	Two-Way	Major Collector	2	1.44	0	0	0	2	2	1	Moderate
NEBRASKA RD	0	Rural	Two-Way	Major Collector	2	0.98	0	0	0	2	2	1	Moderate
NEBRASKA RD	0	Rural	Two-Way	Major Collector	2	0.03	0	0	0	1	1	1	Moderate
NEBRASKA RD	0	Rural	Two-Way	Major Collector	2	0.02	0	0	0	1	1	1	Moderate
NEBRASKA RD	0	Rural	Two-Way	Major Collector	2	0.04	0	0	0	1	1	1	Moderate

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
NEBRASKA RD	0	Rural	Two-Way	Major Collector	2	0.63	0	0	0	1	1	1	Moderate
NEBRASKA RD	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	2	2	1	Moderate
NEBRASKA RD	0	Rural	Two-Way	Major Collector	2	0.97	0	0	0	1	1	1	Moderate
3400 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
3400 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	2	2	1	Moderate
3400 ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
ALABAMA RD	1	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	5	5	1	Moderate
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	0.49	0	0	0	3	3	1	Moderate
WEST VIRGINIA RD	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	2	2	1	Moderate
1100 ST	0	Rural	Two-Way	Major Collector	2	0.10	0	0	0	2	2	1	Moderate
1100 ST	0	Rural	Two-Way	Major Collector	2	0.43	0	0	0	2	2	1	Moderate
1100 ST	0	Rural	Two-Way	Major Collector	2	0.50	0	0	0	3	3	1	Moderate
1100 ST	0	Rural	Two-Way	Major Collector	2	0.77	0	0	0	1	1	1	Moderate
1100 ST	0	Rural	Two-Way	Major Collector	2	0.50	0	0	0	2	2	1	Moderate
1100 ST	0	Rural	Two-Way	Major Collector	2	0.17	0	0	0	2	2	1	Moderate
1100 ST	0	Rural	Two-Way	Major Collector	2	0.03	0	0	0	1	1	1	Moderate
1100 ST	0	Rural	Two-Way	Major Collector	2	0.18	0	0	0	1	1	1	Moderate
1100 ST	0	Rural	Two-Way	Major Collector	2	0.06	0	0	0	1	1	1	Moderate
1100 ST	0	Rural	Two-Way	Major Collector	2	0.06	0	0	0	2	2	1	Moderate
1100 ST	0	Rural	Two-Way	Major Collector	2	0.07	0	0	0	2	2	1	Moderate
1100 ST	0	Rural	Two-Way	Major Collector	2	0.06	0	0	0	1	1	1	Moderate
1100 ST	0	Rural	Two-Way	Major Collector	2	0.06	0	0	0	1	1	1	Moderate
1100 ST	0	Rural	Two-Way	Major Collector	2	0.06	0	0	0	1	1	1	Moderate
1100 ST	0	Rural	Two-Way	Major Collector	2	0.19	0	0	0	1	1	1	Moderate
1100 ST	0	Rural	Two-Way	Major Collector	2	0.79	0	0	0	1	1	1	Moderate
1100 ST	0	Rural	Two-Way	Major Collector	2	0.72	0	0	0	2	2	1	Moderate
1100 ST	0	Rural	Two-Way	Major Collector	2	1.23	0	0	0	10	10	1	Moderate
1100 ST	0	Rural	Two-Way	Major Collector	2	0.53	0	0	0	2	2	1	Moderate
NEBRASKA RD	0	Rural	Two-Way	Major Collector	2	0.02	0	0	0	2	2	1	Moderate
EAST ST	1	Suburban	Two-Way	Major Arterial	2	0.02	0	0	0	2	2	1	Moderate
1150 ST	0	Rural	Two-Way	Local	2	0.02	0	0	0	1	1	1	Moderate
1400 ST	0	Rural	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate

Appendix E

Countermeasures

COUNTERMEASURES for moving toward Vision Zero goals

Intersections

Roundabouts

Roundabouts can safely and efficiently move traffic. They reduce vehicle speed, provide entry yield control, and minimize conflict points.

Consistent Yellow & All-Red Timings

Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.

Improved Geometry

Positive offset of left turn lanes, skew elimination, or sight distance improvements can decrease the number of crashes in an intersection.

Improved Signal Phasing/ Timing Plans

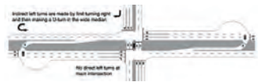
Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.

Reduced Conflict U-Turn (RCUT)

Cross-street traffic makes a right turn followed by a U-turn at a designated location—either signalized or unsignalized—to continue in the desired direction.

Median U-Turn (MUT)

Vehicles proceed through the main intersection, make a U-turn a short distance downstream, followed by a right turn at the main intersection.

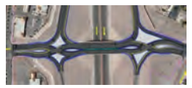


Turbo Roundabouts

Turbo roundabouts utilize different geometrics to address the conflicts associated with the common crash types in multilane roundabouts.

Diverging Diamond Interchange (DDI)

The crossing (or channelizing) of traffic on the crossroad to the left side between the ramp terminals is a variation of the diamond interchange.



Rectangular Rapid Flashing Beacon

Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.

Traffic Calming

Reduces vehicle speeds or volumes to improve quality of life by increasing the safety and comfort of walking and bicycling.

Backplates with Retroreflective Borders

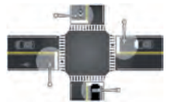
Backplates improve the visibility of a traffic signal with a controlled-contrast background. A 1-3 inch yellow retroreflective border makes it even more conspicuous.

Intersection Conflict Warning System

Drivers are informed of available gaps for turning or crossing. Vehicle detectors alert motorists of conflicting vehicles on an adjacent approach.

Street Lighting

At nighttime, lighting can be applied continuously along segments and at spot locations to increase visibility.



Flashing Beacons on Warning Signs

Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.

Dedicated Turn Lanes

Auxiliary turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.

Curves

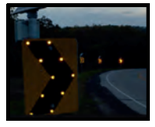
Advanced Warning Signs

Advanced warning signs around curves or other sight-limiting areas or where crash problems exist allow drivers time to make decisions based on changing conditions.

Install or Update Signage & Chevron Placement

Enhanced delineation and signage at horizontal curves can be implemented in advance of or within curves.

Speed Activated Flashers



Speed activated flashers on chevrons in a curve have shown huge decreases in crashes.

Retroreflective Strips on Signposts

Increasing the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increases viewability.

Superelevation Correction

Correcting and reshaping the roadway superelevation allows increased friction with the pavement.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Roadway Departures

Transverse Rumble Strips

Transverse rumble strips alert drivers to slow down, stop, or adjust to upcoming changes that may not be anticipated by an inattentive driver.

Clear Zones

These zones are unobstructed, traversable roadside areas that allow drivers to stop safely or regain control of a vehicle that has left the roadway.

High Friction Surface Treatment

Higher pavement friction helps motorists maintain better control in both wet and dry conditions.

Enhanced Signing & Delineation

Enhanced delineation treatments can alert drivers to upcoming curves, the direction and sharpness of the curve, and the appropriate operating speed.

Road Safety Audits (RSAs)

RSAs consider all road users, account for human factors and road user capabilities, are documented in a formal report, and require a formal response from the road owner.

6" Retroreflective Edgeline

Wider edge lines enhance the visibility of travel lane boundaries compared to traditional edge lines.

Flattening & Widening Foreslopes

Flattening and widening foreslopes allows a more recoverable slope and potentially can decrease the clear zone distance required.

Paved Shoulders

Paved shoulders allow better recovery for roadway departures and are often combined with edgeline rumble strips.

Median Barrier

Median barriers redirect vehicles striking either side of the barrier. They significantly reduce the number of cross-median crashes.

2' Paved Shoulder with Safety Edge

Eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.

6" Retroreflective Centerline

Wider centerlines enhance the visibility of travel lane boundaries compared to traditional edge lines.

On-Pavement Markings for Speed Control

Transverse pavement markings or chevrons placed progressively closer provide a visual illusion of increased speed causing drivers to slow down.

Post-Mounted Delineators

Improving curve delineations helps prevent roadway departures from the mainline pavement.

Improved Pavement Markings

Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.

Access Management

The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.

Longitudinal Rumble Strips

Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Pedestrians & Bicycles

Leading Pedestrian Intervals (LPI)

LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.

High-visibility Crosswalks

Patterns and reflective materials visible to both drivers and pedestrians from farther away, as well as lighting, signs, and pavement markings, improve visibility.

Vehicles Yield to Pedestrian Signage

Signage to increase driver awareness of high volume pedestrian movements works in a similar manner to LPIs.

Curb Extensions/Bulb Outs & Refuge Islands

These decrease the time pedestrians are in the roadway and increase pedestrian visibility.

Complete Streets/Designing for All Users

An approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people using them.

Pedestrian Crossing Signals

Pedestrians crossing signals allow traffic gaps to be forced by stopping traffic and allowing pedestrians to cross.

Raised Crosswalk/Raised Intersection/ Speed Table

These allow pedestrians to cross at grade with the sidewalk, reducing vehicle speeds and enhancing the pedestrian crossing environment.

Pedestrian Hybrid Beacons (PHB)

PHBs are traffic control devices that help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.

Multi-Use Paths

Shared-use paths supplement a system of on-road bike lanes, wide outside lanes, paved shoulders, and bike routes.

Shared Lane Markings

Sharrows are road markings that designate a space to be shared by both motorists and bicyclists.

Road Diet

A Road Diet reconfigures traditional four-lane undivided highways for improved safety, traffic calming, and better access for all road users.

Back-In Angle Parking

Back-in angle parking provides motorists with better vision of pedestrians, bicyclists, motor vehicles, and other road users as they exit a parking space and enter moving traffic.

Bike Lanes & Buffered Bike Lanes

Bike lanes can mitigate or prevent interactions between bicyclists and motor vehicles, and create a network of safer roadways for bicycling.

Bike Boulevards

Signs and pavement markings indicate that a roadway is intended as a shared, slow street, and reinforce the intention of priority for bicyclists along a given route.

Calibrated Bike Detection for Bike Lanes

Bicycle detection occurs either through the use of push buttons or by automated means. Inductive loop vehicle detection can be adjusted for bicycle metallic mass.

Access Control Through Medians

Management of the entry and exit points along a corridor can enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.

Cycle Tracks

Cycle tracks are bikeways that are at street level and use a variety of methods for physical protection from passing traffic.

Vulnerable Road User (VRU) Education

Share the Road programs aim to increase drivers' awareness of the rights of VRUs to improve the safety of all road users.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Improved ADA Accessibility

Curb Ramps

These provide access between the sidewalk and roadway for people using wheelchairs/wheeled devices and pedestrians with limited mobility.

Countdown Signals

These signals provide pedestrians with more information on the remaining crossing time.

Audible Pedestrian Signals

These devices provide auditory information to pedestrians who are blind or have low vision by signaling when it is safe to cross the roadway.

Education

Safe Routes to School (SRTS)

SRTS programs increase the amount of bicycling and walking to and from school while improving safety for children bicycling or walking to school.

Pedestrian Safety Zones

These zones target engineering, education, and enforcement measures to geographic areas and audiences where significant pedestrian crash problems exist.

Enforcement Communications & Outreach

Effective, high-visibility communications and outreach are an essential part of successful seat belt law High Visibility Enforcement programs.

Outreach Strategies for Low-Belt Use Groups

Communications and outreach directed at low-belt-use groups can be effective for targeted programs that support and are supported by enforcement.

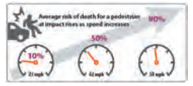
Enforcement

Reduce & Enforce Speed Limits

Reducing travel speeds increases reaction time for drivers and pedestrians to avoid crashes, as well as reduces the severity of pedestrian injuries when these crashes occur.

Communication & Outreach Supporting Enforcement

Effective, high-visibility communications and outreach are essential parts of successful speed and aggressive-driving enforcement programs.



High-Visibility Cell Phone/Text Messaging Enforcement

HVE can effectively deter cell phone use by increasing the perceived risk of a ticket.

Short Term, High-Visibility Seat Belt Law Enforcement

High-visibility seat belt law enforcement consists of short, intense, highly-publicized periods of increased enforcement using checkpoints, saturation patrols, or enforcement zones.

TRANSYSTEMS

Countermeasure	Description	CMF
Roadway Departure		
Advanced Warning Signs	Advanced warning signs around curves or other sight limiting areas or where crash problems exist all drivers more time to make decisions based on changing conditions.	0.65
Improved Pavement Markings	Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.	0.64-0.88 (6” edge line), 0.76 (4” edge line)
Longitudinal Rumble Strips	Longitudinal rumble strips are milled or raised elements on the pavement intended to alert drivers through vibration and sound that their vehicle has left the travel lane. They can be installed on the shoulder, edge line, or at or near the center line of an undivided roadway.	Varies
Transverse Rumble Strips	Transverse rumble strips are used to alert drivers of a need to slow down or stop, or to other upcoming changes that may not be anticipated by an inattentive driver. These rumble strips are placed in the travel lane perpendicular to the direction of travel.	0.66-0.73
Flattening and widening foreslopes	Flattening and widening foreslopes allows a more recoverable slope , and potentially can decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	Varies
2' paved shoulder with safety edge	The SafetyEdge^{SM} technology shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process. This safety practice eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability by reducing edge raveling of asphalt.	0.65 – 0.9

Relocating/Moving/shielding Fixed objects	Roadside Design Improvements to Provide for a Safe Recovery such as providing a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	0.56
Superelevation Correction	Correcting and reshaping the roadway superelvation to meet posted speed, or where crashes have occurred allows an increased friction with pavement.	Varies: Formula based
High Friction Surface Treatment	Pavement friction treatments, such as High Friction Surface Treatment (HFST), can be better targeted and result in more efficient and effective installations when using continuous pavement friction data along with crash and roadway data.	0.37
Post mounted delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers where the edge of shoulder is. This is also helpful at night.	0.72 – 0.82
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	.77 to .95
Reflective Strips on Posts	Retroreflective Strips on signposts increase the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increase viewability.	No yet determined

Countermeasure	Description	CMF
Intersection Related		
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	0.79
Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	0.86
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more conspicuous.	0.85
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	.6 (for LT) .75 (all)
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	.30 (for LT)
Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	0.9
Improved Geometry	Geometry improvements can have great effects on the safety of an intersection, positive offset of left turn lanes, Skew elimination, sight distance improvements all can have great effects on the number of crashes in the intersection.	Varies
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	0.4
Enhanced Stop Signs	Larger stop signs, use of flasher on sign or use of retroreflective markings to increase visibility of stop signs.	0.9

Countermeasure	Description	CMF
Vulnerable Road Users		
Rectangular Rapid Flashing Beacon	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	.53 (Ped)
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	.45 (Ped)
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	.92 (Ped)
Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	0.87
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	.11-.35 (Ped)
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	.60 (Ped)
Advance Yield or Stop markings	YIELD Here to Pedestrians" or "STOP Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk.	0.62 (Ped)
SRTS Program	The goal of Safe Routes to School programs is to increase the amount of bicycling and walking trips to and from school while simultaneously improving safety for children bicycling or walking to school.	***

Countermeasure	Description	NHTSA Star Rating
Unrestrained Occupant		
High Visibility Enforcement of Seatbelt	Both Short Term and Sustained Seat Belt Enforcement, including child passenger safety.	*****
Education Strategies	Employer based and Older Children programs.	***
Child Restraint Inspection Stations	Child Passenger Safety (CPS) Technician staffed Inspection Stations.	***

Countermeasure	Description	NHTSA Star Rating
Distracted Driving		
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.	Needs further evaluation
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

Countermeasure	Description	NHTSA Star Rating
Alcohol or Drug Related		
Enforcement of Drug and Alcohol Impaired Driving	Increased enforcement of impaired-driving laws can be a major factor in reducing impaired-driving deaths.	***
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

Appendix F

Project Sheets

1. U.S. 169
Allen County

Location:
U.S. 169 from Idaho Road to Hawaii Road (1.0 mile)

Project Images:

Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	2 Fatalities, 4 Serious Injuries
Description	Systemic Roadway Improvements, Location-Specific Improvements
Project Selection Criteria	Roadway Departure Emphasis Area, Crash Data Analysis, Stakeholder Input, Public Input
Short-Term Improvements	Centerline and Edge Rumble Strips, Add MUTCD Compliant Signage (W11-3)
Long-Term Improvements	Median Barriers, Lighting

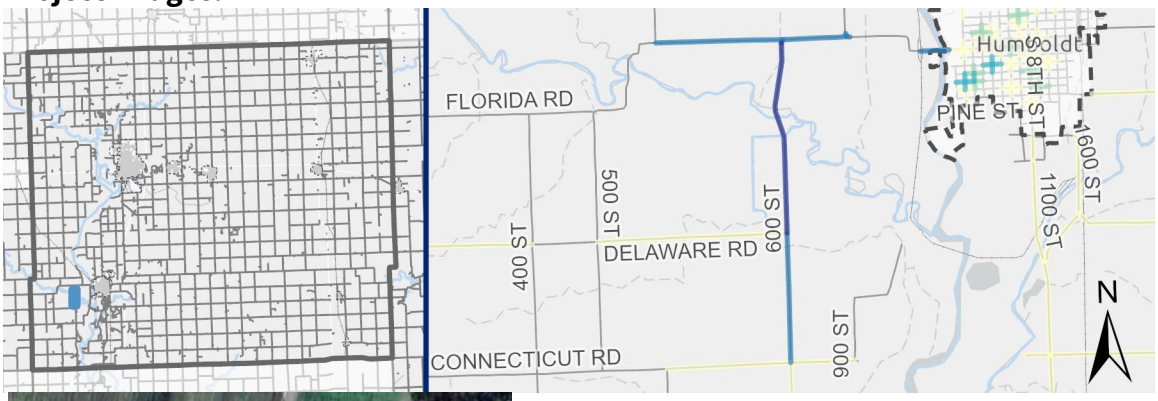
Project Cost:

Short-Term Improvements	$40,000
Long-Term Improvements	$455,000

2. 800th Street
Allen County

Location:
800th Street from Georgia Road to Connecticut Road (2.5 miles)

Project Images:



Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	3 Serious Injuries
Description	Systemic Roadway Improvements, Location-Specific Improvements
Project Selection Criteria	Horizontal Curve Adjacent, Roadway Departure Emphasis Area, Driver Distraction Emphasis Area, Crash Data Analysis
Short-Term Improvements	Enhanced Delineation for Horizontal Curves, Longitudinal Rumble Strips, Transverse Rumble Strips, Add MUTCD Compliant Signage (W11-3).
Long-Term Improvements	TBD

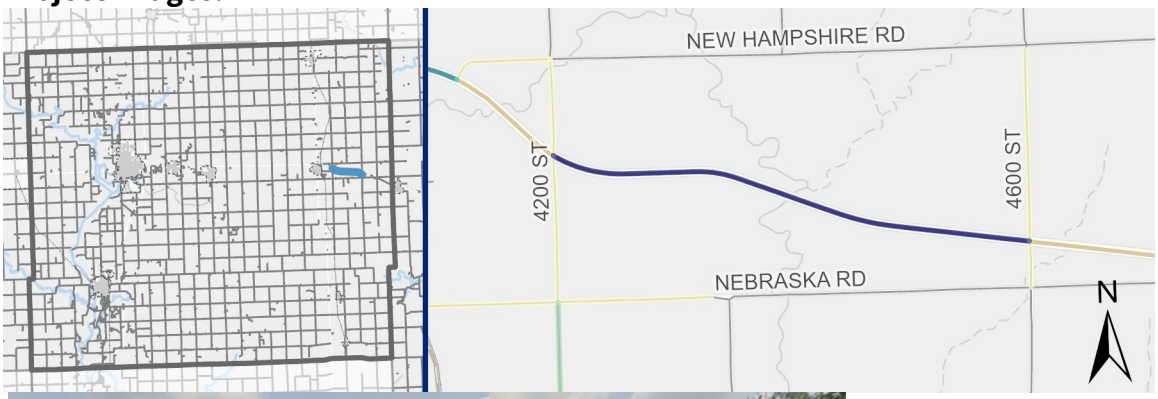
Project Cost:

Short-Term Improvements	$48,000
Long-Term Improvements	$ TBD

3. U.S. 54
Allen County

Location:
US 54 from 4200th St to 4600th St (2 miles)

Project Images:



Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	1 Fatality
Description	Systemic Roadway Improvements, Location-Specific Improvements
Project Selection Criteria	Roadway Departure Emphasis Area, Occupant Protection Emphasis Area, Speed Related Emphasis Area, Horizontal Curve Adjacent, Crash Data Analysis
Short-Term Improvements	Edge Line Rumble Strips, Enhanced Delineation for Horizonal Curves, Wider Edge Lines, Lighting, Reduced Speed Entering Curve, Transverse Rumble Strips
Long-Term Improvements	TBD

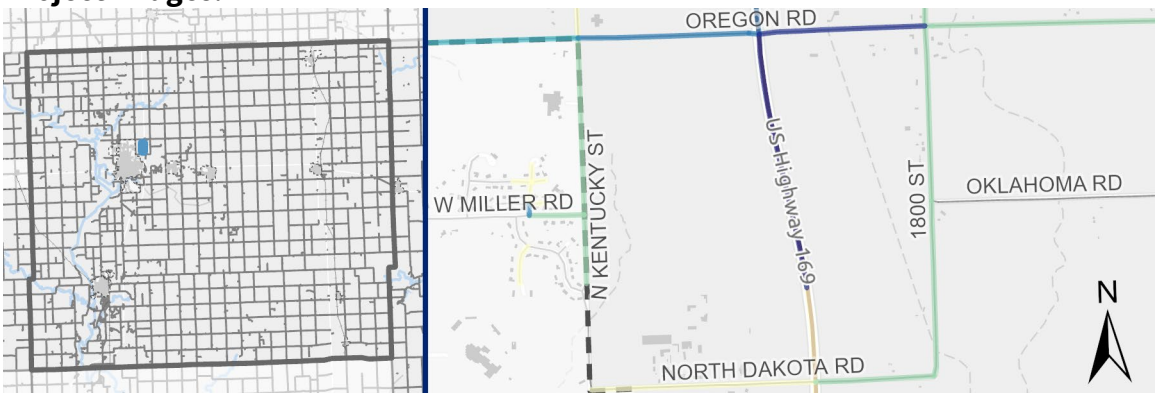
Project Cost:

Short-Term Improvements	$70,000
Long-Term Improvements	$ TBD

4. U.S. 169
Allen County

Location:
U.S. 169 from Oregon Road to 0.25 miles north of N Dakota Road (0.74 miles)

Project Images:



Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	1 Serious Injury
Description	Systemic Roadway Improvements, Location-Specific Improvements
Project Selection Criteria	Intersection Related, Heavy Vehicle Related, Crash Data Analysis, Stakeholder Input, Public Input
Short-Term Improvements	Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections, Add MUTCD Compliant Signage (W11-3).
Long-Term Improvements	TBD

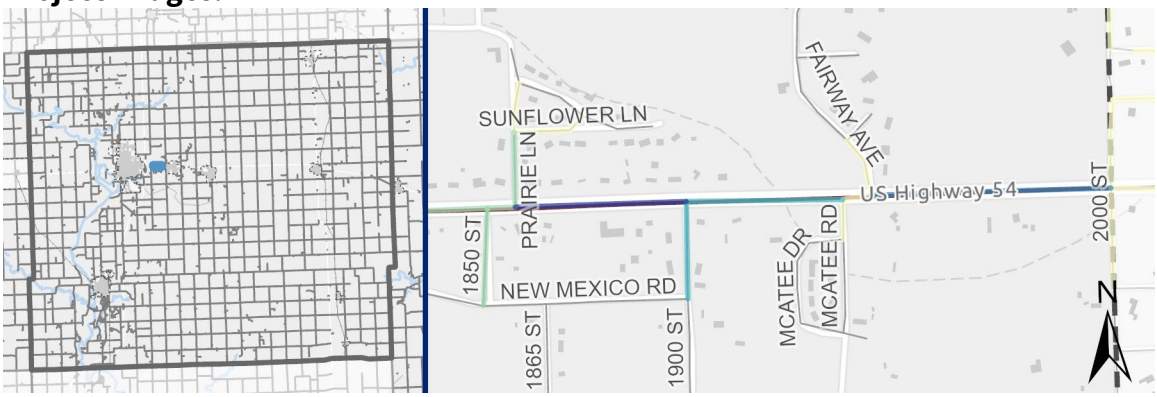
Project Cost:

Short-Term Improvements	$16,250
Long-Term Improvements	$ TBD

5. U.S. 54
Allen County

Location:
U.S. 54 from 1850th Street to 2000th Street (1 mile)

Project Images:



Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	2 Serious Injuries
Description	Systemic Roadway Improvements, Location-Specific Improvements
Project Selection Criteria	Pedestrian Related, Older Driver Emphasis Area, Teen Driver Emphasis Area, Crash Data Analysis, Stakeholder Input, Public Input
Short-Term Improvements	Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections, Add MUTCD Compliant Signage (W11-3).
Long-Term Improvements	TBD

Project Cost:

Short-Term Improvements	$16,250
Long-Term Improvements	$ TBD

6. 2200th Street
Allen County

Location:
2200th Street from U.S. 54 to Nebraska Road (1 mile)

Project Images:

Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	2 Serious Injuries
Description	Systemic Roadway Improvements, Location-Specific Improvements
Project Selection Criteria	Roadway Departure Emphasis Area, Impaired Driving Related, Crash Data Analysis, Stakeholder Input, Public Input
Short-Term Improvements	Longitudinal Rumble Strips and Stripes, Wider Edge Lines, Retroreflective Striping, Lighting
Long-Term Improvements	TBD

Project Cost:

Short-Term Improvements	$365,000
Long-Term Improvements	$ TBD

7. U.S. 54
Allen County

Location:
U.S. 54 from 2800th Street to S Monroe Avenue (1.65 miles)

Project Images:

Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	1 Serious Injury
Description	Systemic Roadway Improvements, Location-Specific Improvements
Project Selection Criteria	Motorcycle Related, Crash Data Analysis, Stakeholder Input, Public Input
Short-Term Improvements	Add MUTCD Compliant Signage (W11-3), Lighting
Long-Term Improvements	TBD

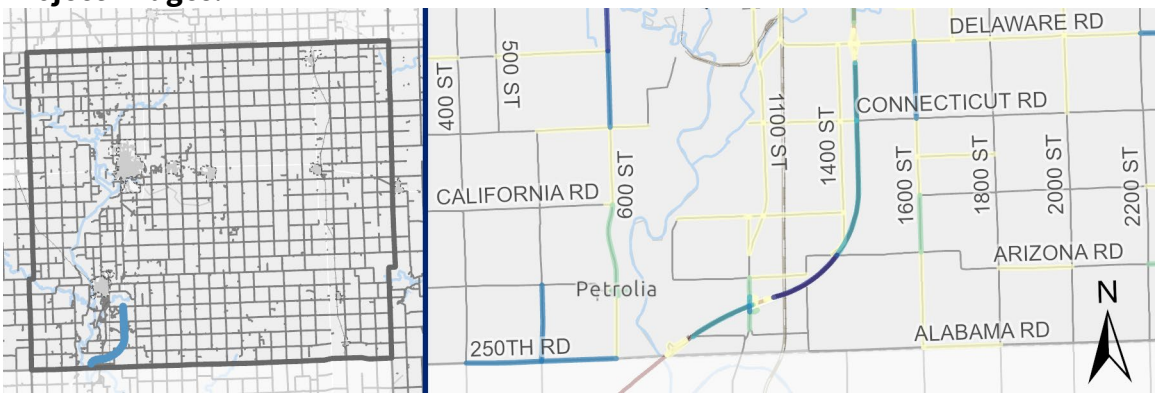
Project Cost:

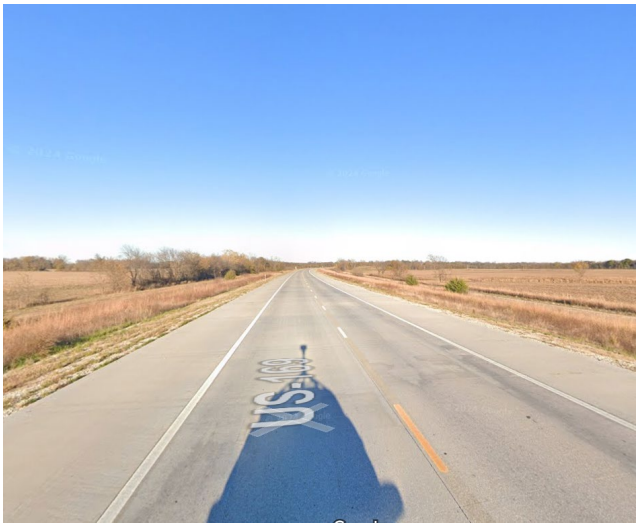
Short-Term Improvements	$365,000
Long-Term Improvements	$ TBD

8. U.S. 169
Allen County

Location:
U.S. 169 from Alaska Road to Delaware Road (4.8 miles)

Project Images:





Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	1 Serious Injury
Description	Systemic Roadway Improvements, Location-Specific Improvements
Project Selection Criteria	Crash Data Analysis, Stakeholder Input, Public Input
Short-Term Improvements	Add MUTCD Compliant Signage (W11-3), Lighting, Longitudinal Rumble Strips, enhanced delineation for horizontal curves
Long-Term Improvements	TBD

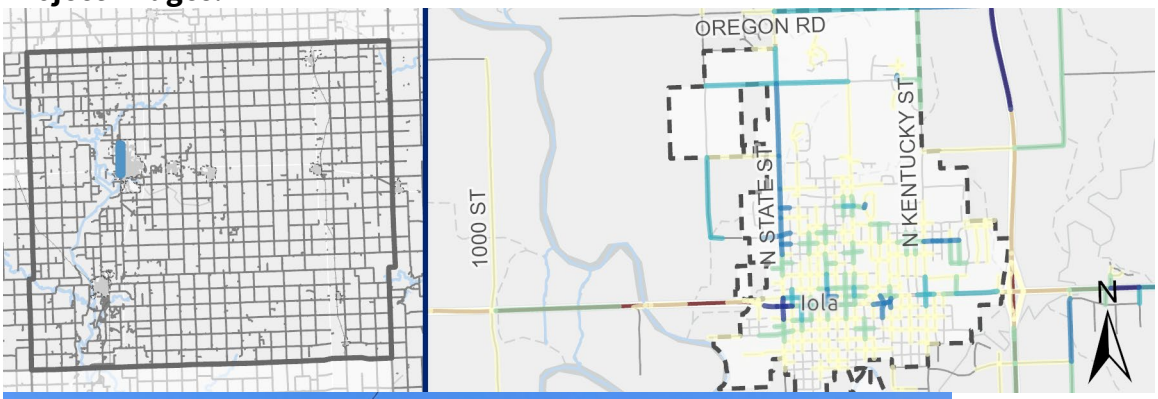
Project Cost:

Short-Term Improvements	$365,000
Long-Term Improvements	$ TBD

9. State Street
Allen County

Location:
State Street from Park Avenue to Austin Drive (2.4 miles)

Project Images:



Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	2 Serious Injuries
Description	Systemic Roadway Improvements, Location-Specific Improvements
Project Selection Criteria	Crash Data Analysis, Stakeholder Input, Public Input
Short-Term Improvements	Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections, Crosswalk Visibility Enhancements,
Long-Term Improvements	Road Safety Audit (RSA)

Project Cost:

Short-Term Improvements	$16,250
Long-Term Improvements	$ TBD

10. 1200th Street
Allen County

Location:
1200th Street from S Dakota Road to Rhode Island Road (1 mile)

Project Images:

Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	1 Serious Injury
Description	Systemic Roadway Improvements, Location-Specific Improvements
Project Selection Criteria	Roadway Departure Emphasis Area, Occupant Protection Emphasis Area, Distracted Driving Empasis Area, Crash Data Analysis
Short-Term Improvements	Lighting, roadway maintenance, Add MUTCD Compliant Signage (W11-3)
Long-Term Improvements	TBD

Project Cost:

Short-Term Improvements	$26,000
Long-Term Improvements	$TBD

Southeast Kansas Comprehensive Safety Action Plan: *Anderson County*

July 2025

Developed in partnership by:
Southeast Kansas Regional Planning Commission
Anderson County

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safe Streets and Roads for All (SS4A) Program

ACKNOWLEDGEMENTS

The Southeast Kansas Regional Planning Commission (SEKRPC) would like to acknowledge the valuable contribution of its member jurisdictions and project partners. Their active participation and input throughout the planning process were essential to developing the Comprehensive Safety Action Plan (CSAP). Additionally, the SEKRPC extends its gratitude to stakeholders, community organizations, and members of the public whose valuable feedback and insights guided the development of the plan to help meet the safety needs and priorities of the 12-county Southeast Kansas region.

Regional Partners
Southeast Kansas Regional Planning Commission
Allen County
Anderson County
Bourbon County
Cherokee County
Coffey County
Crawford County
Labette County
Linn County
Montgomery County
Neosho County
Wilson County
Woodson County

County Partners
Ethan Lickteig, Anderson County Road Supervisor
Wes McClain, Anderson County Sheriff

Consultant Team
Gannett Fleming TranSystems (GFT)
Kimley-Horn
Wilson & Company

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EXECUTIVE SUMMARY

Anderson County, in partnership with the Southeast Kansas Regional Planning Commission, developed a Comprehensive Safety Action Plan with the intent to improve transportation safety throughout the County across all modes of transportation. Projects and policies within the action plan build upon the Safe Systems Approach elements and principles. On XX/XX/20XX, the Anderson County Board of Commissioners adopted the Action Plan alongside a Vision Zero resolution to eliminate roadway fatalities throughout the County by 2050. The Action Plan emphasizes a data-driven, collaborative, and equitable approach to creating a safer transportation system for all road users. Key components of the Action Plan are outlined below. By incorporating these key components, the Action Plan outlines a comprehensive roadmap for achieving its ambitious goal of eliminating roadway fatalities.

1. ***Leadership Commitment and Goal Setting*** – Anderson County Board of Commissioners recognize the need for action to increase safety and to prevent deaths and injuries on Anderson County streets and committed to eliminating roadway fatalities and serious injuries by year 2050.
2. ***Planning Structure*** – A Safety Task Force was established to oversee the development, implementation, and monitoring of the Action Plan.
3. ***Engagement and Collaboration*** – Robust public engagement, including online surveys and stakeholder discussions, provided opportunities for the public to identify transportation safety issues and provide input on proposed solutions. Feedback was collected, analyzed, and incorporated into the Action Plan.
4. ***Equity Considerations*** – In addition to inclusive and representative engagement processes, the project team used USDOT tools to evaluate over-represented crash types in underserved communities.
5. ***Safety Analysis*** – A comprehensive safety analysis was conducted to identify high-crash locations and emphasis areas. Then, the Safety Task Force evaluated the results of the safety analysis alongside public comments.
6. ***Policy and Process Changes*** – Current policies and plans were reviewed, and then policy and process changes were recommended to improve safety.
7. ***Strategy and Project Selection*** – A comprehensive set of projects was prioritized based on data analysis and public input, including projects to address road safety emphasis areas.
8. ***Progress and Transparency*** – A process was established to measure progress over time, as the Action Plan is implemented and updated.

CHAPTER 1 | INTRODUCTION

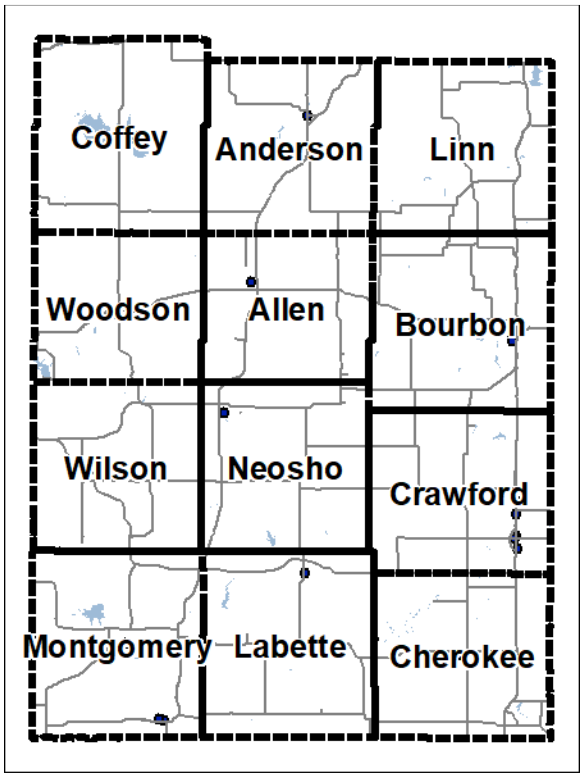
Roadway safety is an issue that impacts every person and every community in the United States. Every individual is exposed to risk on the roadway network whether a driver, passenger, transit user, bicyclist, or pedestrian. In the United States, roadway crashes account for large numbers of serious injuries and death. To combat this challenge, the U.S. Department of Transportation (USDOT) created the Safe Streets and Roads for All (SS4A) grant program to support safety initiatives designed to prevent roadway deaths and serious injuries.

The Southeast Kansas Regional Planning Commission (SEKRPC) was awarded a SS4A Planning grant to develop a Comprehensive Safety Action Plan (CSAP) for the 12-county region. A Comprehensive Safety Action Plan develops strategies to address the most significant transportation safety risks in a community with an emphasis on fatal and serious injury crashes.

In partnership with SEKRPC, a Comprehensive Safety Action Plan was developed for each county in the 12-county region: Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas. The 12-county study area is shown in **Figure 1**.

Over 44,000 crashes occurred in the Southeast Kansas region in the past 10 years. In particular, for this specific plan, **Anderson County experienced 1,986 crashes, including 19 fatal crashes and 299 injury crashes over that 10-year period.**

Figure 1 – Study Area



1.1 Commitment to Safety

SEKRPC and Anderson County recognize that one life lost is one too many and in response, developed a set of programs and projects to save lives and reduce transportation safety risks. This Safety Action Plan outlines a 10-year action plan detailing the strategies and next steps to achieve these safety objectives.

The success of this Safety Action Plan relies on the commitment and participation of all stakeholders in Anderson County and the Southeast Kansas region. Development of the Safety Action Plan fostered collaboration among the counties and cities in the 12-county region. By bringing together residents, local government, law enforcement, transportation authorities, school districts, and community organizations, collective expertise and resources were leveraged to implement targeted safety initiatives.

By working together, we can promote a culture of safety and work towards making our communities a safe place to live, work, and visit. The Safety Task Force assembled for this effort is dedicated to fostering collaboration, innovation, and a proactive approach to addressing safety issues and making a positive impact on Southeast Kansas.

1.2 Safe System Approach

The SS4A program supports the USDOT National Roadway Safety Strategy and Anderson County's goal of zero roadway deaths using a Safe System Approach. The SS4A program supports the development of a Safety Action Plan that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues.

The USDOT Safe System Approach is a comprehensive and proactive framework to reduce the number of fatalities and serious injuries on roadways. The Safe System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable and responsibility for roadway safety lies with multiple stakeholders.

Figure 2 – Safe Systems Approach

The Safe Systems Approach has key elements as shown in **Figure 2**. Layering these together creates redundancy so that if one component fails, the others are still in place to prevent severe outcomes. The five objectives for the Safe System Approach are:

- **Safer Roads:** Design and maintain roadway environments to mitigate human mistakes and account for injury tolerances, encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

- **Safer Speeds:** Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate mitigation measures such as roadway design, targeted education, outreach campaigns, and enforcement.

- **Safer Road Users:** Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed by promoting a safety awareness culture through various outlets.

- **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. Additionally, encouraging other safety actions such as seat belt use, proper child seats, and proper vehicle maintenance.

- **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.

Recommended policies and projects focus on these five proven objectives to create safer conditions for all roadway users.

1.3 Plan Organization

This Comprehensive Safety Action Plan is built on the following eight key components:

1. **Leadership Commitment and Goal Setting:** An official public commitment by a high-ranking official and/or governing body to an eventual goal of eliminating roadway fatalities and serious injuries.
2. **Planning Structure:** A committee, task force, implementation group, or similar body charged with oversight of the Safety Action Plan development, implementation, and monitoring.
3. **Engagement and Collaboration:** Robust engagement with the public and relevant stakeholders that allows for both community representation and feedback. Information received is analyzed and incorporated into the Safety Action Plan.
4. **Safety Analysis:** A comprehensive analysis of existing conditions, historical trends, and risk factors that provides a baseline level of fatal and serious injuries.
5. **Equity Considerations:** Plan development using inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners.
6. **Policy and Process Changes:** Assessment of current policies, plans, guidelines, and standards to identify opportunities to improve how processes prioritize transportation safety.
7. **Strategy and Project Selection:** Identification of a comprehensive set of projects and strategies shaped by data, equity considerations, public and stakeholder input, and best practices to address the safety issues identified in the Safety Action Plan.
8. **Progress and Transparency:** A method to measure progress over time after the Safety Action Plan is developed or updated.

1.4 Leadership Commitment and Goal Setting

Committing to zero roadway deaths is ambitious, and achieving this goal will be challenging for any community. Leadership from local officials on this issue is critically important, as leadership sets the tone for the organization and the community. Elected leadership can steer the course of policy and secure the resources necessary to implement the safety strategies. The commitment of elected leadership can also result in new local regulations, legislative support at the state or federal level, and better enforcement of existing laws.

Through participation in the planning process facilitated by SEKRPC, Anderson County's vision and goals are rooted in Vision Zero elements and the Safe System Approach. The resulting plan enhances safety outcomes, with the eventual goal of zero deaths across the Anderson County transportation network by 2050. Anderson County's commitment to this goal is demonstrated by the resolution passed by the Anderson County Commission. The resolution is included in **APPENDIX A.**

Vision

Anderson County envisions the development of comprehensive transportation infrastructure that meets the needs of all residents through transportation improvements, education, and community collaboration with a goal of zero traffic deaths and serious injuries.

Goals

Anderson County is committed to reducing the risk of a fatal or serious injury to all road users. The goals established and facilitated through this plan support this vision:

- Adopt and implement the Vision Zero Resolution to eliminate all fatality and serious injury crashes by 2050.
- Utilize a comprehensive data driven approach to address factors contributing to traffic crashes.
- Engage stakeholders, monitor progress, and allocate resources to ensure meaningful progress toward achieving the vision.

1.5 Planning Structure

SEKRPC received a SS4A Planning grant and facilitated the development of a Safety Action Plan for each county in the 12-county region: Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas.

The Southeast Kansas vision, goals, and recommendations were identified and prioritized through coordination with a regional Safety Task Force with representatives from each county. The Safety Task Force was charged with oversight of plan development, implementation, and monitoring. Follow-up meetings were also held with each county to facilitate more detailed discussions.

Safety Task Force

The Safety Task Force was a regional working group consisting of county staff, law enforcement, and school district representatives. Safety Task Force members served as representatives of their community to validate information and data, provide insight on potential focus areas, discuss safety strategies, and serve as community champions. The Safety Task Force played an integral role in the process by participating in a series of stakeholder meetings and directly informing the development of the Safety Action Plans. Members invited to participate in the Safety Task Force are identified in **APPENDIX A**.

Expanded Stakeholder List

Due to the regional nature of the study, an expanded stakeholder list of over 300 organizations was also engaged through an online survey to provide additional input to the Safety Task Force. The expanded stakeholder list included additional city staff, emergency services, school districts, healthcare organizations, public transportation providers, business organizations, and transportation advocacy groups. Organizations in the expanded stakeholder list are also identified in **APPENDIX D**.

CHAPTER 2 | ENGAGEMENT AND COLLABORATION

The Safety Action Plan included a robust engagement plan with the public and stakeholders that allowed for community representation and feedback. The plan used input from the engagement process to inform development of the plan.

2.1 Community Engagement Plan

The Community Engagement Plan in **APPENDIX D** was prepared as a guide to obtain meaningful input from study partners, community organizations, residents, and employees impacted by the transportation system. The Community Engagement Plan focused on the entire 12-county region but also provided flexibility to identify engagement needs specific to each county. Three primary opportunities to obtain project public input were provided:

1. **Information and Communications:** The project team communicated information regarding the study background, process, methods, schedule, key messages, and project updates.
2. **Stakeholder Input:** The project team facilitated meetings with community leaders, elected and appointed officials, government staff, and other stakeholder groups to inform recommendations.
3. **Community Outreach:** The project informed, educated, and engaged with community members with the intent of providing an interactive dialogue for input throughout the study.

2.1.1 Key Audiences

Many stakeholders were engaged in the process to provide a comprehensive perspective on the Safe Systems Approach and share unique insights for understanding transportation safety needs in Southeast Kansas. Residents, employees, and businesses provided insights into local transportation challenges, while local governments and school districts ensured alignment with community needs. First responders shared critical knowledge of safety risks and emergency response. Regional and state agencies contributed broader expertise and guidance to address transportation safety issues.

Key audiences in the 12-county Southeast Kansas region that provided input for the plan included:

- Residents, employees, and businesses
- Governmental units (county staff, city staff, school districts, elected officials)
- First responders (law enforcement, fire departments, emergency management, healthcare services)
- Community organizations (business organizations, transportation advocacy groups)
- Regional or statewide agencies (SEKRPC, KDOT, public transportation providers)

2.1.2 Community Engagement Methods

A variety of community engagement methods were utilized to promote meaningful involvement and gather input from stakeholders and the public. Targeted stakeholder discussions and Safety Task Force meetings provided expert insights and shaped the plan development, while surveys and public open-house meetings offered opportunities for community members to highlight safety concerns and share feedback.

These approaches promoted inclusive participation, enhanced understanding of regional safety issues, and fostered collaboration in developing effective solutions.

- **Project Update Meetings:** Project updates were shared in-person and virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.

- **Stakeholder Meetings:** Three Safety Task Force meetings were held to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings were held in a hybrid format with both in-person and virtual attendance options.
- **Public Meetings:** One in-person open house style meeting was held within each county to inform the public of the study's progress, gather input regarding safety needs, and share features of the proposed plan.
- **Public Survey:** An online survey was distributed that allowed respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information was collected to monitor responses by location and socioeconomic characteristics.
- **Public Comments:** Public comments were compiled from meetings, online surveys, phone calls, and face-to-face conversations and incorporated into the plan.
- **Public Information:** Announcements for news media, websites, and social media outlets were provided to SEKRPC, the Safety Task Force, and the expanded stakeholder list for distribution.

2.2 Safety Task Force Meetings

The Safety Task Force participated in three meetings throughout the process to review crash data and help identify safety needs in the region. Safety Task Force members played an integral role in confirming challenges and opportunities, which directly influenced plan recommendations to align with the safety vision for the Southeast Kansas region. Meeting summaries are included in **APPENDIX F**.

Safety Task Force Meeting #1

Safety Task Force Meeting #1 was held in October 2024 to introduce the planning effort and the Safe Systems Approach, review crash data, and discuss safety concerns and potential solutions. The meeting also included an initial discussion of emphasis areas to provide direction for the planning process.

During the meeting, an interactive survey was conducted to better understand community needs. After crash data trends were presented, participants had an opportunity to select their top three emphasis areas for developing safety solutions. Based on this initial input, the selected emphasis areas were *roadway departures*, *distracted driving*, and *unrestrained occupants*. These stakeholder-selected areas helped provide focused direction for the planning process.

In addition to specific locations noted in **APPENDIX F**, participants also noted the following concerns:

- **Seatbelt Usage:** In Linn County, a SAFE (Seatbelts Are For Everyone) program began after students were involved in a fatal crash. This tragic event highlighted the need for enhanced education around seatbelt usage. *Anderson County has two schools involved in the SAFE Program as of 2024-2025.*
- **Distracted Driving:** Concerns were raised about distracted driving and cell phone use, including its prevalence among older adults.
- **Road Access and Truck Traffic:** Discussion highlighted the need for improved hard surface roads to medical centers and major employers, particularly areas with newly constructed or planned facilities.

- **Speeding on Gravel Roads:** Concerns were expressed about drivers traveling higher speeds on gravel roads and underestimating road conditions.

The following areas were potential solutions identified by stakeholders for improving roadway safety:

- **Driver Education Enhancements:** Online driver education programs and other similar initiatives that emphasize navigating unpaved roads and unmarked intersections.
- **Behavioral Interventions:** Increase citations to encourage safer driving behaviors and address misconceptions, such as the dangers of driving under the influence of marijuana.
- **Infrastructure Improvements:** Implement measures like road edging and clearing line-of-sight obstructions to improve visibility and reduce crashes.
- **Speed Management:** Lower speed limits on gravel roads to enhance safety.

Safety Task Force Meeting #2

Safety Task Force Meeting #2 was held in November 2024 to re-visit key emphasis areas and discuss proven effective countermeasures to address the emphasis areas. Based on crash patterns and a review of public input to date, the Safety Task Force built consensus around *roadway departures*, *intersection-related crashes*, and *unrestrained occupants* as the refined top emphasis areas. Other identified areas that would receive consideration were vulnerable road users (VRU), distracted driving, and alcohol or drug-related crashes.

In addition to specific locations noted in **APPENDIX F**, an interactive survey allowed participants to discuss how potential countermeasures could be integrated into their communities to address the emphasis areas:

- **Roadway Departure:** Preferred improvements included 2-foot shoulder, edgeline treatment, and removing fixed objects in the clear zone.
- **Intersections**: Preferred improvements for unsignalized improvements included retroreflective strips on warning signs, street lighting, dedicated turn signals, and roundabout designs for both passenger vehicles and trucks. Overhead lighting was emphasized as a cost-effective option due to franchise agreements with electric companies (as applicable).
- **Unrestrained Occupant:** Strategies discussed included behavior-changing programs, enforcement campaigns, and outreach, including targeting specific groups such as school age children or farmers.
- **Distracted Driving:** Strategies discussed included high-visibility cell phone/texting enforcement and targeted communications.
- **Vulnerable Road Users:** Preferred strategies for pedestrian improvements included high visibility crosswalks, raised crosswalks, curb extensions, and refugee islands. Bicycle improvements included multi-use paths, cycle tracks, and buffered bike lanes. Discussion also included challenges in school zones and strong support for Safe Routes to School programs.

Safety Task Force Meeting #3

Safety Task Force Meeting #3 was held in April 2025 to revisit the crash data analysis and public engagement efforts that have taken place so far and discuss example project recommendations and potential countermeasures. Safety projects at specific locations were shown for *roadway departures*, *signalized intersections, unsignalized intersections,* and *vulnerable road users.* Programs, policies, and potential actions were also described to address education related to speeding, pedestrian and

bicycle travel, and distracted driving. Steps to implement Vision Zero, and potential funding opportunities for implementation were discussed as well.

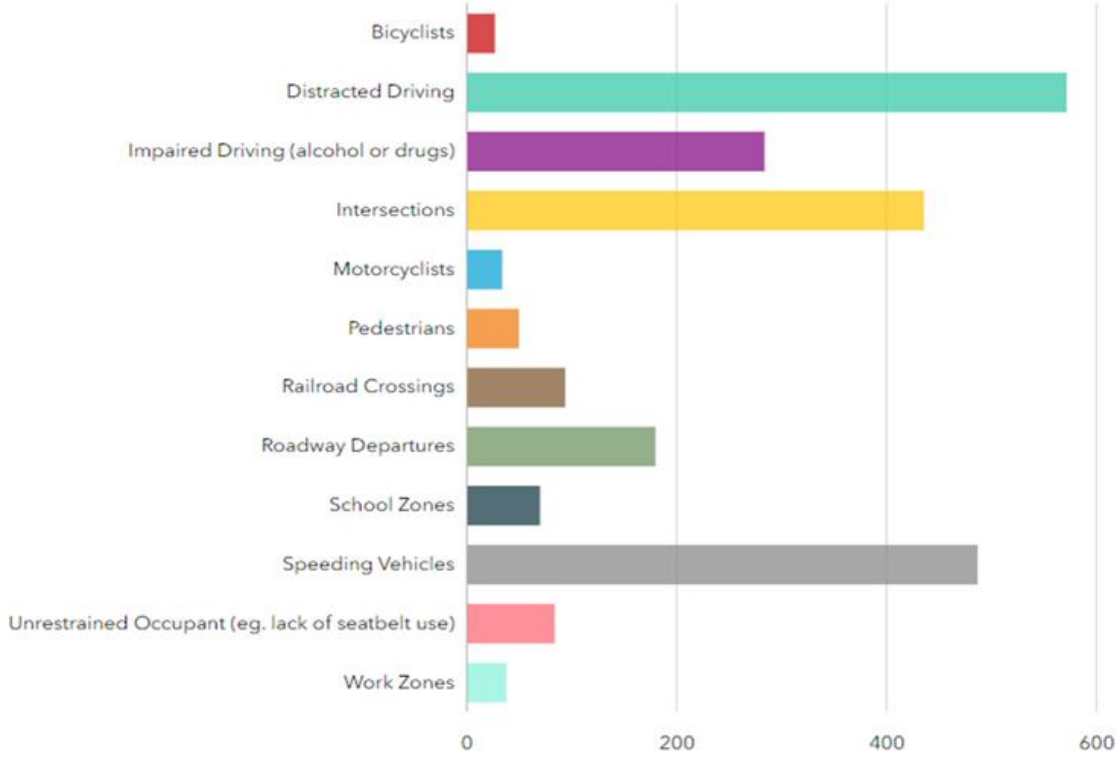
2.3 Public Survey

To gather greater community input, an online public survey was distributed throughout the 12-county region and available from October 2024 to April 2025 – including distribution to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region and specific jurisdictions. A detailed breakdown of the survey results is included in **APPENDIX E**.

Regional survey responses regarding the biggest road safety concerns are provided as **Figure 3**. Top responses include infrastructure issues and driver behavior concerns.

- Within Anderson County, survey responses generally align with regional concerns; top concerns in Anderson County include unrestrained occupants, distracted driving, impaired driving, and speeding vehicles.
- The safety improvements which are most important to Anderson County residents include accessible infrastructure, infrastructure maintenance, emergency response, and sidewalks.

Figure 3 – Biggest Road Safety Concerns (12-County Region)



2.4 Public Meeting

An open house public meeting was held in each county to share project information and gather feedback from the public. Feedback was collected through multiple methods, including comment cards, an interactive mapping activity, and conversations with attendees. The public meeting in Anderson County was held on April 7, 2025, in the Anderson County Board of Commissioners chambers. During the public meeting, commissioners noted several locations that were in need of

infrastructure improvements. Specifically, US-169 from Garnett to Chanute was called out due to the high truck traffic, challenges passing, and the number of roadway departures.

CHAPTER 3 | SAFETY ANALYSIS

3.1 Background

Southeast Kansas is a region characterized by a mix of rural landscapes, small towns, and urban centers, playing a critical role in the state's economy through agriculture, manufacturing, and transportation. The region is served by a network of highways, including eight U.S. Routes and many state routes, to facilitate the movement of people and goods across the region and beyond. These corridors provide vital connections between many of the larger communities in Southeast Kansas that offer major employment centers, agricultural markets, and growing industrial facilities. The network of city and county roadways, which includes both paved and unpaved roadways, then facilitates local connections to specific destinations.

Due to this context of a primarily rural region with interspersed activity centers, Southeast Kansas faces unique transportation challenges. These include addressing safety concerns at intersections on high-speed corridors, managing increased freight activity, and improving rural roadway conditions. Regional safety analysis and emphasis areas are provided as **APPENDIX C**.

3.2 Crash Analysis

The most recent 10 years of crash data (2014-2023) was analyzed to evaluate crash trends within the Southeast Kansas region and Anderson County. The crash analysis includes a hotspot analysis to identify where crashes are occurring but also reviews trends and emphasis areas to identify high-risk roadway characteristics. This approach allows the Safety Action Plan to offer a proactive approach to systemic issues that may affect the greater roadway network.

Within the crash data, crash severity is categorized using an injury scale that includes property damage only (PDO), possible injury, minor injury, serious injury, and fatal. To focus on the Vision Zero goal in Southeast Kansas, the crash analysis primarily focuses on the most severe crashes that result in serious injuries and/or fatalities.

Equity Analysis

Equity is a concept that centers on the idea of fairness and justice. Advancing the Vision Zero goal of eliminating severe and fatal crashes requires providing safe transportation options that meet the needs of all community members. Therefore, the regional equity analysis identifies any populations within Areas of Persistent Poverty (APP), as identified by USDOT, to understand the implications of any safety risk disparities in the community. Note that there are no APP census tracts in Anderson County. Therefore, for this plan, there is no comparison between APP and non-APP census tracts provided.

Crash Trend Analysis

A trend analysis was conducted to identify emphasis areas and a spatial analysis was conducted to identify high-crash locations. Identifying these high-risk areas facilitated the development of effective safety countermeasures, targeted interventions, and strategic resource allocation to improve safety throughout Anderson County. The trend of all crash frequency (including PDO crashes) over time is provided as **Table 1**. The trend of fatal and injury crash frequency over time is provided as **Figure 4**. A heat map of all crashes (including PDO crashes) is provided as **Figure 5**.

Table 1 – Anderson County Crash Frequency by Severity and Year (All Crashes)

Year	Fatal	Serious Injury	Injury	PDO	Total
2014	2	4	28	157	191
2015	2	3	26	162	193
2016	2	3	22	155	182
2017	6	2	36	192	236
2018	3	2	25	187	217
2019	0	6	28	178	212
2020	2	8	32	152	194
2021	1	4	21	174	200
2022	1	4	20	167	192
2023	0	4	21	144	169
Total	19	40	259	1668	1986
Annual Average	1.9	4	25.9	166.8	198.6

Figure 4 – Anderson County Crash Frequency by Severity and Year (Fatal and Injury Crashes)

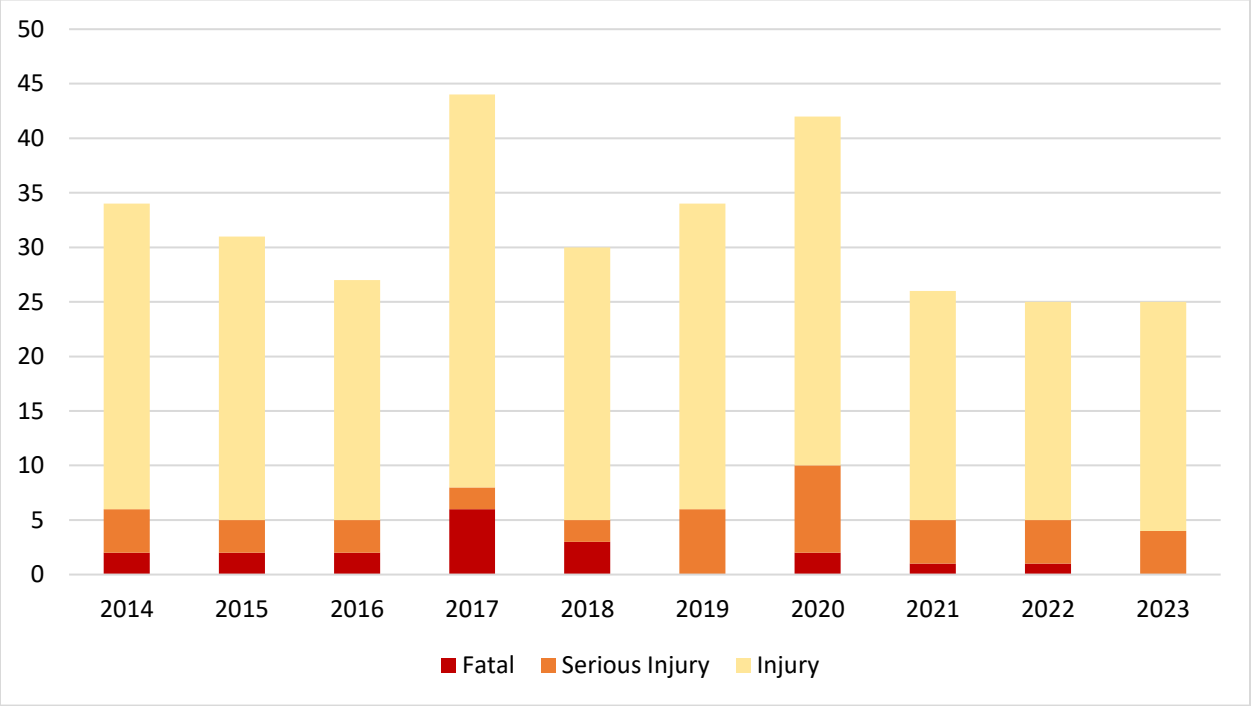
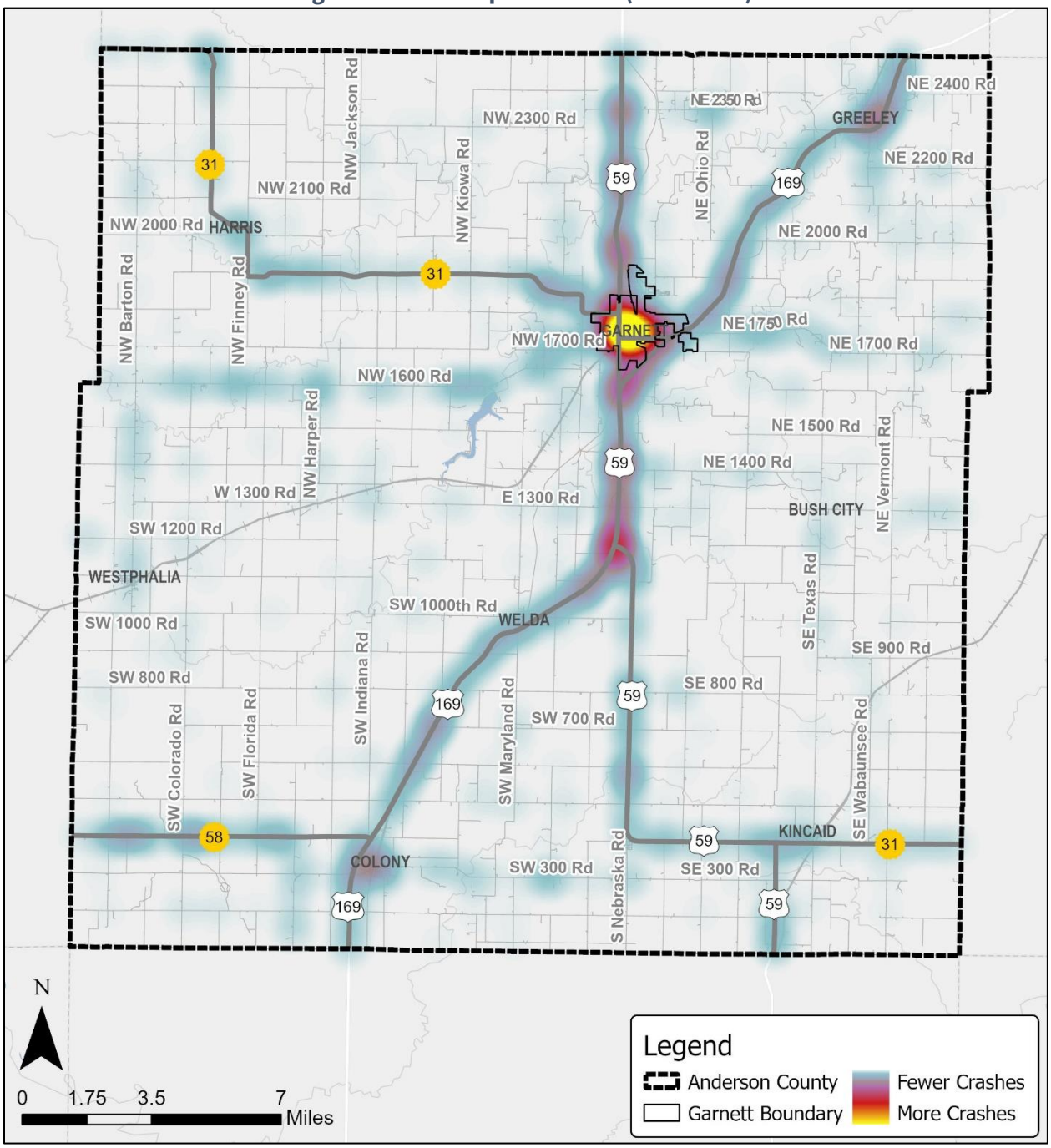


Figure 5 – Heat Map of Crashes (2014-2023)



Note: includes all crash severities.

3.3 Network Screening

Emphasis Areas

Emphasis areas help prioritize efforts and resources toward specific areas with the highest risk and greatest potential for improvement. By focusing on these areas, decisions makers can address the most pressing issues, such as intersections with high crash rates or corridors with frequent speeding violations, leading to a more effective and targeted safety strategy. Additionally, emphasis areas provide a clear framework for measuring the success of road safety strategies, allowing for data-driven decision-making and continuous improvement in crash prevention.

Emphasis areas are the focal points around which safety recommendations are built, thus providing the biggest impacts to preventing crashes. Some emphasis areas are more focused on engineering design-related solutions (location or systemic-based crashes) while others rely on changing the behaviors associated with the crashes often using enforcement, education, and/or emergency response.

Emphasis areas were determined based on crash data analysis, input from the Safety Task Force (STF), and public survey results. A summary of STF and public input is provided in the previous chapter. Fatal and serious injury crash history, categorized by emphasis area, are provided as **Figure 6**. The top three infrastructure emphasis areas and behavioral emphasis areas are provided below.

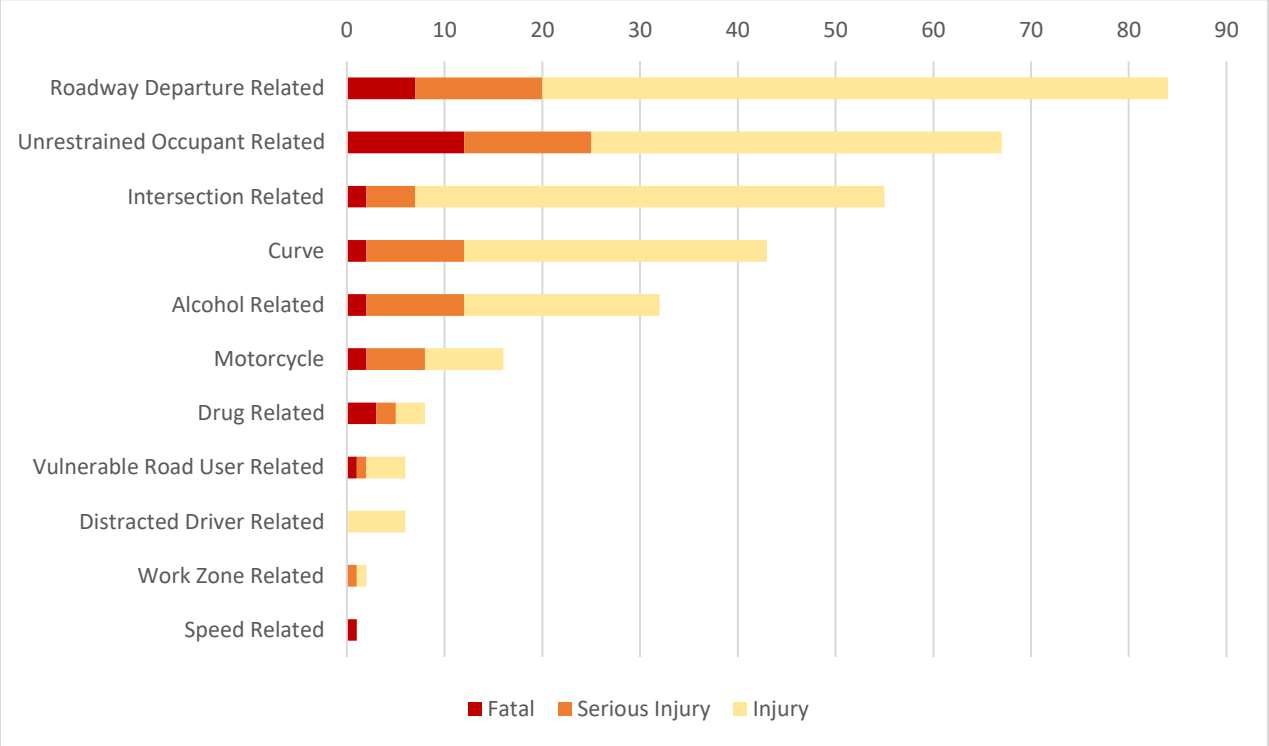
Infrastructure Emphasis Areas:

- Roadway departure
- Intersection-related
- Curve-related

Driver Behavior Emphasis Areas:

- Unrestrained Occupant
- Alcohol-related (Impaired Driving)
- Motorcycle

Figure 6 – Number of Fatal / Serious Injury Crashes in Anderson County by Emphasis Area (2014-2023)

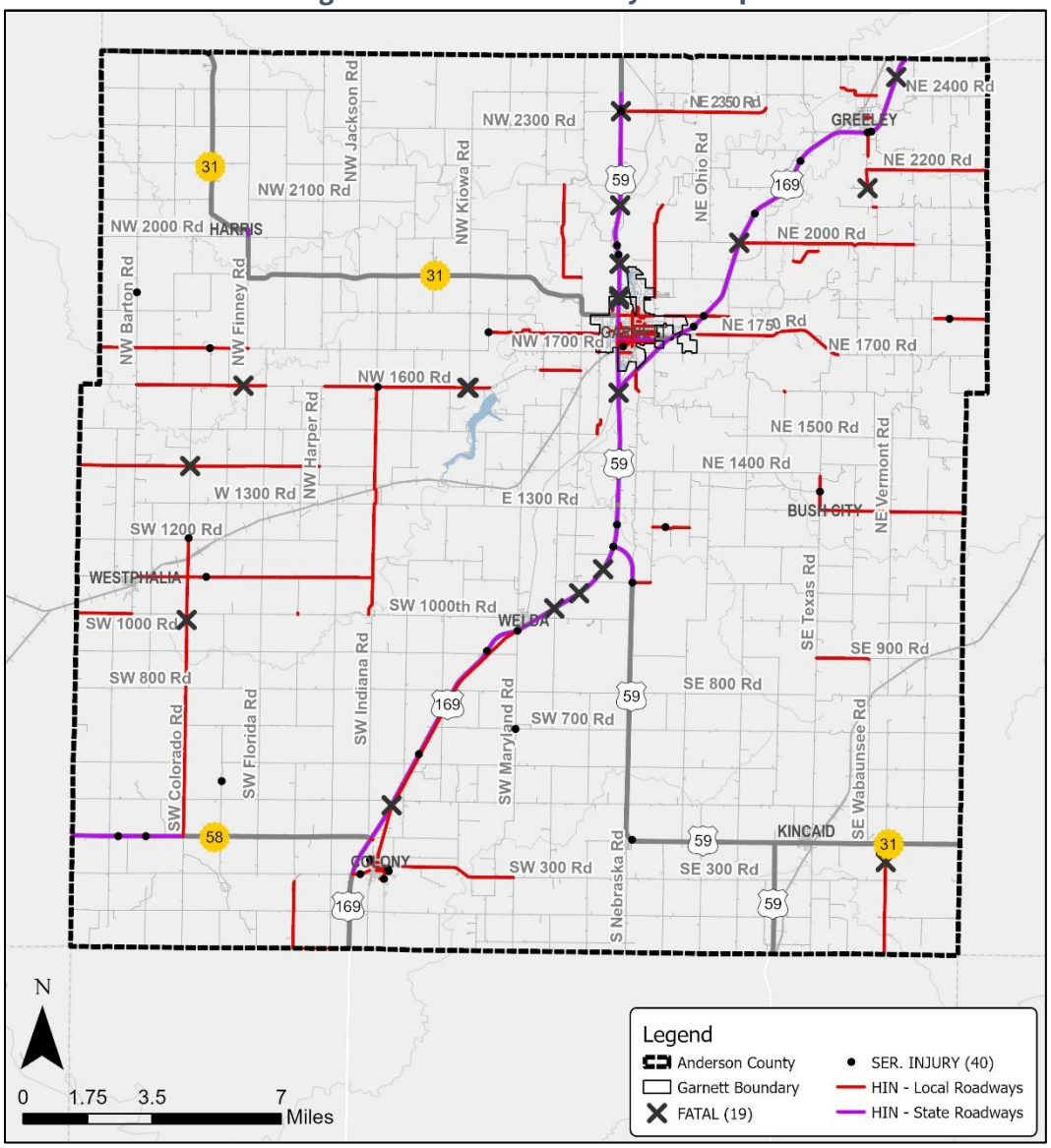


High-Crash Locations

All public roadways within Anderson County (without regard to ownership) were reviewed through a network screening process to develop a High-Injury Network (HIN). A HIN is a geospatially defined subset of roadways which account for a large percentage of crashes. Crashes were spatially joined to individual roadway segments. Equivalent Property Damage Only crashes (EPDO) was selected as the key indicator because EPDO functions as a relative severity index, which accounts for the severity and frequency of crashes. Road segments with a high EPDO per mile report high-severity crashes, a large number of crashes, or some combination. Iterative sensitivity testing was performed to define an EPDO threshold which captures high-crash segments on a small minority of roadway miles. A separate EPDO threshold was assigned based on road owner: state or local. A HIN map is provided as **Figure 7**.

- For local roads, the HIN was defined by EPDO per centerline mile greater than 10. The local HIN is the top 13% highest crash roads, which account for 94% of crashes.
- For state roads, the HIN was defined by EPDO per centerline mile greater than 60. The state HIN is the top 13% highest crash roads, which account for 91% of crashes.

Figure 7 – Anderson County HIN Map



CHAPTER 4 | SAFETY STRATEGIES AND PROJECTS

By understanding the priority emphasis areas for the Southeast Kansas region, and using the Safe System Approach as a framework, safety strategies can be identified to help reduce crashes and decrease crash severity.

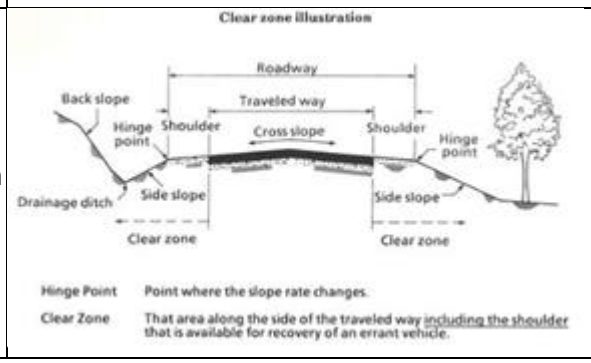
The previous chapter documented locations and emphasis areas within potential for safety improvements within Anderson County – based on a detailed analysis of historical crash data and input from County stakeholders and the public. This chapter provides a discussion of countermeasures, or a "menu" of strategies that can be applied proactively throughout the County, as well as targeted safety projects at specific high-crash locations where safety improvements are needed most.

4.1 Safety Countermeasures

Using national best practices, FHWA and the National Highway Traffic Safety Administration (NHTSA) have developed a series of data-driven, proven safety countermeasures. Countermeasures to address the top emphasis areas in Southeast Kansas and Anderson County are identified in **Table 2** to **Table 7**. Each Safe System element (safe roads, safe speeds, safe road users, safe vehicles, and post-crash care) was considered when selecting these safety strategies. A comprehensive list of countermeasures is included in **APPENDIX C**.

Table 2 – Safety Countermeasures for Roadway Departures

Countermeasure	Description	Example
Advanced Warning Signs	Advanced warning signs around curves, sight limiting areas, or where crash problems exist provide drivers with additional time to make decisions.	
Improved Pavement Markings	Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.	

Longitudinal Rumble Strips	Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane. Commonly installed on the edge line, shoulder, and/or centerline.	
Post-Mounted Delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers the edge of shoulder in daytime and night conditions.	
Paved Shoulder with Safety Edge	Shapes the edge of pavement to eliminate the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.	
Flattening and Widening Foreslopes	Flattening and widening foreslopes allows for a more recoverable slope and may decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	
Clear Zones	Improvements to provide a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	

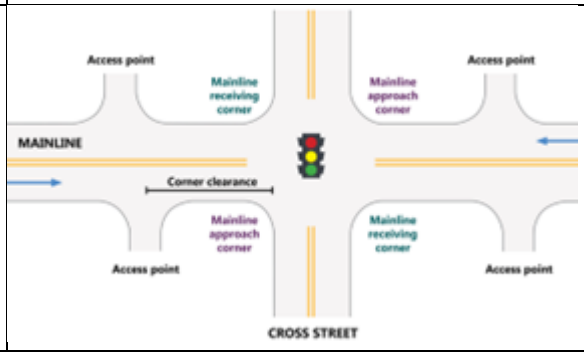
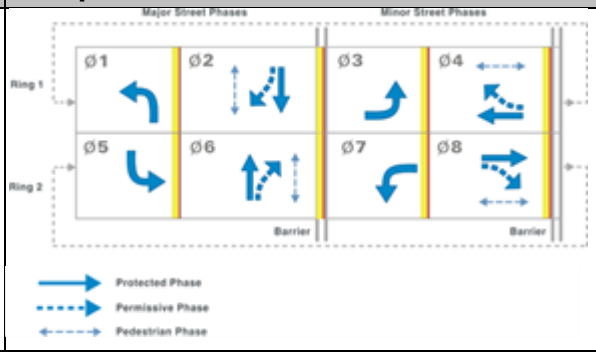
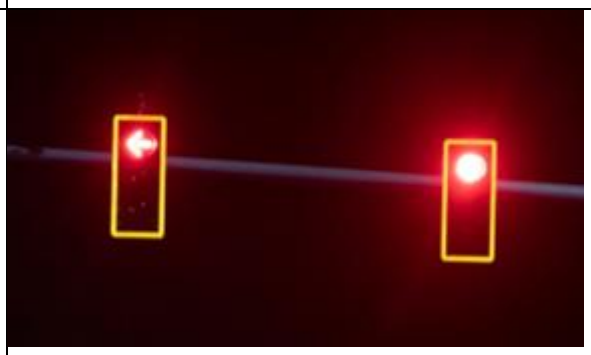
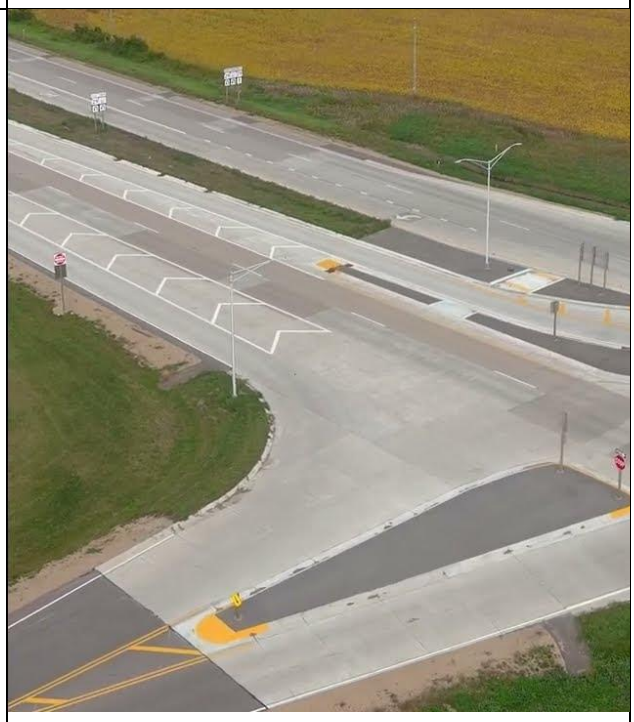
Superelevation Correction	Correcting and reshaping the roadway superelvation to meet posted speed or where crashes have occurred enables increased friction with pavement.	
High Friction Surface Treatment	Higher pavement friction helps motorists maintain better control in both wet and dry conditions.	
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	

Table 3 – Safety Countermeasures for Intersection-Related

Countermeasure	Description	Example
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	

Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more visible.	
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	

Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	
Enhanced Stop Sign	Larger stop signs, use of flasher on sign, or use of retroreflective markings to increase visibility of stop signs.	

Table 4 – Safety Countermeasures for Unrestrained Occupant

Countermeasure	Description
Enforcement of Seatbelt Safety	Signage to promote higher visibility of seatbelt and child safety enforcement in both short-term situations and sustained seat belt enforcement.
Education Strategies	Employer-based and older children programs.
Child Restraint Inspections	Child Passenger Safety (CPS) technician staffed inspection stations.

Table 5 – Safety Countermeasures for Vulnerable Road Users (VRU)

Countermeasure	Description	Example
Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	

Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	
Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	

Advance Yield or Stop Markings	"Yield Here to Pedestrians" and/or "Stop Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk.	

Table 6 – Safety Countermeasures for Distracted Driving

Countermeasure	Description
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.
Phone/Text Messaging Enforcement	Signage to identify areas with higher cell phone use/text messaging enforcement to effectively deter cell phone use by increasing the perceived risk of a ticket.

Table 7 – Safety Countermeasures for Alcohol or Drug Related

Countermeasure	Description
Enforcement of Drug and Alcohol Impaired Driving	Short-term enforcement checkpoints as well as sustained and consistent DUI enforcement, particularly in key areas.
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.

4.2 Project Recommendations

Projects were identified by locating fatal/serious injury emphasis area crash clusters within Anderson County, considering systemic issues for top emphasis areas, reviewing past plans, and incorporating feedback from public and stakeholder engagement. Anderson County's 2025 Local Road Safety Plan (LRSP) provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. The LRSP culminates in a prioritized list of projects that can be used to reduce fatalities and serious injuries on County-maintained roadways. All 10 LRSP projects were reviewed and are included in the projects listed below.

A summary of recommended projects along local road and state roads is provided as **Table 8** and **Table 9**, respectively. These projects were presented to the Anderson County Board of Commissioners and shared with Safety Task Force members. Projects are not listed in order of priority and should be considered for implementation alongside other safety projects to eliminate roadway fatalities and serious injuries in the County. A map of local road and state road project locations is provided as **Figure 8**. Additional details of each project are available in **APPENDIX B**.

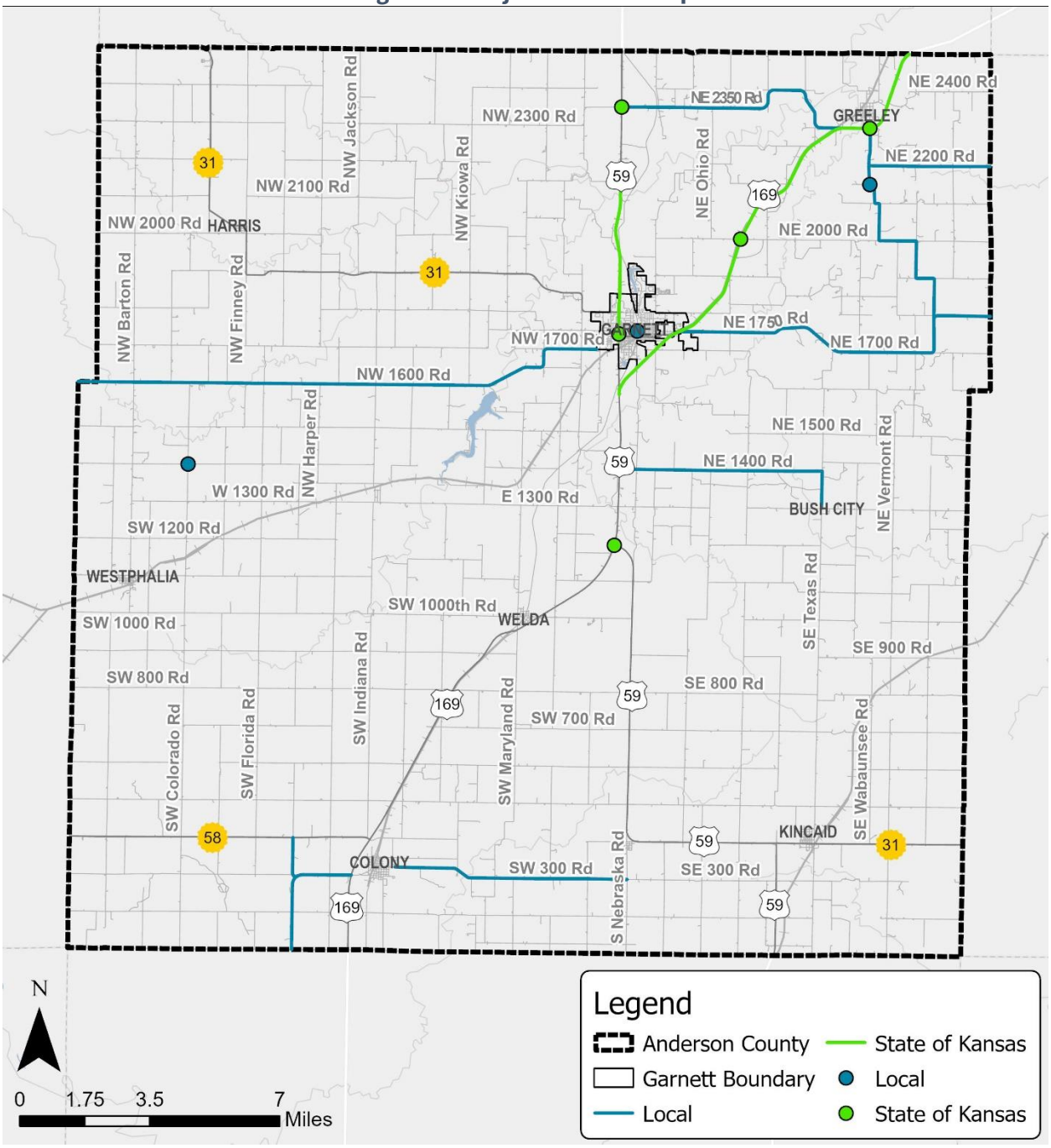
Table 8 – Anderson County Local Road Projects

Emphasis Area	Project	Crash Count (2014-2023)
Intersection	US-169 @ Utah Rd	5
Intersection	1400 Rd @ Colorado Rd	2
Departure	NW 1600 Rd, NW 1650 Rd, NW Meade Rd, and NW 1700 Rd from NW Harper Rd to the Garnett west city limits	52
Departure	NW 1600 Rd from the Coffey County line to NW Harper Rd	39
Departure	SW 300 Rd from Catalpa Ave to S Nebraska Rd	29
Departure	NE 1750 Rd from US-169 to NE Texas Rd	28
Departure	NE 2350 Rd, NE Scott Rd, NE 2400 Rd, NE Thomas Rd, and NE 2300 Rd from US-59 to US-169	24
Departure	SW Georgia Rd from Allen County line to K-58 and SW 300 Rd from SW Georgia Rd to US-169	20
Departure	NE 1400 Rd and NE Texas Rd from US-169 to E 1300 Rd	20
Departure	NE 1700 Rd, NE Virginia Rd, and NE 1800 Rd from NE Texas Rd to Linn County line	13
Departure	NE 2200 Rd and NE Utah Rd from Linn County line to US-169	12
Departure	NE Virginia Rd, NE 1900 Rd, NE Wilson Rd, NE 2000 Rd, NE Wabaunsee Rd, and NE Utah Rd from NE 1800 Rd to NE 2200 Rd	7

Table 9 – Anderson County State Road Projects

Emphasis Area	Project	Crash Count (2014-2023)
Corridor Study	US-59, From 2150 Rd to Park Rd	227
Departure and Curve	US-169, From US-59 to 2500 Rd (County Line)	86
Intersection	US-169 @ US-59	16
Intersection	US-59 @ 2350 Rd	8
Intersection	US-169 @ 2000 Rd	3
VRU	US-59 (Maple St), From Park Rd to 8th	77
VRU	US-59 (Maple St) @ 5 Rd	5
VRU	Prairie Spirit Rail-Trail @ 4 Rd	2
Curve	Utah Rd @ 2150 Rd	1

Figure 8 – Project Location Map



CHAPTER 5 | IMPLEMENTATION PLAN

5.1 Policy and Process Recommendations

Improving roadway safety in communities requires an examination of policies and processes currently in place that contribute to safety on our roadways. Current policies, guidelines, and standards were reviewed to identify opportunities to improve and prioritize transportation safety. The following policy and process recommendations support achieving the Safety Action Plans goals.

Vision Zero Resolution

The Vision Zero goal acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for all road users. Some programs, including the federal SS4A Implementation grant program, strongly recommend jurisdictions formally adopt this goal to be eligible for funding support. A Vision Zero resolution to target fatal and serious injury crashes was adopted by Anderson County in 2025. The resolution is included in **APPENDIX A**.

Advocate for Regional Initiatives

Many smaller communities find solving safety issues on state or federal highways to be difficult to address. State Department of Transportation's have many competing priorities, and smaller projects can easily fall down the priority list as the transportation network has emergent and pressing needs. One solution for this is to take a regional or corridor focused approach to improving state and federal highways. Taking a coalition approach with neighboring communities on the same highway corridors can increase visibility of these issues and help advocate for action. Working with impacted municipalities, counties, community groups, and/or regional planning organizations can increase the county's collective power to bring change. The SEKRPC Safety Task Force can be a vehicle for the coalition approach should the region or multiple counties in the region choose to advocate together for changes on Kansas highways. One such forum for advocating for regional initiatives is KDOT's Local Consult process, which will be held in Fall 2025 and is held every other year.

Address Post-Crash Care

The timely arrival of emergency responders and well-trained Emergency Medical Services (EMS) providers is a major factor in ensuring an injured person receives the medical care they need to survive a crash. This is especially critical in rural communities, where response times are longer, and EMS resources may be more limited.

Therefore, post-crash care best practices include both advanced planning activities and safety countermeasures. Typical countermeasures include improving emergency medical dispatch and 911 protocols, providing timely on-scene care using model EMS clinical guidelines, providing timely transportation to a trauma center, and then measuring EMS performance over time are important to ensure your EMS is performing optimally.

Anderson County has one hospital with the ability to address traumatic injuries, as Anderson County Hospital in Garnett is a Level IV trauma center. Additional opportunities to explore to address post-crash care needs include:

- **EMS Telemedicine:** Jurisdictions have explored the use of eCare EMS telemedicine services to improve and expedite post-crash care in rural communities. The program allows first responders and paramedics to connect virtually 24/7 with certified physicians and nurses for

peer-to-peer support in the field or during transport. Some agencies have been awarded SS4A funds to support pilot EMS telemedicine programs within their area.

- **Updating Best Practices and Training:** Ensuring first responders are regularly trained on the most up to date best practices in emergency response is critical to maintaining good response times. National resources such as EMS.gov and the National Center for Rural Roadway Safety can help your organization access the most up-to-date emergency response practices and training.

The project team recommends that Anderson County stay abreast of statewide planning efforts relating to post-crash care. The 2025-2029 Kansas Strategic Highway Safety Plan (SHSP) identifies upcoming statewide strategies specifically focused on post-crash care, including efforts to better quantify gaps in incident response times and efforts to improve interoperability among computer-aided dispatch systems.

Update Design and Maintenance Policies

Roadway design policies, standards, and best practices change over time. An ongoing review and update of local roadway design policies is critical to ensuring roadway safety best practices are implemented when roadways are maintained, improved, or constructed. For example, the County and individual cities should look to formalize their processes relating to sign inventory and maintenance, pavement marking inventory and maintenance, and roadside clearance. The County could also develop its own policy for prioritizing installation of edgeline or centerline rumble strips on locally-maintained roads.

Incorporate Safety into Project Development Process

Include systemic safety improvements in projects developed by Anderson County and KDOT. Include a review of crashes and potential safety improvements when intersections or roadway segments are maintained or improved.

5.2 Next Steps

The Safety Action Plan is a dynamic document intended to be used by Anderson County and other partners to continually advance transportation safety. In addition to the recommended projects and policy guidance, the Southeast Kansas region and Anderson County can utilize these next steps to help achieve the Vision Zero goal.

Plan Leadership

Anderson County assumes leadership of this plan and will support implementation within the County. As part of this role, Anderson County will continue to use the Safety Task Force as a mechanism for regional collaboration and updates.

In partnership with SEKRPC, it is recommended that the Safety Task Force convene annually to discuss progress and updates related to the Safety Action Plan. Stakeholders should continue to:

- Be champions for safety in professional and personal roles
- Share information about transportation safety strategies with other organizations
- Assemble annually to share progress on safety activities

Leverage Resources and Funding Opportunities

Funding is critical to implementing the strategies and action items in this Safety Action Plan and may come from a blend of sources: federal, state, local, and private sector or non-profit partners. Some potential sources of funding include:

- **Safe Streets and Roads for All (SS4A) Program:** The Bipartisan Infrastructure Law (BIL) established the SS4A federal discretionary program that will provide over $5 billion in grants over the five-year program period (2022-2026). With completion of this Safety Action Plan, Anderson County is eligible to apply for SS4A Implementation funding, which funds design and construction of infrastructure projects, as well as Supplemental Planning and Demonstration funding, which can support more detailed feasibility studies, quick-build deployments, or technology pilots.
- **State Coordination:** Coordinate with KDOT to identify and apply for annual safety grants funded by the state that are targeted at both roadway design solutions and behavioral programs, including education and enforcement programs.
  - **High Risk Rural Roads (HRRR) Program:** FHWA requires states to define and identify roadways "with significant safety risks" and sets aside federal funding for states to address these safety risks. Funds typically cover low-cost roadway improvements such as pavement markings, rumble strips, and other safety countermeasures. In Kansas, communities can apply for this funding through KDOT's Bureau of Local Projects. This funding is applicable for rural County-owned roads, and projects specifically identified in the County's LRSP will be prioritized at the state level for HRRR awards.

    Over the next few years, KDOT plans to roll out an analogous "High Risk Urban Roads" (HRUR) Program intended for municipal-maintained local streets and covering low-cost roadway improvements. This program is likely to focus on improvements for VRUs (especially locations on the state's VRU priority corridors), stop-controlled intersections, and signalized intersections.
  - **Safe Routes to School Program:** Many other types of agencies can apply for and receive Safe Routes to School (SRTS) funding. These include non-profits, schools and school districts, and regional transportation agencies, among others. In Kansas, communities can apply for this funding through KDOT's Active Transportation Program.
  - **Kansas Infrastructure Hub:** The Kansas Infrastructure Hub provides resources for Kansas communities seeking to improve infrastructure. Communities can apply to the Infrastructure Hub for grant writing assistance and grant matches, including assistance with federal grant programs.
  - **KDOT's Local Opportunity Guide** provides details on various safety-related programs and information about how to apply. This includes HRRR and SRTS as well as other programs that could be used for projects that incorporate safety benefits, such as Cost Share, Transportation Alternatives and the Railway-Highway Grade Crossing Program. In addition, there are opportunities for funding education and enforcement activities through KDOT's Behavioral Safety Program.
- **Regional Coordination:** Coordinating closely with KDOT, and potentially adjacent counties, including the overall 12-county region, can be helpful to achieve safety goals for all involved

parties. Taking a coalition approach to US-169 improvements may help all counties along the corridor advocate for funding and advance important safety goals.

- **Local Funding:** Local governments may choose to fund projects from local sources such as the annual budget, Capital Improvement Program (CIP), bonding, user fees, special assessments, or through partnerships with other local entities. Consideration of the Safety Action Plan during the annual budget process can be a cost-effective way of advancing safety goals, particularly for maintenance activities or other planned capital improvement projects where simple safety strategies can be incorporated.

Progress and Transparency

Progress toward meeting the Safety Action Plan's goals should be measured over time in an open and transparent manner. Regular progress tracking creates accountability to the public and builds trust between the public and the cities, counties, and agencies that are responsible for roadway safety. This could include posting the Safety Action Plan online and annual reporting on progress toward reducing roadway fatalities and serious injuries.

Progress and transparency also help create an environment of informed decision making based on the effectiveness of selected safety strategies and the ability to modify the approach when necessary. Finally, progress and transparency provide a sense of direction and help document tangible outcomes made toward saving lives.

Appendix A

Vision Zero Resolution

EXAMPLE VISION ZERO RESOLUTION OR ORDINANCE

[RESOLUTION OR ORDINANCE]* NO. *[X]

A [RESOLUTION OR ORDINANCE] BY THE BOARD OF COMMISSIONERS, THE GOVERNING BODY OF ANDERSON COUNTY, KANSAS, ADOPTING A VISION ZERO POLICY and PROCLAIMING ANDERSON COUNTY'S COMMITMENT TO END TRAFFIC FATALITIES AND SERIOUS INJURY ACCIDENTS IN ANDERSON COUNTY BY 2050 AND IMPLEMENTATION OF A SAFE STREETS AND ROADS FOR ALL PLAN.

WHEREAS, in 2021, the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program which funds regional, local and Tribal initiatives to prevent roadway deaths and serious injuries; and,

WHEREAS, in 2022, Anderson County joined the member Counties of the Southeast Kansas Regional Planning Commission (SEKRPC) in making an application for a SS4A planning grant from the U.S. Department of Transportation to create SS4A compliant action plans for member counties; and,

WHEREAS, the SS4A program supports the U.S. Department of Transportation's National Roadway, Safety Strategy and the goal of zero roadway deaths using a Safe System Approach; and,

WHEREAS, Anderson County's Vision Zero policy supports the Kansas Department of Transportation's Drive to Zero program and the goals of the Kansas Strategic Highway Safety Plan; and,

WHEREAS, 19 individual(s) were needlessly killed, and 299 individuals were injured on Anderson County roadways between 2014 and 2023; and,

WHEREAS, Anderson County recognizes the need for action to increase safety and to prevent deaths and injuries on Anderson County streets; and,

WHEREAS, Vision Zero is a proven framework for eliminating traffic deaths and serious injuries through intergovernmental and community partnerships, leveraging resources and funds to ensure safe and efficient transportation for all roadway users; and,

WHEREAS, A comprehensive Vision Zero policy unifies existing safety efforts and elevates improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis, updated policies and practices, and equity; and,

WHEREAS, Anderson County recognizes the need to prioritize engagement with the entire community about the Vision Zero initiative, and supports Vision Zero efforts to address inequities by prioritizing interventions in areas most in need of safety improvements; and,

WHEREAS, Anderson County's participation in the SEKRPC Safety Task Force recognizes the need for action to increase safety and to prevent deaths and injuries on Anderson County streets; and,

WHEREAS, Anderson County commits to the ongoing collaboration of the SEKRPC Safety Task Force to advance a shared vision and future for improvements along U.S. and State highways in the SEKRPC region, and on streets and roads within the individual communities comprising the task force; and,

WHEREAS, Anderson County commits to build and sustain leadership, collaboration and accountability in partnership with public health, law enforcement, policymakers, elected officials, and community members to advance the strategies of the SS4A plan and the Vision Zero policy; and,

WHEREAS, Anderson County recognizes the need for action to increase safety and to prevent deaths and injuries on Anderson County streets; and,

NOW, THEREFORE, BE IT RESOLVED THAT, I, [FIRST NAME LAST NAME], Commissioner(s) of the County of Anderson, by virtue of the Charter of the County of Anderson, do hereby:

1. Adopt the Anderson County Vision Zero policy with the goal of achieving zero fatalities and serious injuries by the year 2050.

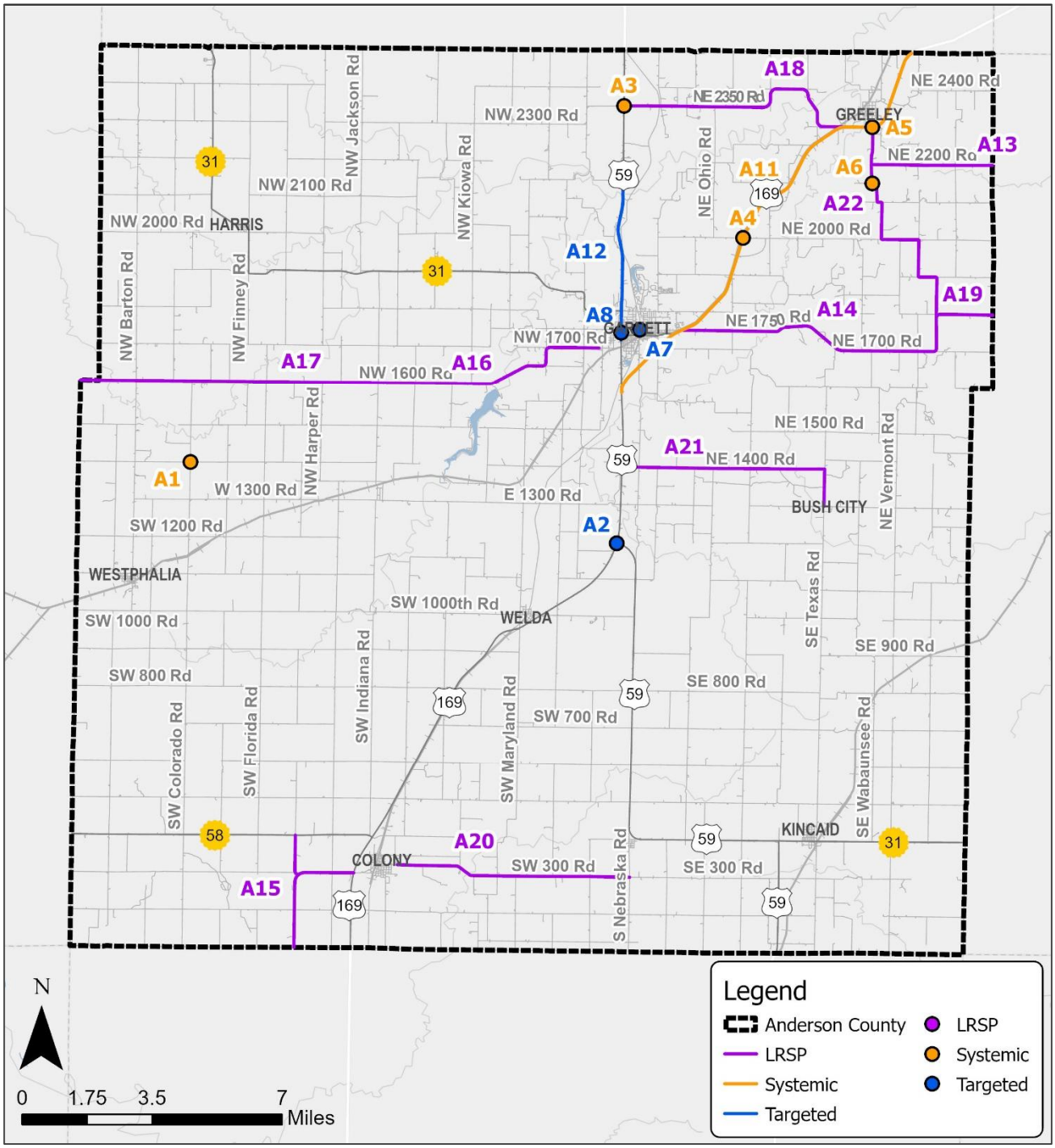
2. Adopt the Anderson County Comprehensive Safety Action Plan, attached hereto as Exhibit A.

PASSED, APPROVED AND ADOPTED THIS [X] day of [MONTH], 2025.

Appendix B

Project Sheets

Anderson County SS4A Safety Action Plan Project Recommendations

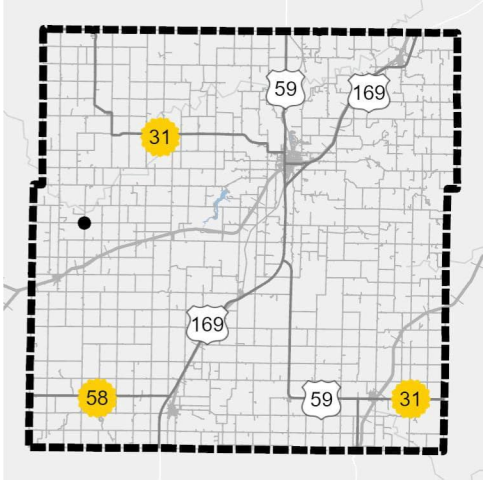


The following projects are included in the Anderson County SS4A Safety Action Plan recommendations. Each project has a unique identifier; this identifier does not rank the projects by importance and is random in order. This identifier can be used to find the project on the map on the previous page. Each project falls under one of three project types: systemic, targeted, or Local Road Safety Plan (LRSP).

- Systemic projects have recommended countermeasures that are often low-cost treatments implemented at many locations with conditions which are at-risk of a particular crash type. For example, rumble strips and shoulder widening are systemic countermeasures to address roadway departure crashes.
- Targeted projects have countermeasures that are improvements developed to address the crash history at a specific location.
- LRSP projects were originally identified in the Anderson County Local Road Safety Plan. Please note: the Anderson County LRSP is still in progress. The projects identified in the Anderson County LRSP are incorporated into the SS4A Safety Action Plan by reference.

Project ID	Project Name	Project Type
A1	1400 Rd @ Colorado Rd	Systemic
A2	US-169 @ US-59	Targeted
A3	US-59 @ 2350 Rd	Systemic
A4	US-169 @ 2000 Rd	Systemic
A5	US-169 @ Utah Rd	Systemic
A6	Utah Rd @ 2150 Rd	Systemic
A7	Prairie Spirit Rail-Trail @ 4 Rd	Targeted
A8	US-59 (Maple St) @ 5 Rd	Targeted
A9	US-59 (Maple St), From Park Rd to 8 Rd (0.8 mi)	Targeted
A11	US-169, From US-59 to 2500 Rd (County Line) (3.5 mi)	Systemic
A12	US-59, From 2150 Rd to Park Rd (12.8 mi)	Targeted
A13	NE 2200 Rd and NE Utah Rd from NE Wyandotte Rd (Linn County line) to US-169	LRSP
A14	NE 1750 Rd from US-169 to NE Texas Rd	LRSP
A15	SW Georgia Rd from SW 100 Rd (Allen County line) to K-58 and SW 300 Rd from SW Georgia Rd to US-169	LRSP
A16	NW 1600 Rd, NW 1650 Rd, NW Meade Rd, and NW 1700 Rd from NW Harper Rd to the Garnett west city limits	LRSP
A17	NW 1600 Rd from the Coffey County line (Xeric Ln) to NW Harper Rd	LRSP
A18	NE 2350 Rd, NE Scott Rd, NE 2400 Rd, NE Thomas Rd, and NE 2300 Rd from US-59 to US-169	LRSP
A19	NE 1700 Rd, NE Virginia Rd, and NE 1800 Rd from NE Texas Rd to NE Wyandotte Rd (Linn County line)	LRSP
A20	SW 300 Rd from Catalpa Ave (city of Colony) to S Nebraska Rd	LRSP
A21	NE 1400 Rd and NE Texas Rd from US-169 to E 1300 Rd	LRSP
A22	NE Virginia Rd, NE 1900 Rd, NE Wilson Rd, NE 2000 Rd, NE Wabaunsee Rd, and NE Utah Rd from NE 1800 Rd to NE 2200 Rd	LRSP

A1. 1400 Rd @ Colorado Rd



2014-2023 Crash Counts:

Total: 2
Fatal: 1
All Injury: 0

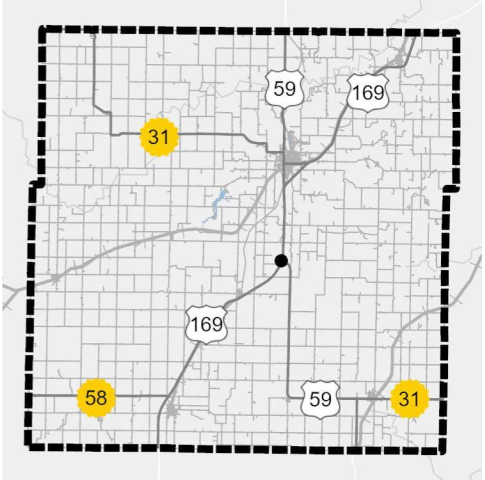
TEV: 600 vehicles per day

Crash Rate: 0.91 crashes per million entering vehicles

Emphasis Area	Intersection: 1 crash
Scope Type	Systemic
Short-Term Improvements	Install retroreflective strips on stop sign post. Install transverse rumble strips and pavement markings on roadway. Install a supplemental stop sign and/or lighted stop sign. CMF: 0.87 Project Cost: $25,000
Long-Term Improvements	Install lighting. CMF: 0.91 Project Cost: $25k - $50k

Google Street View not available at this location.

A2. US-169 @ US-59



2014-2023 Crash Counts:

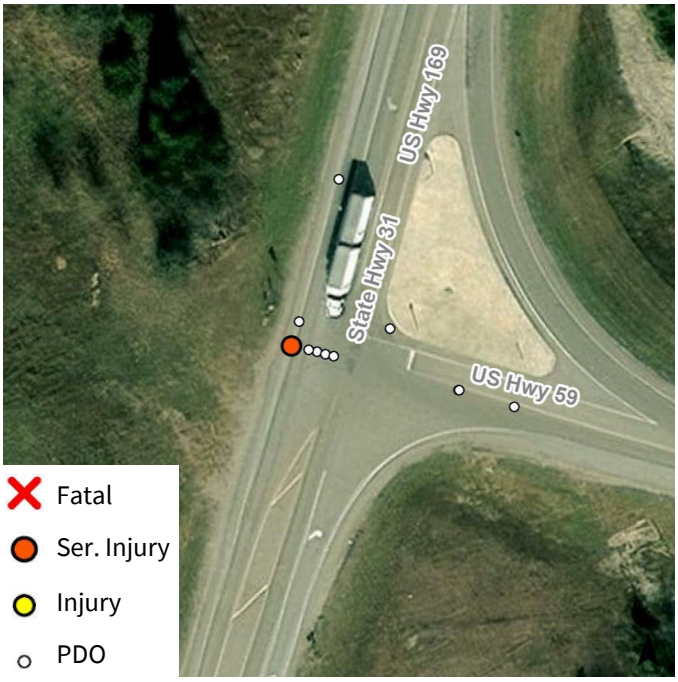
Total: 16
Fatal: 0
All Injury: 2

TEV: 4,000 vehicles per day

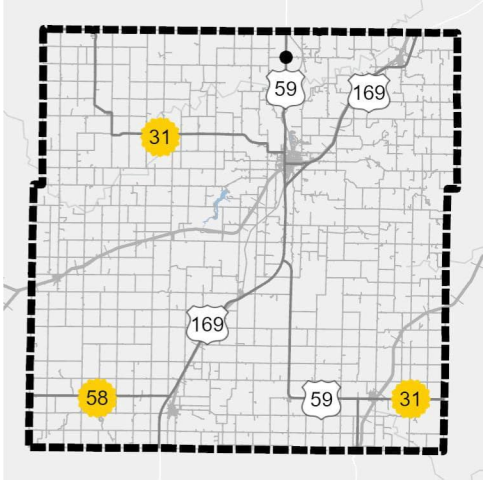
Crash Rate: 1.10 crashes per million entering vehicles

Emphasis Area	Intersection: 6 crashes
Scope Type	Targeted
Short-Term Improvements	Install retroreflective strips on stop sign post. Install transverse rumble strips on roadway. Install a supplemental stop sign and/or lighted stop sign. CMF: 0.87 Project Cost: $25,000
Long-Term Improvements	Install lighting and evaluate high speed roundabout. CMF: 0.56 Project Cost: $750k - $1.5M

Images from Google StreetView



A3. US-59 @ 2350 Rd



2014-2023 Crash Counts:

Total: 8
Fatal: 1
All Injury: 4

TEV: 600 vehicles per day

Crash Rate: 3.65 crashes per million entering vehicles

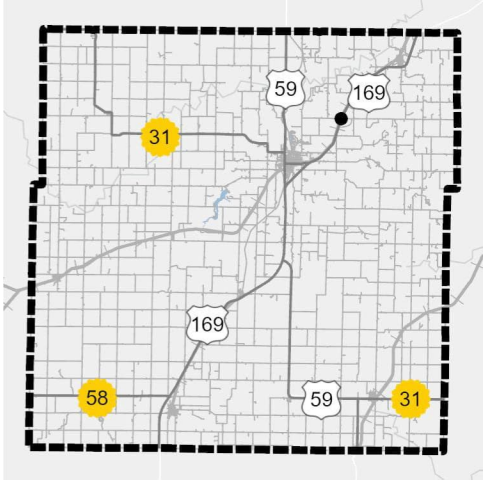
Emphasis Area	Intersection: 2 crashes
Scope Type	Systemic
Short-Term Improvements	Install retroreflective strips on stop sign post. Install transverse rumble strips and pavement markings on roadway. Install a supplemental stop sign and/or lighted stop sign. CMF: 0.87 Project Cost: $25,000
Long-Term Improvements	Install lighting and left turn lane. CMF: 0.52 Project Cost: $150k - $300k

Looking East

Looking North

Images from Google StreetView

A4. US-169 @ 2000 Rd



2014-2023 Crash Counts:

Total: 3
Fatal: 1
All Injury: 2

TEV: 500 vehicles per day

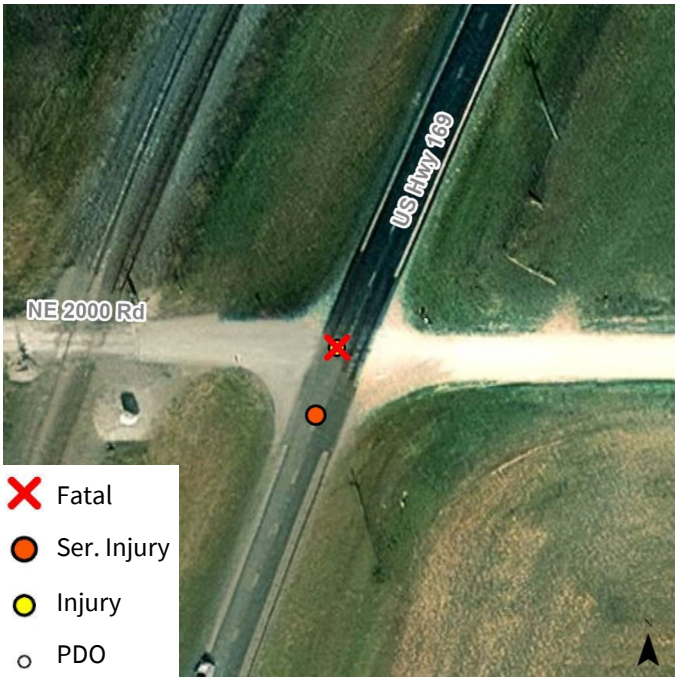
Crash Rate: 1.64 crashes per million entering vehicles

Emphasis Area	Intersection: 2 crashes
Scope Type	Systemic
Short-Term Improvements	Install retroreflective strips on stop sign post. Install transverse rumble strips and pavement markings on roadway. Install a supplemental stop sign and/or lighted stop sign. CMF: 0.87 Project Cost: $25,000
Long-Term Improvements	Install lighting. CMF: 0.91 Project Cost: $25k - $50k

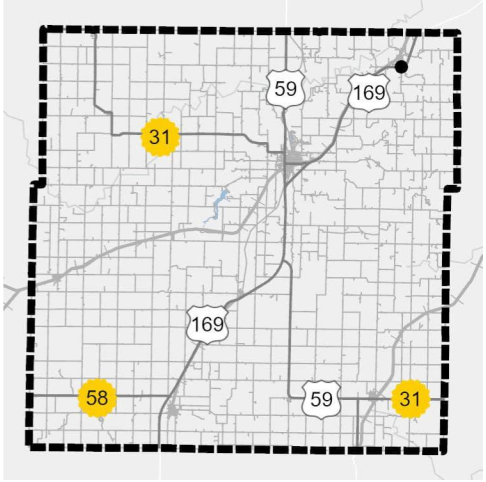
Looking North

Looking West

Images from Google StreetView



A5. US-169 @ Utah Rd



2014-2023 Crash Counts:

Total: 5
Fatal: 0
All Injury: 3

TEV: 900 vehicles per day

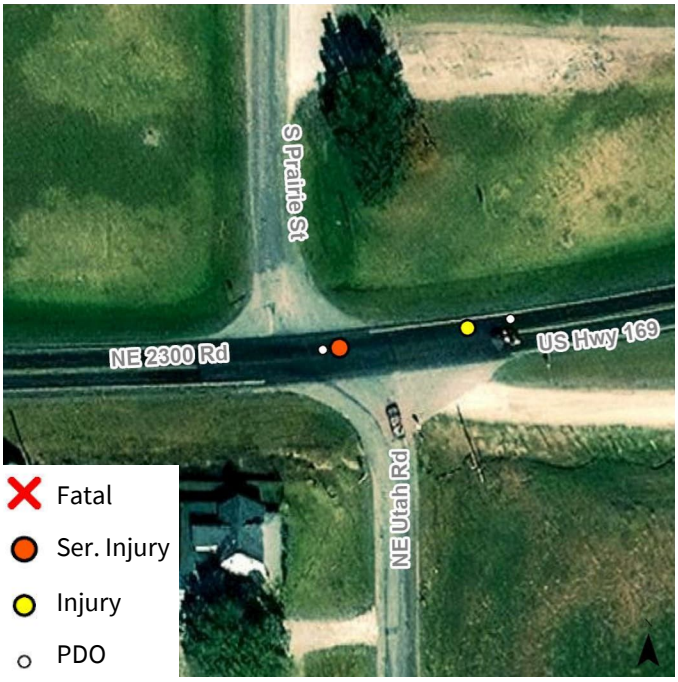
Crash Rate: 1.52 crashes per million entering vehicles

Emphasis Area	Intersection: 2 crashes
Scope Type	Systemic
Short-Term Improvements	Install retroreflective strips on stop sign post. Install transverse rumble strips and pavement markings on roadway. Install a supplemental stop sign and/or lighted stop sign. CMF: 0.87 Project Cost: $25,000
Long-Term Improvements	Install lighting. CMF: 0.91 Project Cost: $25k - $50k

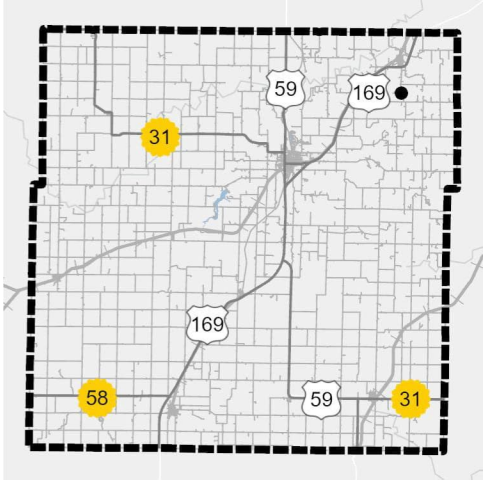
Looking East

Looking South

Images from Google StreetView



A6. Utah Rd @ 2150 Rd



2014-2023 Crash Counts:

Total: 1
Fatal: 1
All Injury: 0

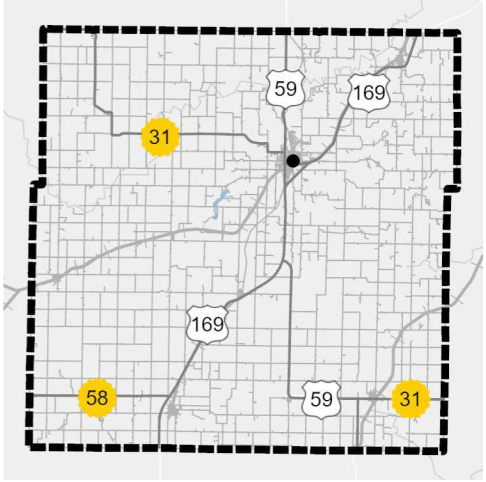
TEV: 150 vehicles per day

Crash Rate: 1.83 crashes per million entering vehicles

Emphasis Area	Curve: 1 crash
Scope Type	Systemic
Short-Term Improvements	Delineate curve and install high friction surface treatment on curves. CMF: 0.82 Project Cost: $50,000
Long-Term Improvements	Install paved right shoulder and install shoulder rumble strips. CMF: 0.63 Project Cost: $50k - $100k

Google Street View not available at this location.

A7. Prarie Spirit Rail-Trail @ 4 Rd



2014-2023 Crash Counts:

Total: 2
Fatal: 0
All Injury: 1

TEV: 1,100 vehicles per day

Crash Rate: 0.50 crashes per million entering vehicles

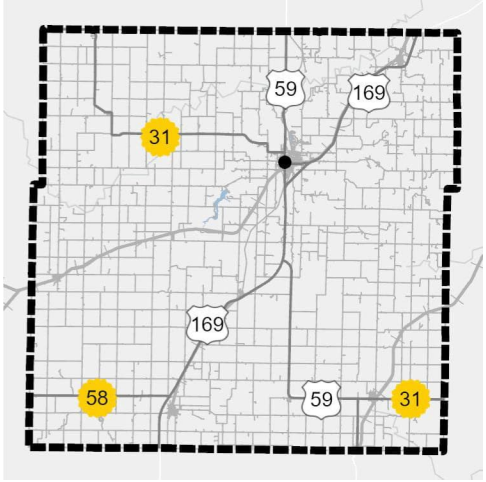
Emphasis Area	VRU: 0 crashes
Scope Type	Targeted
Short-Term Improvements	Install curb extensions or refuge island, rapid rectangular flashing beacon (RRFB), and high visibility crosswalk. CMF: TBD Project Cost: $30,000
Long-Term Improvements	None CMF: N/A Project Cost: N/A

Looking East

Looking South

Images from Google StreetView

A8. US-59 (Maple St) @ 5 Rd



2014-2023 Crash Counts:

Total: 5
Fatal: 0
All Injury: 0

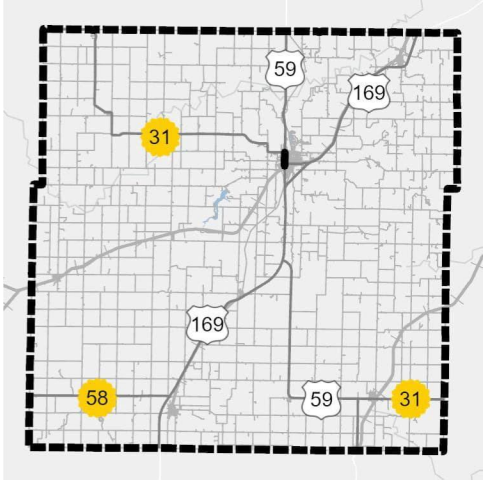
TEV: 6,000 vehicles per day

Crash Rate: 0.23 crashes per million entering vehicles

Emphasis Area	VRU: 0 crashes
Scope Type	Targeted
Short-Term Improvements	Install pedestrian refuge island, rapid rectangular flashing beacon (RRFB), and high visibility crosswalk. CMF: TBD Project Cost: $30,000
Long-Term Improvements	None CMF: N/A Project Cost: N/A

Images from Google StreetView

A9. US-59 (Maple St), From Park Rd to 8 Rd (0.8 mi)



2014-2023 Crash Counts:

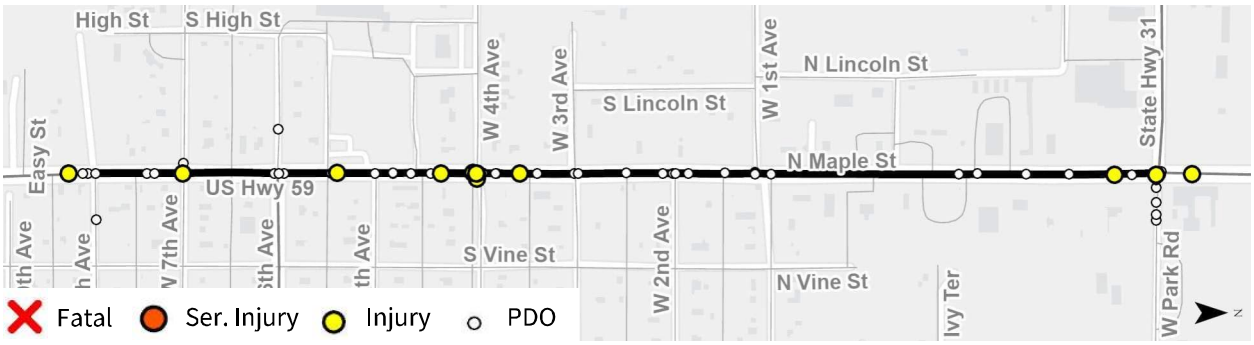
Total: 77
Fatal: 0
All Injury: 13

AADT: 150 vehicles per day

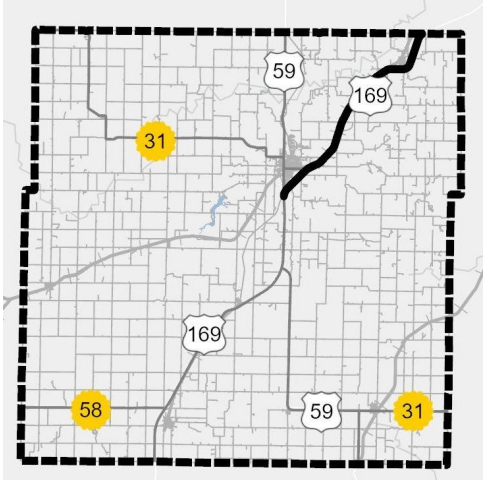
Crash Rate: 17,580 crashes per hundred million vehicle miles traveled

Emphasis Area	VRU: 1 crash
Scope Type	Targeted
Short-Term Improvements	None CMF: N/A Project Cost: N/A
Long-Term Improvements	Fill sidewalk gaps to ensure full connectivity on both sides of road. Install pedestrian refuge island, rapid rectangular flashing beacon (RRFB) and high visibility crosswalks at crossings determined by future study. CMF: TBD Project Cost: $100k - $150k

Images from Google StreetView



A11. US-169, From US-59 to 2500 Rd (County Line) (12.8 mi)



2014-2023 Crash Counts:

Total: 227
Fatal: 3
All Injury: 50

AADT: 500 vehicles per day

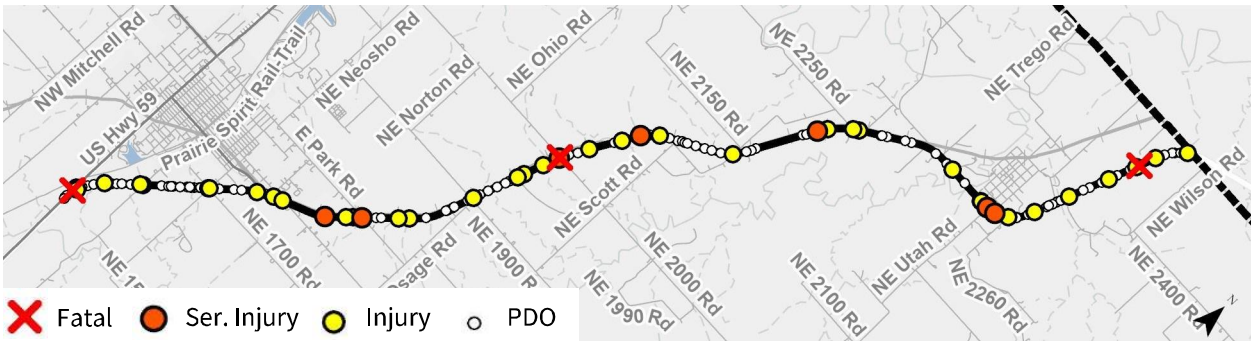
Crash Rate: 971.7 crashes per hundred million vehicle miles traveled

Emphasis Area	Departure and Curve: 69 crashes
Scope Type	Systemic
Short-Term Improvements	Install retroreflective edgeline and centerline markings. Delineate roadside hazards and curves. Install high friction surface treatment on curves. CMF: 0.825 Project Cost: $225,000
Long-Term Improvements	Install / widen paved right shoulder and install shoulder rumble strips. CMF: 0.67 Project Cost: $875k - $1.1M

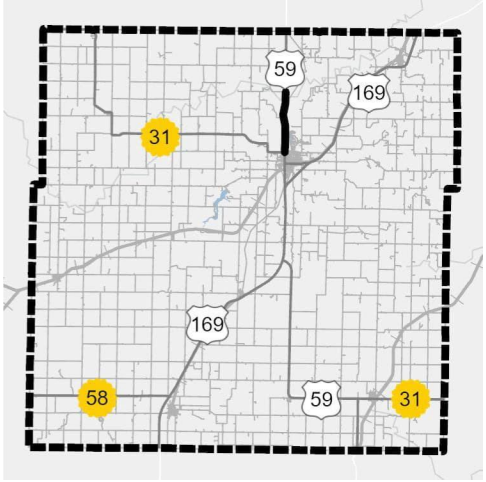
Looking North

Looking South

Images from Google StreetView



A12. US-59, From 2150 Rd to Park Rd (3.5 mi)



2014-2023 Crash Counts:

Total: 86
Fatal: 4
All Injury: 12

AADT: 350 vehicles per day

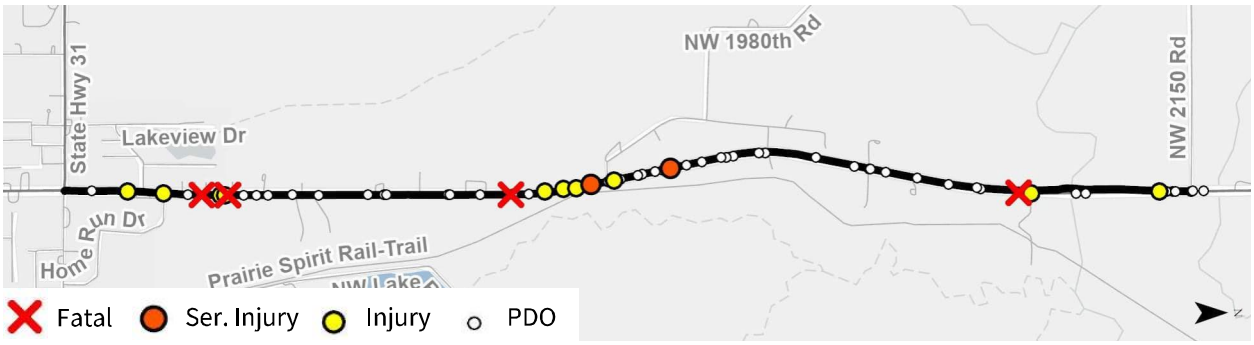
Crash Rate: 1,923 crashes per hundred million vehicle miles traveled

Emphasis Area	Corridor Study
Scope Type	Targeted, Project Development
Short-Term Improvements	Conduct corridor study and road safety audit. CMF: 0.9 Project Cost: $150,000
Long-Term Improvements	Consider installing passing lanes as volume increases. CMF: 0.75 Project Cost: TBD

Looking North

Looking South

Images from Google StreetView



Appendix C

Regional Emphasis Areas and Countermeasures Toolbox

C.1 Introduction and Background

This Appendix summarizes data analysis and emphasis areas for the entire 12-county Southeast Kansas region. Emphasis areas help focus crash reduction efforts on specific crash factors with the highest risk of serious injury or death, and greatest potential for improvement. By focusing on these areas, decision makers can address the most critical crash related issues in their community, such as intersections with high crash rates or corridors with frequent roadway departures, leading to a more effective and targeted safety strategy. Additionally, emphasis areas provide a clear framework for measuring the success of a road safety strategy, allowing for data-driven decision-making and continuous improvement in crash prevention.

Grouping crashes together based on crash factors and location is a good basis for understanding which emphasis areas deserve extra consideration. Some emphasis areas are focused on engineering and roadway design-related solutions (location or systemic-based crashes) while others rely on changing the behaviors associated with the crashes often using enforcement, education, and/or emergency response.

Emphasis Area Methodology

Emphasis areas for the 12-county region were determined by understanding community concerns around roadway safety and thorough a review of 10 years of crash data. The review of local crash data sorted the emphasis areas by (1) frequency of emphasis area for all crashes and (2) frequency of emphasis area for serious injury and fatality crashes. Fatal and serious injury crashes by emphasis area are shown in **Figure 9** with crash clusters mapped in **Figure 10**. This review of the data revealed that roadway departure, intersection-related, and distracted driving were the most frequent crash types for all crashes. Roadway departure, unrestrained occupant, and intersection-related were the most frequent crash types for fatal and serious injury crashes.

Taking into consideration the results from the data analysis and community and stakeholder input, three key emphasis areas were selected by the regional Safety Task Force for review: *roadway departure*, *intersection-related*, and *unrestrained occupant* crashes. Other emphasis areas for consideration include vulnerable road users, distracted driving, and alcohol or drug-related crashes.

Figure 9 – Fatal and Serious Injury Crashes by Emphasis Area in Southeast Kansas

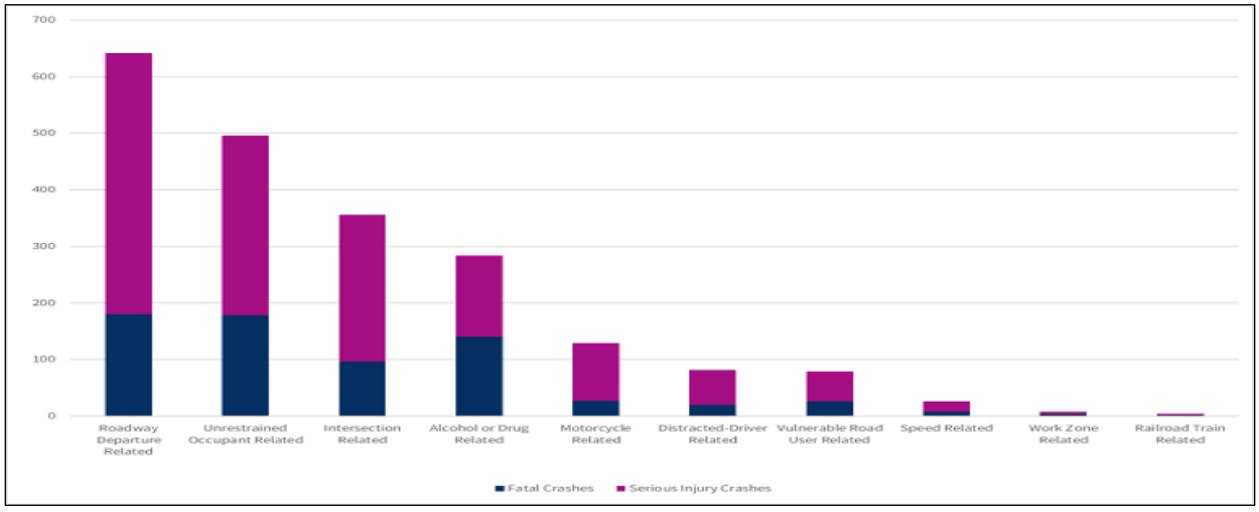
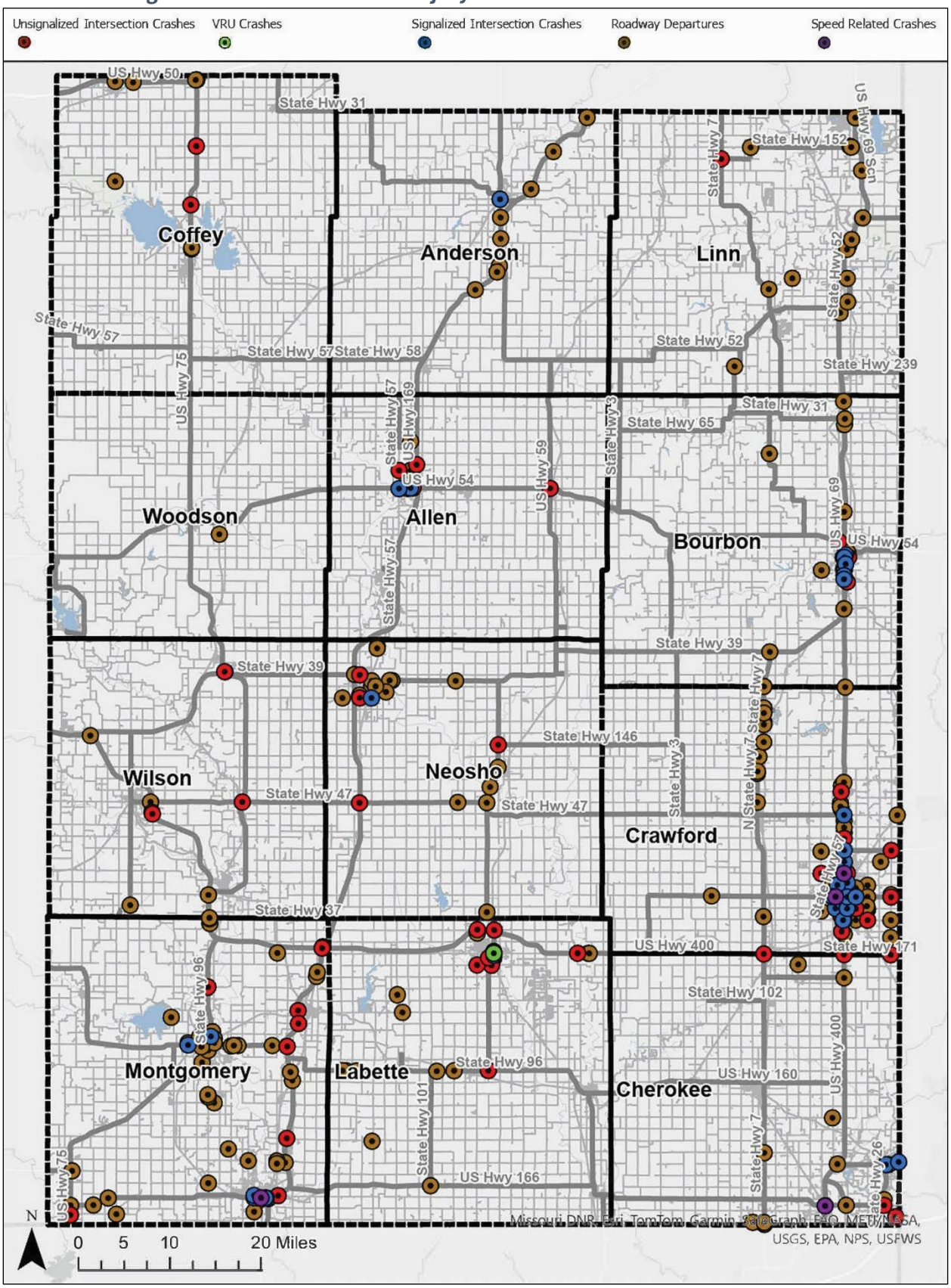


Figure 10 – Fatal and Serious Injury Crash Clusters in Southeast Kansas



C.2 Top Crash Emphasis Areas

Roadway Departure

Roadway departure crashes are a leading cause of highway fatalities, accounting for over half of the deaths on roads in the United States each year. These crashes occur when a vehicle deviates out of its designated lane, either crossing the edge line or centerline. Roadway departures can include head-on collisions, rollovers, or collisions with objects such as utility poles, trees, or other objects located off the roadway. Factors contributing to these incidents include excessive speed, roadway geometry such as shoulder width and curve radii, impaired driving, distracted driving, and failure to use seatbelts. Addressing these factors is critical to reducing the frequency and impact of roadway departure crashes in the county.

Intersection-Related

Intersections result in increased conflict points between roadway users. Approximately one-quarter of traffic fatalities and one-half of all traffic injuries in the United States are attributed to intersections. Unsignalized intersections are the most common type of intersection in Southeast Kansas and can include stop sign-controlled, yield sign-controlled, or uncontrolled intersections. Signalized intersections are more frequently used within urban areas or at the intersection of higher volume corridors. Almost any other crash type can occur at intersections, so intersection crashes may also be attributed to other crash types or factors. Understanding which factors frequently contribute to crashes can help decision makers focus on effective countermeasures.

Unrestrained Occupant

Restraint devices such as seatbelts are critical to protecting vehicle occupants in a crash. The simple act of wearing a seatbelt is one of the most effective ways to reduce the risk of death or serious injury in a crash. This is especially evident in serious roadway departures and intersection crashes, where unrestrained occupants are far more likely to suffer catastrophic outcomes, including being ejected from the vehicle.

C.3 Other Areas for Review

Vulnerable Roadway Users

A Vulnerable Road User (VRU) is a person using the transportation system that is unprotected, such as a pedestrian, cyclist, motorcyclist, or roadway worker. Crashes between a VRU and a vehicle more frequently result in an injury or fatality. Common risk factors for VRU crashes include undivided four lane roads, roads with over 10,000 vehicles per day, roads with 30-35 mph speed limits, disadvantaged areas, and areas with higher levels of pedestrian activity.

Despite not being a major crash type in Anderson County, VRU safety is a key component of the Vision Zero initiative to provide safe and convenient transportation options for all people regardless of mode of transportation. Therefore, it is a best practice to incorporate VRU safety strategies in areas such as near schools or downtown areas to prevent incidents.

Speed-Related

Speeding – exceeding posted speed limits or traveling to fast for conditions – is a contributing factor to nearly one-third of fatal crashes in the United States. Speeding is one of the most dangerous crash factors as higher speeds can increase the risk of and severity of a crash. Managing speed is a complex issue involving engineering, driving behavior, education, and enforcement. It is likely that the number of fatal and serious injury crashes attributed to speeding in Southeast Kansas is underreported.

Distracted Driving

Distracted driving occurs when the driver of a vehicle performs any activity that takes their attention from driving. Ongoing education programs, as well as initiatives that promote safe driving habits, can reduce the number of distracted driving related crashes. Changes to the road environment that reduce the impact of other crash types – such as separating VRUs from motor vehicles or providing opportunities to recover from roadway departures – can also help minimize the effects of mistakes due to distracted driving. Like speeding, distracted driving may be underreported in crash data.

Alcohol or Drug Related

Impaired driving is when a vehicle is being operated under the influence of any substance or in any condition that may reduce the ability to drive safely. This includes driving under the influence of alcohol, drugs, or other controlled substances that diminish your mental or physical capabilities.

The Safety Task Force indicated driving under the influence as a significant concern in Southeast Kansas as drivers may overestimate their capacity or have limited alternative options to traveling home safely. The legalization of recreational marijuana in neighboring Missouri was specifically mentioned by counties along the Kansas-Missouri border, including Anderson County, as an increasingly challenging issue.

Overlapping Emphasis Areas

In many crashes, multiple emphasis areas are identified as contributing factors. Identifying contributing factors can help us understand why crashes occur and identify appropriate safety interventions. **Figure 11** demonstrates overlapping circumstances among all crashes in Southeast Kansas during the 10-year study period.

Common crash patterns include:

- Crashes involving unrestrained occupants or alcohol/drug impairment frequently result in roadway departures.
- Crashes involving VRUs such as bicyclists or pedestrians typically occur at intersections.
- Crashes involving speeding tend to also be affected by distracted driving.

Figure 11 – Overlapping Emphasis Areas in Southeast Kansas

Step 2: Evaluate Overlapping Emphasis Area	Step 1: Select Emphasis Area: Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

C.4 Countermeasures Toolbox

The following pages contain a menu of countermeasures organized by Emphasis Area

COUNTERMEASURES for moving toward Vision Zero goals

Intersections

Roundabouts

Roundabouts can safely and efficiently move traffic. They reduce vehicle speed, provide entry yield control, and minimize conflict points.

Consistent Yellow & All-Red Timings

Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.

Improved Geometry

Positive offset of left turn lanes, skew elimination, or sight distance improvements can decrease the number of crashes in an intersection.

Improved Signal Phasing/ Timing Plans

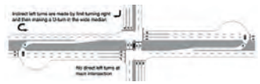
Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.

Reduced Conflict U-Turn (RCUT)

Cross-street traffic makes a right turn followed by a U-turn at a designated location—either signalized or unsignalized—to continue in the desired direction.

Median U-Turn (MUT)

Vehicles proceed through the main intersection, make a U-turn a short distance downstream, followed by a right turn at the main intersection.

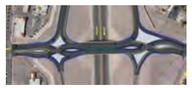


Turbo Roundabouts

Turbo roundabouts utilize different geometrics to address the conflicts associated with the common crash types in multilane roundabouts.

Diverging Diamond Interchange (DDI)

The crossing (or channelizing) of traffic on the crossroad to the left side between the ramp terminals is a variation of the diamond interchange.



Rectangular Rapid Flashing Beacon

Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.

Traffic Calming

Reduces vehicle speeds or volumes to improve quality of life by increasing the safety and comfort of walking and bicycling.

Backplates with Retroreflective Borders

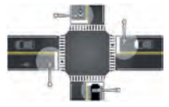
Backplates improve the visibility of a traffic signal with a controlled-contrast background. A 1-3 inch yellow retroreflective border makes it even more conspicuous.

Intersection Conflict Warning System

Drivers are informed of available gaps for turning or crossing. Vehicle detectors alert motorists of conflicting vehicles on an adjacent approach.

Street Lighting

At nighttime, lighting can be applied continuously along segments and at spot locations to increase visibility.



Flashing Beacons on Warning Signs

Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.

Dedicated Turn Lanes

Auxiliary turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.

Curves

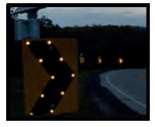
Advanced Warning Signs

Advanced warning signs around curves or other sight-limiting areas or where crash problems exist allow drivers time to make decisions based on changing conditions.

Install or Update Signage & Chevron Placement

Enhanced delineation and signage at horizontal curves can be implemented in advance of or within curves.

Speed Activated Flashers



Speed activated flashers on chevrons in a curve have shown huge decreases in crashes.

Retroreflective Strips on Signposts

Increasing the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increases viewability.

Superelevation Correction

Correcting and reshaping the roadway superelevation allows increased friction with the pavement.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Roadway Departures

Transverse Rumble Strips

Transverse rumble strips alert drivers to slow down, stop, or adjust to upcoming changes that may not be anticipated by an inattentive driver.

Clear Zones

These zones are unobstructed, traversable roadside areas that allow drivers to stop safely or regain control of a vehicle that has left the roadway.

High Friction Surface Treatment

Higher pavement friction helps motorists maintain better control in both wet and dry conditions.

Enhanced Signing & Delineation

Enhanced delineation treatments can alert drivers to upcoming curves, the direction and sharpness of the curve, and the appropriate operating speed.

Road Safety Audits (RSAs)

RSAs consider all road users, account for human factors and road user capabilities, are documented in a formal report, and require a formal response from the road owner.

6" Retroreflective Edgeline

Wider edge lines enhance the visibility of travel lane boundaries compared to traditional edge lines.

Flattening & Widening Foreslopes

Flattening and widening foreslopes allows a more recoverable slope and potentially can decrease the clear zone distance required.

Paved Shoulders

Paved shoulders allow better recovery for roadway departures and are often combined with edgeline rumble strips.

Median Barrier

Median barriers redirect vehicles striking either side of the barrier. They significantly reduce the number of cross-median crashes.

2' Paved Shoulder with Safety Edge

Eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.

6" Retroreflective Centerline

Wider centerlines enhance the visibility of travel lane boundaries compared to traditional edge lines.

On-Pavement Markings for Speed Control

Transverse pavement markings or chevrons placed progressively closer provide a visual illusion of increased speed causing drivers to slow down.

Post-Mounted Delineators

Improving curve delineations helps prevent roadway departures from the mainline pavement.

Improved Pavement Markings

Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.

Access Management

The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.

Longitudinal Rumble Strips

Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Pedestrians & Bicycles

Leading Pedestrian Intervals (LPI)

LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.

High-visibility Crosswalks

Patterns and reflective materials visible to both drivers and pedestrians from farther away, as well as lighting, signs, and pavement markings, improve visibility.

Vehicles Yield to Pedestrian Signage

Signage to increase driver awareness of high volume pedestrian movements works in a similar manner to LPIs.

Curb Extensions/Bulb Outs & Refuge Islands

These decrease the time pedestrians are in the roadway and increase pedestrian visibility.

Complete Streets/Designing for All Users

An approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people using them.

Pedestrian Crossing Signals

Pedestrians crossing signals allow traffic gaps to be forced by stopping traffic and allowing pedestrians to cross.

Raised Crosswalk/Raised Intersection/ Speed Table

These allow pedestrians to cross at grade with the sidewalk, reducing vehicle speeds and enhancing the pedestrian crossing environment.

Pedestrian Hybrid Beacons (PHB)

PHBs are traffic control devices that help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.

Multi-Use Paths

Shared-use paths supplement a system of on-road bike lanes, wide outside lanes, paved shoulders, and bike routes.

Shared Lane Markings

Sharrows are road markings that designate a space to be shared by both motorists and bicyclists.

Road Diet

A Road Diet reconfigures traditional four-lane undivided highways for improved safety, traffic calming, and better access for all road users.

Back-In Angle Parking

Back-in angle parking provides motorists with better vision of pedestrians, bicyclists, motor vehicles, and other road users as they exit a parking space and enter moving traffic.

Bike Lanes & Buffered Bike Lanes

Bike lanes can mitigate or prevent interactions between bicyclists and motor vehicles, and create a network of safer roadways for bicycling.

Bike Boulevards

Signs and pavement markings indicate that a roadway is intended as a shared, slow street, and reinforce the intention of priority for bicyclists along a given route.

Calibrated Bike Detection for Bike Lanes

Bicycle detection occurs either through the use of push buttons or by automated means. Inductive loop vehicle detection can be adjusted for bicycle metallic mass.

Access Control Through Medians

Management of the entry and exit points along a corridor can enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.

Cycle Tracks

Cycle tracks are bikeways that are at street level and use a variety of methods for physical protection from passing traffic.

Vulnerable Road User (VRU) Education

Share the Road programs aim to increase drivers' awareness of the rights of VRUs to improve the safety of all road users.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Improved ADA Accessibility

Curb Ramps

These provide access between the sidewalk and roadway for people using wheelchairs/wheeled devices and pedestrians with limited mobility.

Countdown Signals

These signals provide pedestrians with more information on the remaining crossing time.

Audible Pedestrian Signals

These devices provide auditory information to pedestrians who are blind or have low vision by signaling when it is safe to cross the roadway.

Education

Safe Routes to School (SRTS)

SRTS programs increase the amount of bicycling and walking to and from school while improving safety for children bicycling or walking to school.

Pedestrian Safety Zones

These zones target engineering, education, and enforcement measures to geographic areas and audiences where significant pedestrian crash problems exist.

Enforcement Communications & Outreach

Effective, high-visibility communications and outreach are an essential part of successful seat belt law High Visibility Enforcement programs.

Outreach Strategies for Low-Belt Use Groups

Communications and outreach directed at low-belt-use groups can be effective for targeted programs that support and are supported by enforcement.

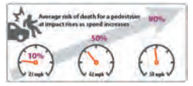
Enforcement

Reduce & Enforce Speed Limits

Reducing travel speeds increases reaction time for drivers and pedestrians to avoid crashes, as well as reduces the severity of pedestrian injuries when these crashes occur.

Communication & Outreach Supporting Enforcement

Effective, high-visibility communications and outreach are essential parts of successful speed and aggressive-driving enforcement programs.



High-Visibility Cell Phone/Text Messaging Enforcement

HVE can effectively deter cell phone use by increasing the perceived risk of a ticket.

Short Term, High-Visibility Seat Belt Law Enforcement

High-visibility seat belt law enforcement consists of short, intense, highly-publicized periods of increased enforcement using checkpoints, saturation patrols, or enforcement zones.

TRANSYSTEMS

Countermeasure	Description	CMF
Roadway Departure		
Advanced Warning Signs	Advanced warning signs around curves or other sight limiting areas or where crash problems exist all drivers more time to make decisions based on changing conditions.	0.65
Improved Pavement Markings	Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.	0.64-0.88 (6” edge line), 0.76 (4” edge line)
Longitudinal Rumble Strips	Longitudinal rumble strips are milled or raised elements on the pavement intended to alert drivers through vibration and sound that their vehicle has left the travel lane. They can be installed on the shoulder, edge line, or at or near the center line of an undivided roadway.	Varies
Transverse Rumble Strips	Transverse rumble strips are used to alert drivers of a need to slow down or stop, or to other upcoming changes that may not be anticipated by an inattentive driver. These rumble strips are placed in the travel lane perpendicular to the direction of travel.	0.66-0.73
Flattening and widening foreslopes	Flattening and widening foreslopes allows a more recoverable slope , and potentially can decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	Varies
2' paved shoulder with safety edge	The SafetyEdge^{SM} technology shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process. This safety practice eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability by reducing edge raveling of asphalt.	0.65 – 0.9

Relocating/Moving/shielding Fixed objects	Roadside Design Improvements to Provide for a Safe Recovery such as providing a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	0.56
Superelevation Correction	Correcting and reshaping the roadway superelvation to meet posted speed, or where crashes have occurred allows an increased friction with pavement.	Varies: Formula based
High Friction Surface Treatment	Pavement friction treatments, such as High Friction Surface Treatment (HFST), can be better targeted and result in more efficient and effective installations when using continuous pavement friction data along with crash and roadway data.	0.37
Post mounted delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers where the edge of shoulder is. This is also helpful at night.	0.72 – 0.82
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	.77 to .95
Reflective Strips on Posts	Retroreflective Strips on signposts increase the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increase viewability.	No yet determined

Countermeasure	Description	CMF
Intersection Related		
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	0.79
Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	0.86
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more conspicuous.	0.85
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	.6 (for LT) .75 (all)
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	.30 (for LT)
Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	0.9
Improved Geometry	Geometry improvements can have great effects on the safety of an intersection, positive offset of left turn lanes, Skew elimination, sight distance improvements all can have great effects on the number of crashes in the intersection.	Varies
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	0.4
Enhanced Stop Signs	Larger stop signs, use of flasher on sign or use of retroreflective markings to increase visibility of stop signs.	0.9

Countermeasure	Description	CMF
Vulnerable Road Users		
Rectangular Rapid Flashing Beacon	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	.53 (Ped)
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	.45 (Ped)
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	.92 (Ped)
Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	0.87
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	.11-.35 (Ped)
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	.60 (Ped)
Advance Yield or Stop markings	YIELD Here to Pedestrians" or "STOP Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk.	0.62 (Ped)
SRTS Program	The goal of Safe Routes to School programs is to increase the amount of bicycling and walking trips to and from school while simultaneously improving safety for children bicycling or walking to school.	***

Countermeasure	Description	NHTSA Star Rating
Unrestrained Occupant		
High Visibility Enforcement of Seatbelt	Both Short Term and Sustained Seat Belt Enforcement, including child passenger safety.	*****
Education Strategies	Employer based and Older Children programs.	***
Child Restraint Inspection Stations	Child Passenger Safety (CPS) Technician staffed Inspection Stations.	***

Countermeasure	Description	NHTSA Star Rating
Distracted Driving		
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.	Needs further evaluation
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

Countermeasure	Description	NHTSA Star Rating
Alcohol or Drug Related		
Enforcement of Drug and Alcohol Impaired Driving	Increased enforcement of impaired-driving laws can be a major factor in reducing impaired-driving deaths.	***
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

Appendix D

Community Engagement Plan

TRANSYSTEMS

Southeast Kansas: Comprehensive Safety Action Plan

Community Engagement Plan

Introduction

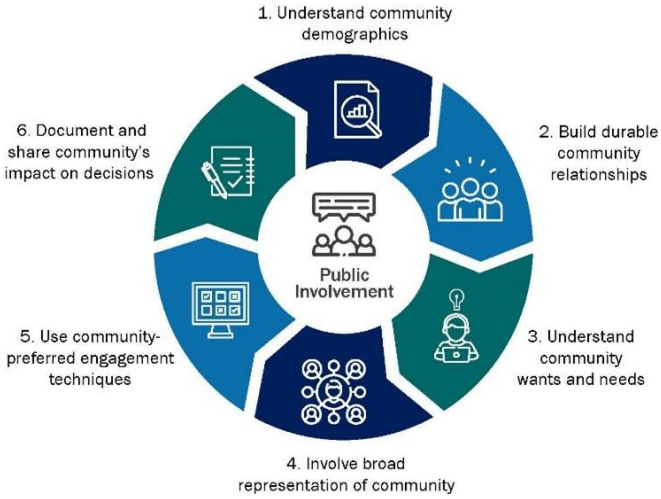
The Southeast Kansas Regional Planning Commission (SEKRPC) has partnered with twelve counties in Southeast Kansas to develop a Comprehensive Safety Action Plan. The twelve counties encompass Coffey, Anderson, Linn, Woodson, Allen, Borbon, Wilson, Neosho, Crawford, Montgonery, Labette, and Cherokee counties. The Comprehensive Safety Action Plan (CSAP) will identify an array of lifesaving measures to improve safety for motorists, pedestrians, cyclists, transit passengers, and other transportation users.

The Action Plan reviews roadway use trends, identifies issues, and then outlines steps to improve transportation safety. The Action Plan is aimed at reducing and eliminating serious injury and fatal crashes affecting transportation users. The eight components of the Action Plan are:

- Leadership commitment and goal setting
- Planning structure
- Safety analysis
- Engagement and collaboration
- Equity
- Policy and process changes
- Strategy and project selections
- Progress and transparency

The Action Plan will be developed using the U.S. Department of Transportation (USDOT) Safe System Approach. The Safey System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable. Rather than blaming road users for crashes, this approach recognizes that the responsibility for road safety lies with multiple stakeholders, including policymakers, road designers, vehicle manufacturers, law enforcement, and emergency response. By designing a forgiving road system that accommodates human error, the Safe System Approach aims to prevent fatal crashes and minimize the severity of injuries.

To create the Action Plan, information will be gathered from many sources, including study partners and the public to find solutions that address current and future issues that can be supported by most stakeholders. Varied methods of community engagement will help develop positive outcomes not only for this process but also instill a more inclusive transportation infrastructure decision-making process. The project team will use the UUSDOT model for meaningful public involvement.



Public Involvement

The project team will proactively seek meaningful public involvement from study partners, residents, and communities impacted by the past and current limitations of the roadway system and its users. Feedback and suggested improvements will be documented and presented in a draft Action Plan. Communication with interested parties will be ongoing throughout the study period with a final Comprehensive Safety Action Plan produced for each of the twelve counties in early 2025.

Three fundamental areas of project public involvement will be created:

1. ***Information and Communications:*** Information regarding the study background, process, methods, schedule, key messages, and project updates will be communicated.
2. ***Stakeholder Input:*** Community leaders, elected and appointed officials, government staff members, and other stakeholder groups will be engaged throughout the planning process.
3. ***Community Outreach:*** Community members will be informed, educated, and engaged with the intent of providing an interactive dialogue for input and considerations as the study evolves.

Key Audiences

Key audiences are anticipated to include:

- Residents of the twelve counties in the Southeast Kansas study area.
- Businesses and employees that use the transportation system in the study area.
- Governmental units for each of the twelve counties, including incorporated cities and unified school districts in the study area.
- First responders serving the study area including law enforcement, fire departments, emergency management, medical services, and others.
- Civic organizations interested in discussing transportation safety in their communities.
- Representatives of relevant regional or statewide agencies, such as SEKRPC and the Kansas Department of Transportation (KDOT).

Community Engagement Methods

Community engagement methods will include:

- ***Kick-Off Meeting:*** A project kick-off meeting with SEKRPC will outline the community engagement plan and process of creating a Safety Task Force team of key regional stakeholders to guide the study.
- ***Project Update Meetings:*** Monthly updates will be shared virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.
- ***Stakeholder Meetings:*** Three (3) Safety Task Force meetings will be organized to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings will be held in a hybrid format with both in-person and virtual attendance options.
- ***Public Meetings:*** One in-person open house style meeting will be held within each county to inform the public of the study's progress, gather public input regarding safety needs, and share features of the proposed Action Plan.
- ***Public Survey:*** An online survey will be distributed that allows respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information will be collected to assign responses to specific counties and/or communities.
- ***Public Comments:*** Public comments will be compiled from meetings, online surveys, phone calls, and face-to-face conversations as well as any written comments received during the study.
- ***Public Information:*** Updates and announcements for news media, county websites, and social media outlets will be provided to SEKRPC for distribution.
- ***Translation Services:*** Translation of project documents into Spanish is possible, if needed. Other language translations may be necessary. To ensure that people with disabilities and diverse needs and experiences are aware of and can participate in community engagement activities, a wide range of engagement tools will be used.

Schedule

The overall project schedule is included in the Project Management Plan. Highlights related to community engagement include:

- The project Community Engagement Plan was initially developed in July 2024 and will be updated as needed throughout the study.
- Safety Task Force meetings are planned for September 2024, November 2024, and January 2025. The project team will monitor the anticipated release of the Notice of Funding Opportunity for SS4A implementation funds and will adjust the schedule if needed.
- Open house public meetings are scheduled for November 2024 and early December 2025
- Public comments will be accepted and compiled throughout the study period.

Follow-Up Activities

- Assist SEKRPC, as needed, with meeting invitations, meeting notes, news release copy, public survey methods, website text, social media content, and a final Community Engagement report.

Study Contacts

SEKRPC Project Manager: Carey Spoon
TranSystems Project Manager: Deanne Winkelmann
TranSystems Project Lead: Slade Engstrom
TranSystems Communications Lead: Tom Hein

Updated: August 20, 2024

Appendix E

Public Survey Results

Safe Streets for All

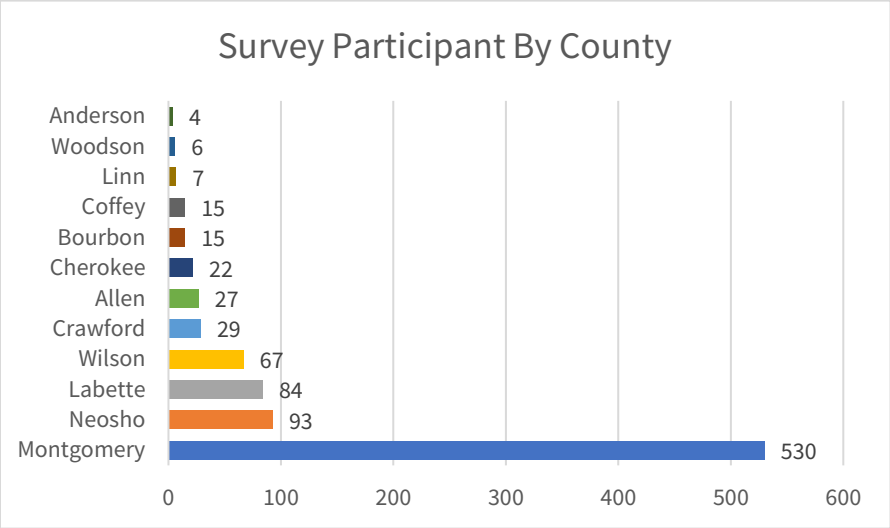
Southeast Kansas Comprehensive Safety Action Plan

Public Survey

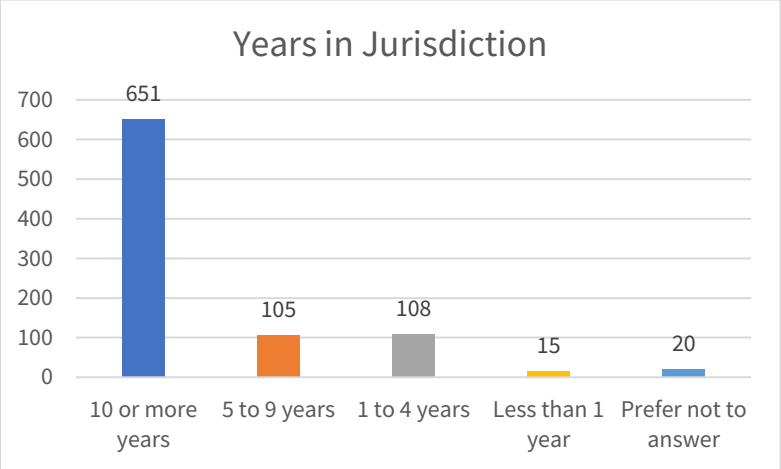
To gather greater community input, an online public survey was distributed throughout the 12-county region from October 2024 to April 2025, including distribution to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region and specific jurisdictions.

The survey was distributed through city and county websites, social media, and advertised at public engagement events. This approach ensured broad participation and diverse perspectives resulting in a total of 899 survey respondents from across the 12-county region.

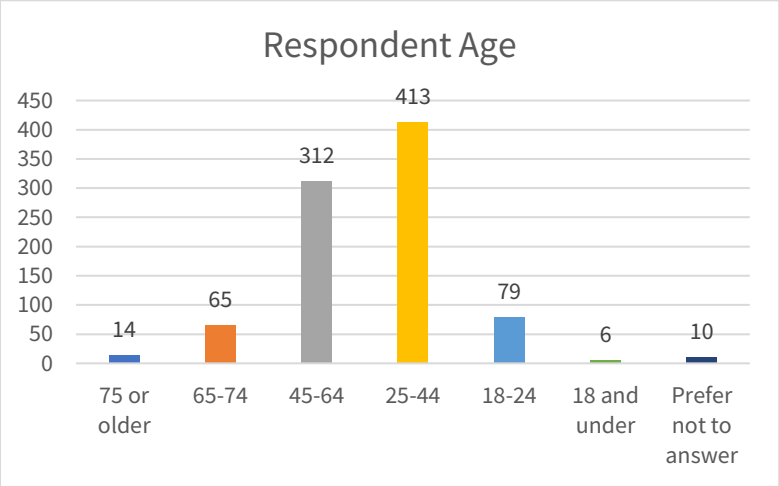
What county do you live in?



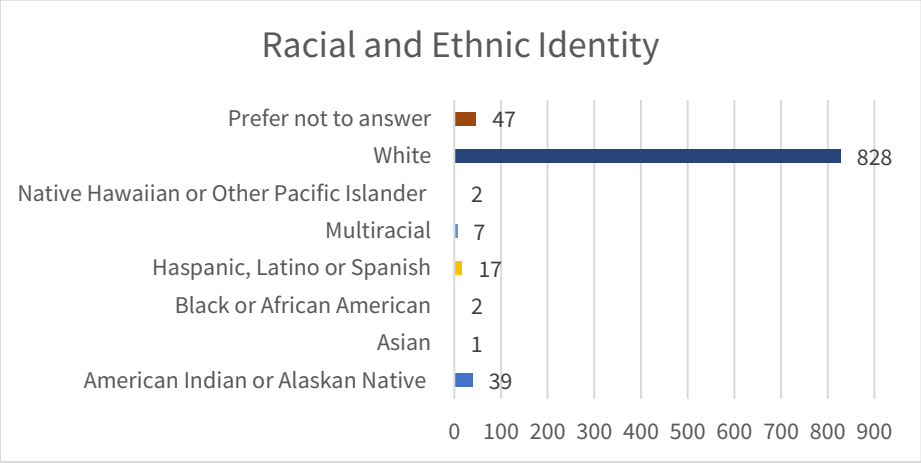
How long have you lived in your jurisdiction?



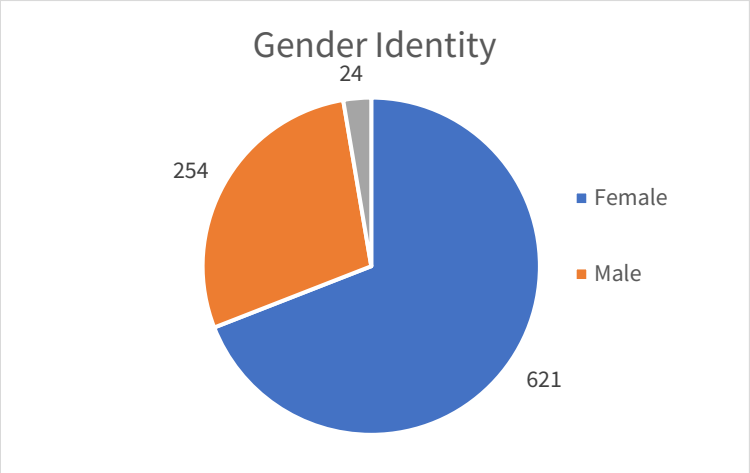
What is your age?



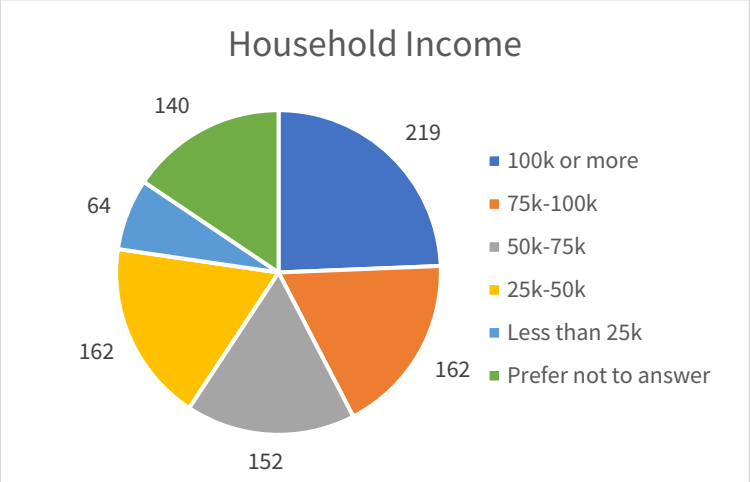
Select the racial or ethnic group with which you identify.



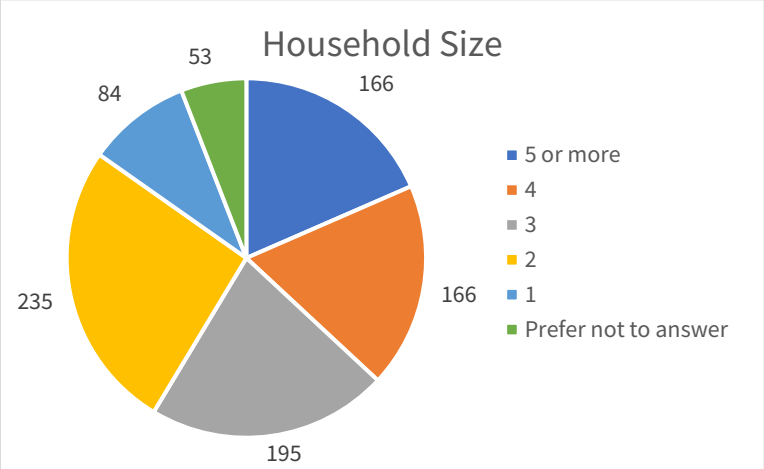
What is your gender identity?



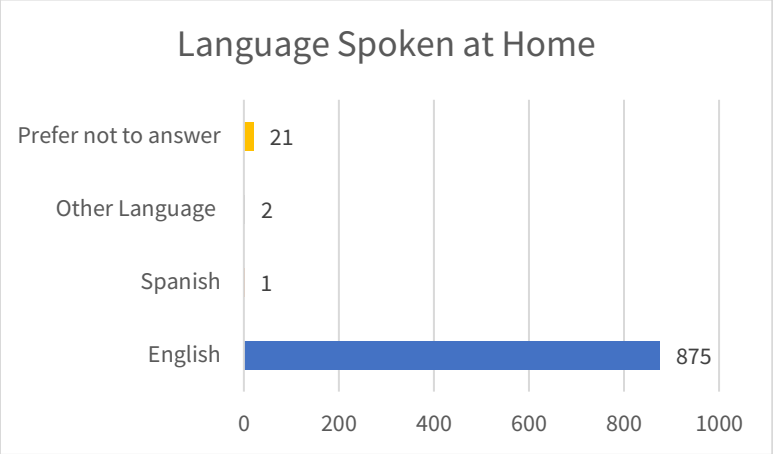
What is your household income?



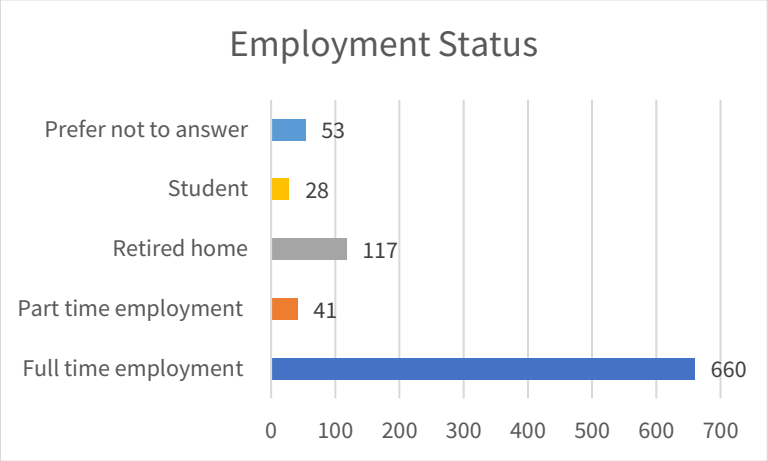
Including yourself, how many people live in your household?



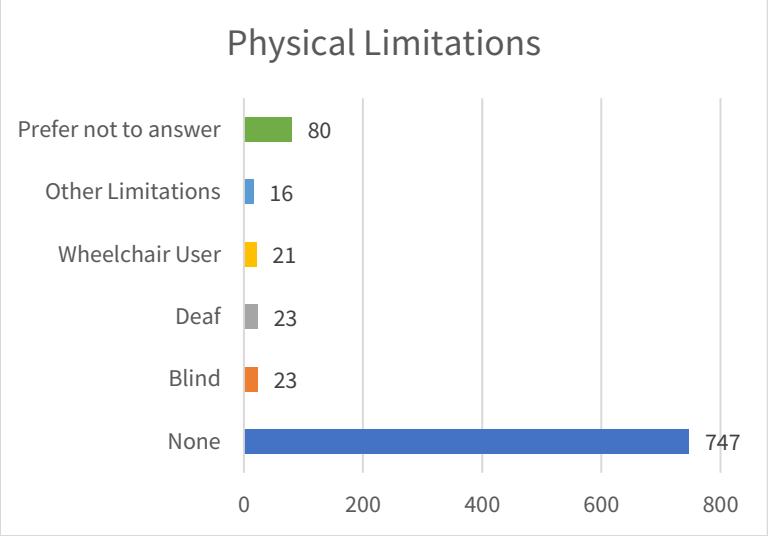
What is the primary language spoken at home?



Select the option that best fits your current occupation:

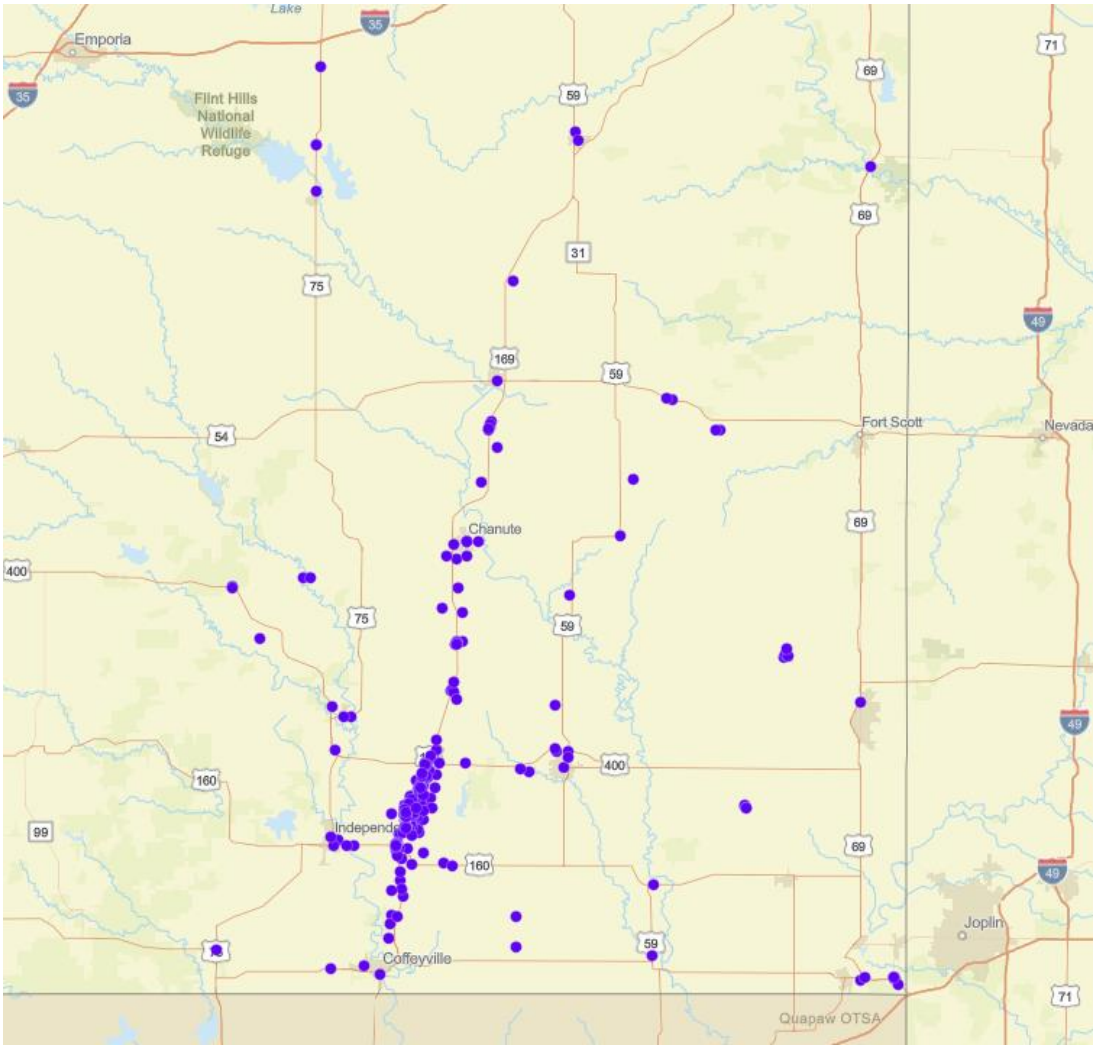


Do you have any physical limitations? (Select all that apply)

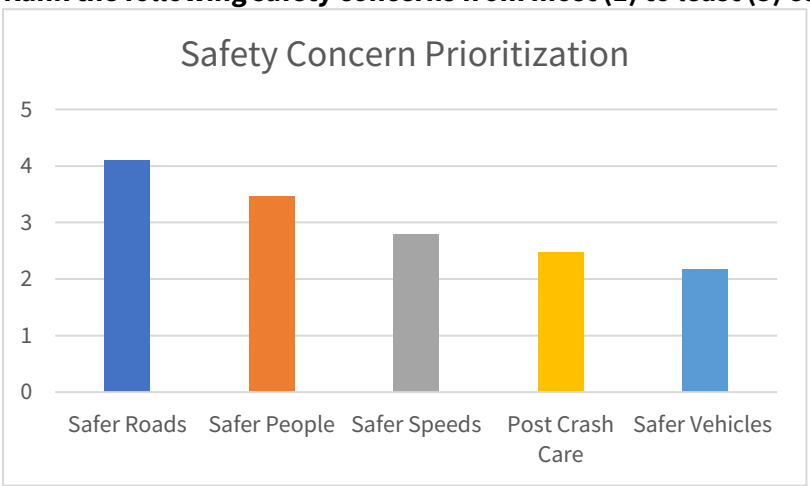


Mapping Activity

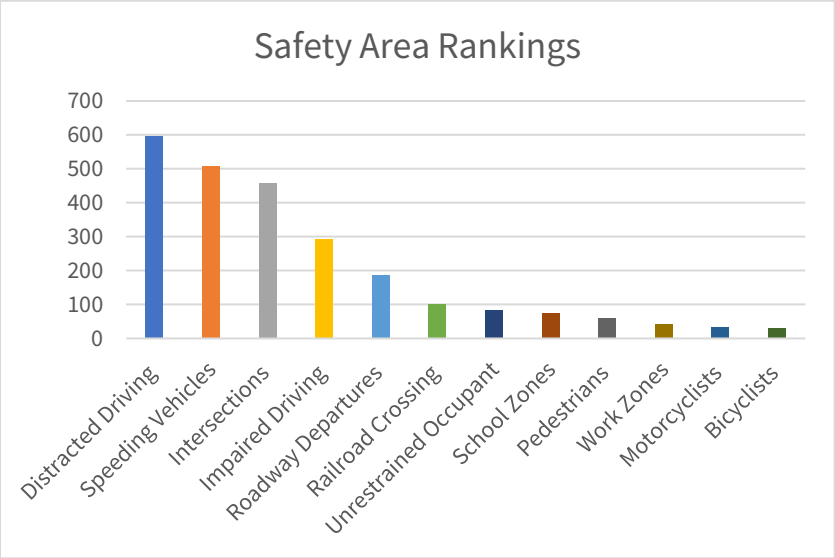
Each dot corresponds with a location-specific safety concern or comment.



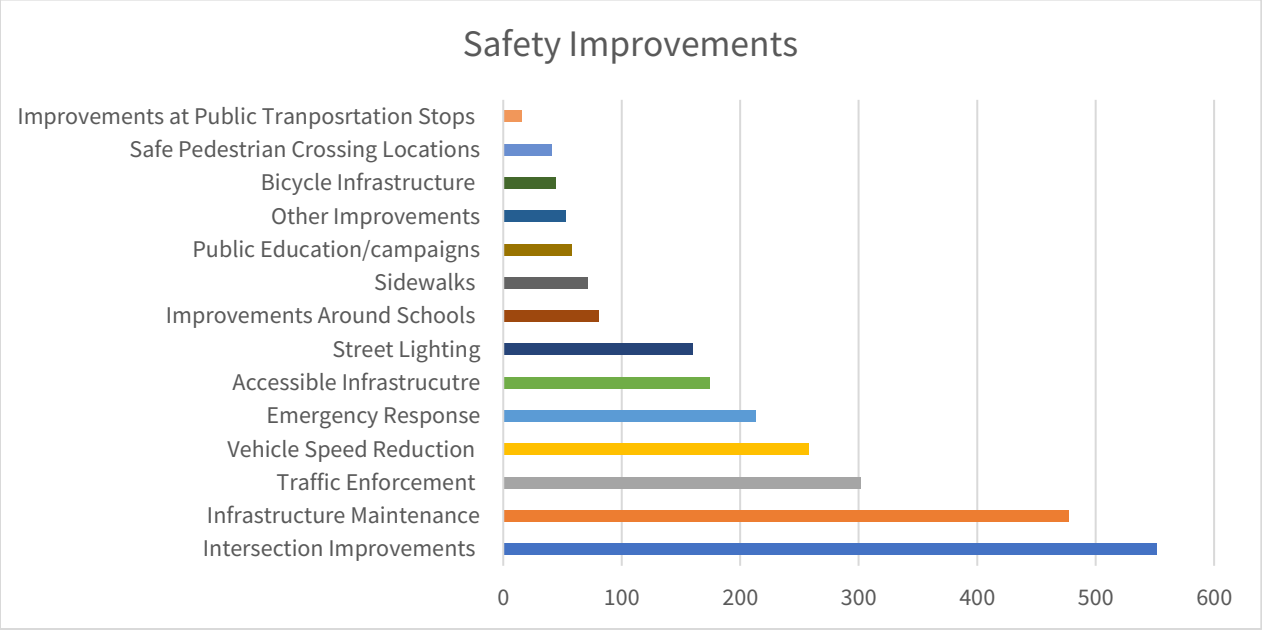
Rank the following safety concerns from most (1) to least (5) concerned.



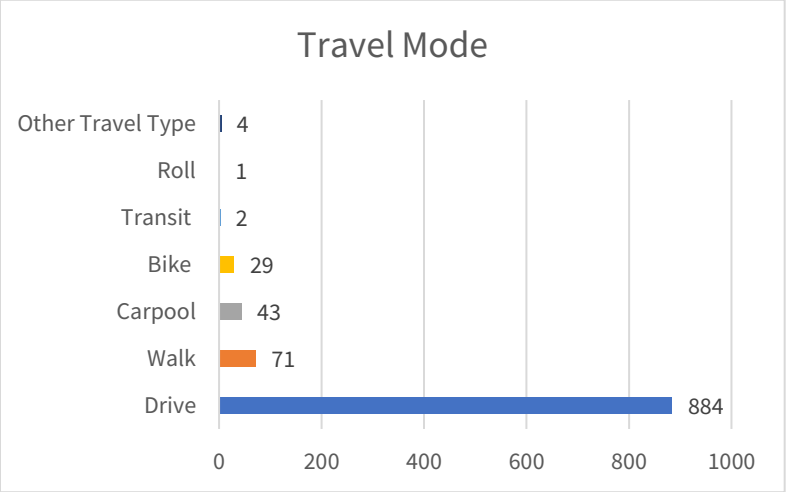
What safety areas are the most important to you in addressing street safety? (Select the top 3)



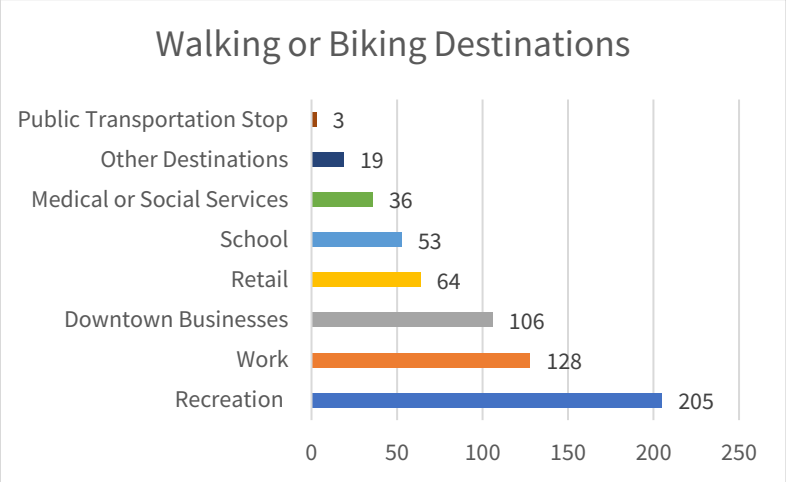
Pick the three most important safety improvements that your tax dollars help pay for, which affect your safety in the transportation system.



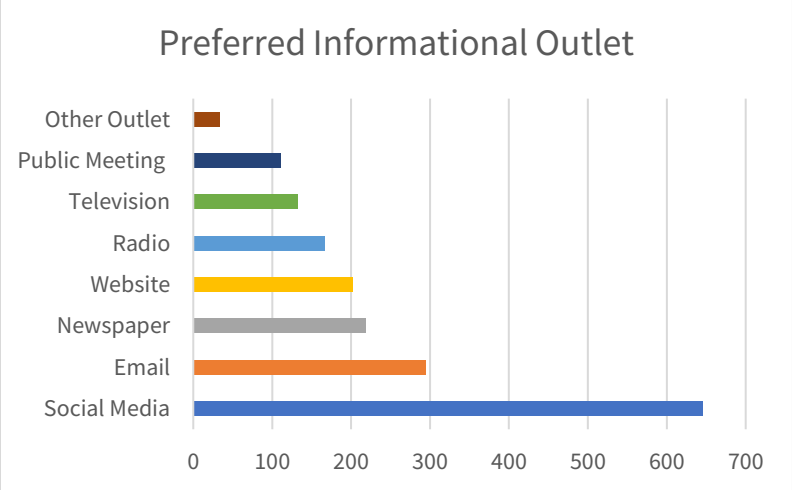
How do you usually travel in a typical week? (Select all that apply)



If you walk or bike in your jurisdiction, what is your destination?



What outlets would you prefer to receive transportation safety Information? (Select all that apply)



Appendix F

Safety Task Force Meetings

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #1

Date: October 3, 2024
Time: 11:00am - 1:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Introduction
  - Safe Systems Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

Attendees
Sandy Krider, Labette County Public Works Director (in-person)
Anne Sharp, Cherokee County Sheriff's Office and Columbus School (online)
Anni Beasley, Frontenac High School in Crawford County (online)
Brandon Beurskens, Montgomery County Assistant Public Works Director (online)
Eric Bailey, Bourbon County Public Works Director (online)
Shaun West, Linn County Public Works Director (online)

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Payton Smith, TranSystems
Nicole Hood, TranSystems
Tom Hein, TranSystems
Emma Habosky, TranSystems (online)
Tod Salfrank, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Introduction

- Federal Highway Administration (FHWA) encourages communities to adopt the Vision Zero concept and recently started incorporating the Safe Systems Approach. The SSA goal is to reduce death and serious injuries for all road users.
- Local Road Safety Plans (LRSP) have been completed or are nearly complete in 11 of the 12 counties. Woodson County does not have an LRSP.
- The Safe Streets for All (SS4A) Comprehensive Safety Action Plan (CSAP) incorporates traffic data analysis, stakeholder input, and public engagement into useable safety countermeasures. The CSAP provides information for future implementation funding for individual counties or the southeast Kansas region.
- A "Swiss cheese" model of redundancy is used in the Safe Systems Approach so that all safety systems in place help prevent a system failure resulting in a catastrophic event. Redundancy is a critical piece. Everyone makes mistakes and planning for that is key.
- The project timeline was outlined for August 2024 through February 2025 and includes three Safety Task Force meetings, a public meeting in each county, and a public survey contributing to a CSAP final report.

Role of the Safety Task Force

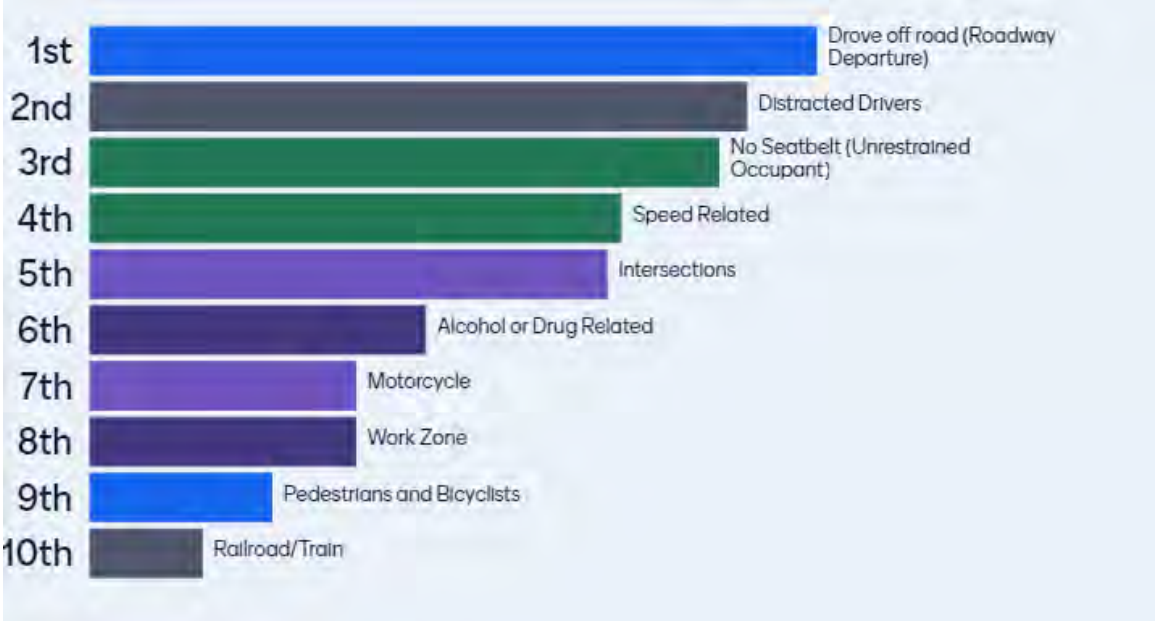
- The Safety Task Force validates information and data, provides insight on emphasis areas, drafts safety goals, represents the community, serves as a community champion, and evaluates performance measures.
- A public survey (https://arcg.is/1v1Pe00) will be sent to about 400 community organizations and members. It takes less than ten minutes to complete and Safety Task Force members can promote the survey in their communities. They survey also has a mapping component so users can identify specific locations of concern.
- Polling question #1 and discussion: **Why is transportation safety important to you?**
  - Anne Sharp (Cherokee County) said her daughter fell asleep while going home resulting in a crash. She shared, "When it's personal, it makes a big difference."

Crash Review

- Slade Engstrom (TranSystems) presented ten-year crash data showing hot spots in the twelve-county study area.
- There were approximately 400 fatalities in the region during that period with a total of 44,295 incidents that includes fatalities, injuries, property damage only crashes plus those involving pedestrians.
- While this is a preliminary overview, it reveals that the state highway system is where a lot of the serious and fatal crashes occur.
    - The Safety Task Force may need to decide whether to work with KDOT on concerns regarding the state highway system or focus in on their own individual communities (county, city, towns).

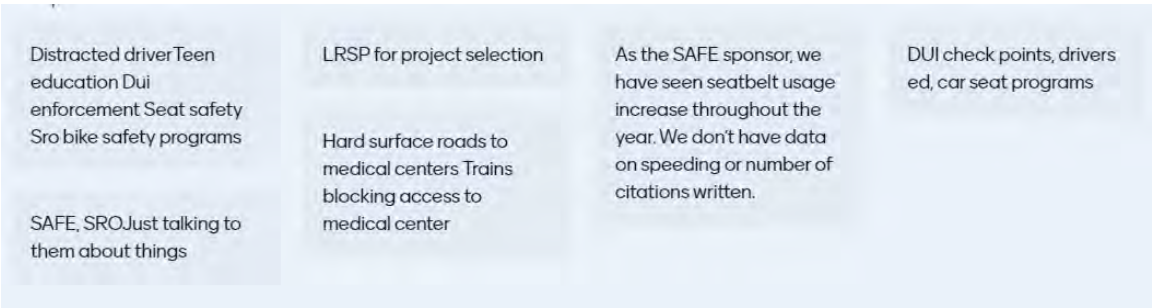
Emphasis Areas

- Crash emphasis charts showed Roadway Departure as the primary contributing factor followed (in numerical order) by Intersections, Distracted Driver, Unrestrained Occupant, Alcohol or Drug, Speed, Motorcycle, Work Zone, and Railroad.
- Anni Beasley (Crawford County) stated that a designated safety corridor had been established near Frontenac High School. She shared, “It is a scary intersection with big trucks that make crossing for students dangerous.”
- US-169 and US-69 were mentioned as a priority corridors.
- Polling question #2 and discussion**: As we focus on solutions, which of these crash types are most important to address?**

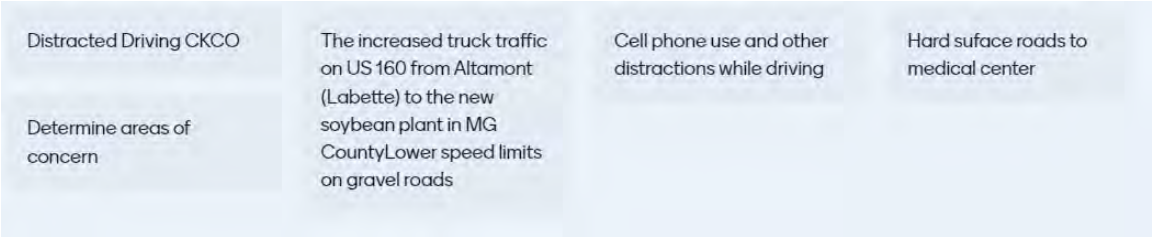


Discussion

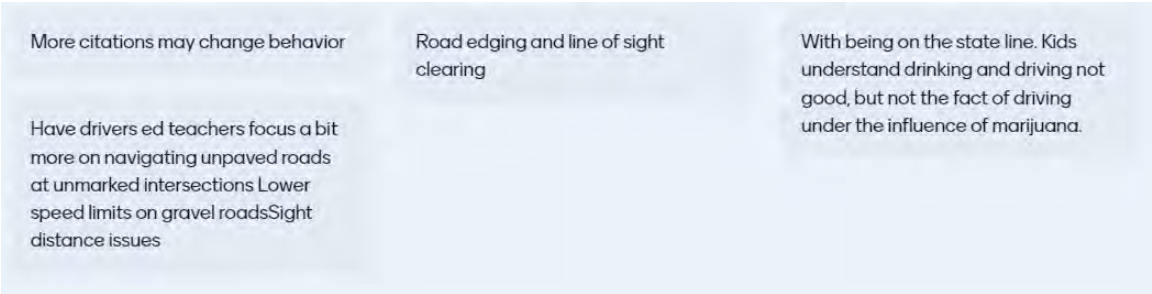
- Polling question #3 and discussion**: Tell us about what kinds of transportation related safety programs or involvement your communities have promoted. What went well? What would you improve?**
  - Sandy Krider (Labette County) mentioned driver's education should include teaching how to navigate on unmarked and gravel roads.



- Polling question #4 and discussion**: What transportation safety concerns have you heard from the community?**
  - Anni Beasley (Crawford County) said the SAFE (Seatbelts Are For Everyone) program started in Crawford County because students were in fatal accident.
  - Lots of ways to leverage data such as quick emergency response through alerts.
  - For reference, Nicole Hood (TranSystems) stated that Missouri Department of Transportation data shows cell usage is 70% older folks.



- Polling question #5 and discussion**: What would you like to see implemented in SEK to improve transportation safety?**
  - Online driver's education needed.
  - Slade Engstrom (TranSystems) commented that rumble strips can seem like a good idea but cannot always be implemented due to road conditions.



Next Steps

- Public survey will be sent within a few days following the meeting.
- Public meetings will be planned in each county.
- Safety Task Force Meetings
    - Meeting #2 on November 14, 2024 will focus on priorities and countermeasures.
    - Meeting #3 on January 23, 2025.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #1

October 3, 2024

AGENDA

- Introductions
- Project Introduction
  - Safe System Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

INTRODUCTIONS

- Southeast Kansas Regional Planning Commission
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

POLLING INSTRUCTIONS

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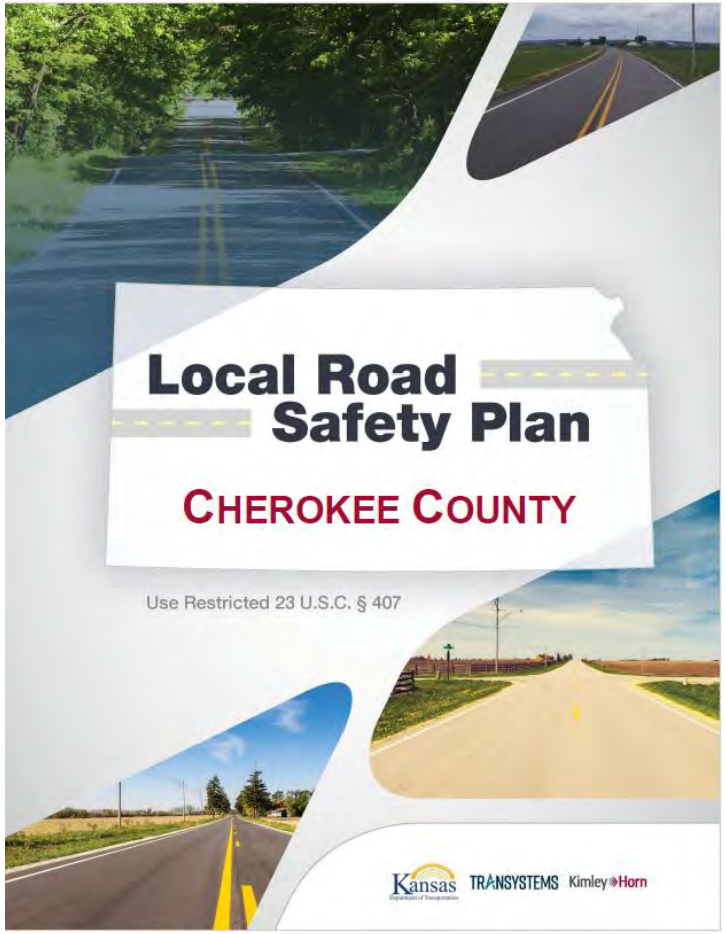
COMPREHENSIVE SAFETY ACTION PLAN

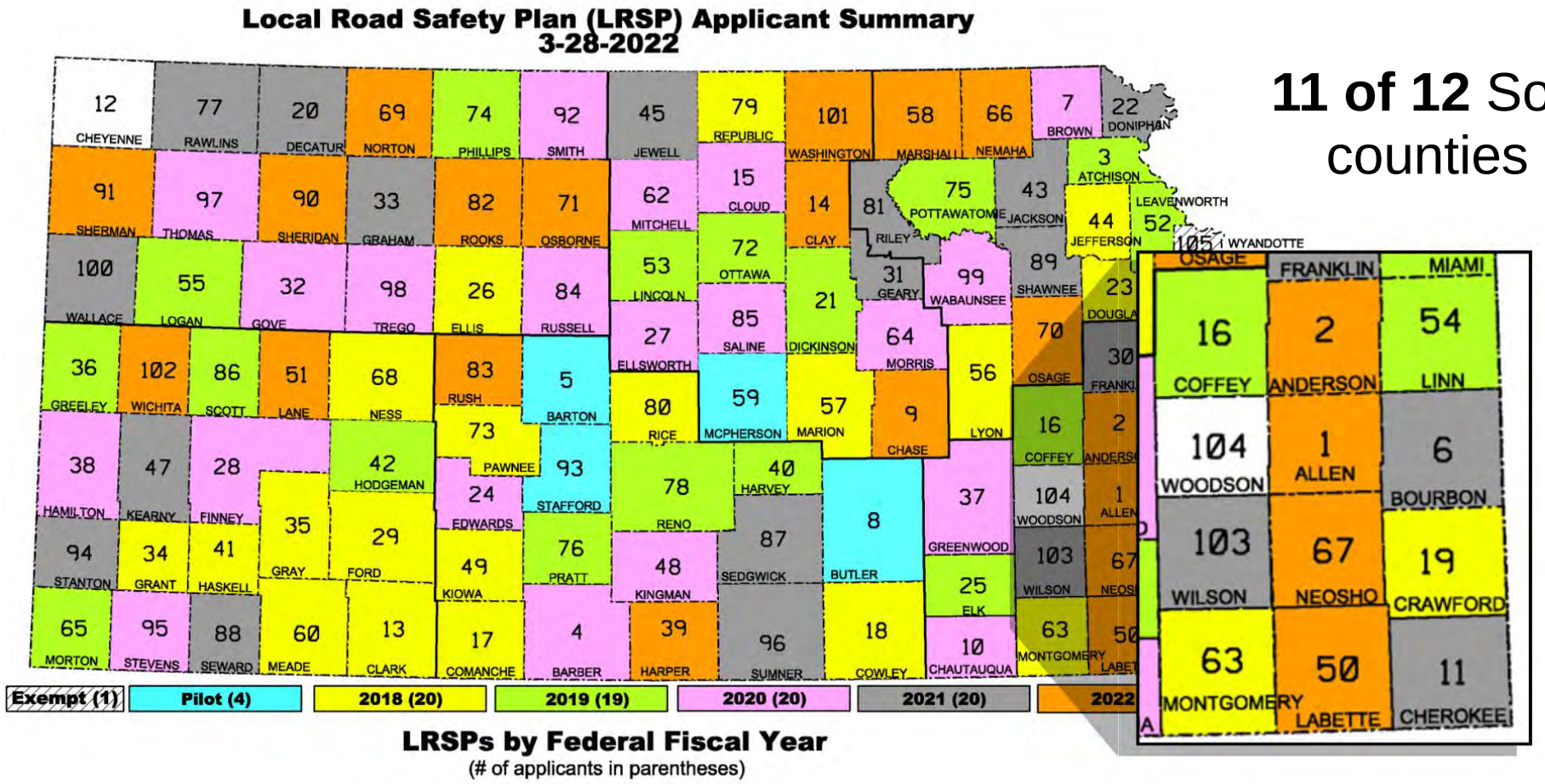
- Imagine and implement safe spaces for all road users
- Discuss safety priority areas and solutions
- Roadmap to reduce and prevent severe crashes
- Utilize plan to pursue funding for implementation to save lives

LOCAL ROAD SAFETY PLAN



- Local Road Safety Plans (LRSPs) provide a framework for identifying safety improvements on local roads
- LRSPs included roadways in unincorporated areas that are classified as collectors or higher
  - Did not include roadways within city limits
  - Did not include rural local roads

LOCAL ROAD SAFETY PLAN



11 of 12 Southeast Kansas counties have a LRSP.

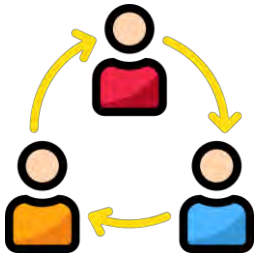
SS4A builds upon LRSPs to include cities and provide a comprehensive look at the entire study area.

FROM PLAN TO ACTION

Planning Grant

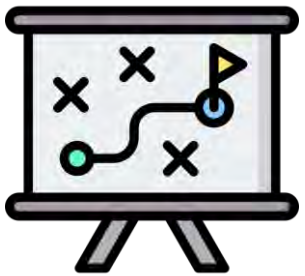
Implementation Grant

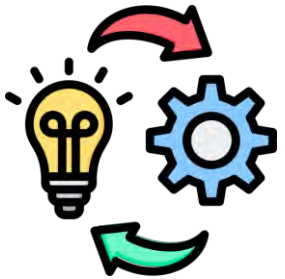
Data Analysis



Engage Stakeholders

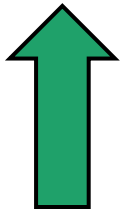
Strategy and Actions





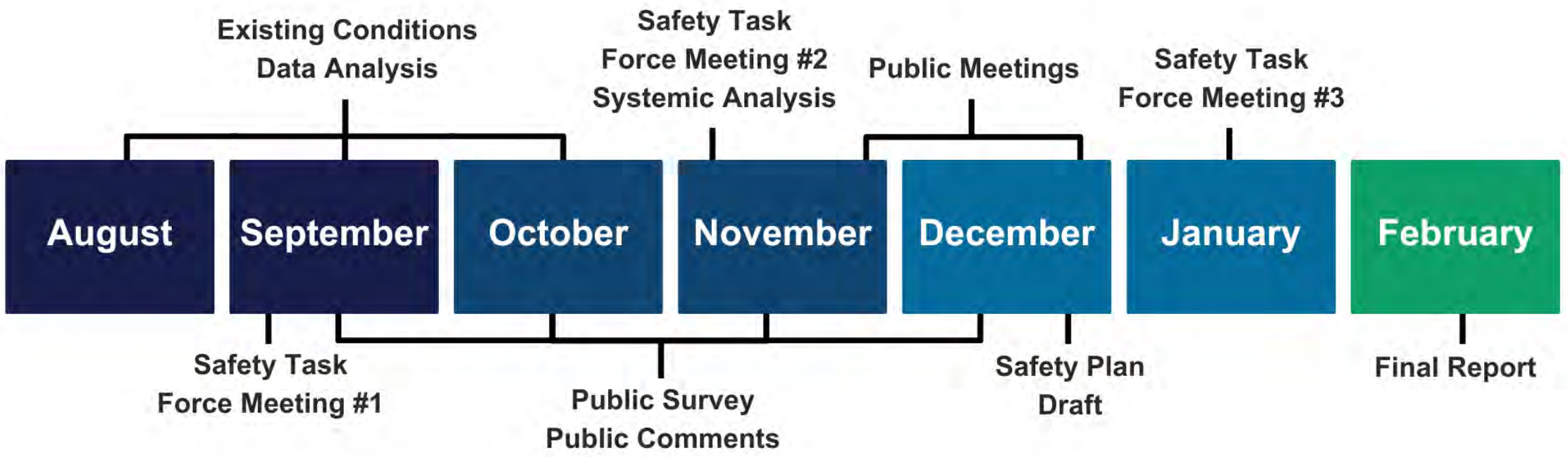
Recommendations

Implementation



We are here!

PROJECT TIMELINE



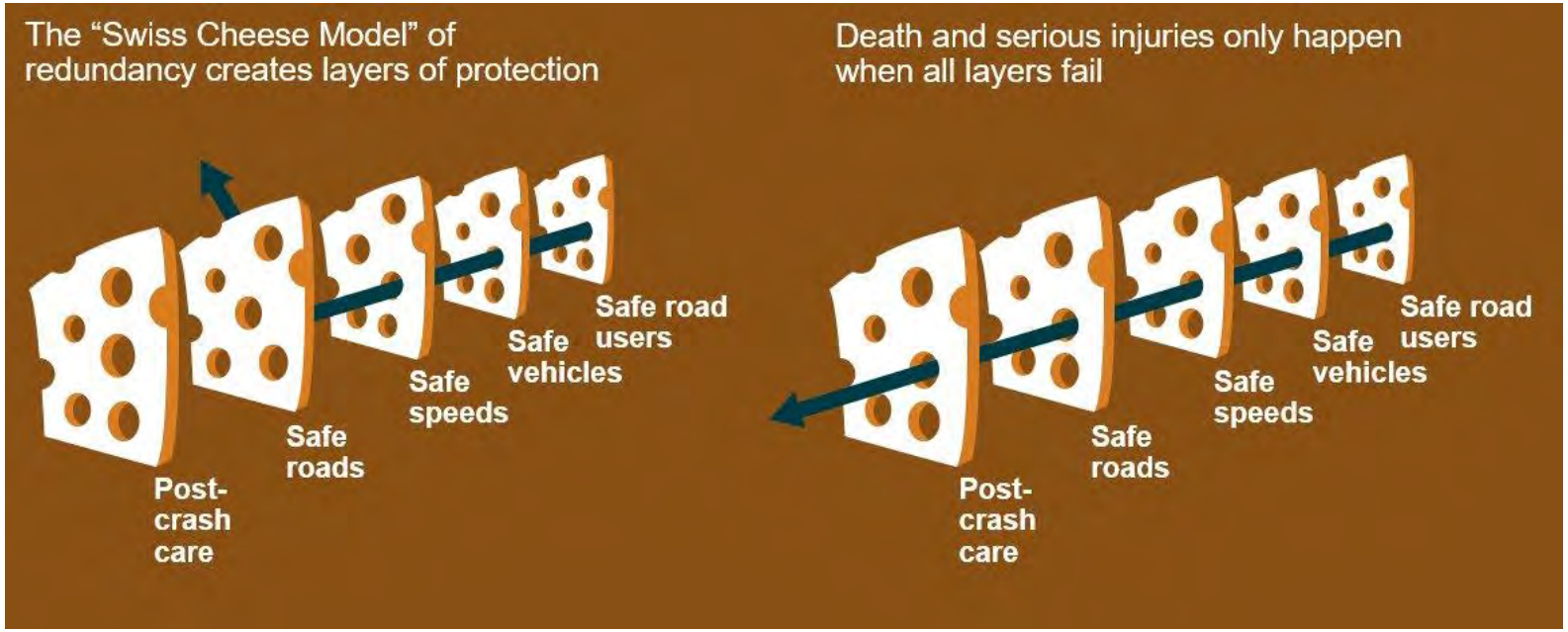
SAFE SYSTEMS APPROACH

- **Safer Road Users:** Encourage safe and responsible user behavior
- **Safer Vehicles:** Expand innovation and technology features to enhance safety
- **Safer Speeds:** Promote context-appropriate design, speed setting, and speed enforcement
- **Safer Roads:** Design roadways to mitigate human mistakes and facilitate safe travel for the most vulnerable users
- **Improved Post-Crash Care:** Enhance access to emergency medical care and prevent secondary crashes

NATIONAL ROADWAY SAFETY STRATEGY

Vision for roadway safety is <u>zero</u> fatalities and severe injuries.

- Adopts the **Safe System Approach** to achieve results
- Seeks opportunities to address safety, equity, and climate simultaneously



DISCUSSION

Why is transportation safety **important** to you?

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SAFETY TASK FORCE

Safety Task Force Role

- Validate information and data
- Provide insight on emphasis areas
- Draft the vision and goals for safety in the region
- Represent the community and solicit feedback
- Serve as trusted community champions
- Evaluate performance measures

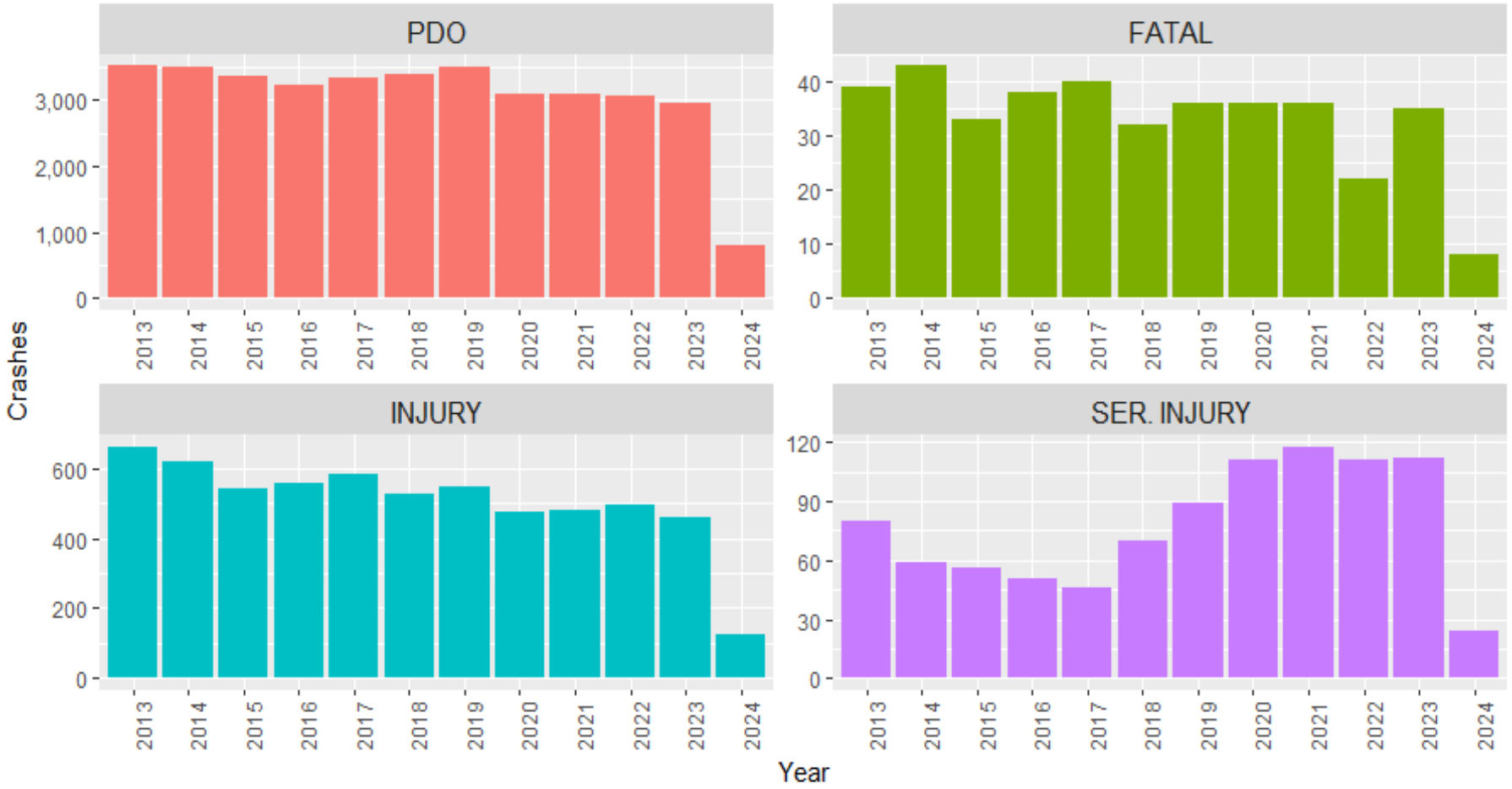
PUBLIC SURVEY

Advocate in Your Community!

- Press release and survey link will be sent to the Safety Task Force and an extended stakeholder list for greater promotion
- Takes about 5-10 minutes to complete
- Allows respondents to submit location-specific concerns

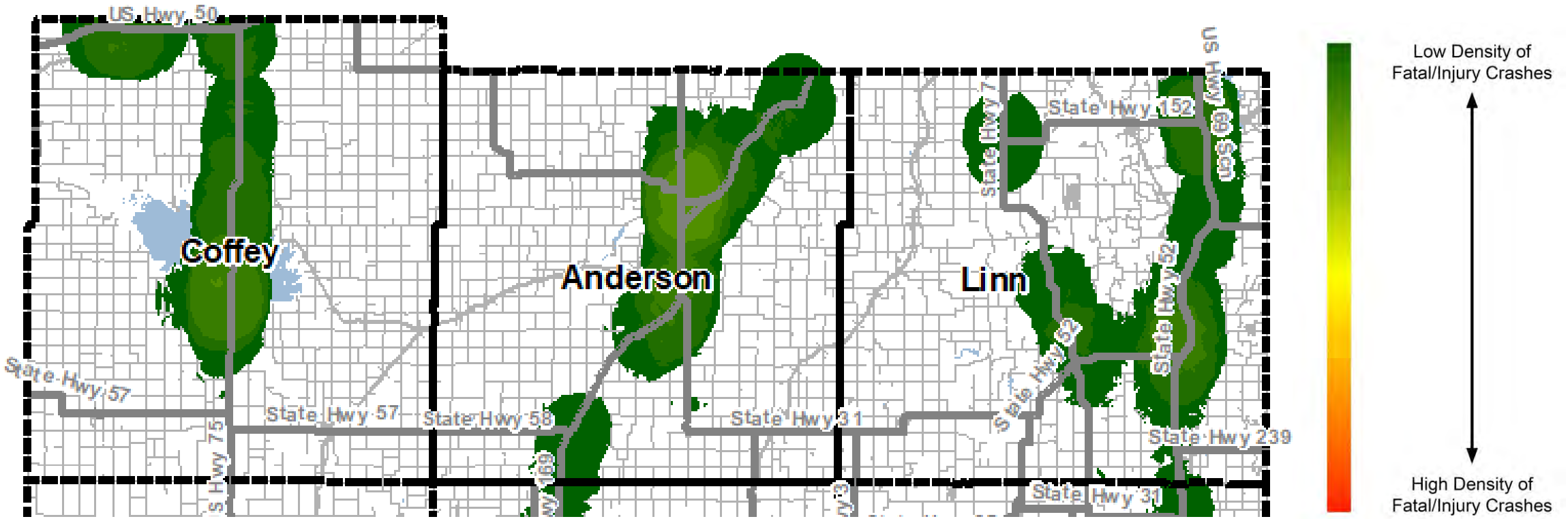
https://arcg.is/1v1Pe00

CRASH REVIEW

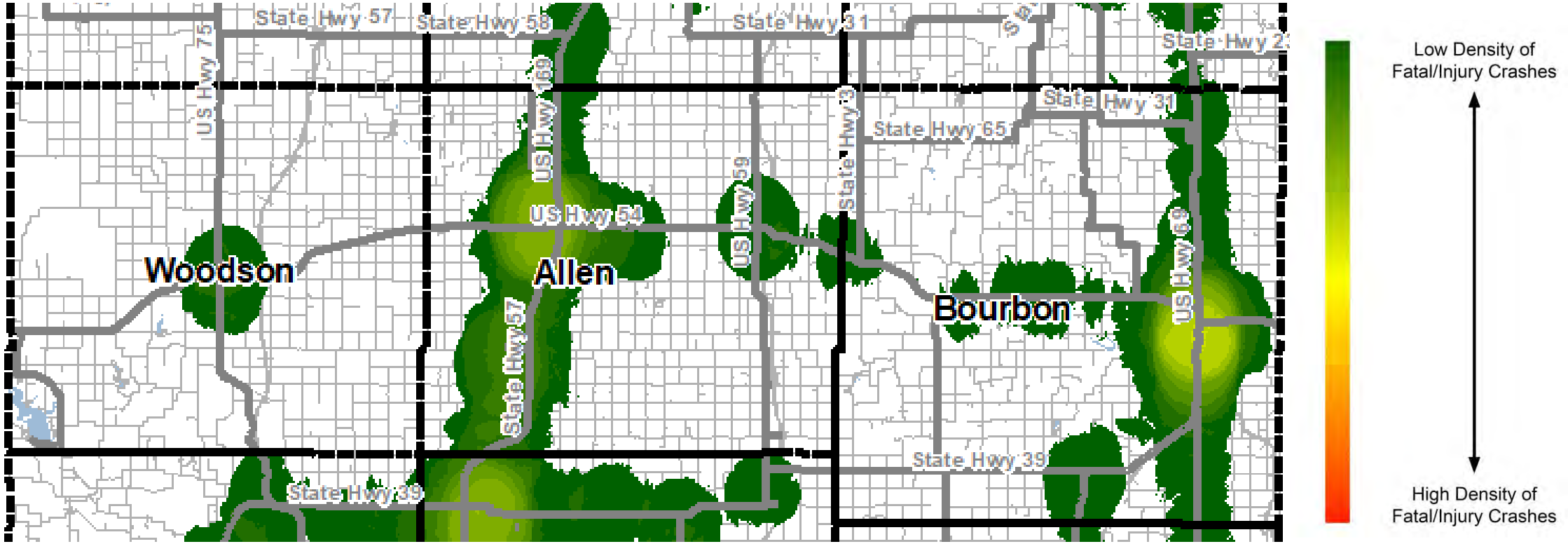


Crash Type	Count
Fatal	398
Injury	7014
PDO	36883
Pedestrian	295
Total	44,295

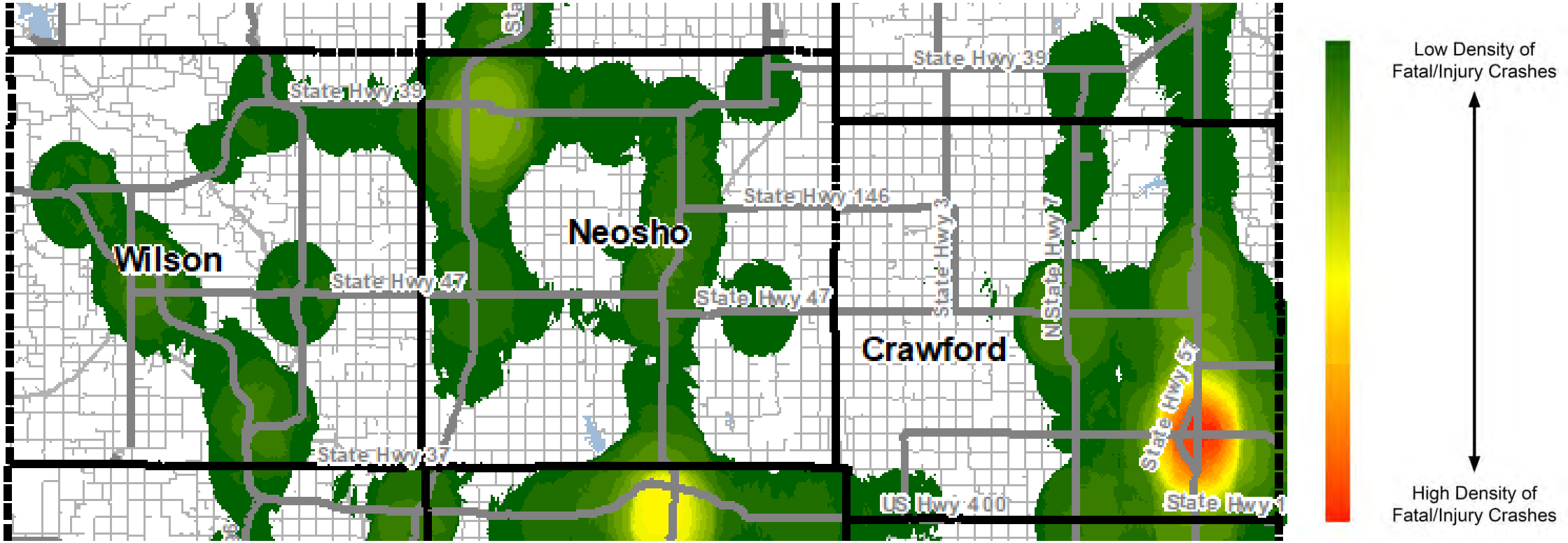
CRASH REVIEW



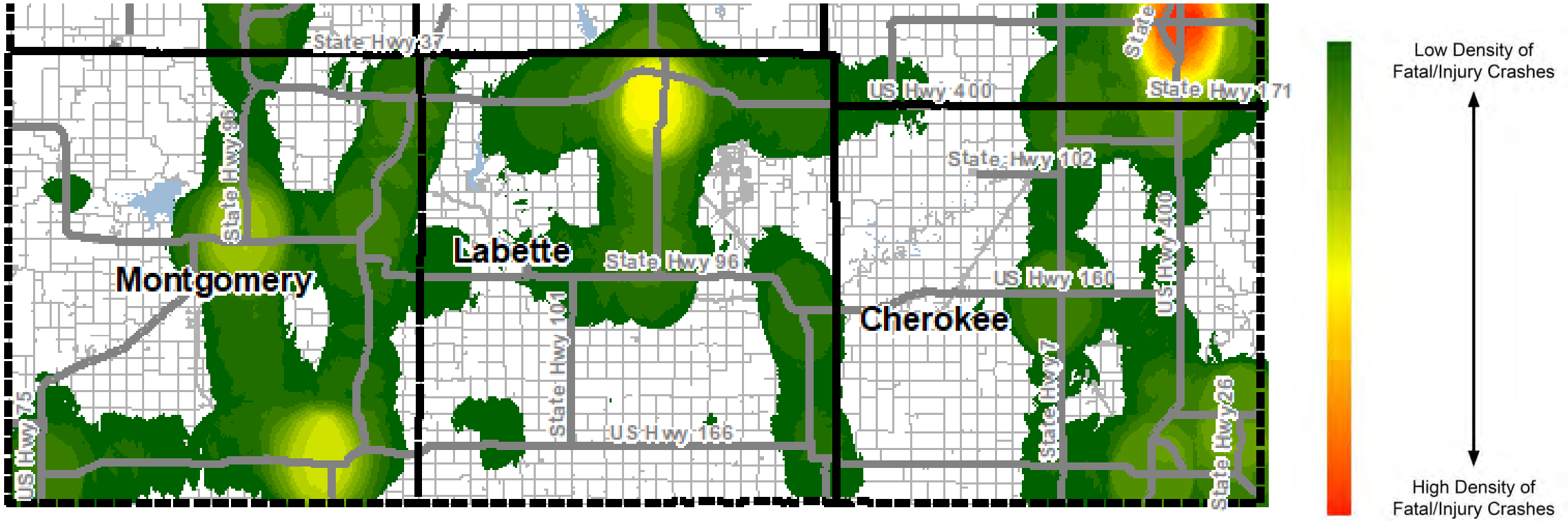
CRASH REVIEW



CRASH REVIEW



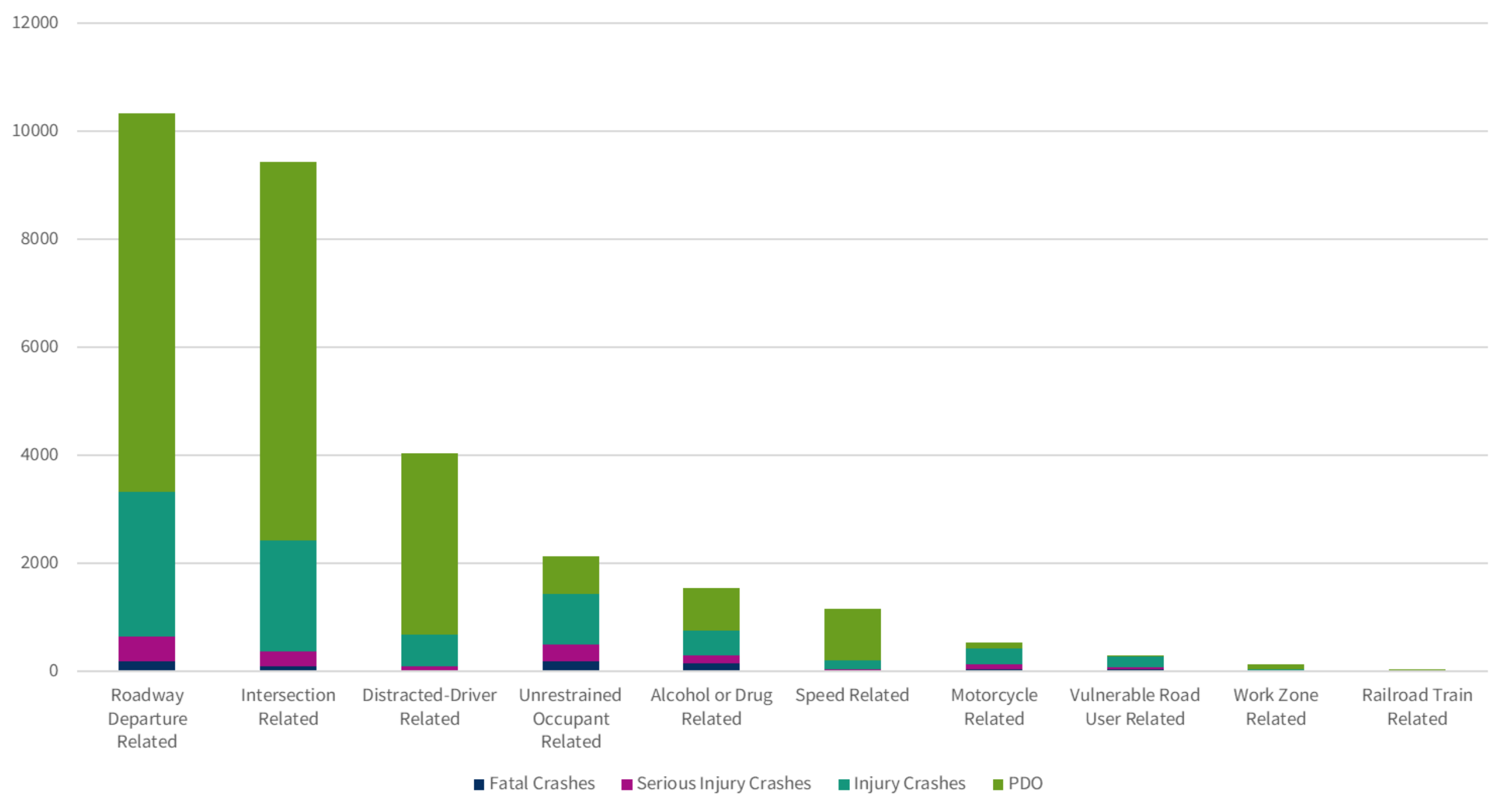
CRASH REVIEW



CRASH REVIEW

Crashes	Fatal	Serious Injury	Injury	Non-Injury (PDO)	Total
State System	249	445	2,645	17,608	20,947
County	116	274	1,527	8,486	10,403
City	33	208	1,915	10,789	12,945
Total	**398**	**927**	**6,087**	**36,883**	**44,295**

BREAK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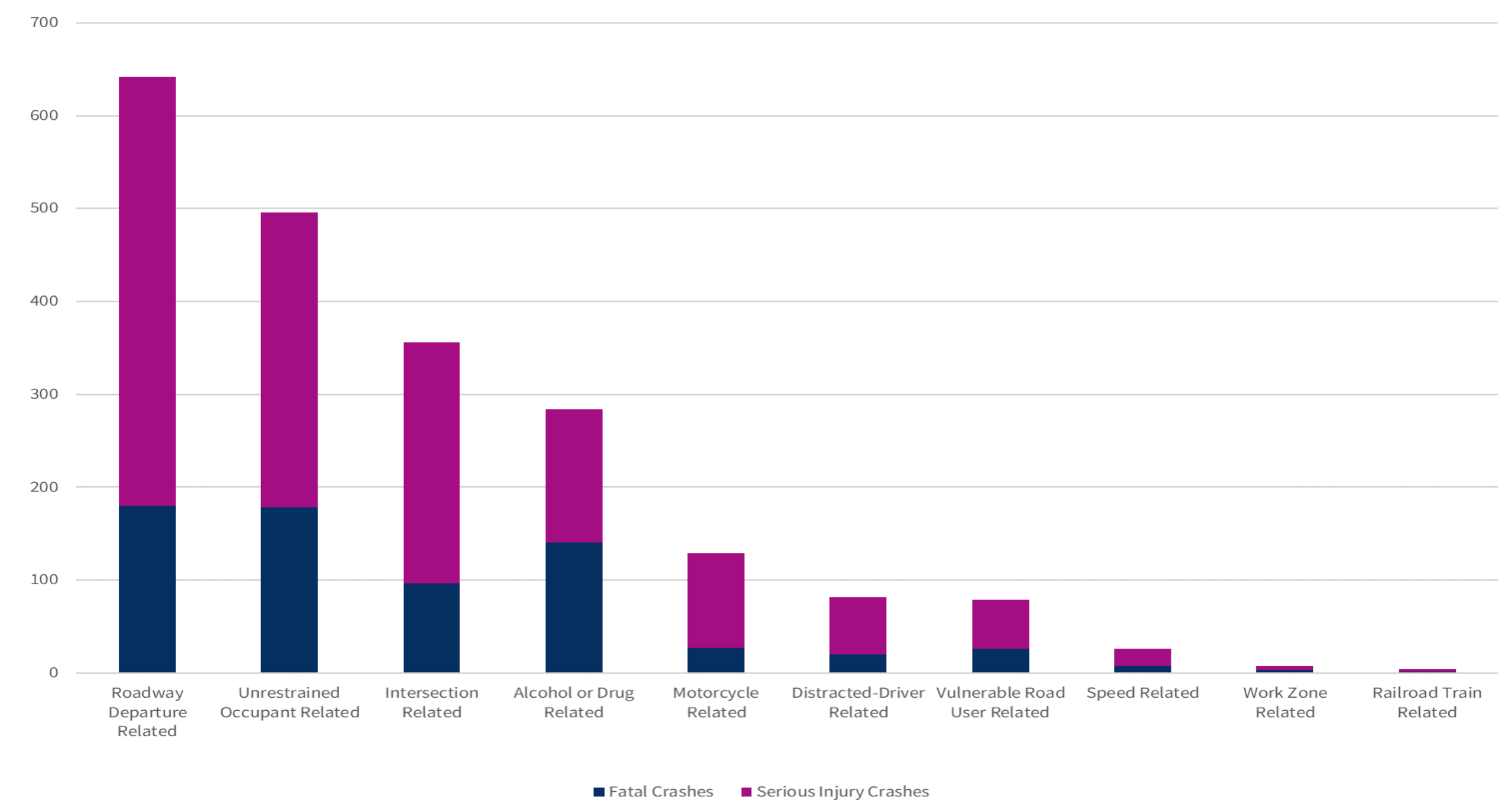
Roadway Departure Related
Intersection Related
Distracted-Driver Related
Unrestrained Occupant Related
Alcohol or Drug Related
Speed Related
Motorcycle Related
Vulnerable Road User Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes
Injury Crashes
PDO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Roadway Departure Related
Unrestrained Occupant Related
Intersection Related
Alcohol or Drug Related
Motorcycle Related
Distracted-Driver Related
Vulnerable Road User Related
Speed Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes

Step 1: Select Emphasis Area

Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

DISCUSSION

As we focus on solutions, which of these crash types are most important to address?

- Drove Off Road
- No Seatbelt
- Intersections
- Alcohol or Drug Related
- Distracted Drivers
- Pedestrians and Bicyclists
- Speed Related
- Motorcycle
- Work Zone
- Railroad/Train

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DISCUSSION

Tell us about what kinds of transportation related **safety programs or involvement** your communities have promoted.

What went well?

What would you improve?

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DISCUSSION

What transportation
safety concerns have you heard
from the community?

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DISCUSSION

What would you like to see **implemented** in Southeast Kansas to improve transportation safety?

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NEXT STEPS

- Public Survey
- Public Meetings
- Safety Task Force Meeting #2: November 14, 2024
- Safety Task Force Meeting #3: January 23, 2025
- Safety Priority/Cluster Areas
- Countermeasure Review

THANK YOU!

Next Meeting: November 14, 2024

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #2

Date: November 14, 2024
Time: 12:00pm - 2:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Task Force Meeting #1 Overview
- Public Survey Information and Update
- Crash Emphasis Areas
- Countermeasure Review
- Next Steps

Attendees
Kris Hix, City of Garnett Community Development Director
Darin Wilson, City of Garnett Planning & Zoning Administrator
Chasity Ware, Linn County Economic Development
Terry Weidert, Labette County Commission
Jamie Lynn Blum, Pittsburg State University (online)
Katelyn Young, USD 257 Transportation (Iola) (online)
Aaron Cole, USD 257 Transportation (Iola) (online)
Jessica Hightower, SEKRPC

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Payton Smith, TranSystems
Taylor Cunningham, TranSystems
Nicole Hood, TranSystems (online)
Tod Salfrank, TranSystems (online)
Jeff McKerrow, Kimley-Horn (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Per the project schedule, the consultant team has partially completed the data analysis and targeting February 2025 for completion.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Federal funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Task Force Meeting #1 Overview

- The Safe Systems Approach and the "Swiss Cheese Model" of safety redundancy was reviewed. An ordinance adopted by local governments supporting Vision Zero is needed to apply for future SS4A federal funding.
- A graph showing fatal and serious injury crash numbers was shown and compared to the top three emphasis areas selected by the Safety Task Force: roadway departure, unrestrained occupant, and distracted driving.

Public Survey Information and Update

- A public survey (https://arcg.is/1v1Pe00) was sent to about 300 community stakeholders and groups. To date, about 55 responses have been received. The survey is scheduled to stay open until January when public meetings are anticipated to be held in each county.
- Emphasis areas identified by survey participants to date include intersections, alcohol or drug related, distracted driving, and speed.
- To blend the input from the crash analysis, Safety Task Force, and public survey, the proposed emphasis areas are roadway departure, intersection related, and unrestrained occupant. Other areas for review are Vulnerable Road Users (VRU), distracted driving, and alcohol or drug related.

Crash Emphasis Areas

- A map of clustered crash occurrences was presented with color-coded dots showing multiple occurrences for signalized Intersections, unsignalized Intersections, VRUs, roadway departures, and speed related incidents.
- Specific cluster maps will be developed for each of the 12 counties.
- Follow-up meetings will be scheduled to discuss these with city and/or county stakeholders.

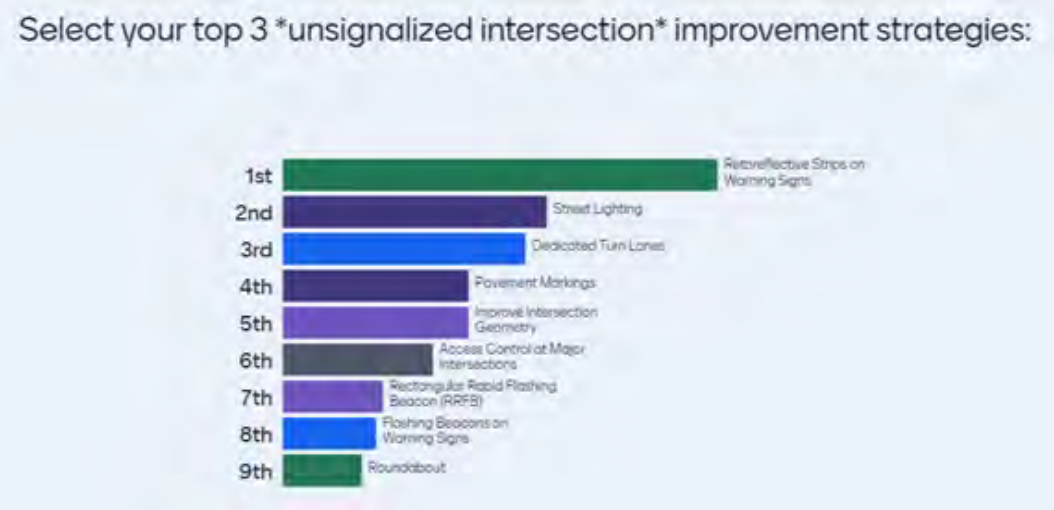
Countermeasure Review

- Countermeasure for **roadway departure** include edge-line and centerline treatments, curve signage, various delineators, clear zone obstruction removal, improved pavement markings, and a two-foot shoulder.
    - Polling question: **Select your top roadway departure improvement strategies.**
    - Additional overhead lighting could be helpful. Franchise agreements with electric companies sometimes make placement free.
    - Terry Weidert (Labette County) shared information about a 90-degree curve that was created with US-400 construction at old US-59 near Parsons. Adjacent to the curve is a pond on private land. Four weeks ago, a young driver missed the curve and crashed but could not be found. He was underwater in the pond. There have been five incidents in this location including this fatal crash. Shawn Turner (TranSystems) said a similar situation occurred on US-169 and KDOT purchased and filled the borrow pit.

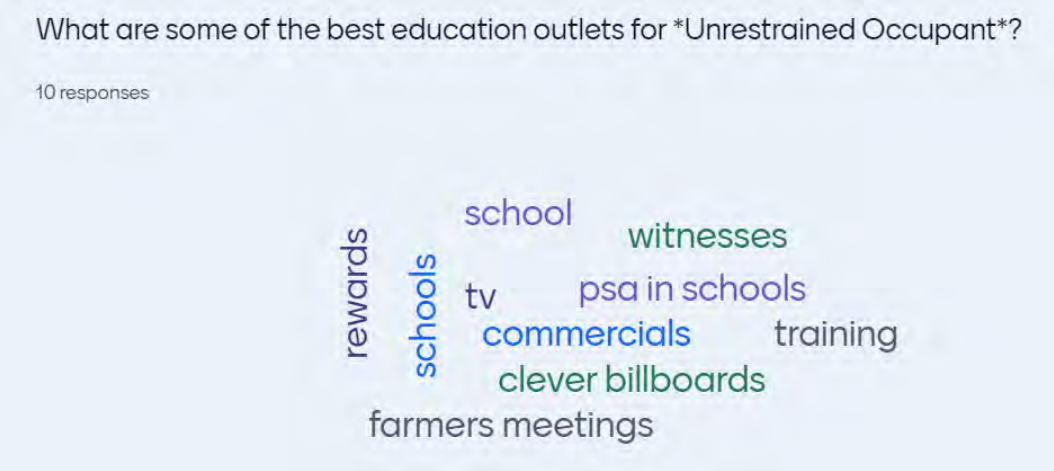
- Countermeasures for **signalized intersections** include signal backplates with retroreflective borders, protected left turns (some with flashing yellow arrows), and improvements for signal phasing and timing plans.

- Countermeasures for **unsignalized Intersections** include flashing beacons on warning signs, retroreflective strips on warning signs, Rectangular Rapid Flashing Beacons (RRFB), improved pavement markings, access control at major intersections, dedicated turn lanes, roundabouts, improved intersection geometry, and overhead lighting.
    - Polling question: **Select your top unsignalized intersection improvement strategies.**
    - The group discussed roundabout functionality and geometry. Slade Engstrom (TranSystems) indicated that larger roundabouts, low curbs, or roundabouts with colored concrete aprons can help large trucks navigate them easier.

- The group discussed diverging diamond interchanges (DDI). Slade Engstrom (TranSystems) said geometry is important and DDIs must fit the individual situation of the interchange. They are useful where lots of left turn traffic exists. There are currently seven in Kansas with more coming. Future improvements to K-96 in northeast Wichita will have DDIs.

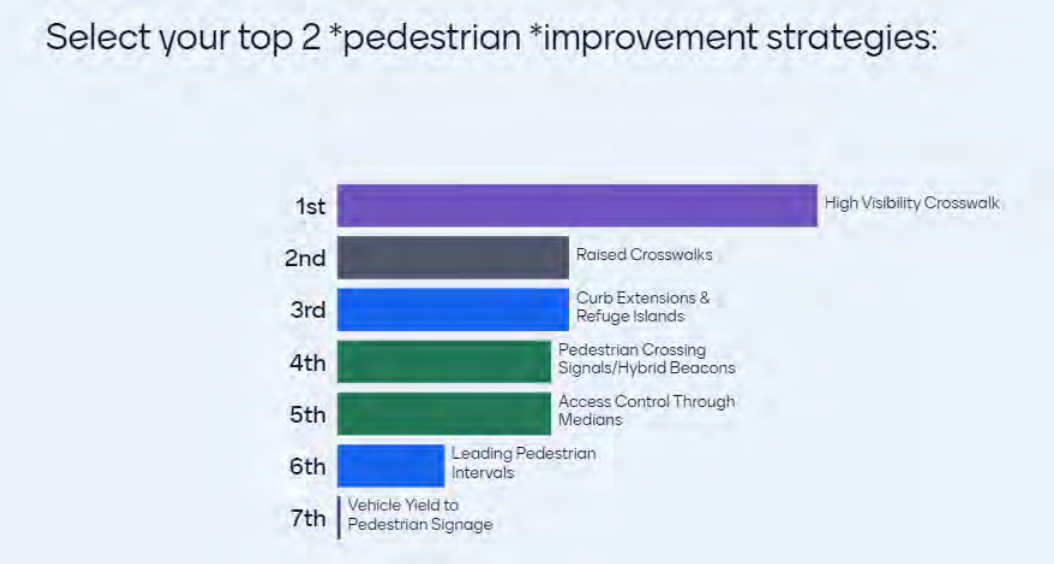


- Countermeasures for **unrestrained occupant** include behavior changing programs and enforcement communications and outreach.
  - Polling question: **What are some of the best education outlets for unrestrained occupants?**
  - The group discussed successful campaigns that play to human emotions regarding family, friends, and pets.
  - Large employers can implement safety programs at work. Cornejo in Wichita has trouble keeping CDL drivers so they offer a company-wide free Uber service. Farmers' meetings are another good place for outreach because farmers generally work alone and socialize with others at meetings.

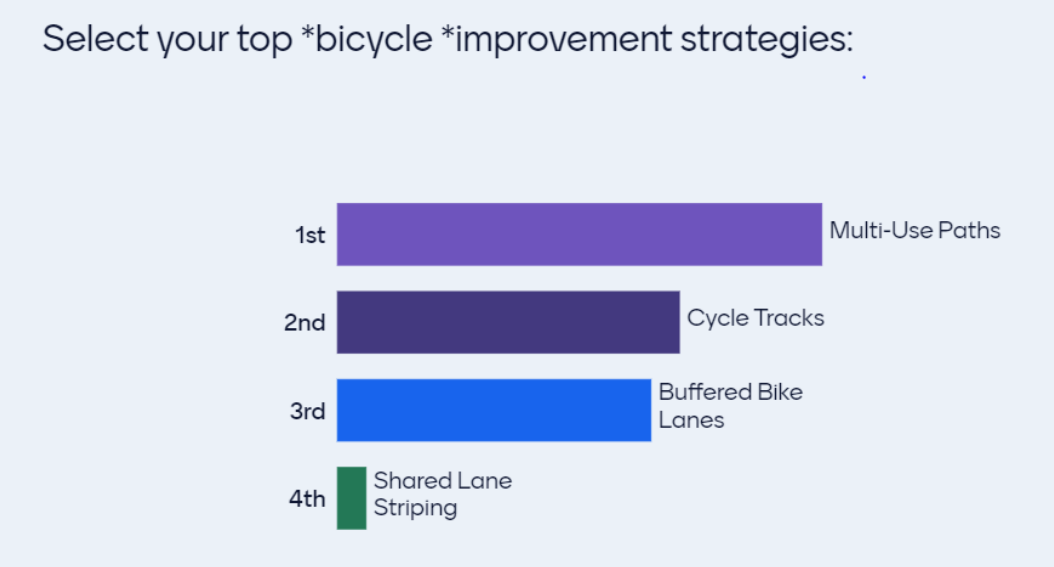


- Countermeasures for distracted driving include high-visibility cell phone and texting enforcement and enforcement communications and outreach.
    - Polling question: **What are some of the best education outlets for distracted driving?**

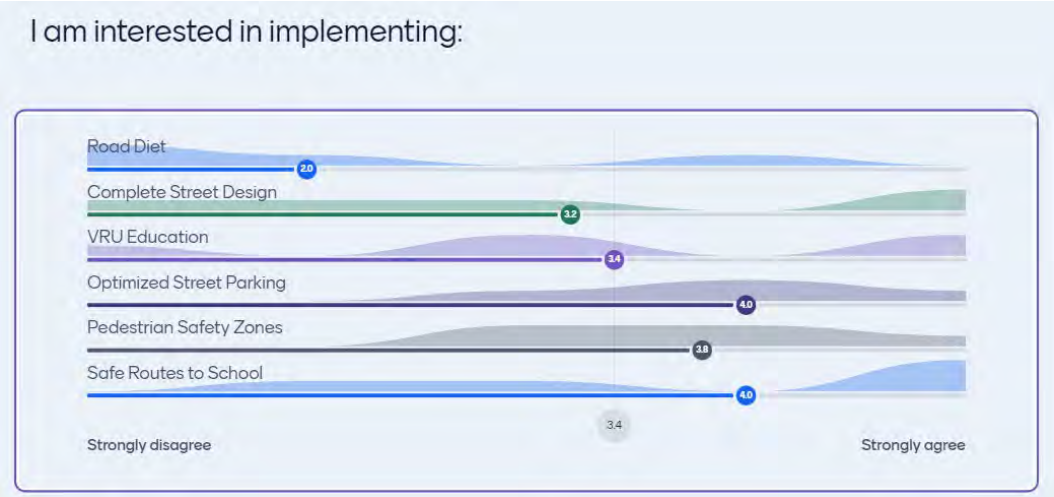
- Countermeasures for **pedestrian safety** include Leading Pedestrian Intervals (LPIs) at intersections, pedestrian crossing signals/hybrid beacons, high visibility crosswalks, signage for vehicles yield to peds, raised crosswalks or intersections, curb extensions or refuge islands, and access control with medians.
    - Polling question: **Select your top pedestrian safety improvement strategies.**



- Countermeasures for **bicycle safety** include buffered bike lanes, shared lanes, multi-use paths, and cycle tracks.
    - Polling question: **Select your top bicycle safety improvement strategies.**



- Countermeasures for both **bicycle and pedestrian safety** include road diet, Complete Street design, VRU education, optimized street parking, pedestrian safety Zznes, and Safe Routes to School programs.
    - Polling question: **How interested are you in implementing these strategies?**
    - The group mentioned that the Safe Routes to Schools program is popular.
    - Drivers to schools include young (high school) drivers and parents making multiple trips through the day, sometimes to multiple schools.



Next Steps

- Consultant team will follow-up to schedule 1-on-1 conversations with city and county representatives for more detailed discussions. Safety Task Force Meeting #3 is anticipated in late January 2025.
- Public survey will continue to be available until public meetings in each county. The public meetings are anticipated to be planned in coordination with standing County Commission meetings.
- Consultant team continues to monitor the political and funding landscape for future funding announcements.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #2

November 14, 2024

AGENDA

- Welcome and Introductions
- Task Force Meeting #1 Overview
- Public Survey Results
- Emphasis Areas
- Countermeasures
- Next Steps

INTRODUCTIONS

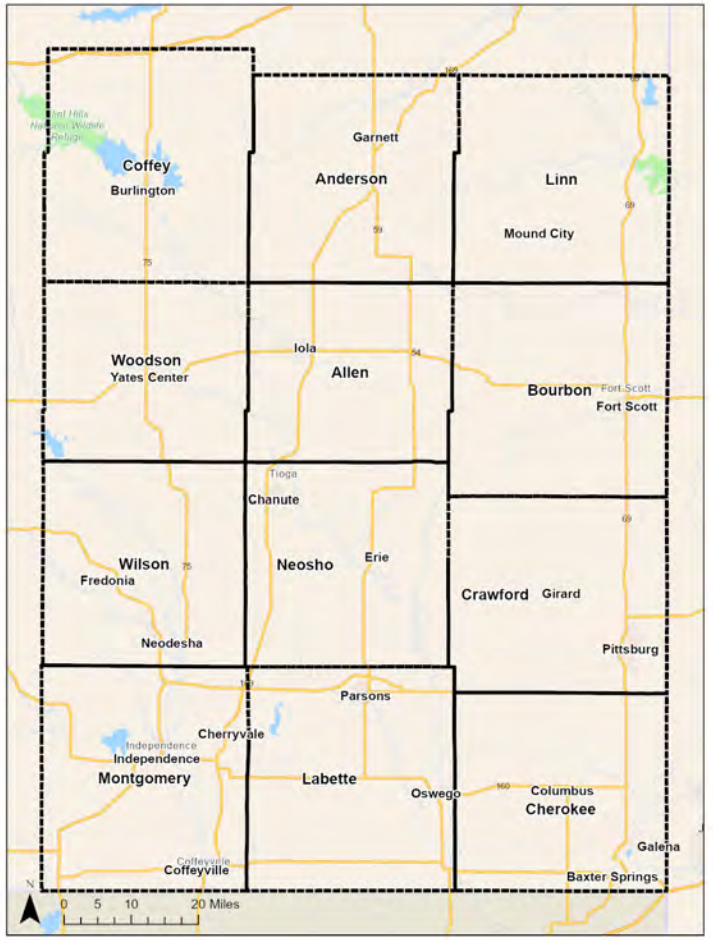
- Southeast Kansas Regional Planning Commission (SEKRPC)
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



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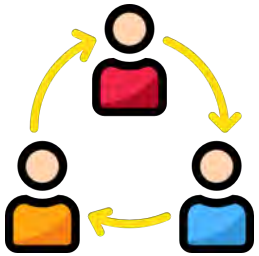
FROM PLAN TO ACTION

Planning Grant

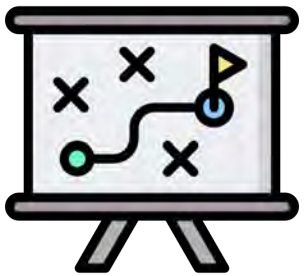
Implementation Grant

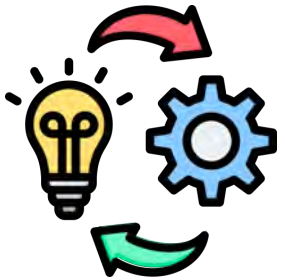
Data Analysis



Engage Stakeholders

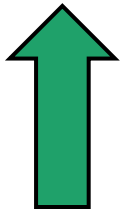
Strategy and Actions





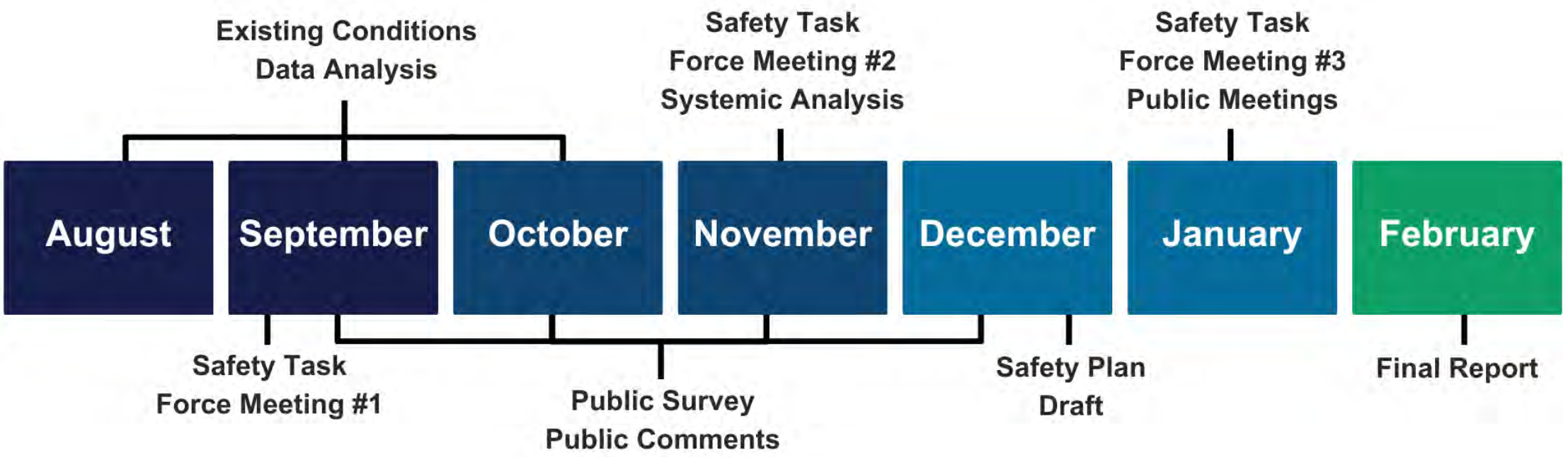
Recommendations

Implementation



We are here!

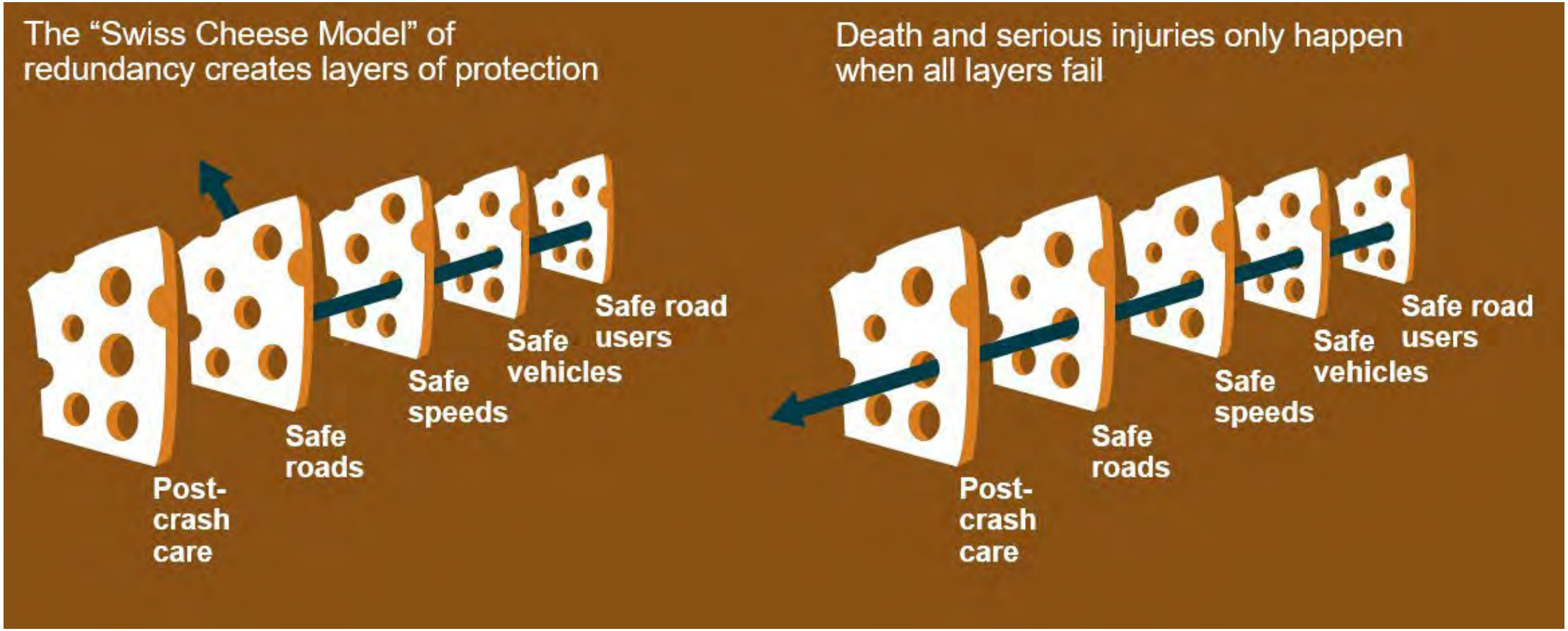
PROJECT TIMELINE



MEETING #1 OVERVIEW

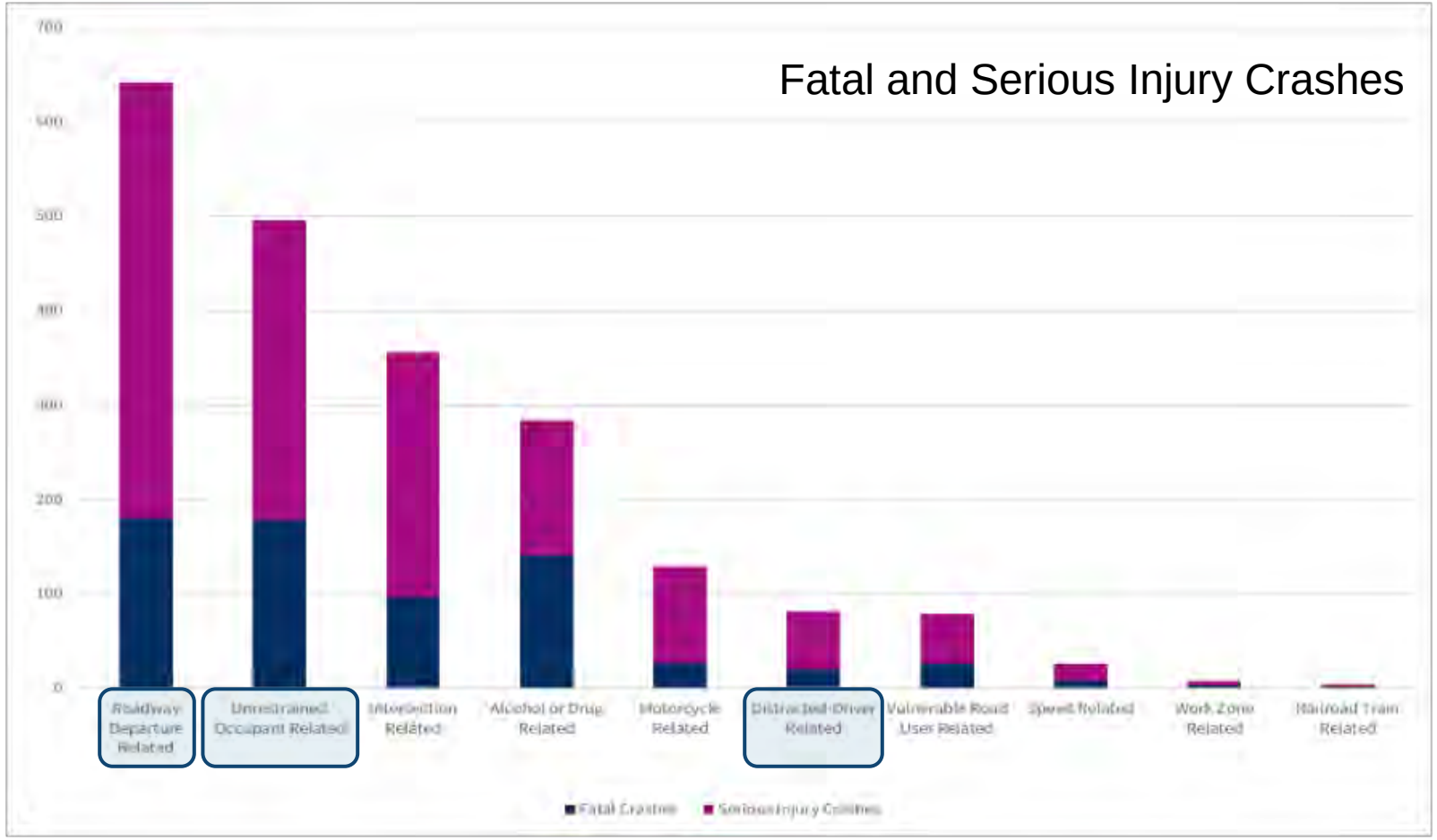
- SS4A Background
  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public survey will guide study outcomes

MEETING #1 OVERVIEW



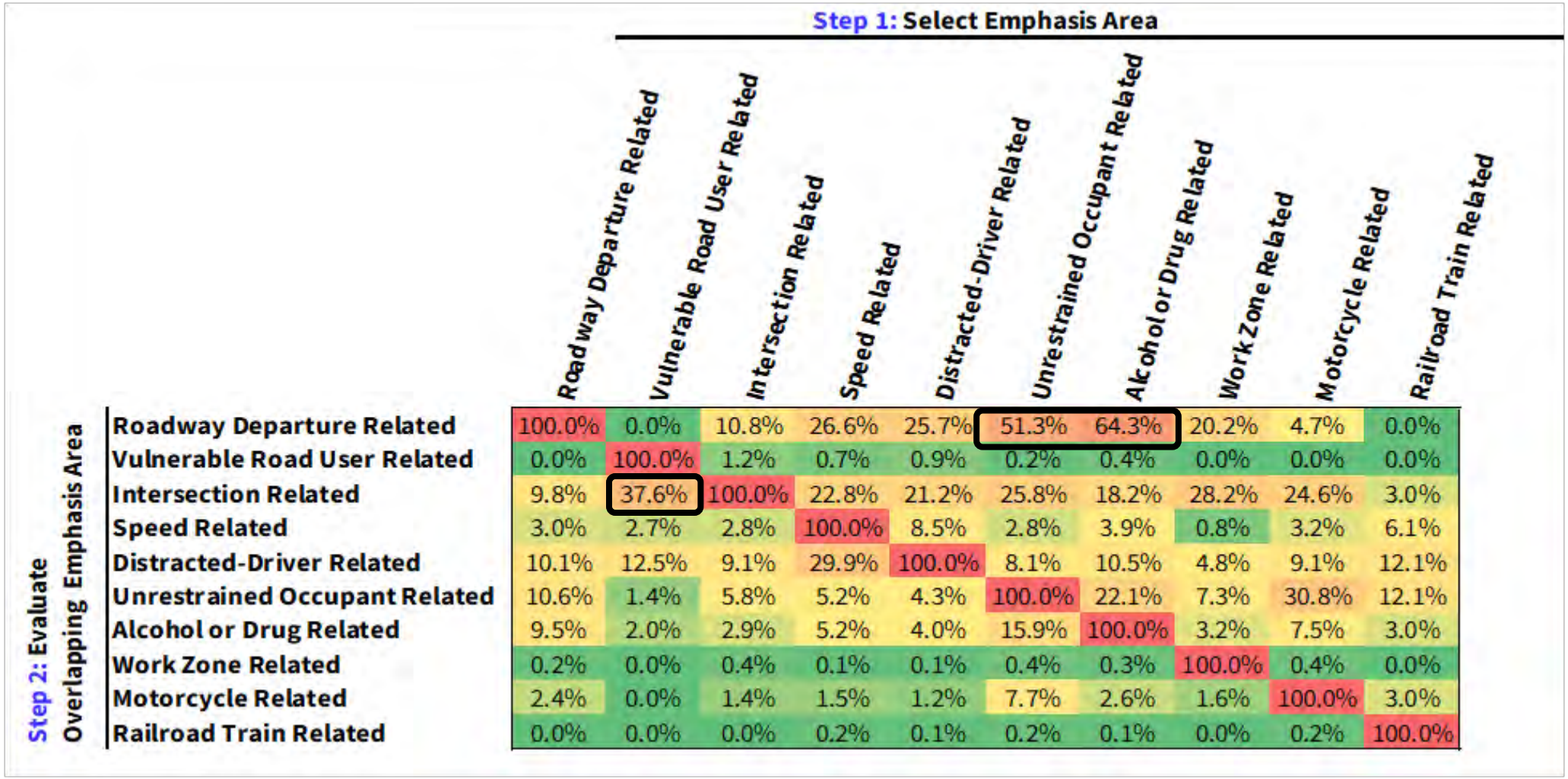
MEETING #1 OVERVIEW

- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

MEETING #1 OVERVIEW



Step 1: Select Emphasis Area

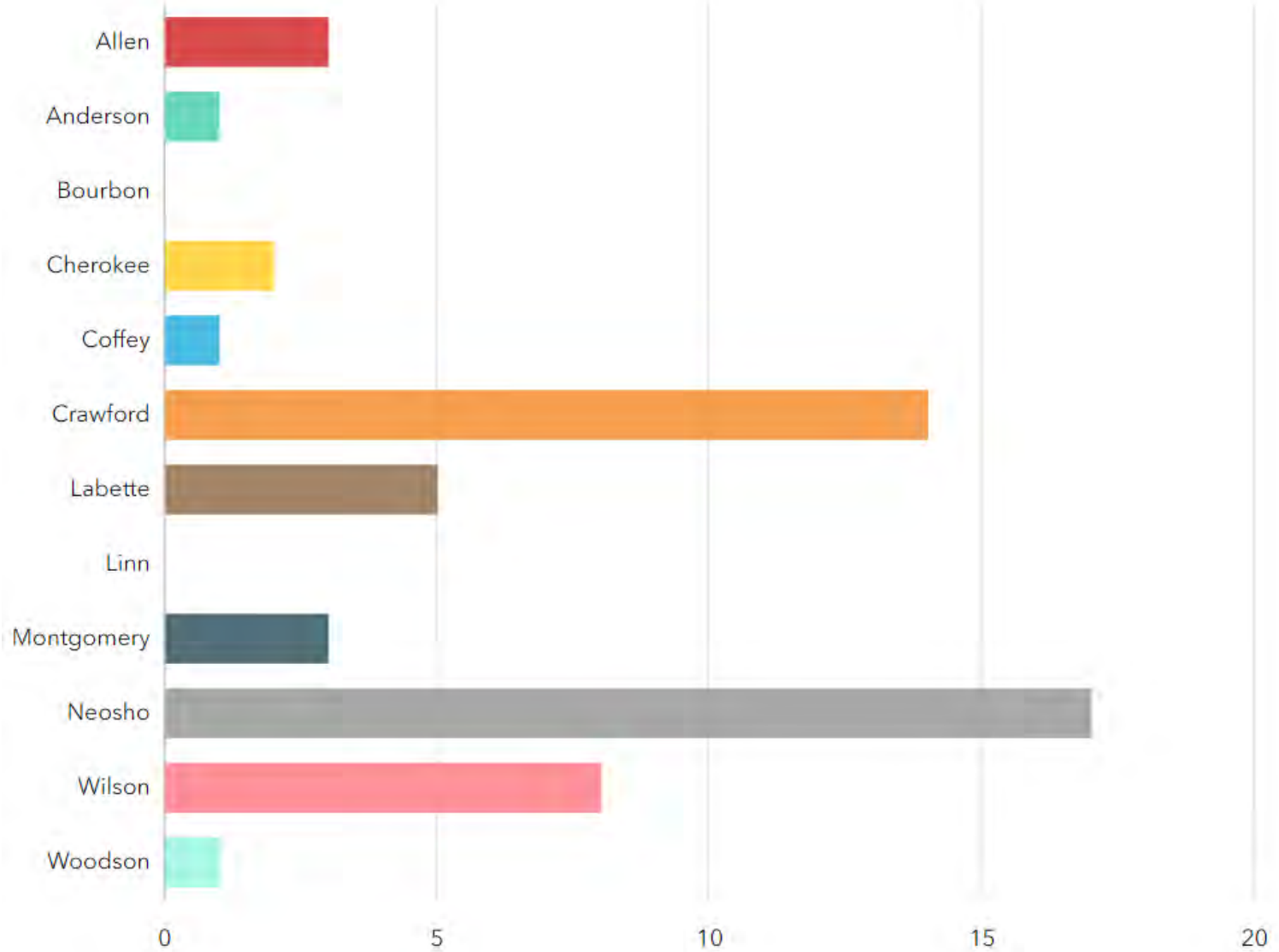
Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

PUBLIC SURVEY RESULTS

- Press release and survey was sent to the Safety Task Force and an extended stakeholder list for greater promotion
- About 55 survey responses to date*
  - Survey reminder to be sent this month
  - Survey to remain open until public meetings in January

Survey Respondents By County



*Responses as of 11/7/24

PUBLIC SURVEY RESULTS

What are your safety concerns?

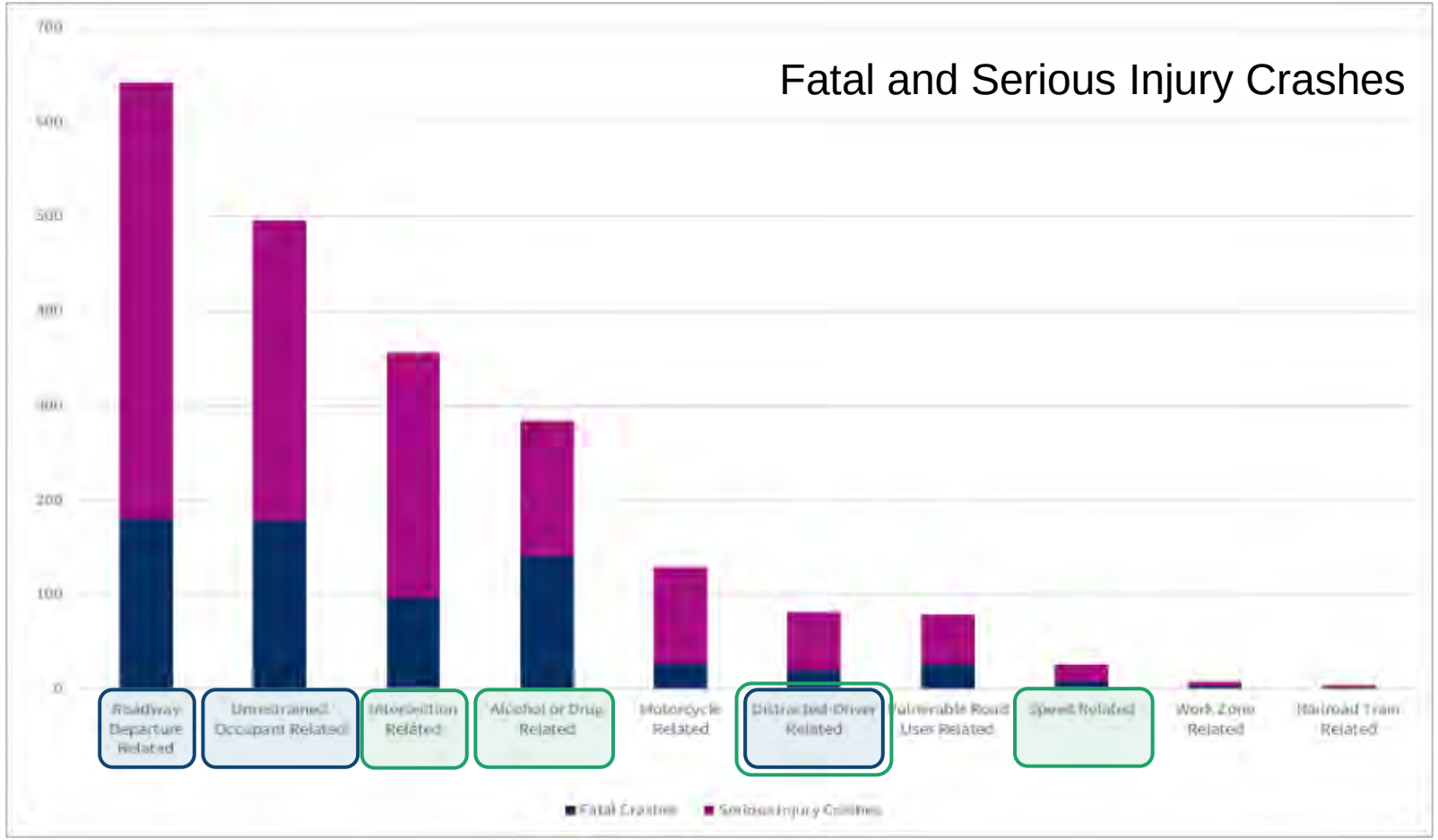
- Infrastructure maintenance
  - Poor roadway conditions
  - Narrow roadways
- Intersection improvements
  - Turn lanes
  - Unsafe unsignalized intersections
- Pedestrian and bicyclist safety
- Safe routes to school
- Speeding

https://arcg.is/1v1Pe00

PUBLIC SURVEY RESULTS

Emphasis Areas

- Roadway Departure
- Unrestrained Occupant
- Intersection Related
- Alcohol or Drug Related
- Distracted Driving
- Speed Related



= *Emphasis areas prioritized by task force*

= *Emphasis areas prioritized by survey respondents*

WHAT WE HEARD FROM YOU:

Proposed Key Emphasis Areas

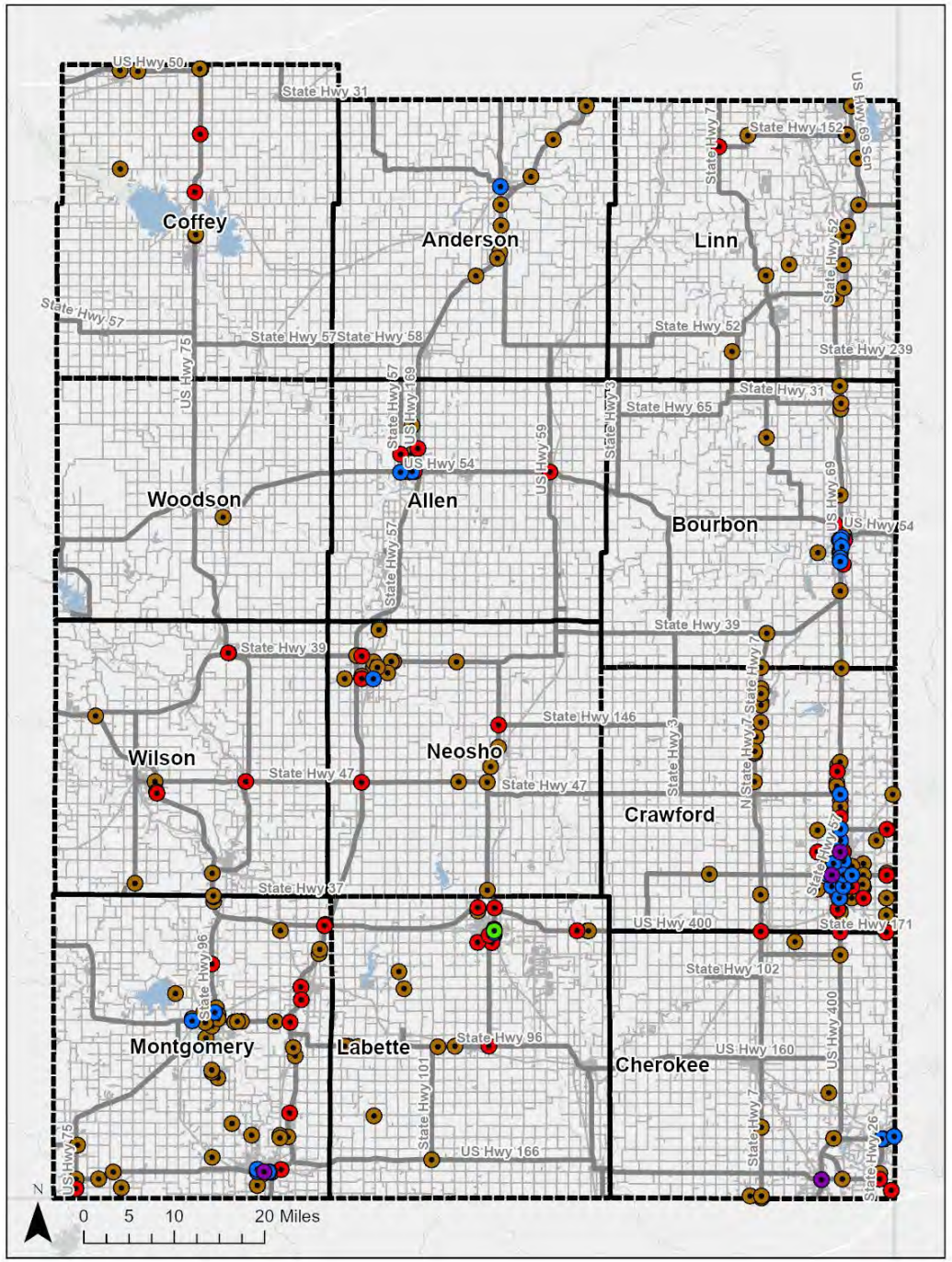
Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

LOCATION-BASED EMPHASIS AREAS

- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Specific cluster maps will be developed for each county
- Follow-up 1-on-1 meetings with county and/or city representatives



COUNTERMEASURE DISCUSSION

COUNTERMEASURES: *Roadway Departure*

Edgeline Treatment

Centerline Treatment

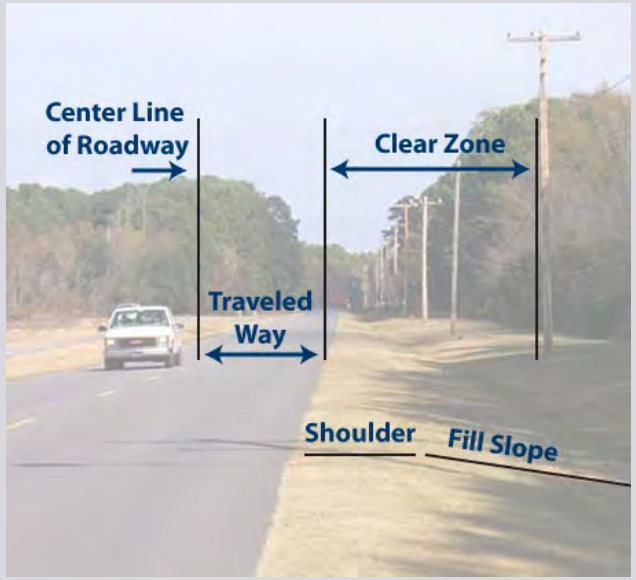
Curve Signage

COUNTERMEASURES: *Roadway Departure*

Post-Mounted Delineators

Delineate Roadside Hazards

Remove Fixed Objects in Clear Zone



COUNTERMEASURES: *Roadway Departure*

Improved Pavement Markings

2-Foot Shoulder

POLLING INSTRUCTIONS

Go to:

www.menti.com

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4399 8087

Enter your name, organization, and role.

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COUNTERMEASURES: *Signalized Intersection*

Signal Backplates with Retroreflective Borders

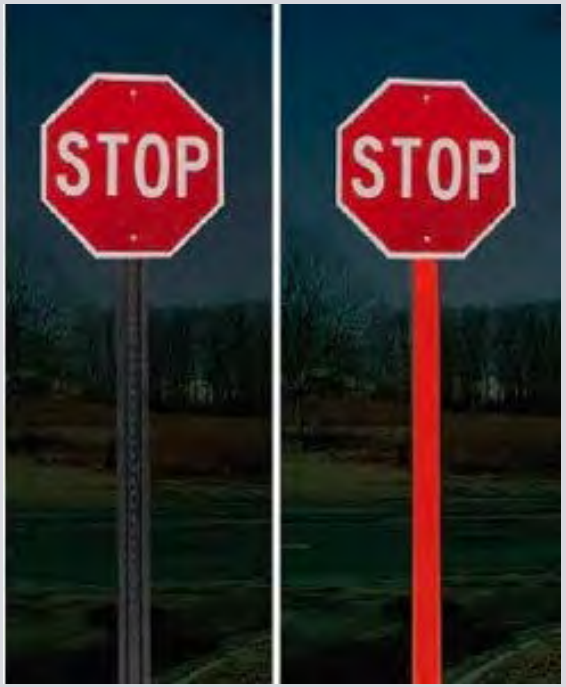
Protected Left Turns and Flashing Yellow Arrows

Improve Signal Phasing and Timing Plans

COUNTERMEASURES: *Unsignalized Intersection*

Install Flashing Beacons on Warning Signs

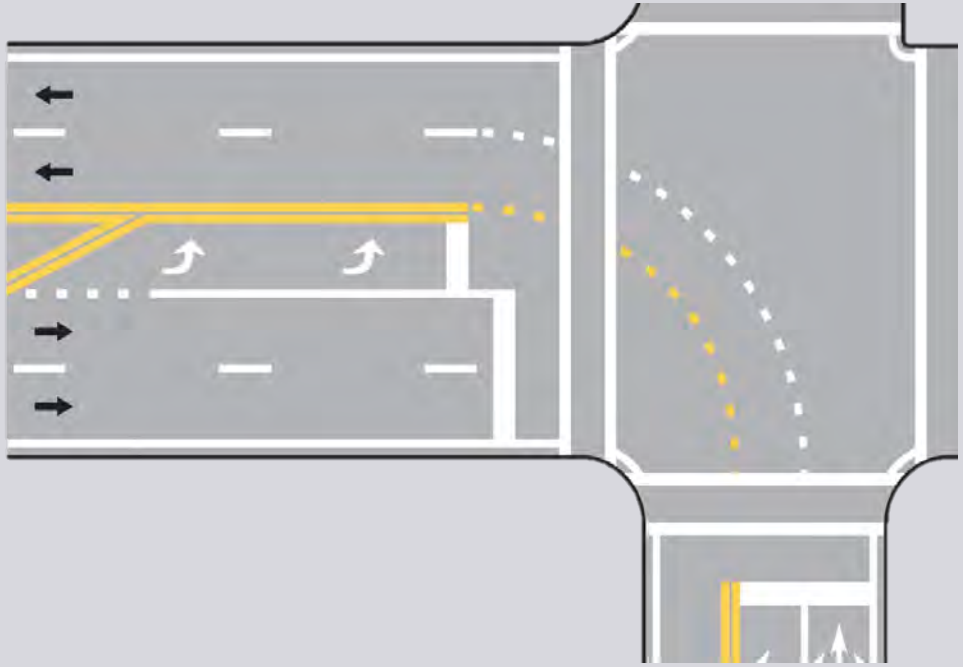
Install Retroreflective Strips on Warning Signs



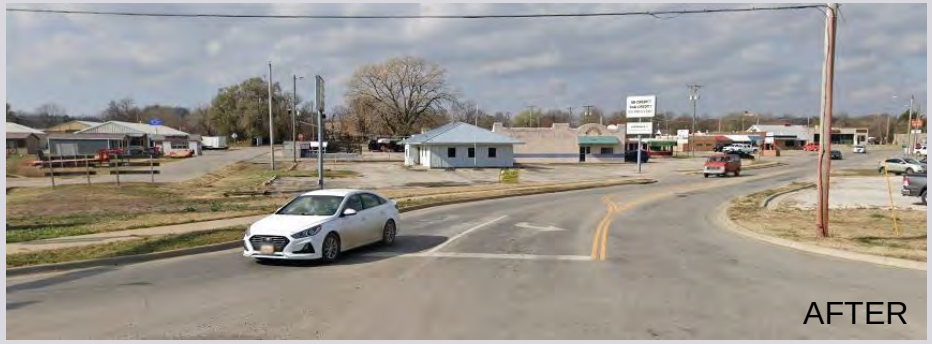
Rectangular Rapid Flashing Beacon (RRFB)

COUNTERMEASURES: *Intersections*

Pavement Markings



Access Control At Major Intersections



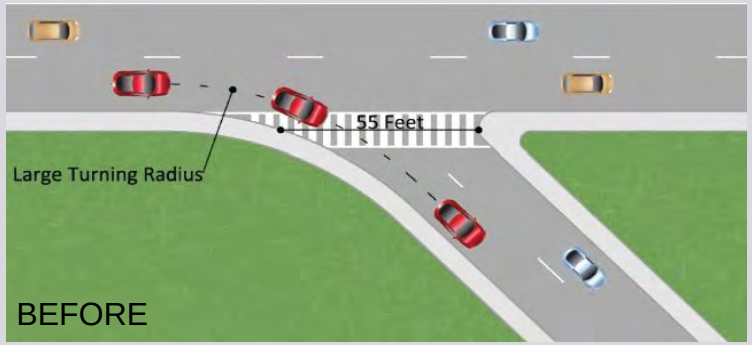
COUNTERMEASURES: *Intersections*

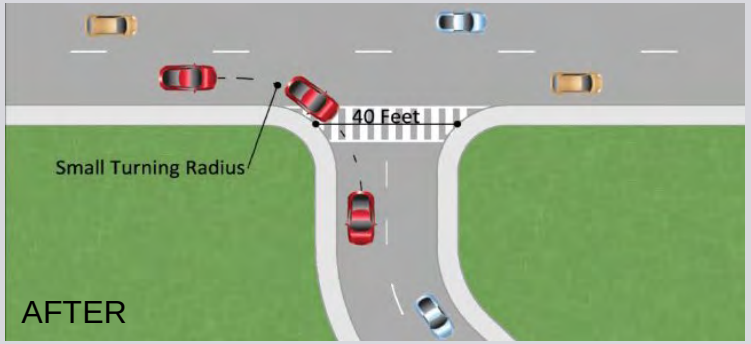
Install Dedicated Turn Lanes

Install Roundabout

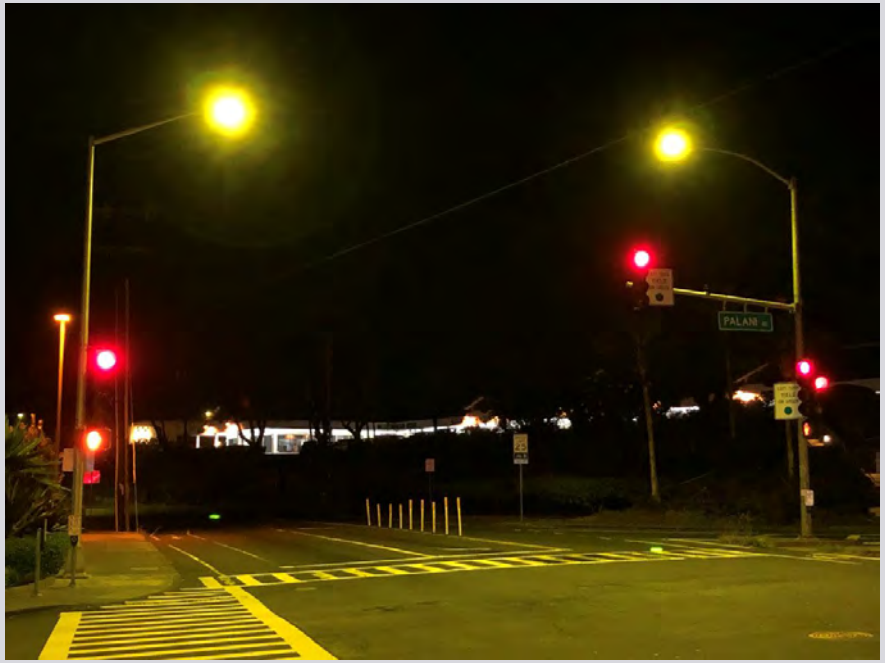
COUNTERMEASURES: *Intersections*

Improve Intersection Geometry





Install Street Lighting



POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

4399 8087

Enter your name, organization, and role.

Or use the QR code!

COUNTERMEASURES: *Unrestrained Occupant*

Behavior Change Programs

Enforcement Communications and Outreach

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

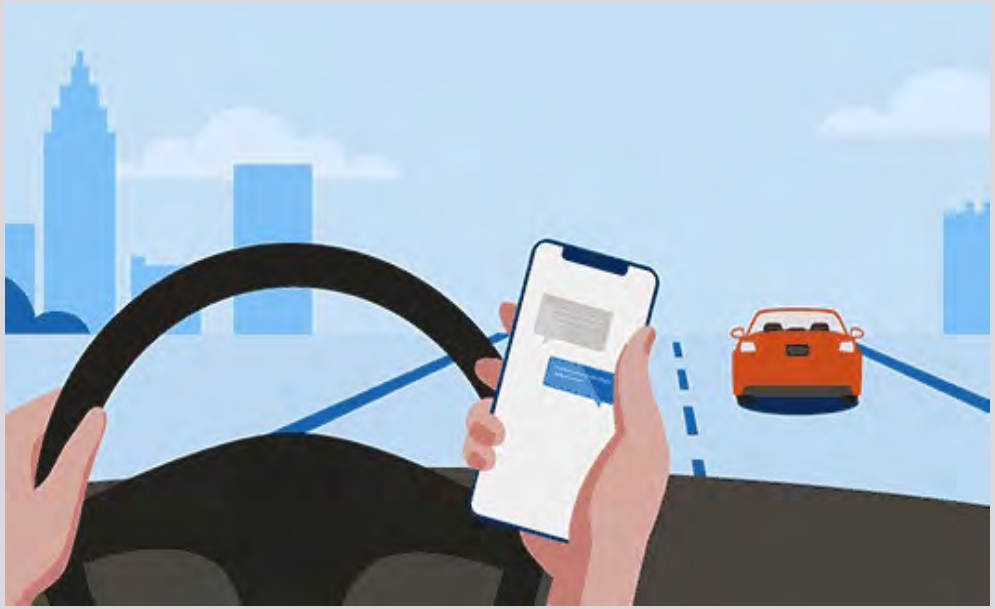
4399 8087

Enter your name, organization, and role.

Or use the QR code!

COUNTERMEASURES: *Distracted Driving*

High-Visibility Cell Phone/ Text Messaging Enforcement



Enforcement Communications and Outreach

POLLING INSTRUCTIONS

Go to:

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Or use the QR code!

COUNTERMEASURES: *Pedestrians*

Leading Pedestrian Intervals (LPIs)

Pedestrian Crossing Signals/ Hybrid Beacons

COUNTERMEASURES: *Pedestrians*

High Visibility Crosswalks

Vehicle Yield to Pedestrian Signage

Raised Crosswalks or Intersections

COUNTERMEASURES: *Pedestrians*

Curb Extensions and Refuge Islands

Access Control Through Medians

POLLING INSTRUCTIONS

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Enter your name, organization, and role.

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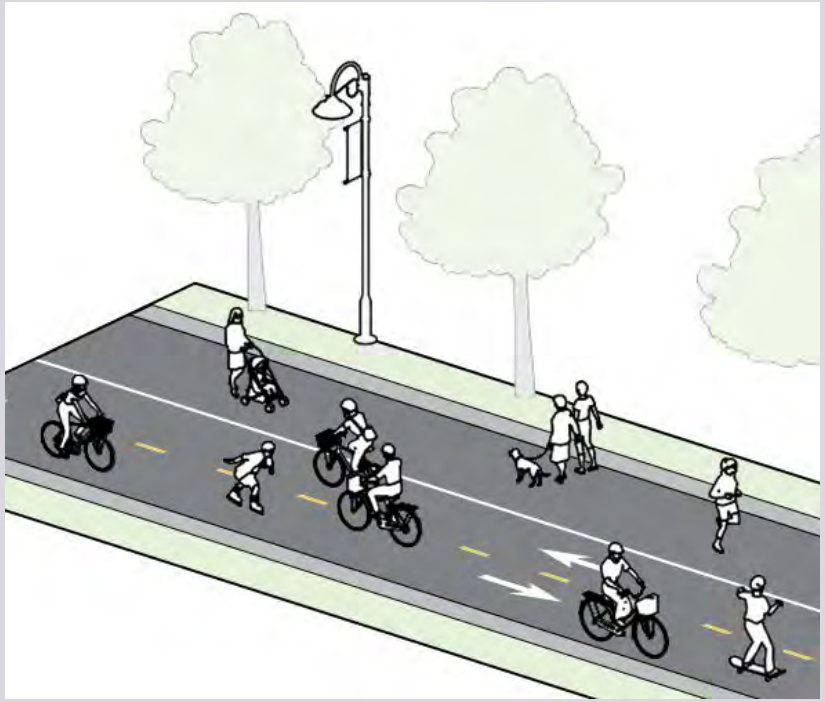
COUNTERMEASURES: *Bicyclists*

(Buffered) Bike Lanes

Shared Lanes

COUNTERMEASURES: *Bicyclists*

Multi-Use Paths



Cycle Tracks

POLLING INSTRUCTIONS

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COUNTERMEASURES: *Bicycle & Pedestrian*

Road Diet

Complete Street Design

COUNTERMEASURES: *Bicycle & Pedestrian*

Vulnerable Road User Education

Optimized Street Parking

COUNTERMEASURES: *Bicycle & Pedestrian*

Pedestrian Safety Zones

Safe Routes to School Program

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

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Enter your name, organization, and role.

Or use the QR code!

NEXT STEPS

- Follow-up 1-on-1 meetings: November and December 2024
- Public Open House in each county: January 2025
- Safety Task Force Meeting #3: January 23, 2025
  - Review draft recommendations
  - Discuss generalized vs. spot improvements
- Final Plans: February 2025
  - Monitoring funding cycle for SS4A Implementation Funds

THANK YOU!

Next Meeting: January 23, 2025

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #3

Date: April 24, 2025
Time: 10:30am - 12:00pm
Format: Memorial Building, 101 S. Lincoln, Chanute Kansas or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

Attendees
Carey Spoon, SEKRPC
Terry Weidert, Labette County
Chari Bauman, Coffey County
Cole Herder, City of Humboldt
Jenny Tatman, Coffey County
Chris Bauman, City of Neodesha
Janet Miller, Network Kansas
Jimmy Holt, City of Cherryvale
Gracie Myers, City of Cherryvale
Anthony Mersman, Anderson County
Bruce Blair, Crawford County
Bill Kavanaugh, Crawford County
Kris Marple, Wilson County
Jessica Mills, Anderson County
Vickie Moss, Thrive Allen County
Paul Westhoff, Neosho County
John Brocker, Allen County
Brandon Beurskens, Montgomery County (online)
Eric Bailey, Bourbon County (online)

Consultant Team
Deanne Winkelmann, TranSystems
Payton Smith, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Nicole Hood, TranSystems (online)
Matt Davis, TranSystems (online)
Taylor Cunningham, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Emily Pietrantone, Kimley-Horn (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)
Rachel Thomas, Wilson & Company (online)
Brian Ortiz, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Review of the project format with three consulting firms working together. Explanation of the Safe System Approach, Vision Zero, and the role of the Safety Task Force and public input via meetings and survey.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Draft versions of the 12 CSAPs will be sent out in May. Funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Crash Data Summary

- The three priorities from the Safety Task Force (STF) input were shown: Roadway Departures, Unrestrained Occupants, and Distracted Driving.
- Hotspot locations were categorized as signalized intersections, unsignalized intersections, vulnerable road users (VRUs), roadway departures, and speed related. Follow-up one-on-one meetings were held with various officials from each of the 12 counties to identify new and confirm known hotspot locations.

Public Engagement Summary

- The public survey generated 899 total responses. The majority of responses were from Montgomery County. The areas of emphasis identified in the survey were Distracted Driving, Speed, and Intersections. Importance of using tax dollars for intersection improvements, enforcement strategies, and traffic enforcement was identified in the survey responses. The survey was open from late 2024 until mid-April 2025.
- Open house public meetings were held in each county. Personal discussions were held as members of the public identified areas of concern in their county. The colored dots on specific locations and their suggestions were noted. Examples of public comments included the lack of adequate sidewalks, especially near schools, specific crash locations, roadway and infrastructure characteristics that need improvement, and lack of lighting in some areas.
- In summary, the public meetings and survey reinforced findings from the crash data analysis. The data showed emphasis needs in Roadway Departures, Intersections, and Unrestrained Occupants plus other areas to review include VRUs, Distracted Driving, and Alcohol/Drug-related crashes.

Project Types

- Each county will be provided with a potential project list that addresses hotspots and emphasis areas. Many align with those identified in previous studies such as Local Road Safety Plans (LRSP) and other comprehensive studies.

- Valuable input was also received from county sheriffs and other law enforcement agencies, county officials, and the public.
- Some on the list have a blend of jurisdictions. Where local and state routes intersect are common areas of concern and will require discussions with the Kansas Department of Transportation (KDOT).
- Examples of specific projects plus short-term and long-term solutions:
    - Roadway departures in Crawford County east of Pittsburg
    - Roadway departures in Wilson County
    - Signalized intersections in Mongomery County
    - Unsignalized intersections in Montgomery County
    - VRUs in Anderson County
    - USBR / KDOT bike routes

Policy Recommendations

- Advocate via regional coalitions (i.e. US-169 Corridor).
- Update design policies and incorporate safety into maintenance programs and projects.
- Enforcement campaigns for behavioral changes including Seat Belts for Everyone (SAFE) and other saturation enforcement programs.

Next Steps

- Project team representative will share each county's specific projects sheets in the next 1-2 weeks.
- Draft Safety Action Plans are nearing completion. Each county will receive a draft plan for review in May.
    - Anderson, Allen, Neosho, and Labette counties are in the last cycle of the LRSP program and the project team aligning those efforts with the Safety Action Plans. Therefore, project sheets and draft plans for those four counties may be on a slightly slower timeline to finalize.
- A resolution adopted by local governments supporting Vision Zero is required for future Federal project funding. The project team will provide draft resolutions to each county.
- The current SS4A funding cycle has a submittal deadline of June 26, 2025. Another funding cycle will occur next year and is anticipated in March 2026.
- Other funding opportunities include Kansas Infrastructure Hub, Highway Safety Improvement Program (HSIP), Safe Routes to Schools, and partnering with community health organizations.

Carey Spoon (SEKRPC) commented that counties should identify their pet projects and work on passing the Vision Zero resolution.

Deanne Winkelmann (TranSystems) stated that Safety Action Plans can be accelerated if a county is planning to pursue SS4A implementation funds this cycle. Please notify us if this is the case for your jurisdiction.

Questions

- **Who will receive the draft report to review?** County Public works directors, Safety Task Force members, and larger city representatives. We will include Commissioners on the SEKRPC Board.
- **What does funding look like in Kansas this year?** Kansas has a local matching program that tries to help with up to 20% of the local match if certain criteria is met. It helps if applications are multi-jurisdictional and possibly within identified equity areas.
- **Regarding the federal SS4A program, has there been a shift in funding or eligibility?** There is an increased set-aside of funding in rural funds and less of an emphasis on equity.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #3

April 24, 2025

AGENDA

- Welcome and Introductions
- Safe Systems Approach
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

INTRODUCTIONS

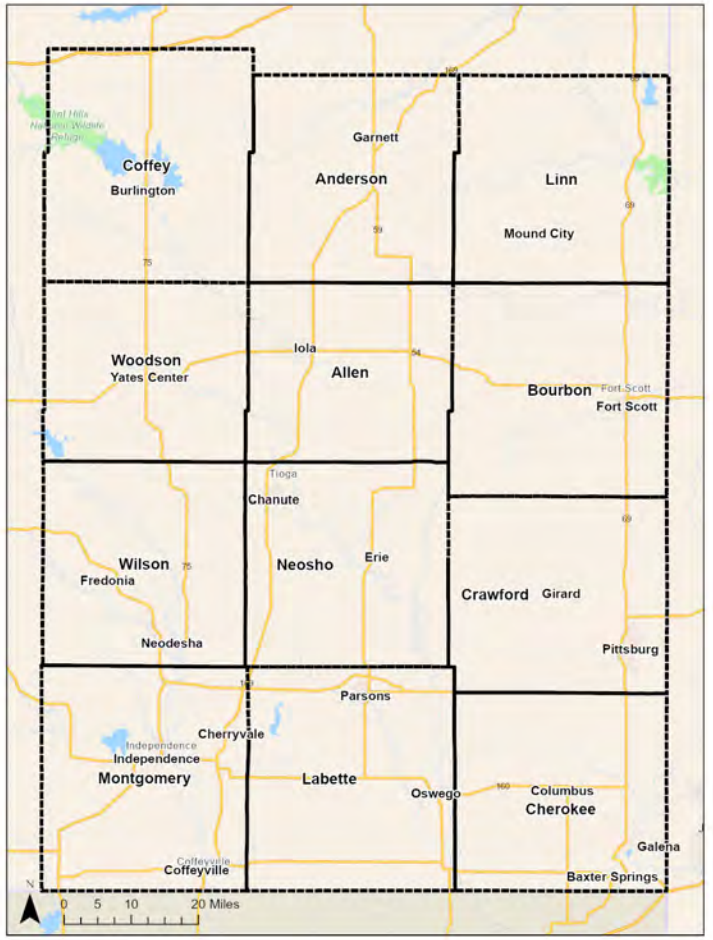
- Southeast Kansas Regional Planning Commission (SEKRPC)
- Consultant Teams
  - TranSystems
  - Kimley-Horn
  - Wilson & Company
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



SAFE SYSTEM APPROACH

- SS4A Background
  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public input helps guide study outcomes

PLAN TO ACTION

Planning Grant

Implementation Grant

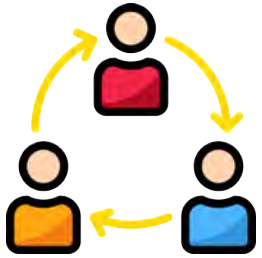
Data Analysis

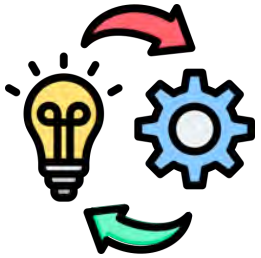
Public Engagement

Strategy and Actions

Projects and Policies

Advance Implementation

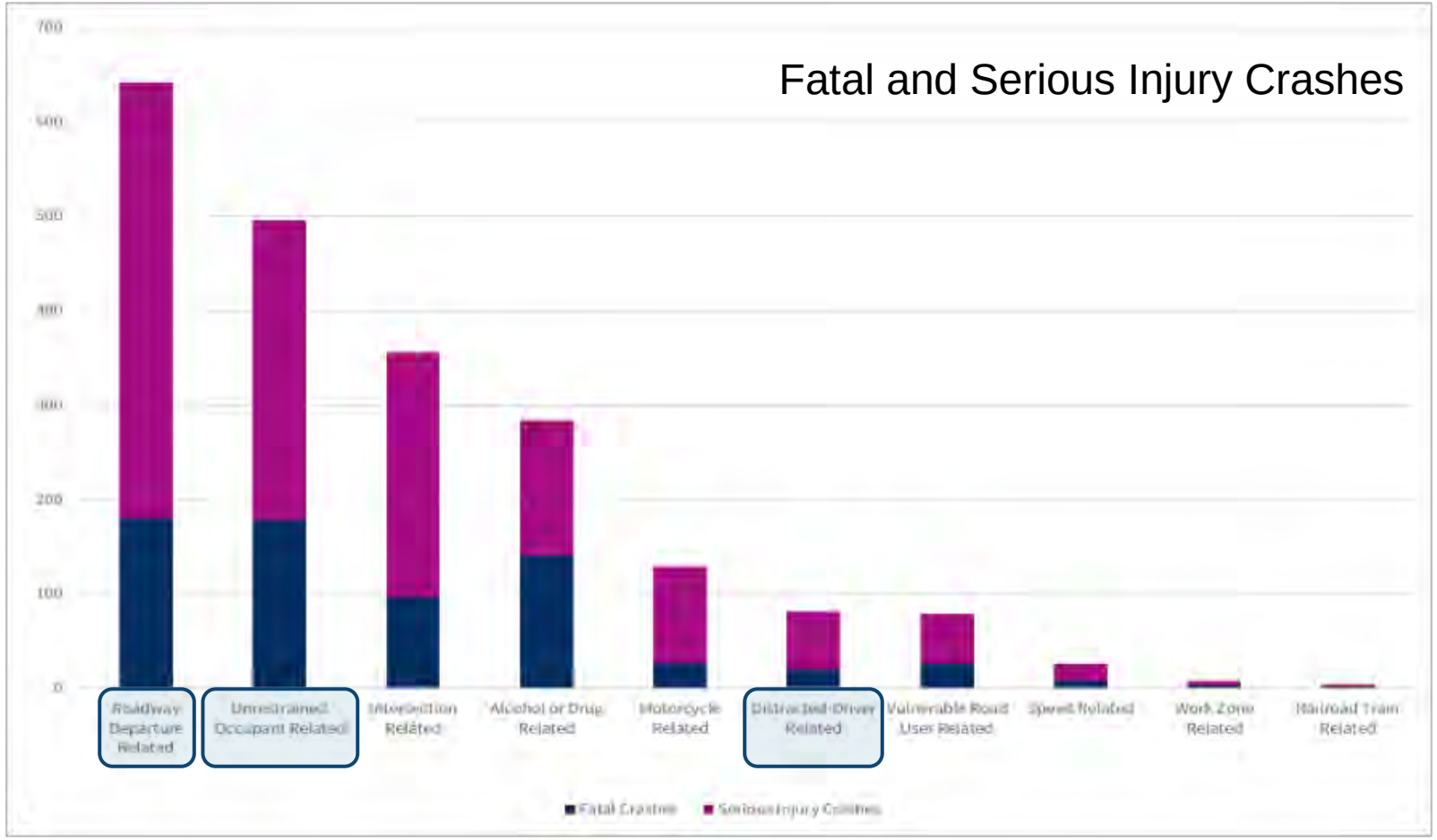




We are here!

CRASH DATA: Emphasis Areas

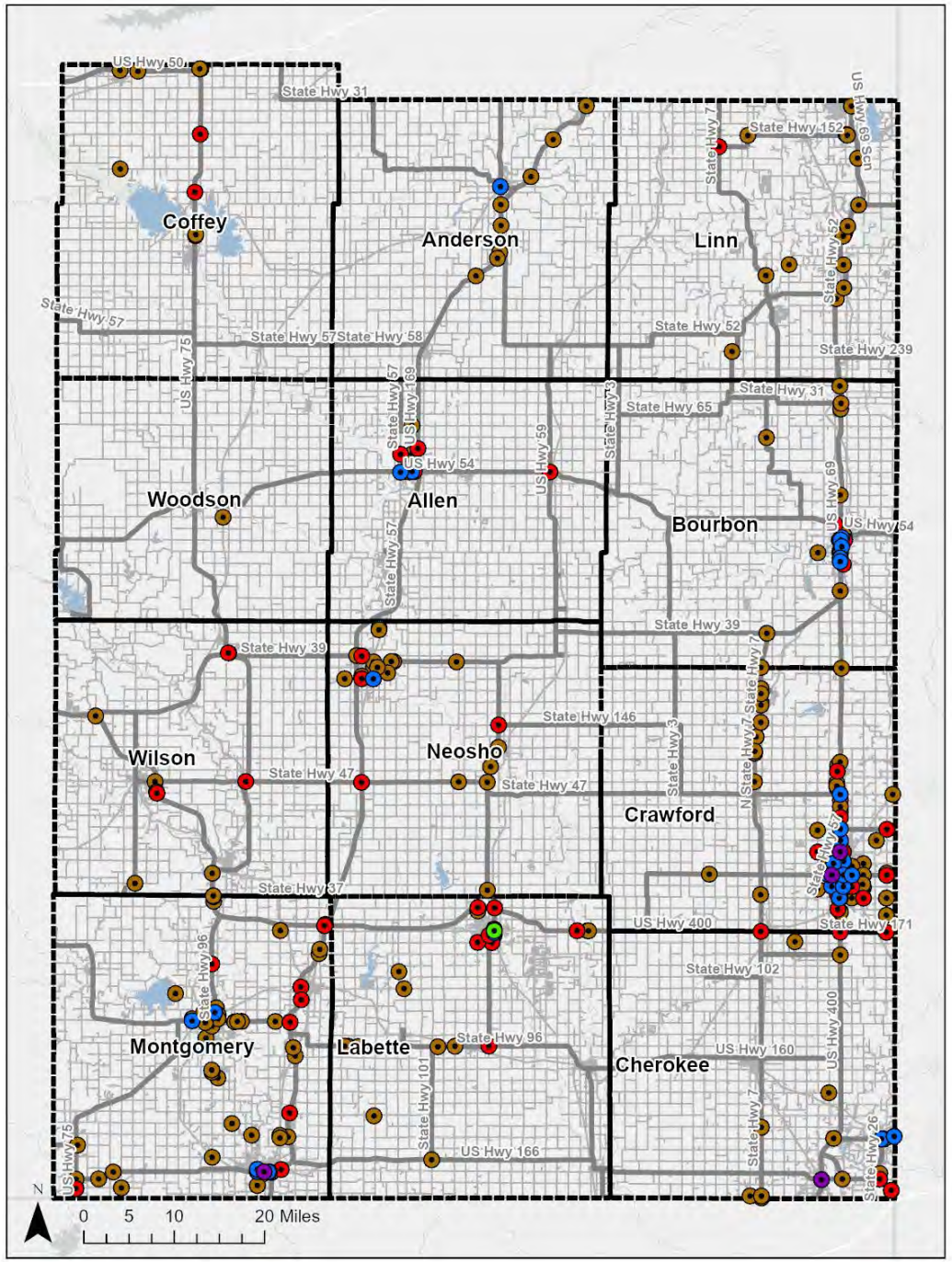
- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

CRASH DATA: Hotspot Locations

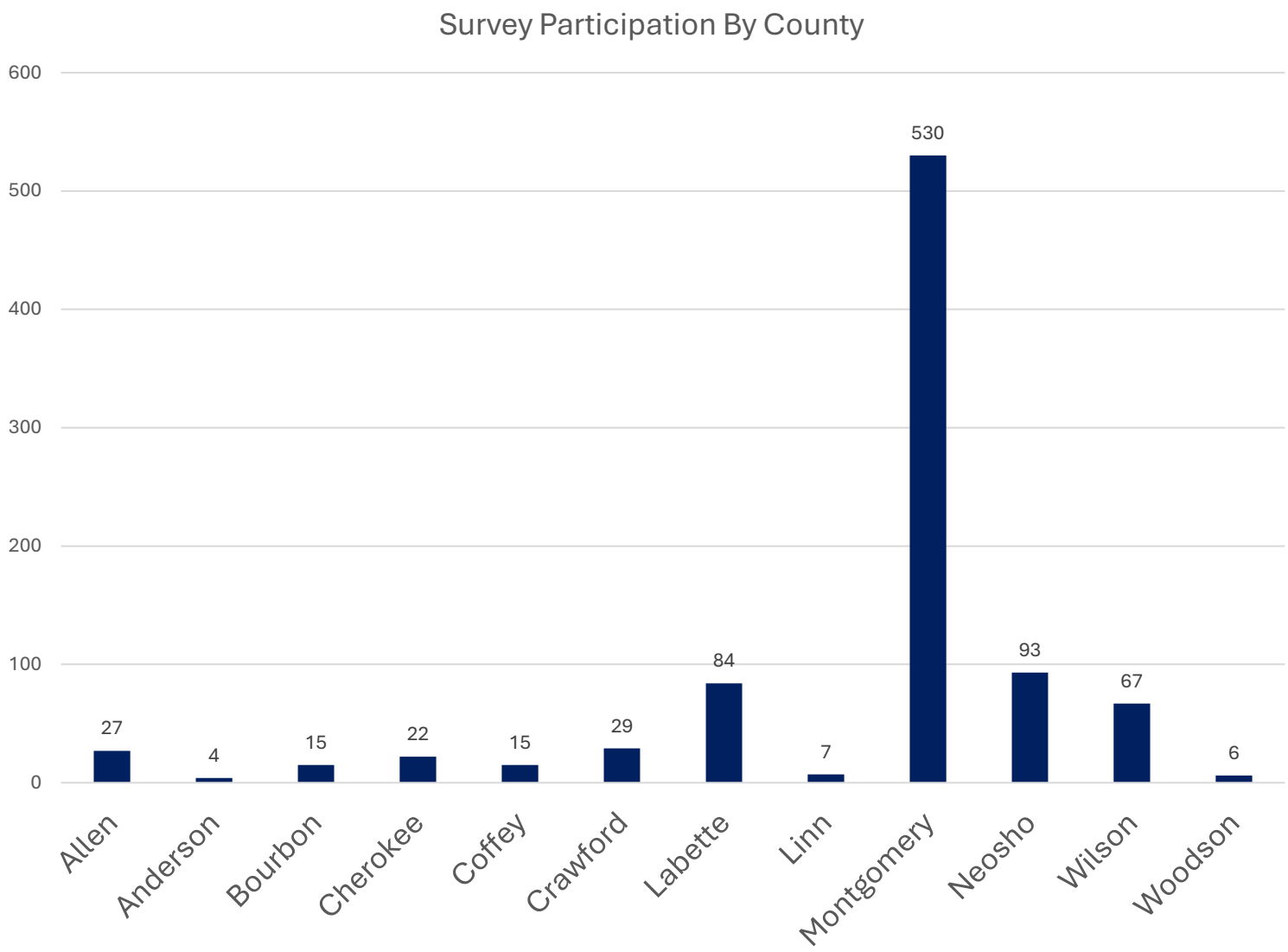
- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Follow-up 1-on-1 meetings with county and/or city representatives



PUBLIC INPUT: Survey Results

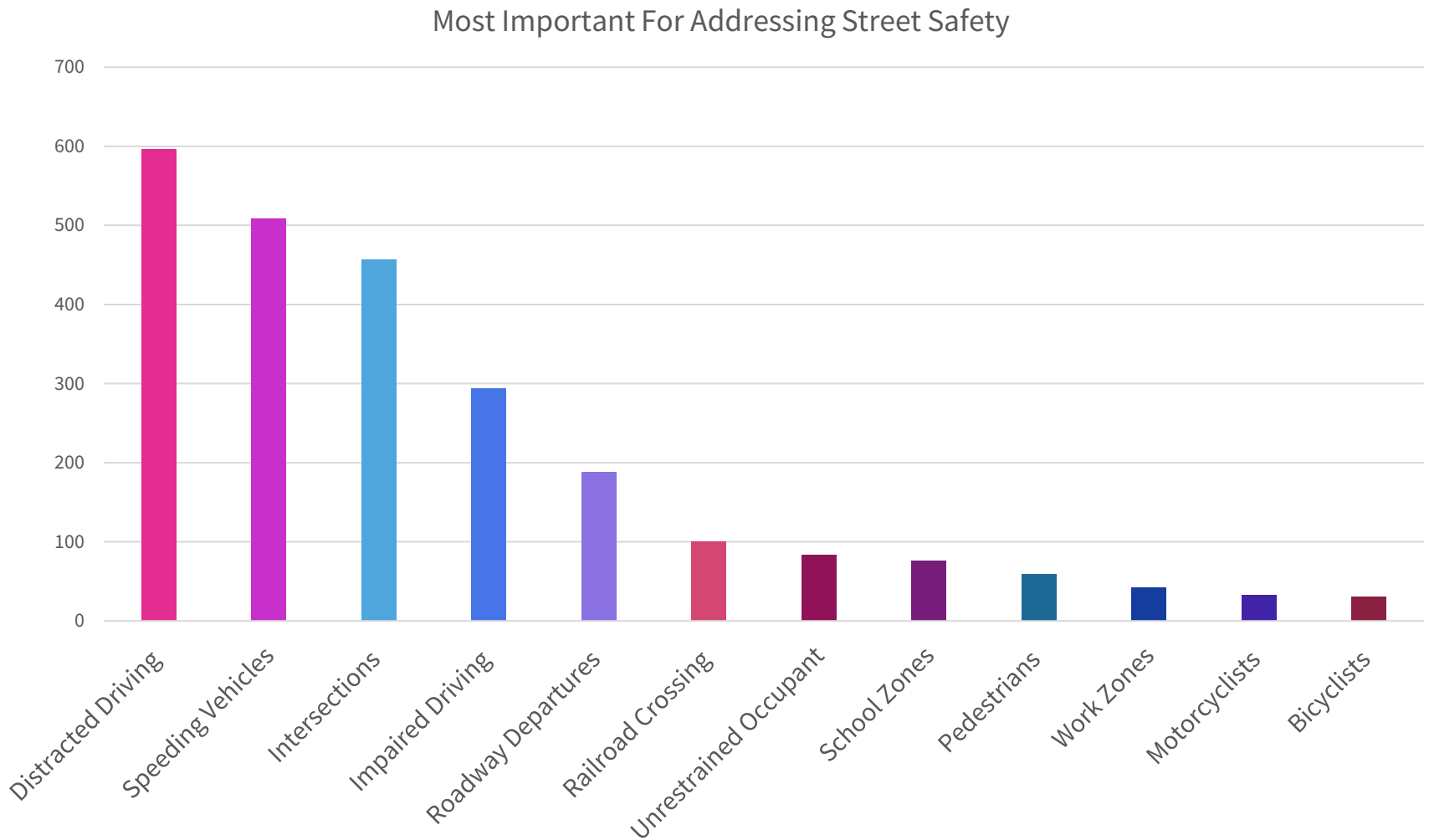
- Press release and survey were sent to the Safety Task Force and an extended stakeholder list for greater promotion
- 899 total survey responses

Survey Respondents By County



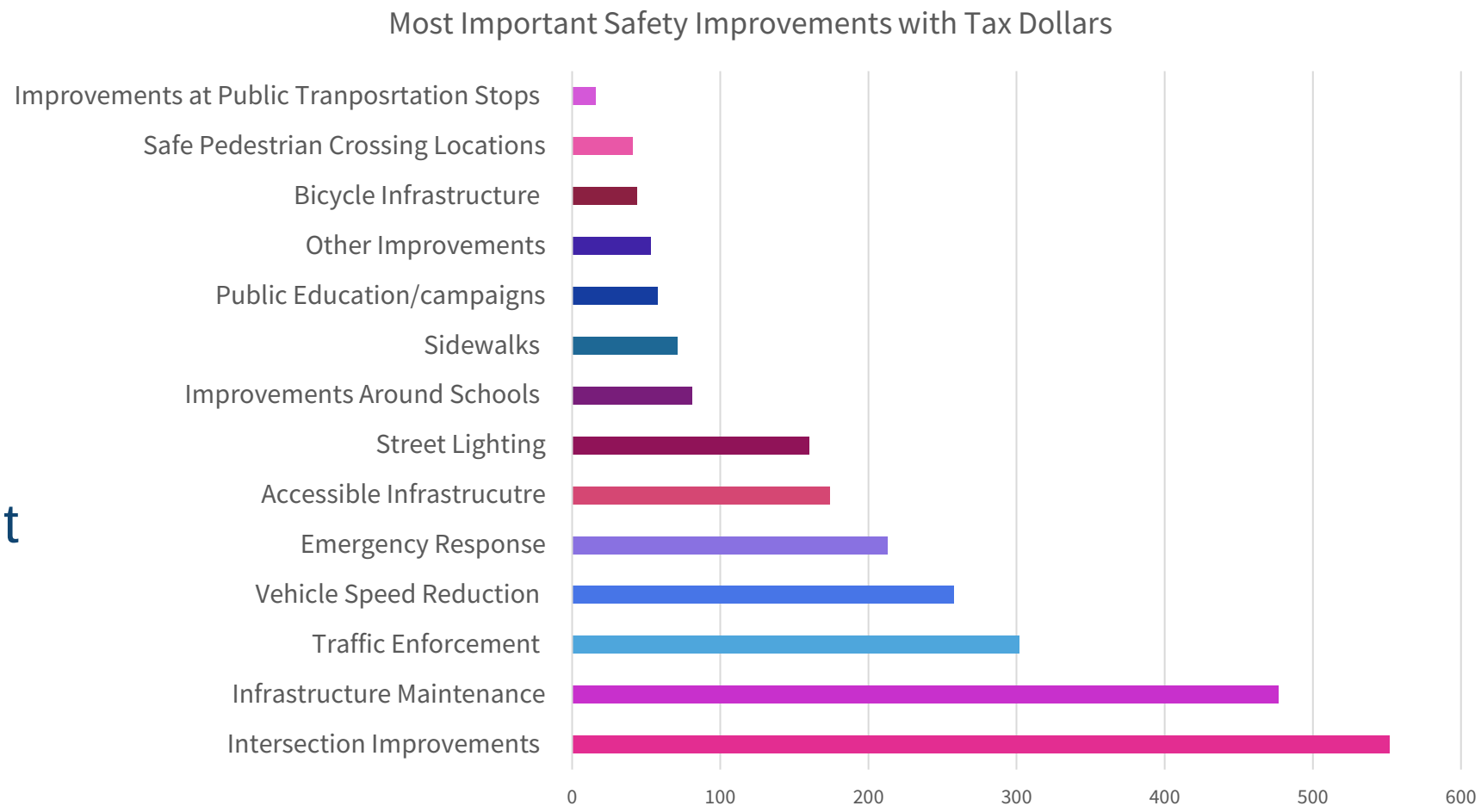
PUBLIC INPUT: Emphasis Areas

- Public Survey Input
  - Distracted Driving
  - Speeding Vehicles
  - Intersections



PUBLIC INPUT: Safety Improvements

- Public Survey Input
  - Intersection Improvements
  - Infrastructure Maintenance
  - Traffic Enforcement

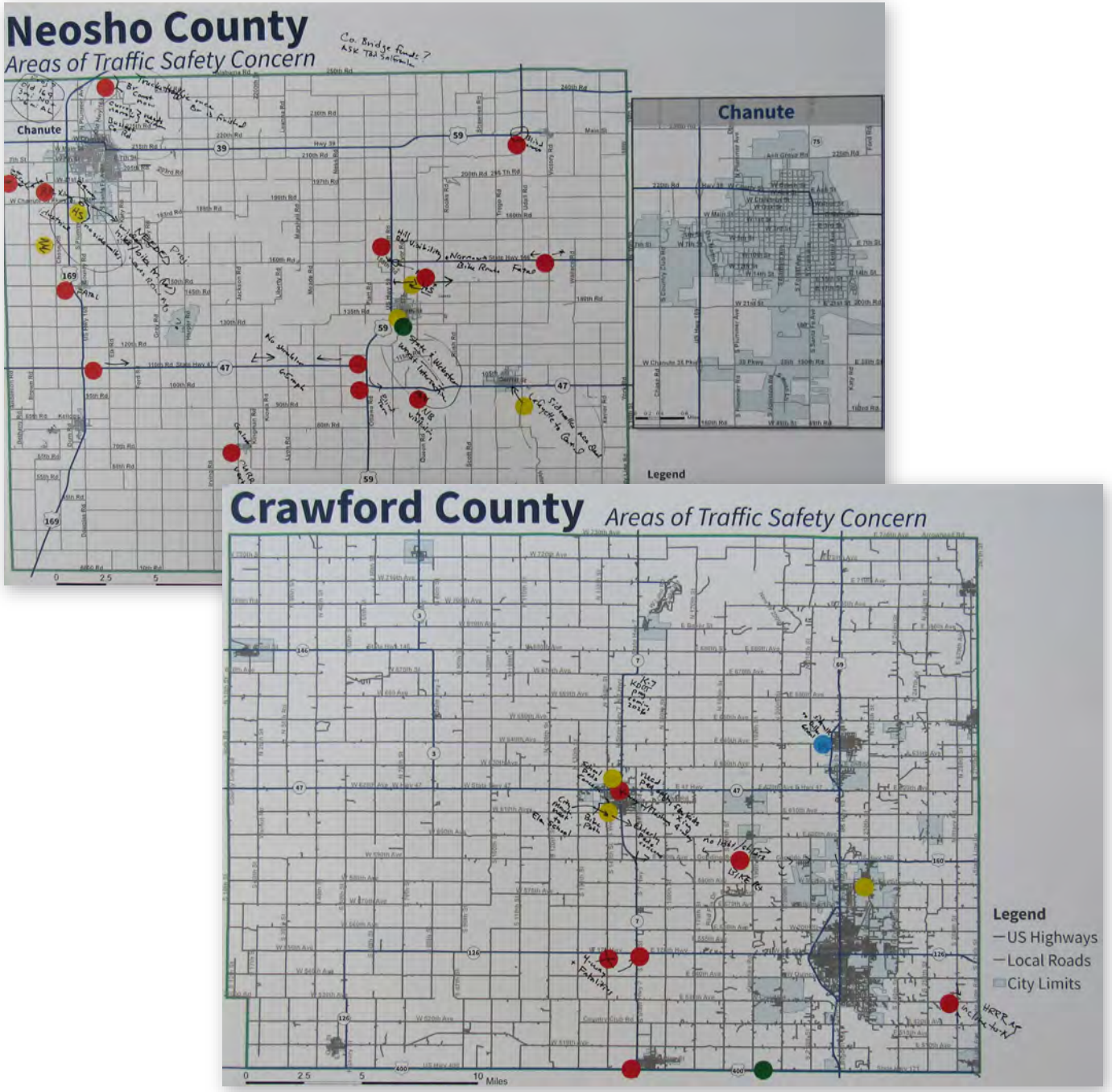


PUBLIC INPUT: Public Meetings

- 12 Public Open House meetings held from February to April 2025.
- Gather feedback through public comment cards and mapping activity.

PUBLIC INPUT: Public Meetings

- Public Feedback and Safety Concerns
  - VRU safety (bicycle and pedestrian facilities, school zones)
  - State highway system and intersections
  - Guardrails, narrow shoulders, visibility and lighting concerns



SUMMARY

Proposed Key Emphasis Areas

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	●
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

PROJECTS AND POLICIES

PROJECT TYPES

- Prioritization Methodology
  - Key Emphasis Area
  - Crash Hotspot on Heat Map
  - Identified in Related Document (ex: LRSP)
  - Local Priority from Stakeholder Interview
  - Public Input
  - Consideration for Local vs. State Routes
- Project Type Examples
  - Roadway Departure
  - Signalized and Unsignalized Intersections
  - Vulnerable Road Users (VRU)

PROJECT TYPE: Roadway Departure

Project	S. 260th Street
Limits	US-160 to K-126 (4.0 miles)
Location	Crawford County
Short-Term	Delineate roadside hazards Install edge/center rumble strips
Long-Term	Install 2-foot paved shoulders Flatten and widen foreslopes Install/upgrade guardrail Extend culverts Consider KDOT intersections

PROJECT TYPE: Roadway Departure

Project	New Albany Road
Limits	Decatur Road to Mill Street (0.1 miles)
Location	Wilson County
Short-Term	Add pavement markings Install edge/center rumble strips Improve curve warning signage Add post-mounted delineators
Long-Term	Add aggregate shoulder Add transverse rumble strips Improve curve superelevation

PROJECT TYPE: Signalized Intersection

Project	8th Street & Buckeye Street
Limits	Intersection
Location	Montgomery County (Coffeyville)
Short-Term	Install high-visibility backplates Add high-visibility pavement markings Add crosswalk markings
Long-Term	Upgrade traffic signals Reconfigure traffic signal with Leading Pedestrian Intervals (LPIs)

PROJECT TYPE: Unsignalized Intersection

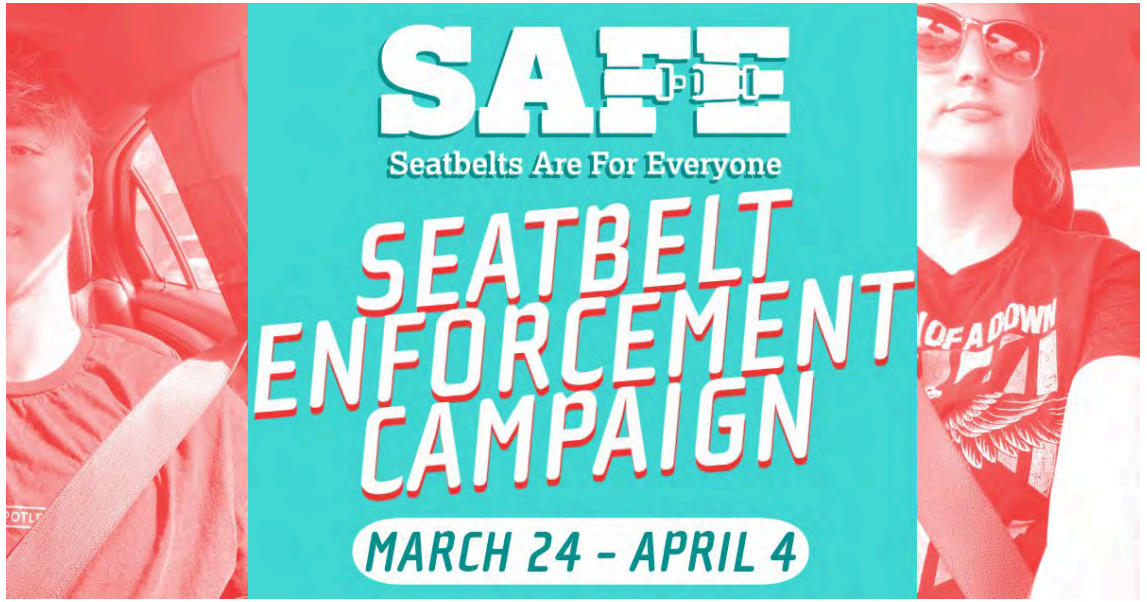
Project	4700 Road & 1450 Road
Limits	Intersection
Location	Montgomery County
Short-Term	Update signage Add retroflective strips to sign posts Upgrade pavement markings
Long-Term	Reconstruct intersection

PROJECT TYPE: Vulnerable Road Users

Project	Prairie Spirit Trail Crossings
Limits	4th Avenue & Main Street
Location	Anderson County (Garnett)
Short-Term	Increase signage Upgrade crosswalk markings Add pedestrian crossing signal
Long-Term	Reconfigure roadway to reduce crossing width

POLICIES

- Advocate with Regional Coalitions
  - US-169 in Anderson, Allen, Neosho, Labette, and Montgomery counties
- Update Design Policies
- Incorporate Safety into Maintenance Programs
- Enforcement Campaigns for Behavioral Changes

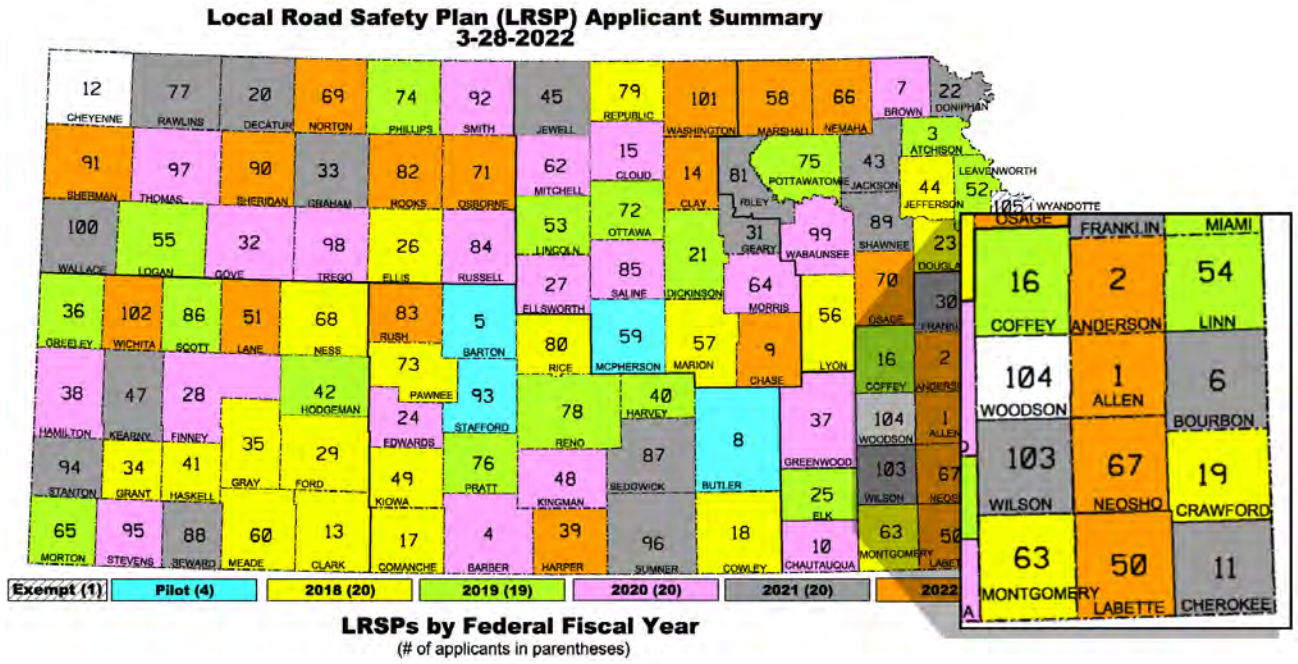


NEXT STEPS

NEXT STEPS: Draft Plans

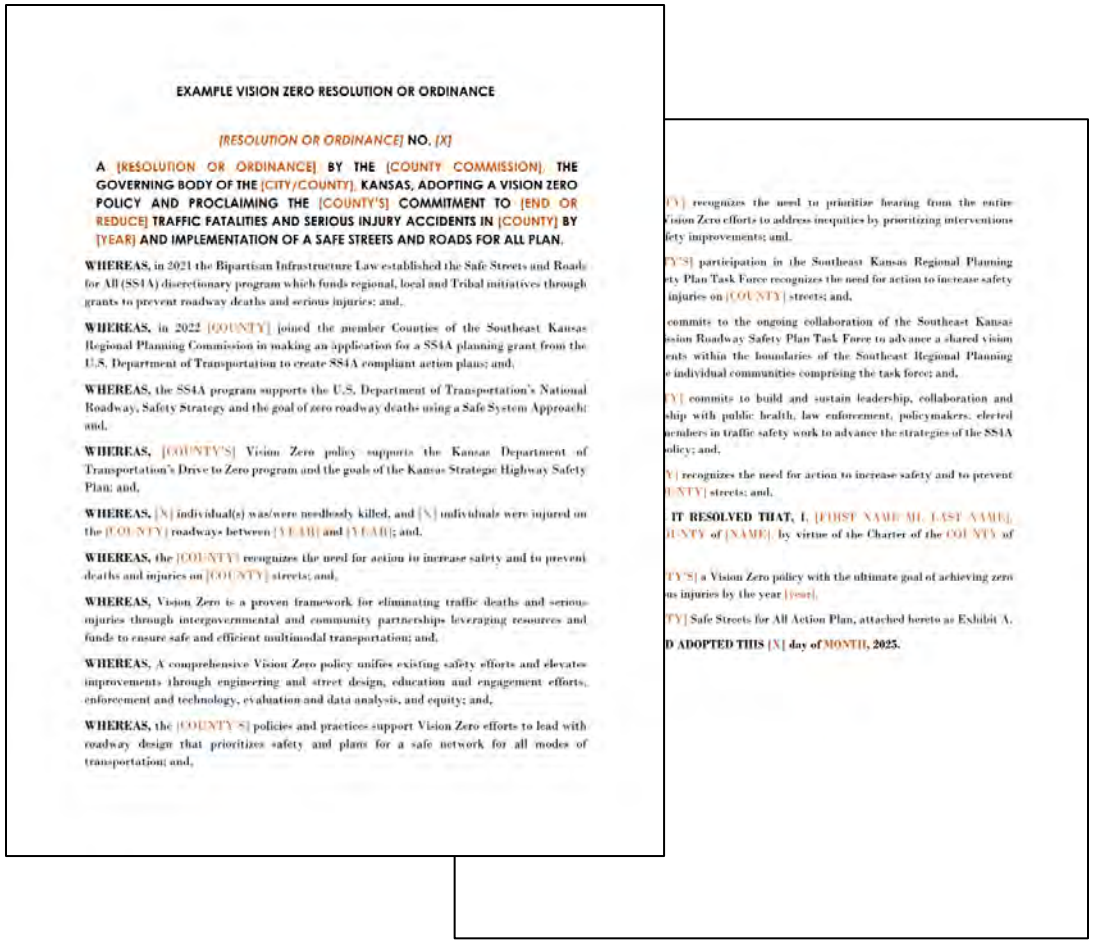
- Priority Projects: A project team representative will contact each county in the next 1-2 weeks to share your draft project list.

- Safety Action Plans
  - Draft plans will be completed in May and sent for review.
  - Efforts are being aligned in counties with an active LRSP project.



NEXT STEPS: Vision Zero Resolution

- Regional commitment to the goal of zero roadway fatalities and serious injuries
- Vision Zero Resolution
  - Percentage reduction goal by a specific date
  - Target date for achievement of zero roadway fatalities and serious injuries



EXAMPLE VISION ZERO RESOLUTION OR ORDINANCE

[RESOLUTION OR ORDINANCE] NO. *[X]*

A [RESOLUTION OR ORDINANCE] BY THE [COUNTY COMMISSION], THE GOVERNING BODY OF THE [CITY/COUNTY], KANSAS, ADOPTING A VISION ZERO POLICY AND PROCLAIMING THE [COUNTY'S] COMMITMENT TO [END OR REDUCE] TRAFFIC FATALITIES AND SERIOUS INJURY ACCIDENTS IN [COUNTY] BY [YEAR] AND IMPLEMENTATION OF A SAFE STREETS AND ROADS FOR ALL PLAN.

WHEREAS, in 2021 the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program which funds regional, local and Tribal initiatives through grants to prevent roadway deaths and serious injuries; and,

WHEREAS, in 2022 [COUNTY] joined the member Counties of the Southeast Kansas Regional Planning Commission in making an application for a SS4A planning grant from the U.S. Department of Transportation to create SS4A compliant action plans; and,

WHEREAS, the SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and the goal of zero roadway deaths using a Safe System Approach; and,

WHEREAS, [COUNTY'S] Vision Zero policy supports the Kansas Department of Transportation's Drive to Zero program and the goals of the Kansas Strategic Highway Safety Plan; and,

WHEREAS, [X] individual(s) was/were needlessly killed, and [X] individuals were injured on the [COUNTY] roadways between [YEAR] and [YEAR]; and,

WHEREAS, the [COUNTY] recognizes the need for action to increase safety and to prevent deaths and injuries on [COUNTY] streets; and,

WHEREAS, Vision Zero is a proven framework for eliminating traffic deaths and serious injuries through intergovernmental and community partnerships leveraging resources and funds to ensure safe and efficient multimodal transportation; and,

WHEREAS, A comprehensive Vision Zero policy unifies existing safety efforts and elevates improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis, and equity; and,

WHEREAS, the [COUNTY'S] policies and practices support Vision Zero efforts to lead with roadway design that prioritizes safety and plans for a safe network for all modes of transportation; and,

[Y] recognizes the need to prioritize hearing from the entire Vision Zero efforts to address inequities by prioritizing interventions fety improvements; and.

Y'S] participation in the Southeast Kansas Regional Planning ty Plan Task Force recognizes the need for action to increase safety injuries on [COUNTY] streets; and,

commits to the ongoing collaboration of the Southeast Kansas sion Roadway Safety Plan Task Force to advance a shared vision ents within the boundaries of the Southeast Regional Planning e individual communities comprising the task force; and,

Y] commits to build and sustain leadership, collaboration and ship with public health, law enforcement, policymakers, elected mbers in traffic safety work to advance the strategies of the SS4A olicy; and,

] recognizes the need for action to increase safety and to prevent UNTY] streets; and,

IT RESOLVED THAT, I, [FIRST NAME MI. LAST NAME], UNTY of [NAME], by virtue of the Charter of the COUNTY of

TY'S] a Vision Zero policy with the ultimate goal of achieving zero us injuries by the year [year].

TY] Safe Streets for All Action Plan, attached hereto as Exhibit A.

D ADOPTED THIS [X] **day of** MONTH, **2025.**

NEXT STEPS: Implementation Funding

- Safe Streets and Roads for All (SS4A) Program
  - A Safety Action Plan and Vision Zero Resolution make you eligible
  - Deadline: June 26, 2025
  - Additional round of funding available in 2026 under the current federal infrastructure bill

- Use the Kansas Infrastructure Hub as a resource

- Other Funding Mechanics
  - High Risk Rural Roads (HRRR)
  - Highway Safety Improvement Program - Intersections (HSIP)
  - Safe Routes to School
  - Community Health programs

THANK YOU!

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Southeast Kansas Comprehensive Safety Action Plan:

Bourbon County

June 2025

Developed in partnership by:
Southeast Kansas Regional Planning Commission
Bourbon County

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safe Streets and Roads for All (SS4A) Program

ACKNOWLEDGEMENTS

The Southeast Kansas Regional Planning Commission (SEKRPC) would like to acknowledge the valuable contribution of its member jurisdictions and project partners. Their active participation and input throughout the planning process were essential to developing the Comprehensive Safety Action Plan (CSAP). Additionally, the SEKRPC extends its gratitude to stakeholders, community organizations, and members of the public whose valuable feedback and insights guided the development of the plan to help meet the safety needs and priorities of the 12-county Southeast Kansas region.

Regional Partners
Southeast Kansas RPC
Allen County
Anderson County
Bourbon County
Cherokee County
Coffey County
Crawford County
Labette County
Linn County
Montgomery County
Neosho County
Wilson County
Woodson County

Bourbon County Partners
City of Fort Scott
City of Uniontown
City of Fulton
Fort Scott USD 234
City of Redfield
Uniontown USD 235
City of Bronson
Fort Scott Area Chamber of Commerce & Tourism
City of Mapleton

Consultant Team
Gannett Fleming TranSystems (GFT)
Kimley-Horn
Wilson & Company

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Appendix D: High Injury Network
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1 EXECUTIVE SUMMARY

In partnership with the Southeast Kansas Regional Planning Commission, Bourbon County has created this Comprehensive Safety Action Plan as the first step to achieve the goal of eliminating traffic deaths and serious injuries by 2050. This plan used a combination of community feedback and data analysis to gain a deeper understanding of the factors affecting road safety in the community. By applying the Safe System Approach and Vision Zero principles, this plan identifies areas with the highest roadway safety risks and offers targeted recommendations to reduce those hazards.

In December 2024 through February 2025, community members had the opportunity to review findings and share feedback that helped develop the final plan. This plan reveals that roadway departures and intersection-related crashes are the primary safety concerns, which shape our focused intervention strategies. One of the core elements of the Comprehensive Safety Action Plan under the Safe Streets for All (SS4A) initiative is the identification of the High Injury Network (HIN). The HIN is a data-driven tool that highlights road segments with the highest rates of severe crashes, enabling communities to target safety improvements where they are most urgently needed. This approach aligns with Vision Zero principles and the Safe System Approach, supporting strategic, equity-focused investment in traffic safety. The HIN includes 133 priority roadway segments totaling 50 miles and 86 high-risk intersections, serving as a key guide for prioritizing safety investments.

2 INTRODUCTION

Roadway safety is an issue that impacts every person and community in the United States. Every individual is exposed to risk on the roadway network, whether a driver, passenger, transit user, bicyclist, or pedestrian. In the United States, roadway crashes account for large numbers of serious injuries and fatalities. To combat this challenge, the U.S. Department of Transportation (USDOT) created the Safe Streets and Roads for All (SS4A) grant program to support safety initiatives designed to prevent roadway deaths and serious injuries.

The Southeast Kansas Regional Planning Commission (SEKRPC) was awarded a Safe Streets and Roads for All (SS4A) Planning grant from the U.S. Department of Transportation (USDOT) to develop a Comprehensive Safety Action Plan (CSAP) for the 12-county region. A CSAP develops strategies to address the most significant transportation safety risks in a community with an emphasis on fatal and serious injury crashes.

In partnership with SEKRPC, a CSAP was developed for each county in the 12-county region: Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas. The 12-county study area is shown in Figure 1.

Over 44,000 crashes occurred in the Southeast Kansas region in the past 10 years. In particular, Bourbon County experienced 2,848 crashes including 16 fatalities, 52 serious injury crashes, 417 other injury crashes, and 2,363 Property Damage Only (PDO) crashes.

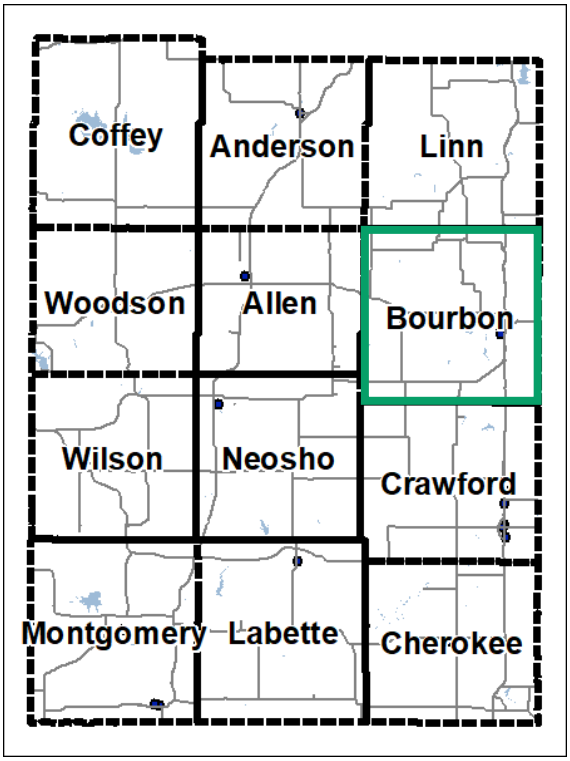


Figure 1. Study Area

2.1 Commitment to Safety

SEKRPC and Bourbon County recognize that one life lost is one too many and in response, developed a set of programs and projects to save lives and reduce transportation safety risks. This CSAP outlines a 10-year action plan detailing the strategies and next steps to achieve these safety objectives.

The success of this CSAP relies on the commitment and participation of all stakeholders in Bourbon County and the Southeast Kansas region. Development of the CSAP fostered collaboration among the counties and cities in the 12-county region. By bringing together residents, local government, law enforcement, transportation authorities, school districts, and community organizations, collective expertise and resources were leveraged to implement targeted safety initiatives.

Through working together, we can promote a culture of safety and work towards making our communities a safe place to live, work, and visit. The Safety Task Force assembled for this effort is dedicated to fostering collaboration, innovation, and a proactive approach to addressing safety issues and making a positive impact on Southeast Kansas.

2.2 Safe System Approach

The SS4A program supports the USDOT National Roadway Safety Strategy and Bourbon County's goal of zero roadway deaths using a Safe System Approach. The SS4A program supports the development of a CSAP that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues.

The USDOT Safe System Approach is a comprehensive and proactive framework to reduce the number of fatalities and serious injuries on roadways. The Safe System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable and responsibility for roadway safety lies with multiple stakeholders.

Figure 2. Safe System Approach

The Safe Systems Approach has five key elements as shown in Figure 2. Layering these together creates redundancy so that if one component fails, the others are still in place to prevent severe outcomes. This plan focuses on Safe System Approaches for:

- **Safer Roads:** The design and maintenance of roadway environments to mitigate human mistakes and account for injury tolerances, encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

- **Safer Speeds:** Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate mitigation measures such as roadway design, targeted education, outreach campaigns, and enforcement.

- **Safer Road Users:** Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed by promoting a safety awareness culture through various outlets.

- **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.

- **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. Additionally, encouraging other safety actions such as seat belt use, proper child seats, and proper vehicle maintenance.

Recommended policies and projects focus on these five proven objectives to create safer conditions for all roadway users.

2.3 Plan Organization

This CSAP is built on the following eight key components:

1. **Leadership Commitment and Goal Setting:** An official public commitment by a high-ranking official and/or governing body to an eventual goal of eliminating roadway fatalities and serious injuries.
2. **Planning Structure:** A committee, task force, implementation group, or similar body charged with oversight of the CSAP development, implementation, and monitoring.
3. **Engagement and Collaboration:** Robust engagement with the public and relevant stakeholders that allows for both community representation and feedback. Information received is analyzed and incorporated into the CSAP.
4. **Safety Analysis:** A comprehensive analysis of existing conditions, historical trends, and risk factors that provide a baseline level of fatal and serious injuries.
5. **Equity Considerations:** Plan development using inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners.
6. **Policy and Process Changes:** Assessment of current policies, plans, guidelines, and standards to identify opportunities to improve how processes prioritize transportation safety.
7. **Strategy and Project Selection:** Identification of a comprehensive set of projects and strategies shaped by data, equity considerations, public and stakeholder input, and best practices to address the safety issues identified in the CSAP.
8. **Progress and Transparency:** A method to measure progress over time after the CSAP is developed or updated.

2.4 Leadership Commitment and Goal Setting

Committing to zero roadway deaths is ambitious and achieving this goal will be challenging for any community. Leadership from local officials on this issue is critically important as leadership sets the tone for the organization and the community, fostering a community-wide safety culture. Elected leadership can steer the course of policy and secure the resources necessary to implement safety strategies. The commitment of elected leadership can also result in new local regulations, legislative support at the state or federal level, and better enforcement of existing laws.

Through participation in the planning process facilitated by SEKRPC, Bourbon County's vision and goals are rooted in Vision Zero elements and the Safe System Approach. The resulting plan enhances safety outcomes, with the eventual goal of zero deaths across the Bourbon County transportation network by 2050. Bourbon County's commitment to this goal can be realized if passed by the Bourbon County Commission. A draft resolution is included in Appendix A.

2.4.1 Vision

Bourbon County envisions the development of comprehensive transportation infrastructure that meets the needs of all residents through transportation improvements, education, and community collaboration with a goal of zero traffic deaths and serious injuries.

2.4.2 Goals

Bourbon County is committed to reducing the risk of serious or fatal injury to all road users. The goals established and facilitated through this plan support this vision:

- Adopt and implement the Vision Zero Resolution to eliminate all fatality and serious injury collisions by 2050.
- Utilize a comprehensive data driven approach to address factors contributing to traffic crashes.
- Engage stakeholders, monitor progress, and allocate resources to ensure meaningful progress toward achieving the vision.

2.4.3 Targets

The loss of human lives and serious injuries on the transportation system is unacceptable. The eventual target of this plan is to eliminate fatalities and serious injuries. This will be achieved through the gradual reduction of targets that will be adjusted each year as needed.

2.5 Planning Structure

SEKRPC received a SS4A Planning grant and facilitated the development of a CSAP for each county in the 12-county region: Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas.

The Southeast Kansas vision, goals, and recommendations were identified and prioritized through coordination with a regional Safety Task Force with representatives from each county. The Safety Task Force was charged with oversight of plan development, implementation, and monitoring. Follow-up meetings were also held with each county to facilitate more detailed discussions.

2.5.1 Safety Task Force

The Safety Task Force was a regional working group consisting of county staff, law enforcement, and school district representatives. Safety Task Force members served as representatives of their community to validate information and data, provide insight on potential focus areas, discuss safety strategies, and serve as community champions. The Safety Task Force played an integral role in the process by participating in a series of stakeholder meetings and directly informing the development of the CSAPs. Members invited to participate in the Safety Task Force are identified in Appendix B.

2.5.2 Expanded Stakeholder List

Due to the regional nature of the study, an expanded stakeholder list of over 300 organizations was also engaged through an online survey to provide additional input to the Safety Task Force. The expanded stakeholder list included additional city staff, emergency services, school districts, healthcare organizations, public transportation providers, business organizations, and transportation advocacy groups. Organizations in the expanded stakeholder list are also identified in Appendix B.

3 ENGAGEMENT AND COLLABORATION

The CSAP included a robust engagement plan with the public and stakeholders that allowed for community representation and feedback. The plan used input from the engagement process to inform development of the plan.

3.1 Community Engagement Plan

The Community Engagement Plan in Appendix C, was prepared as a guide to obtain meaningful input from study partners, community organizations, residents, and employees impacted by the transportation system. The Community Engagement Plan focused on the entire 12-county region but also provided flexibility to identify engagement needs specific to each county. Three primary opportunities to obtain project public input were provided:

1. **Information and Communications:** Communicated information regarding the study background, process, methods, schedule, key messages, and project updates.
2. **Stakeholder Input:** Facilitated meetings with community leaders, elected and appointed officials, government staff, and other stakeholder groups to inform recommendations.
3. **Community Outreach:** Informed, educated, and engaged with community members with the intent of providing an interactive dialogue for input throughout the study.

3.1.1 Key Audiences

Many stakeholders were engaged in the process to provide a comprehensive perspective on the Safe Systems Approach and share unique insights for understanding transportation safety needs in Southeast Kansas. Residents, employees, and businesses provided insights into local transportation challenges, while local governments and school districts ensured alignment with community needs. First responders shared critical knowledge of safety risks and emergency response. Regional and state agencies contributed broader expertise and guidance to address transportation safety issues.

Key audiences in the 12-county Southeast Kansas region that provided input for the plan included:

- Residents, employees, and businesses
- Governmental units (county staff, city staff, school districts, elected officials)
- First responders (law enforcement, fire departments, emergency management, healthcare services)
- Community organizations (business organizations, transportation advocacy groups)
- Regional or statewide agencies (SEKRPC, KDOT, public transportation providers)

3.1.2 Community Engagement Methods

A variety of community engagement methods were utilized to promote meaningful involvement and gather input from stakeholders and the public. Targeted stakeholder discussions and Safety Task Force meetings provided expert insights and shaped the plan development, while surveys and public open-house meetings offered opportunities for community members to highlight safety concerns and share feedback.

These approaches promoted inclusive participation, enhanced understanding of regional safety issues, and fostered collaboration in developing effective solutions.

- **Project Update Meetings:** Project updates were shared in-person and virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.
- **Stakeholder Meetings:** Three Safety Task Force meetings were held to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and

recommendations. Stakeholder meetings were held in a hybrid format with both in-person and virtual attendance options.

- **Public Meetings:** One in-person open house style meeting was held within each county to inform the public of the study's progress, gather input regarding safety needs, and share features of the proposed plan.
- **Public Survey:** An online survey was distributed that allowed respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information was collected to monitor responses by location and socioeconomic characteristics.
- **Public Comments:** Public comments were compiled from meetings, online surveys, phone calls, and face-to-face conversations and incorporated into the plan.
- **Public Information:** Announcements for news media, websites, and social media outlets were provided to SEKRPC, the Safety Task Force, and the expanded stakeholder list for distribution.

3.2 Safety Task Force Meetings

The Safety Task Force participated in three meetings throughout the process to review crash data and help identify safety needs in the region. Safety Task Force members played an integral role in confirming challenges and opportunities, which directly influenced plan recommendations to align with the safety vision for the Southeast Kansas region. Meeting summaries are included in Appendix B.

3.2.1 Safety Task Force Meeting #1

Safety Task Force Meeting #1 was held on October 3, 2024 to introduce the study and the Safe Systems Approach, review crash data, and discuss safety concerns and potential solutions. The meeting also included an initial discussion of emphasis areas to provide direction for the planning process.

During the meeting, an interactive survey was conducted to better understand community needs. After crash data trends were presented, participants had an opportunity to select their top three emphasis areas for developing safety solutions. Based on this initial input, the selected emphasis areas were *roadway departures*, *distracted driving*, and *unrestrained occupants*. These stakeholder-selected areas helped provide focused direction for the planning process.

In addition to specific locations noted in Appendix B, participants also noted the following concerns:

- **Seatbelt Usage:** In Crawford County, a SAFE (Seatbelts Are For Everyone) program began after students were involved in a fatal crash. This tragic event highlighted the need for enhanced education around seatbelt usage.
- **Distracted Driving:** Concerns were raised about distracted driving and cell phone use, including its prevalence among older adults.
- **Road Access and Truck Traffic:** Discussion highlighted the need for improved hard surface roads to medical centers and major employers, particularly areas with newly constructed or planned facilities.
- **Speeding on Gravel Roads:** Concerns were expressed about drivers traveling higher speeds on gravel roads and underestimating road conditions.

The following areas were potential solutions identified by stakeholders for improving roadway safety:

- **Driver Education Enhancements:** Online driver education programs and other similar initiatives that emphasize navigating unpaved roads and unmarked intersections.
- **Behavioral Interventions:** Increase citations to encourage safer driving behaviors and address misconceptions, such as the dangers of driving under the influence of marijuana.
- **Infrastructure Improvements:** Implement measures like road edging and clearing line-of-sight obstructions to improve visibility and reduce crashes.
- **Speed Management:** Lower speed limits on gravel roads to enhance safety.

3.2.2 Safety Task Force Meeting #2

Safety Task Force Meeting #2 was held on November 14, 2024 to re-visit key emphasis areas and discuss proven effective countermeasures to address the emphasis areas. Based on crash patterns and a review of public input to date, the Safety Task Force built consensus around *roadway departures*, *intersection-related crashes*, and *unrestrained occupants* as the refined top emphasis areas. Other identified areas that received consideration were vulnerable road users (VRU), distracted driving, and alcohol or drug-related crashes.

In addition to specific locations noted in Appendix B, an interactive survey allowed participants to discuss how potential countermeasures could be integrated into their communities to address the emphasis areas:

- **Roadway Departure:** Preferred improvements included 2-foot shoulder, edgeline treatment, and removing fixed objects in the clear zone.
- **Intersections**: Preferred improvements for unsignalized improvements included retroreflective strips on warning signs, street lighting, dedicated turn signals, and roundabout designs for both passenger vehicles and trucks. Overhead lighting was emphasized as a cost-effective option due to franchise agreements with electric companies (as applicable).
- **Unrestrained Occupant:** Strategies discussed included behavior-changing programs, enforcement campaigns, and outreach, including targeting specific groups such as school age children or farmers.
- **Distracted Driving:** Strategies discussed included high-visibility cell phone/texting enforcement and targeted communications.
- **Vulnerable Road Users:** Preferred strategies for pedestrian improvements included high visibility crosswalks, raised crosswalks, curb extensions, and refugee islands. Bicycle improvements included multi-use paths, cycle tracks, and buffered bike lanes. Discussion also included challenges in school zones and strong support for Safe Routes to School programs.

3.2.3 Safety Task Force Meeting #3

Safety Task Force Meeting #3 was held on April 24, 2025 to revisit the crash data analysis and public engagement efforts that have taken place so far and discuss example project recommendations and potential countermeasures. Safety projects at specific locations were shown by emphasis area. Programs, policies, and potential actions were also described to address education related to speeding, pedestrian and bicycle travel, and distracted driving. Steps to implement Vision Zero, and potential funding opportunities for implementation were discussed as well.

3.3 Public Survey

To gather greater community input, an online public survey was distributed throughout the 12-county region from October 2024 to April 2025. The survey was also to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region and specific jurisdictions.

The survey was distributed through city and county websites, social media, and advertised at public engagement events. This approach ensured broad participation and diverse perspectives resulting in a total of 899 survey respondents from across the 12-county region. A total of 15 surveys were submitted by Bourbon County residents. Survey results are summarized below with detailed survey responses included in Appendix B.

3.3.1 Survey Respondent Demographics

Bourbon County survey participants provided demographic information and are recorded below in Table 1.

Table 1. Survey Respondent Demographic Summary

Bourbon County Survey Respondent Demographic Snapshot		
Length of Residency in Jurisdiction	***Count***	***Percentage***
1-4 years	2	13.3%
10+ years	12	80.0%
Prefer not to answer	1	6.7%
Age		
18-24	1	6.7%
25-44	8	53.3%
45-64	5	33.3%
65-74	1	6.7%
Race/Ethnicity		
White only	13	86.7%
White + American Indian or Native Alaska Native	1	6.7%
White + Multiracial	1	6.7%
Gender		
Female	9	60.0%
Male	6	40.0%
Household Income		
Less than $25k	1	6.7%
$25K-$50K	3	20.0%
$50K-$75K	3	20.0%
$75K-$100K	2	13.3%

100K or more	6	40.0%
Household Size		
2 people	5	33.3%
3 people	5	33.3%
4 people	4	26.7%
5 people or more	1	6.7%

3.3.2 Safety Priorities

The survey results revealed a strong consensus that there are too many crashes, needless deaths, and a need for prioritized investment to prevent further tragedy. Participants expressed the most concerns for Safer Roads and Safer People and identified Distracted Driving, Speeding Vehicles, and Intersections as their top three emphasis area priorities. In support of increased roadway safety, participants identified Intersection Improvements, Infrastructure Maintenance, and Traffic Maintenance as top funding priorities. Specific safety concern locations were concentrated along US-69, especially as it goes through the central Fort Scott area.

3.3.3 County-Specific Concerns

Respondents shared their views on which safety areas they considered most important and of concern, as illustrated in Figure 3. In Bourbon County, speeding and intersections emerged as the top concerns, followed by distracted driving.

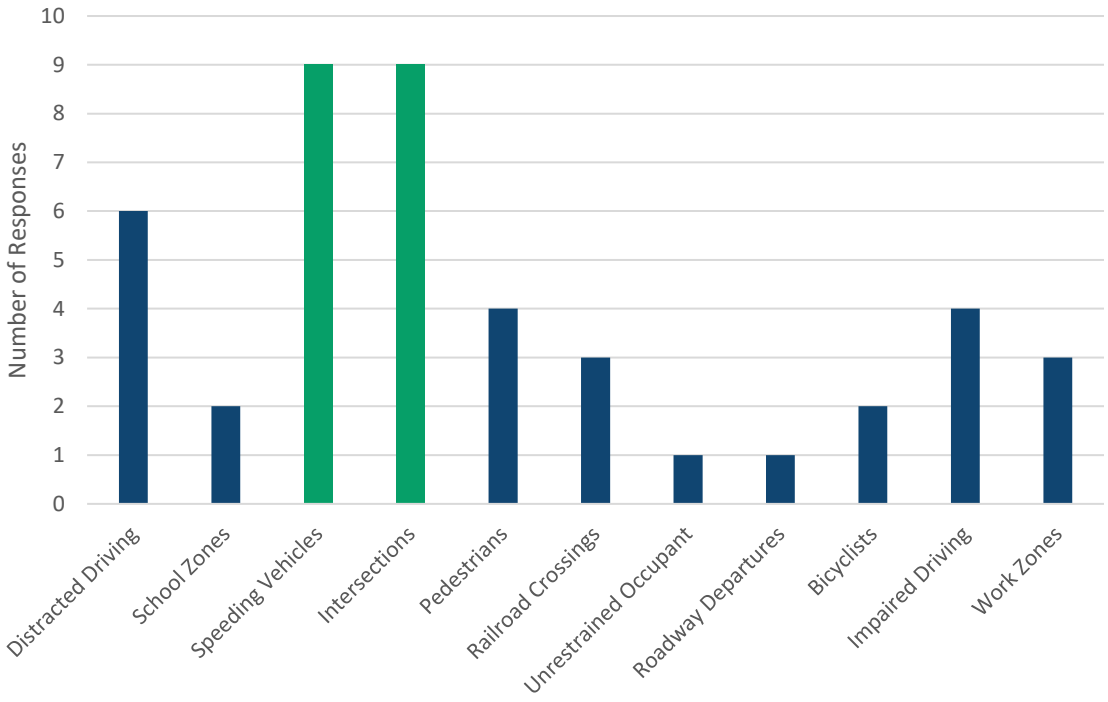


Figure 3. Most Important Safety Areas to Improve Street Safety

Respondents were asked what the three most important safety improvements were. The responses for Bourbon County are shown in Figure 4. Bourbon County residents identified emergency response times and infrastructure maintenance as their top concerns regarding roadway safety.

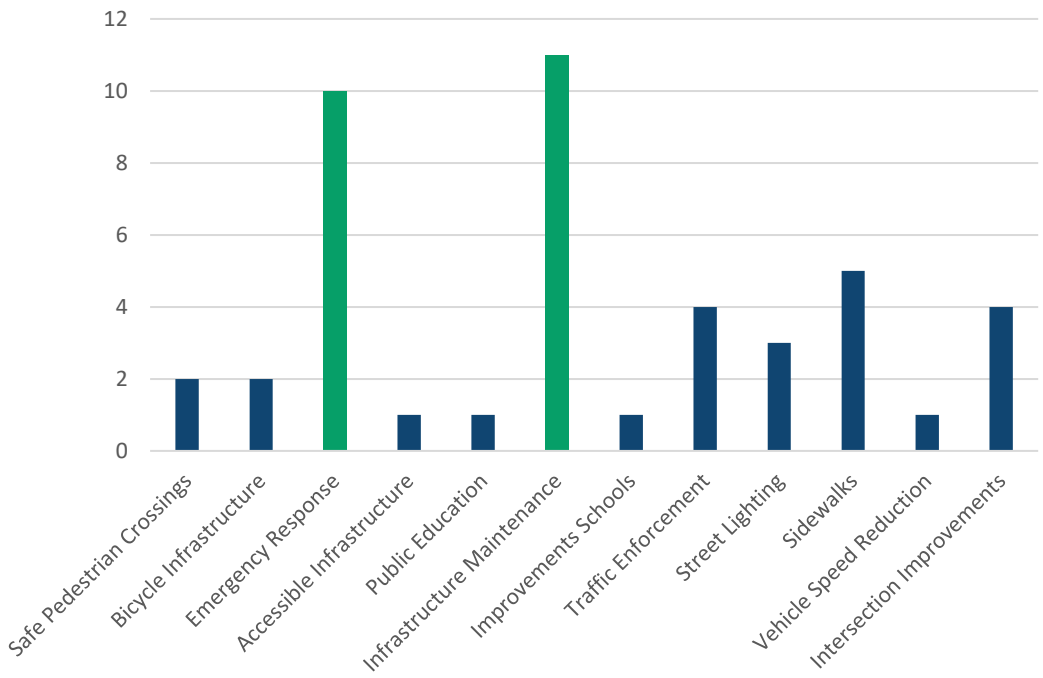


Figure 4. Bourbon County Ranked Safety Concerns

Respondents ranked the Safe Systems Approach elements from highest concern to moderate concern. Among the safety concerns in Figure 5 , “Safer Vehicles” garnered the strongest consensus from Bourbon County survey participants as the highest safety concern.

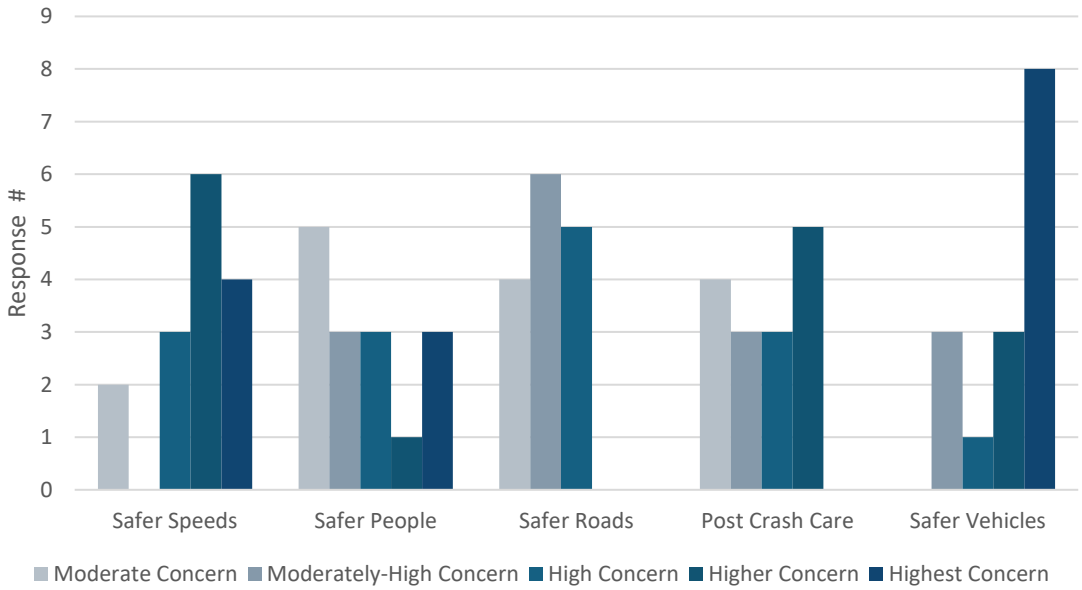


Figure 5. Safety Concerns Ranked by Level of Concern

Figure 6 shows the locations of survey respondents' safety concerns in the Southeast Kansas region. In Bourbon County, concerns are primarily focused along west US-54 near the Allen-Bourbon County line and around the intersection of US-54 and K-3 near Uniontown city limits.

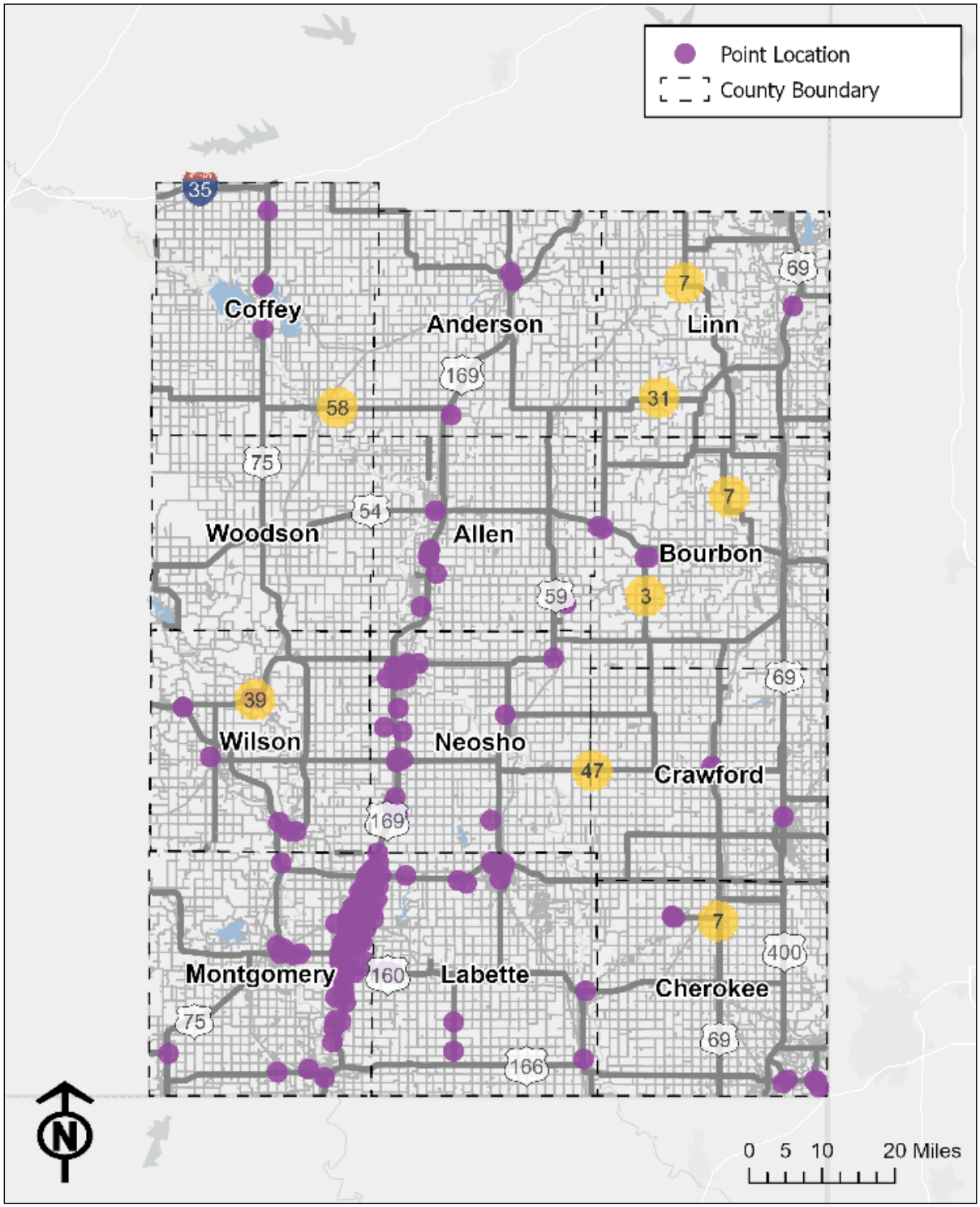


Figure 6. Public Survey Safety Concern Locations

3.4 Public Meeting

3.4.1 Bourbon County Stakeholder Meeting

A virtual one-on-one stakeholder meeting for Bourbon County was held on December 17, 2024, bringing together county representatives from local jurisdictions and county staff to address roadway safety concerns within the county. The primary goal of the meeting was to inform Bourbon County about the project, present an overview of relevant data, gather input and feedback, and seek support in engaging with Bourbon County residents. The meeting participants are listed in Table 2.

Table 2. Bourbon County One-on-One Meeting Participants

PARTICIPANT	AGENCY/ORGANIZATION
Brad Matkin	City Manager, City of Fort Scott
Mary Wyatt	Planning & Housing Director, City of Fort Scott
Rachel Carpenter	Special Project Coordinator, City of Fort Scott
Jason Pickert	Police Chief, City of Fort Scott
Vance Eden	Superintendent, USD 235 School District, City of Uniontown
Destry Brown	Superintendent, USD 234 School District, City of Fort Scott

Speeding and distracted driving were identified as primary county concerns contributing to crashes across the county. Additional concerns related to poor road maintenance, wildlife (particularly deer), high speed rural roads, and the lack of pedestrian and bicycle infrastructure.

Location Specific Concerns:

- **Fort Scott**
  - 3rd Street Railroad Underpass
    - Large vehicles cannot pass under the bridge - this underpass serves as the only east-west connection across town when trains are passing through or stopped on the tracks
    - Traffic Congestion: regularly reported at 7:30 a.m., primarily due to blocked railroad crossings
  - US-69 South
    - Frequent speeding issue on US-69 South, particularly near 3rd Street; and at Charles Street and 240th Street
- **Uniontown**
  - Maple Street
    - A narrow, hilly road frequented by agricultural traffic. Preventive safety measures have been implemented, and fortunately, no accidents have occurred to date
- **Bourbon County**
  - Highway 7
    - The narrow highway design poses challenges for large vehicles, with several rollovers reported
  - Jayhawk Road and 240th Street
    - This is an area of concern for Bourbon County which has become a high priority due to increasing vehicle traffic and roadway conditions that are no longer adequate to accommodate the growing volume.

Additional responses and feedback from the meeting are summarized in Appendix C.

3.4.2 Open House Public Meeting

An open house public meeting was held in each county to share project information and gather feedback from the public. Feedback was collected through comment cards, an interactive mapping activity, and conversations with attendees. The public meeting in Bourbon County was held on February 26, 2025, from 4:00-7:00pm at the Buck Run Community Center in Fort Scott and was attended by five community members.

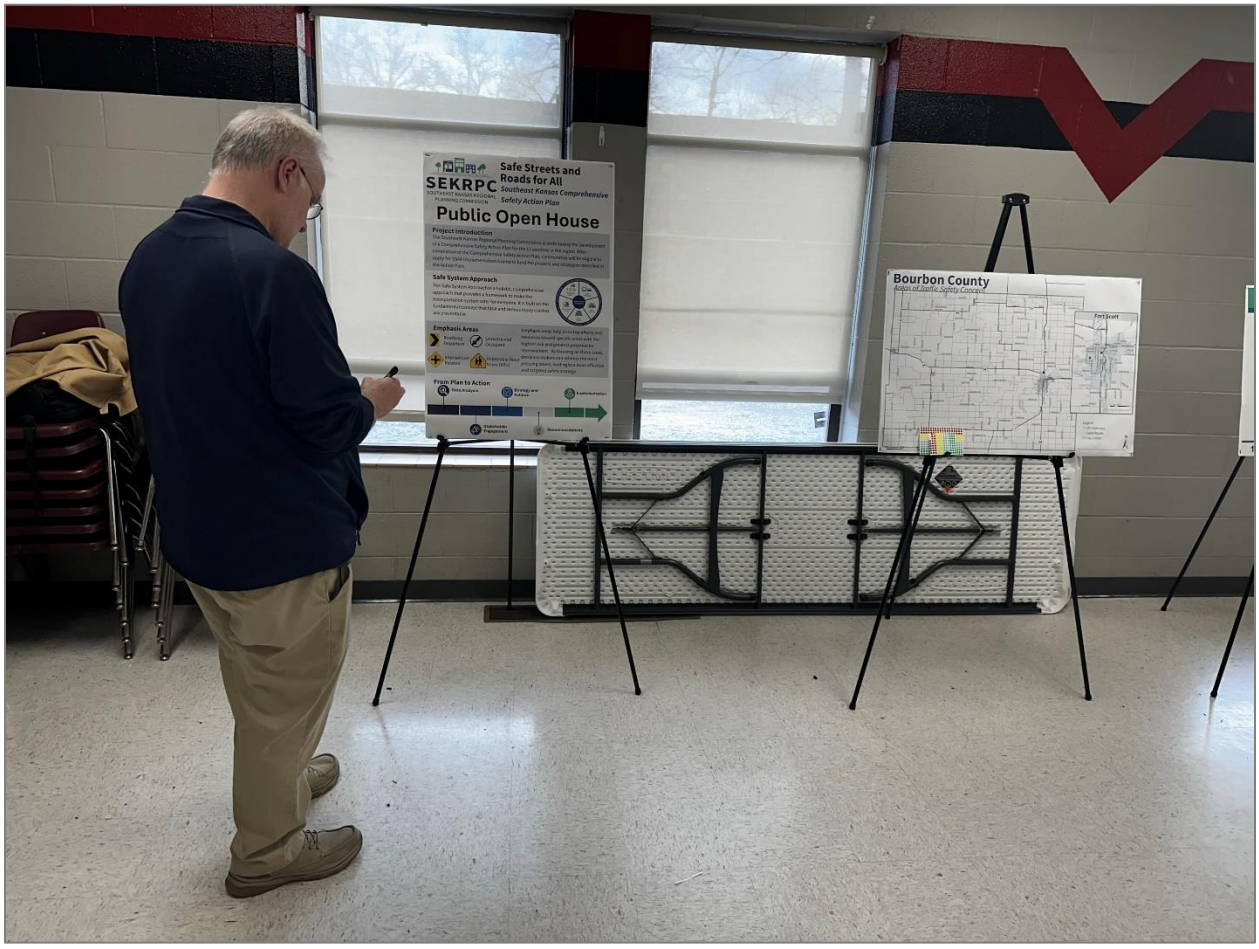


Figure 7. Bourbon County Open House Event

Meeting attendees were briefed on the SS4A program and the project's objectives. Residents then identified areas of traffic safety concern by placing color-coded dots on a map of Bourbon County. Most concerns were concentrated in the core of urban areas particularly in Fort Scott and along high traveled state networks such as US-69 and Highway 54. In Fort Scott, several crash locations were identified along US-69 through the city center where it travels through signalized intersections. Additionally, Highway 7 and Highway 39 were identified as areas of concern due to crashes occurring on rural highway networks, which are linked to systemic issues.

Infrastructure & Maintenance Concerns:

- Current project on Horton Street from 6th Street to 18th Street to address road conditions and bike & pedestrian safety in Fort Scott.
- Concerns about poor maintenance of brick streets becoming a safety issue in Fort Scott.
- Transition and appearance on US-54 coming into Wall Street.

- More sidewalks!
- Narrow lanes and large vehicles are an issue, especially on Old US-54.
- Burke Street in Fort Scott is an issue due to safety concerns and lack of sidewalks.

Intersection & Traffic Control Issues:

- Intersection of S National Avenue and US-69 near Briggs Auto is a big issue leading to multiple crashes. Higher speeds on both roads. Geometry may be an issue.
- Stop signs are inconsistent at minor approaches and intersections.
    - Four way stop vs. two way stop

Speed & Driver Behavior Concerns:

- Distracted driving and speeding are the main issues contributing to crashes in Bourbon County.
- Animal crashes are a big contributing factor to crashes.

Lighting & Visibility Concerns:

- Lighting issue on US-69 getting onto US-54.

Systemic Safety Issues:

- Systematic issues such as inconsistent signage, poor pavement markings, and outdated infrastructure design standards.

4 EXISTING CONDITIONS ANALYSIS

4.1 Background

Southeast Kansas is a region characterized by a mix of rural landscapes, small towns, and urban centers, playing a critical role in the state's economy through agriculture, manufacturing, and transportation. The region is served by a network of highways, including eight U.S. Routes and many state routes, to facilitate the movement of people and goods across the region and beyond. These corridors provide vital connections between many of the larger communities in Southeast Kansas that offer major employment centers, agricultural markets, and growing industrial facilities. The network of city and county roadways, which includes both paved and unpaved roadways, then facilitates local connections to specific destinations.

Due to this context of a primarily rural region with interspersed activity centers, Southeast Kansas faces unique transportation challenges. These include addressing safety concerns at intersections on high-speed corridors, managing increased freight activity, and improving rural roadway conditions.

Bourbon County is a rural community with a strong agricultural base, served by two main highways, U.S. 54 and U.S. 69, that connect it to neighboring Southeast Kansas counties and the Missouri border. These highways are Principal Arterials, supporting regional travel. The county is also served by state routes K-3, K-7, K-31, K-39, and K-65 for local and regional travel. Fort Scott is the largest city in the county, along with other smaller rural communities like Uniontown, Redfield, Mapleton, and Bronson, all contributing to this plan's development.

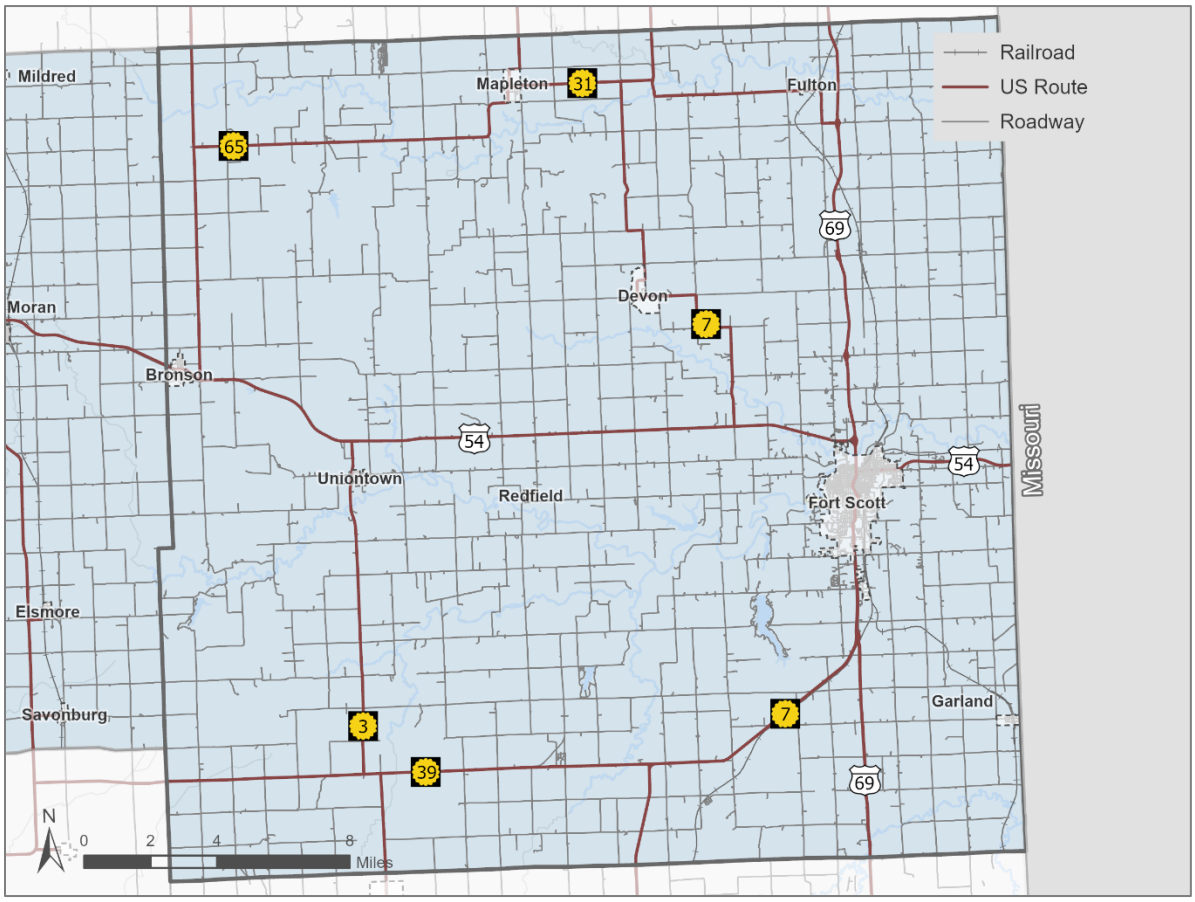


Figure 8. Bourbon County Limits

4.2 Collaboration with Other Plans

A review of previously completed or ongoing studies was documented to help align the CSAP with existing plans and priorities. Table 3 summaries relevant strategies identified throughout other planning efforts.

Table 3. Plan Document Review

Plan	Goals	Strategies	Application
Fort Scott Comprehensive Plan (2018)	○ Create a safe, connected, and multimodal transportation network ○ Revitalize and preserve downtown as a vibrant, mixed-use core ○ Enhance community livability through coordinated land use, parks and infrastructure	○ Conduct systemic inventories and assessments ○ Implement land use and transportation standards ○ Designate functional networks	○ Develop and implement a bike-ped connectivity plan ○ Adopt a comprehensive downtown master plan ○ Use integrated Capital Improvement Planning (CIP)
Bourbon County Local Road Safety Plan (2023)	Significantly reduce roadway fatalities and serious injuries over the 20-year period ending in 2029	Identified and prioritize projects and strategies that will address safety problems	Designate a Safety Champion to implement the LRSP, identified potential funding opportunities
Fort Scott Bicycle Pedestrian Master Plan (2017)	○ Improving walking conditions ○ Enhancing sidewalk accessibility for people with disabilities ○ Connecting key pedestrian destinations ○ Encouraging more walking ○ Reducing pedestrian-related crashes	○ Identified and prioritized sidewalk, trail, and on-street facilities projects that are projected to have the highest return on investment	○ Identified best practices for implementing sidewalk, trail, and on-street facility projects as well as potential funding opportunities

4.3 Crash Analysis

A comprehensive analysis of ten-year crash data (2014-2023) was conducted to identify regional and broader crash trends across Bourbon County. This long-term perspective helped establish a baseline for understanding safety issues and patterns over time. The most recent five years of crash data (2019–2023), specifically for KSI (Killed and Serious Injury) crashes, were then analyzed in greater detail to evaluate recent crash trends and severity to support the crash analysis and development of the CSAP. The crash analysis included both hotspot and High Injury Network (HIN) assessments to pinpoint where crashes are concentrated along the transportation network. It also examined trends and emphasis areas to identify roadway characteristics associated with higher risk. This tiered approach ensures the CSAP provides both a data-driven foundation and a proactive strategy to address systemic safety issues throughout the county.

Within the crash data, crash severity is categorized using an injury scale that includes property damage only, possible injury, minor injury, serious injury, and fatal. To focus on the Vision Zero goal in Southeast Kansas, the crash analysis primarily focuses on the most severe crashes that result in serious injuries and/or fatalities.

Note: At the time of data collection, available 2023 crash data was generally updated in the Kansas Department of Transportation (KDOT) system. Additionally, the Federal Highway Administration (FHWA) required KDOT to change its serious injury definition in 2019, which resulted in a higher number of serious injury crashes from 2019-2023. The data also reflects changes in travel patterns during the COVID-19 pandemic from 2020-2022.

4.3.1 Regional Crash Summary

Data for the 12-county Southeast Kansas region provided a large sample size to identify regional crash trends. During the 10-year study period for the region, there were 44,295 total crashes, including 398 fatal and 927 serious injury crashes. The remaining 42,970 crashes were injury or property damage only (PDO) crashes. These crashes occurred on all roadway types, local, county, and state, underscoring the need for cross-agency collaboration and a systemic approach to improving roadway safety.

For all crashes in the 12-county region, the most common types were *roadway departure* and *intersection related*. There were significantly fewer *unrestrained occupant* and *alcohol or drug related* crashes, but these crash types accounted for similar numbers of fatal and serious injury crashes, demonstrating the need to address these issues. Distracted driver-related crashes were also high in number but resulted in fewer fatalities and serious injuries.

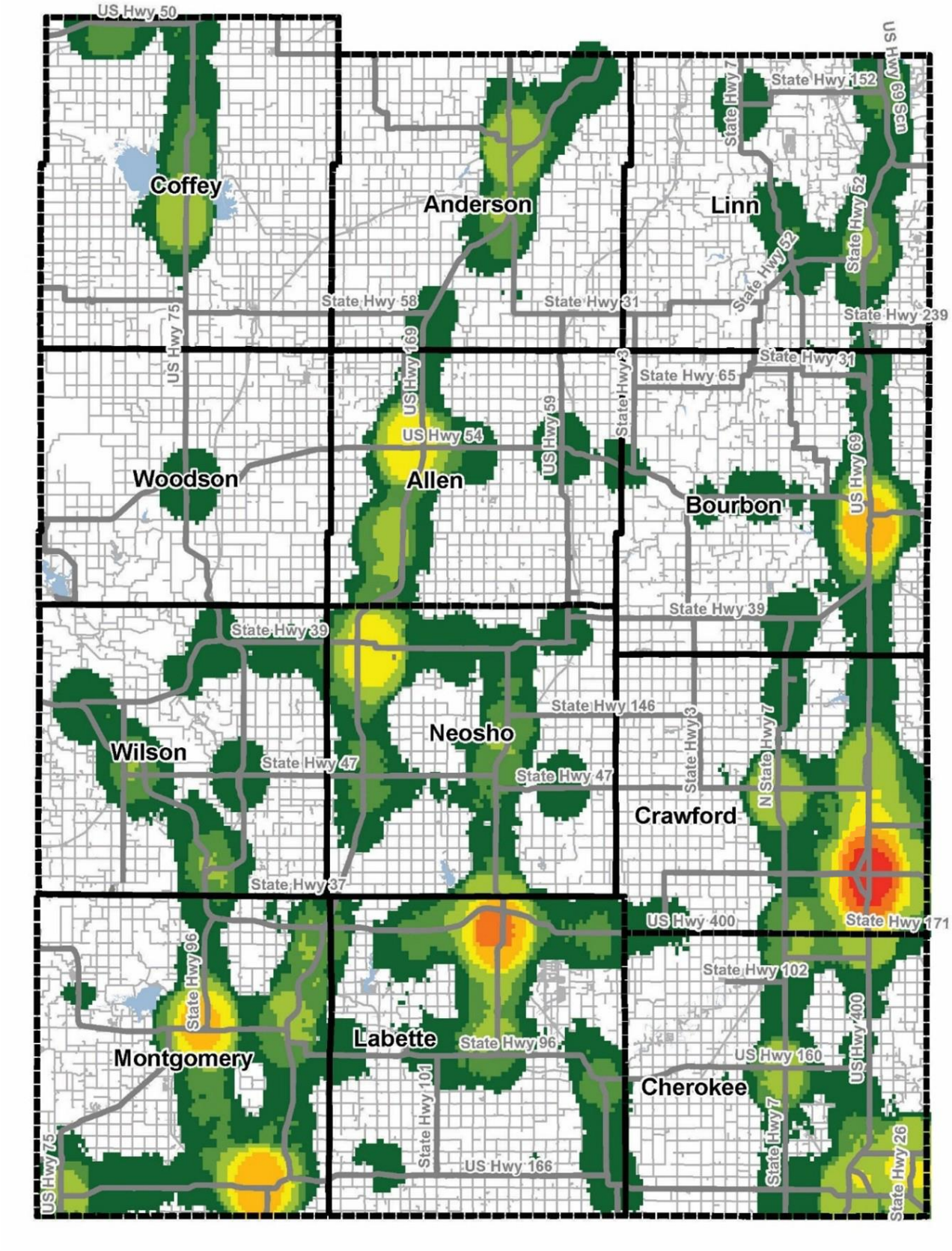


Figure 9. Heat Map of Fatal and Serious Injury Crashes in Southeast Kansas (2014-2023)

4.3.2 Crash Trend Analysis

In Bourbon County, 2,848 crashes occurred during the 10-year study period (2014–2023), including 16 fatalities, 52 serious injury crashes, 417 other injury crashes, and 2,363 PDO crashes. The total number of crashes per year is shown in Figure 10. Overall, the number of crashes generally decreased over the decade, with some fluctuations—including notable spikes in 2014 and 2019. Since 2020, crash numbers have remained consistently lower than in earlier years.

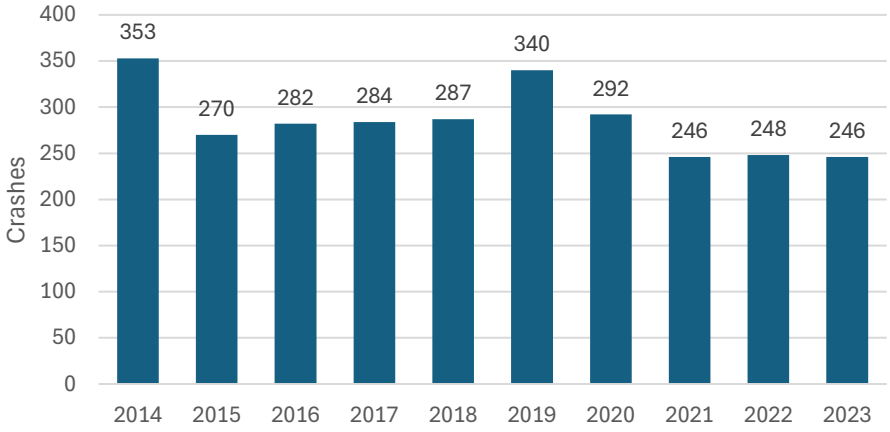


Figure 10. Bourbon County 10-year Crash Trend (2014-2023)

4.3.3 Crash Severity

As illustrated in Figure 11, between 2019 and 2023, Bourbon County recorded a total of 43 KSI crashes, including 11 fatal and 32 serious injury crashes. In addition to KSI crashes, there were 176 crashes classified as other injury crashes and 1,153 PDO crashes, with a total of 1,372 crashes recorded in the five-year period. Fatal crashes remained relatively low but fluctuated, peaking at 4 fatal crashes in 2021. Serious injury crashes also showed fluctuation but with a generally higher trend, dropping to a low of 3 serious injury crashes in 2021 before doubling the following years, 2022-2023.

Overall, while the total number of KSI crashes has remained relatively steady with slight fluctuations, there is no clear trend, though the data suggests a slight decrease over time. Individual years, however, saw noticeable spikes and dips in both fatal and serious injury crashes.

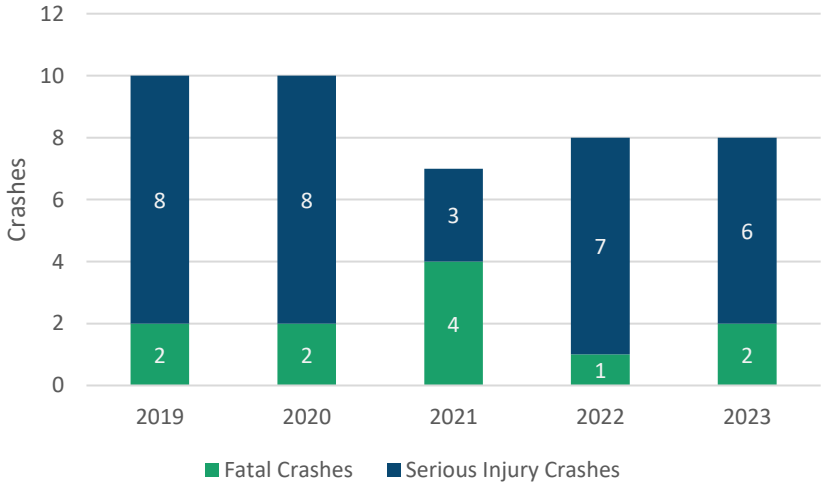


Figure 11. Bourbon County 5-year Crash Severity (2019-2023)

4.3.4 Crash Type

Crash type (e.g., collision with other vehicles, fixed object, pedestrian) analysis is a common method to understand crash characteristics and develop effective countermeasure solutions. As shown in Figure 12, the three most prevalent crash types for recent KSI crashes (2019-2023) were overturned vehicles (35%), crashes with other motor vehicles (36%), and fixed object crashes (21%).

Other motor vehicle crashes accounted for the highest number of fatalities (54%) and overturned crashes (41%) accounted for the highest serious injury crashes. Both crash frequency and percentage of fatal and serious crashes can be used to identify applicable improvement strategies for Vision Zero.

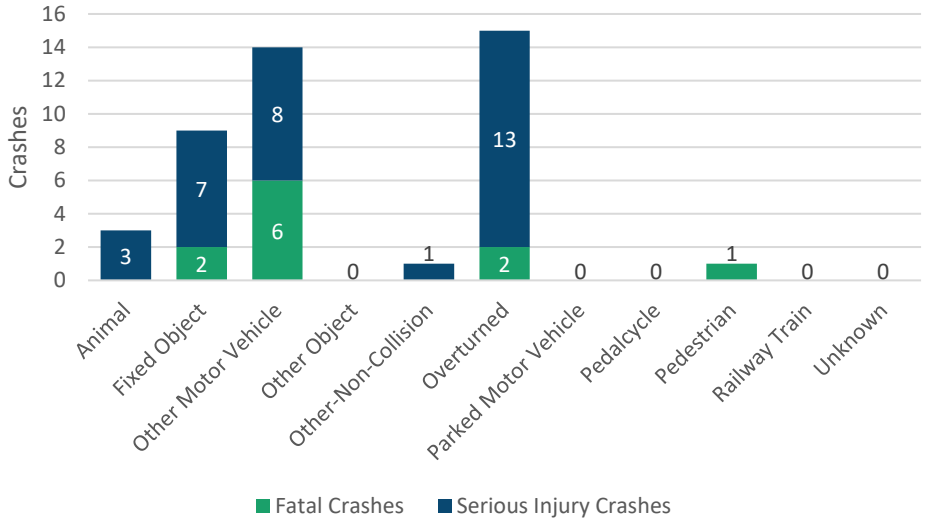


Figure 12. Crash Type by Severity in Bourbon County (2019-2023)

4.3.5 Crash Location

As shown in Table 4, 18.6% of crashes occurred at intersections and 81.4% of crashes occurred at non-intersections. At intersections, the primary crash type was other motor vehicles (87.5%). At non-intersections, the most frequent crash types were overturned crashes (42.8%), fixed object crashes (22.8%), and crashes with other motor vehicles (20%).

Table 4. Crash Location by Severity in Bourbon County (2019-2023)

Crash Type	Intersection				Non-Intersection			
	Fatal		Serious Injury		Fatal		Serious Injury	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Animal	0	0%	0	0%	0	0%	3	11%
Fixed Object	0	0%	1	17%	2	22%	6	23%
Other Motor Vehicle	2	100%	5	83%	4	44%	3	11%
Other Object	0	0%	0	0%	0	0%	0	0%
Other Non-Collision	0	0%	0	0%	0	0%	1	4%
Overturned	0	0%	0	0%	2	22%	13	50%
Parked Motor Vehicle	0	0%	0	0%	0	0%	0	0%

Pedalcycle	0	0%	0	0%	0	0%	0	0%
Pedestrian	0	0%	0	0%	1	11%	0	0%
Railway Train	0	0%	0	0%	0	0%	0	0%
Unknown	0	0%	0	0%	0	0%	0	0%
Total	2	100%	6	100%	9	100%	26	100%

4.3.6 Crash by Maintaining Authority

Figure 13 shows the distribution of crashes (2019-2023) by roadway authority. Among the fatal and serious injury crashes on state highway facilities, 11 fatalities and 18 serious injuries occurred on roadways maintained by KDOT. The remaining severe crashes occurred on roads managed by local and county agencies. The concentration of fatalities on state highways may reflect the influence of higher traffic volumes and speeds on crash severity. These patterns highlight potential areas where targeted safety improvements could be beneficial.

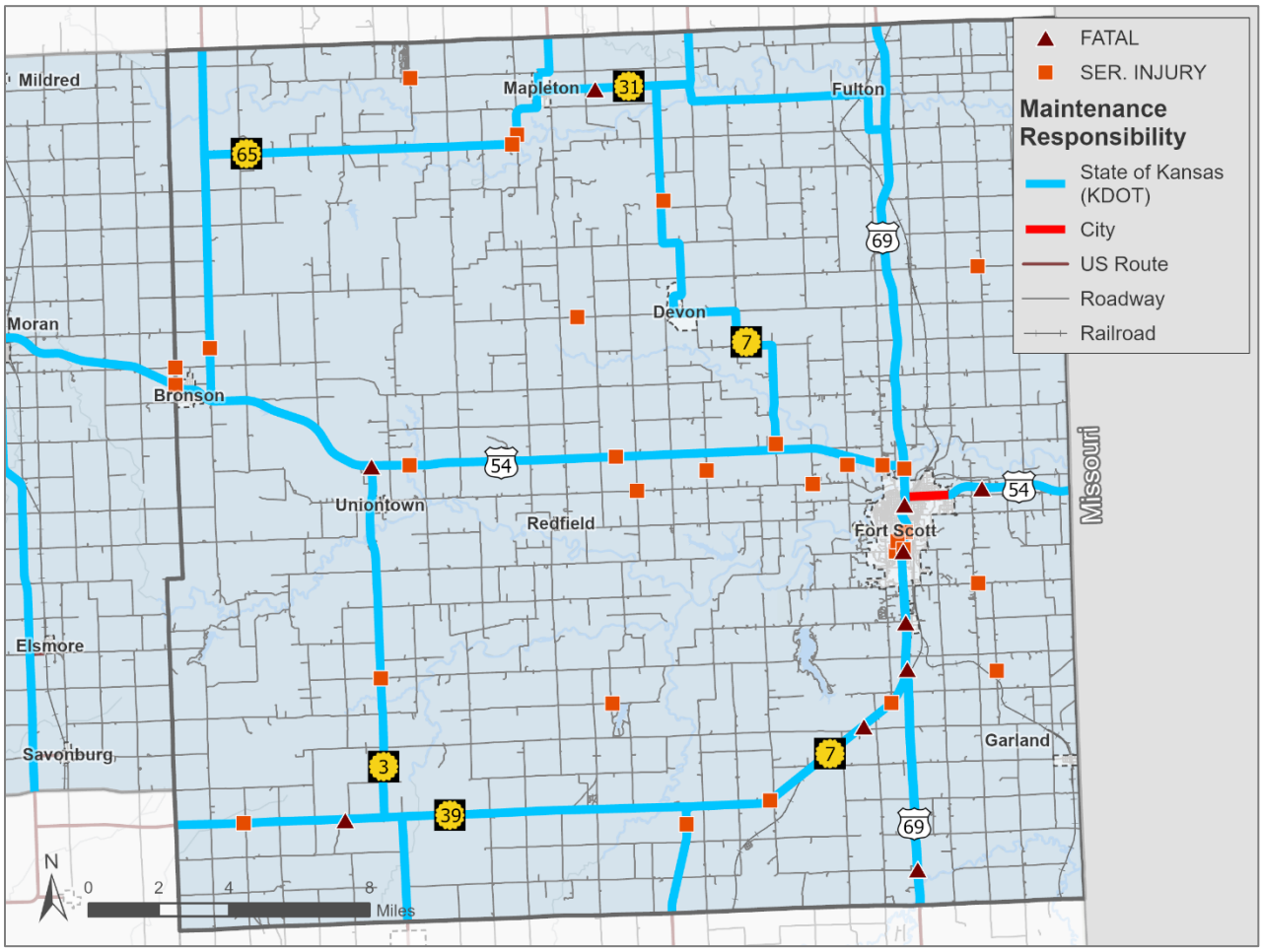


Figure 13. Fatal and Serious Injury Crashes by Maintaining Authority in Bourbon County (2019-2023)

4.4 Identification of High-Risk Locations

Heat maps provide a way to visualize data by identifying crash locations with weighted color shading to indicate the general concentration of crashes. Figure 14 shows a heat map of all recent (2019-2023) crashes in Bourbon County. Figure 15 shows a heat map of all KSI crashes in the same period.

While the US-69 corridor in central Fort Scott remains the main crash hotspot in the county, more distinct locations have emerged. These hotspots tend to be concentrated along state highways and smaller rural communities, including:

- US-69 & K-7 south of Fort Scott
- K-65 near Mapleton city limits
- US-54 between Uniontown and K-7
- US-54 at Bronson
- K-39 between K-3 and west Bourbon County Limits
- US-54 & US-69 Interchange

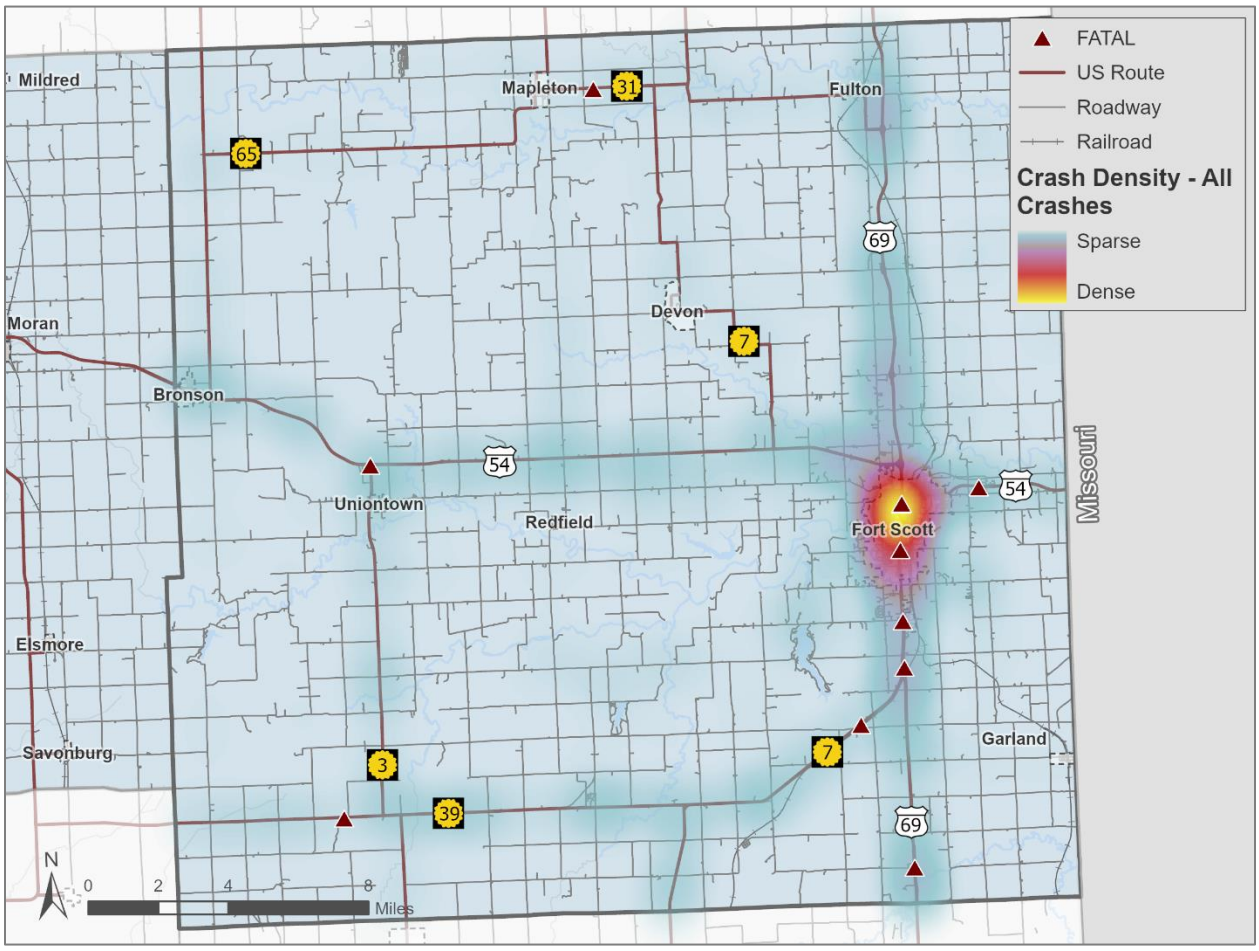


Figure 14. Crash Density of All Crashes in Bourbon County (2019-2023)

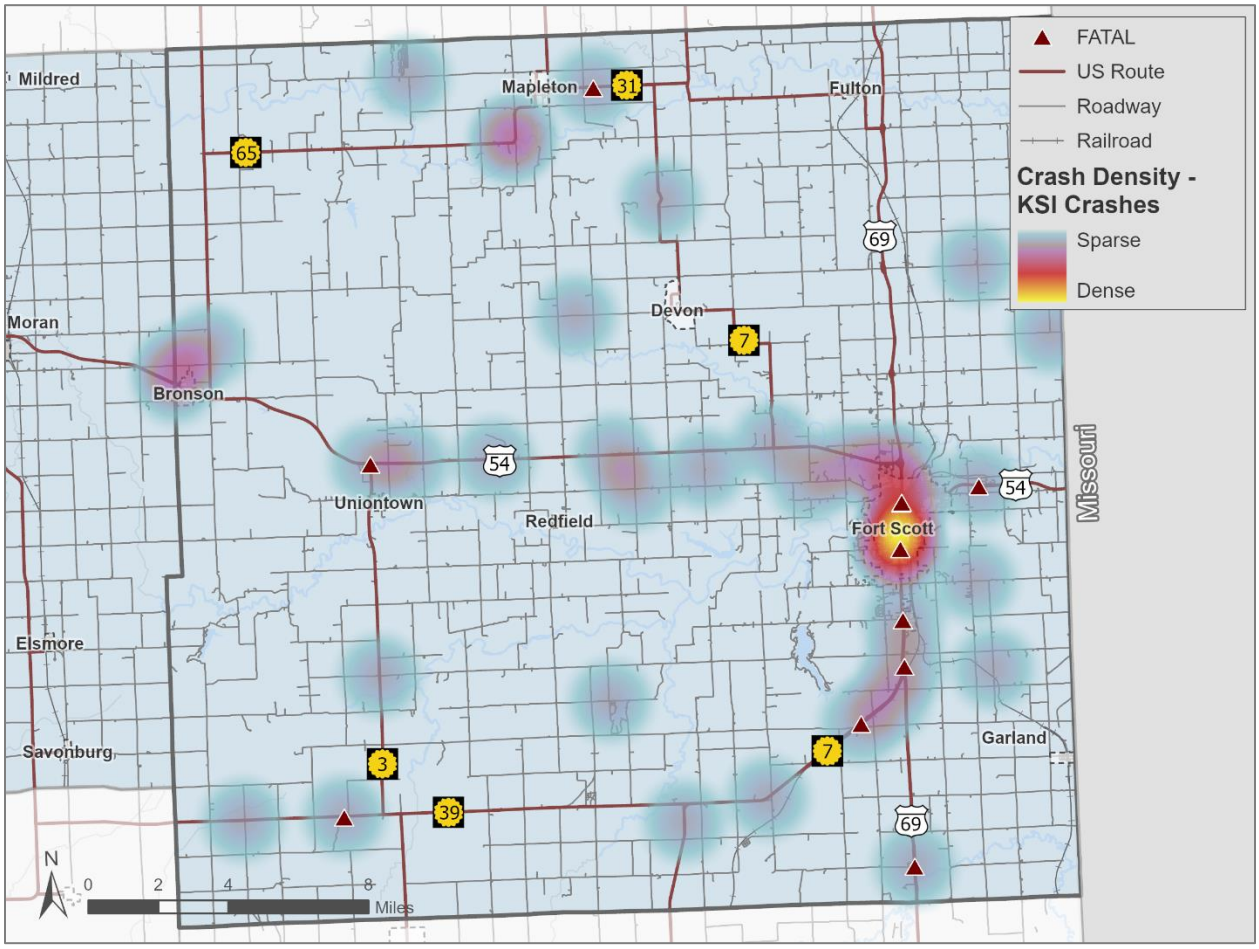


Figure 15. Crash Density of Fatal or Serious Injury Crashes in Bourbon County (2019-2023)

A vulnerable road user (VRU) is anyone not protected by a vehicle, such as pedestrians, cyclists, and motorcyclists. While VRU crashes account for only 1% of all crashes in Bourbon County, they are a key focus of the Vision Zero initiative due to their higher risk of serious injury or death. As shown in Figure 16, these crashes are concentrated along US-69 within the Fort Scott city limits. One fatal pedestrian-related crash was recorded on the southbound side of US-69 under nighttime conditions with no street lighting and no available pedestrian path.

Central Fort Scott includes several high-priority Level 2 corridor segments identified by the KDOT VRU Safety Assessment (VRUSA) Tool. These corridors are part of a High Injury or High Risk Networks, with high VRU exposure, limited access to trauma centers within 15 minutes, and urban roads with four or more lanes and speeds over 55 mph.

The VRUSA Tool, part of the Kansas Strategic Highway Safety Plan (SHSP), uses a data-driven Safe System Approach to identify VRU safety risks and recommend countermeasures. Updated every five years with the SHSP, it supports local agencies in improving safety for pedestrians and cyclists.

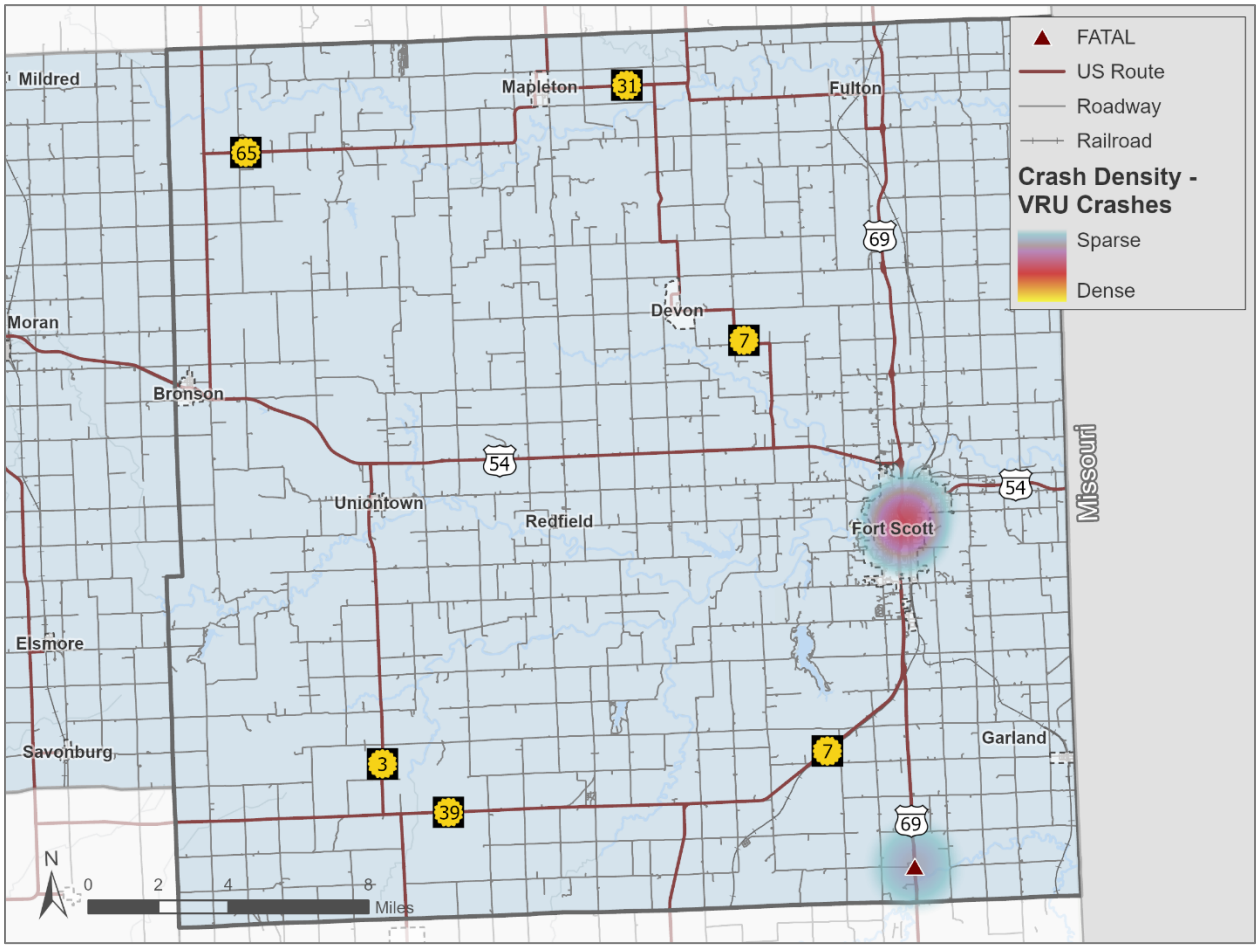


Figure 16. VRU Crash Density in Bourbon County (2019-2023)

4.4.1 High Injury Network

A High Injury Network (HIN) is a data-driven tool that identifies road segments with the highest concentration of severe crash outcomes. As part of the SS4A initiative and aligned with Vision Zero and the Safe System Approach, it helps communities prioritize safety investments where they're most needed.

The HIN for Bourbon County consists of both road segments and intersections. Figure 17 and Figure 18 highlight the highest-priority segments and intersections of the HIN, those with the greatest concentration of severe crashes and the most urgent need for safety improvements and investment. Refer to Appendix D for Bourbon County's entire HIN.

The highest priority segments and intersections are primarily located along highway facilities, particularly US-69 within Fort Scott. This result is largely due to the city's concentrated urbanized population and the high traffic volumes and speed on US-69. Many of the identified high-injury segments and intersections fall along this corridor as it runs through Fort Scott, making it a key focus for safety interventions.

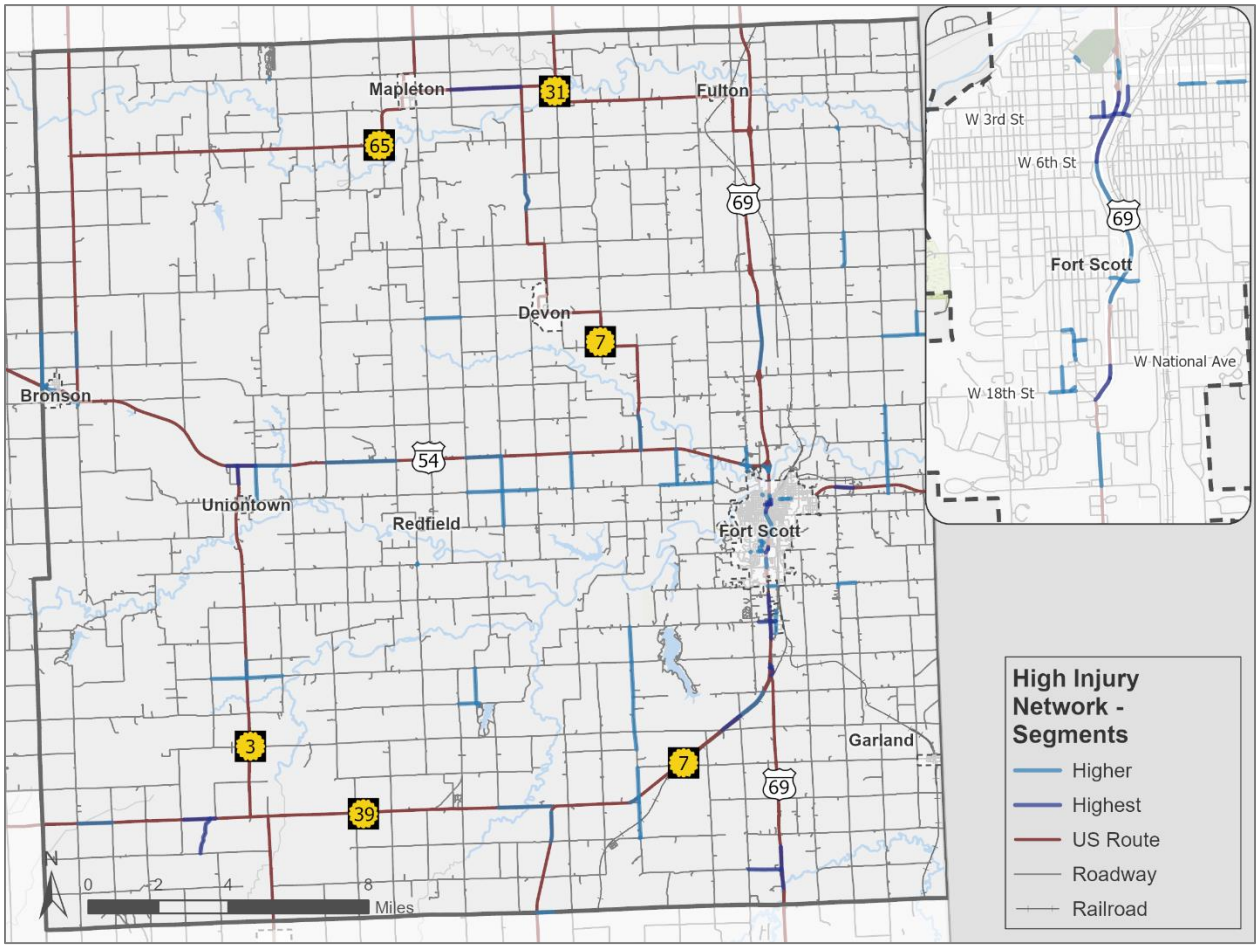


Figure 17. HIN Priority Road Segments in Bourbon County

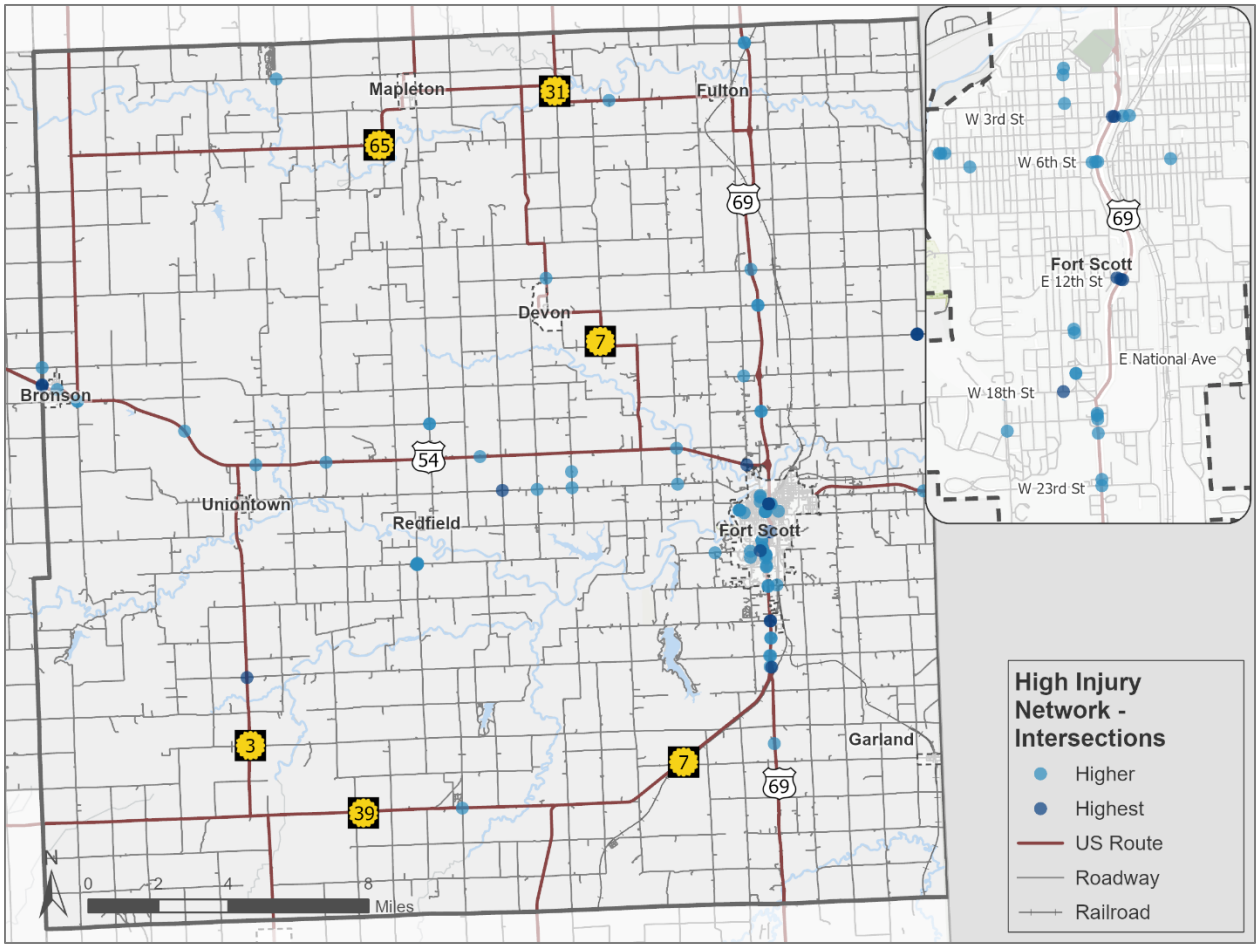


Figure 18. HIN Priority Intersections in Bourbon County

5 EQUITY ANALYSIS

Equity is a concept that centers on the idea of fairness and justice. Advancing the Safe Systems Approach and the Vision Zero goal of eliminating severe and fatal crashes requires providing safe transportation options that meet the needs of all community members. Therefore, the equity analysis identifies any populations that are underserved and/or under-resourced to understand the implications of any safety risk disparities in the community.

The CSAP uses criteria for areas of persistent poverty and historically disadvantaged communities (as identified by USDOT) and the Social Vulnerability Index (as defined by the Centers for Disease Control and Prevention). The SS4A program defines an Underserved Community consistent with the USDOT definition of a disadvantaged community using two sources:

- **Equitable Transportation Community (ETC) Explorer:** The tool provides a percentile rank by census tract based on five components related to climate, environmental burden, health vulnerability, social vulnerability, and transportation factors.
- **Climate and Economic Justice Screening Tool (CEJST):** The tool identifies census tracts that demonstrate burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

5.1 Community Profile

The demographic profile in Table 5 provides a snapshot of population characteristics and commuting patterns in Bourbon County.

Table 5. Bourbon County Demographic Profile

Characteristic	Bourbon County	12-County Region
Population	14,360	190,320
Median Household Income	$67,555	$57,904
Race and Ethnicity		
White	12,451	162,337
American Indian and Alaska Native	88	3,318
Asian	98	1,213
Black or African American	454	4,397
Hispanic or Latino	452	9,327
Native Hawaiian and Other Pacific Islander	2	275
Some Other Race	40	3,456
Population of Two or More Races	841	15,324
Characteristic	**Bourbon County**	**12-County Region**
Commuting Patterns		
Drove Alone	71.5%	79%
Carpool	14.8%	11%
Walked/Biked	0.9%	3%
Telecommute	11.8%	6%
Other	0.9%	1%
Average Travel Time to Work	20.0 minutes	20.7 minutes

Source: 2021-2023 American Community Survey 5-Year Estimates, 2020 Decennial Census

5.1.1 Equitable Transportation Community (ETC) Explorer

Bourbon County, which consists of five main census tracts, was evaluated using the USDOT's Equitable Transportation Community (ETC) Explorer. The tool provides two sets of results: National and State. National Results compare census tracts across the entire country, while State Results assess tracts within each state. No census tracts in Bourbon County are designated as disadvantaged under either the national or state criteria.

5.1.2 Climate and Economic Justice Screening Tool

Northern Bourbon County is primarily disadvantaged, with three census tracts designated as such shown in Figure 19. These tracts are associated with various identified burdens, including climate change, energy, housing, legacy pollution, transportation, health, and workforce development. Additionally, these tracts meet the socioeconomic threshold set by the Climate and Economic Justice Screening Tool (CJEST), with households earning less than or equal to twice the federal poverty level and ranking above the 65th percentile.

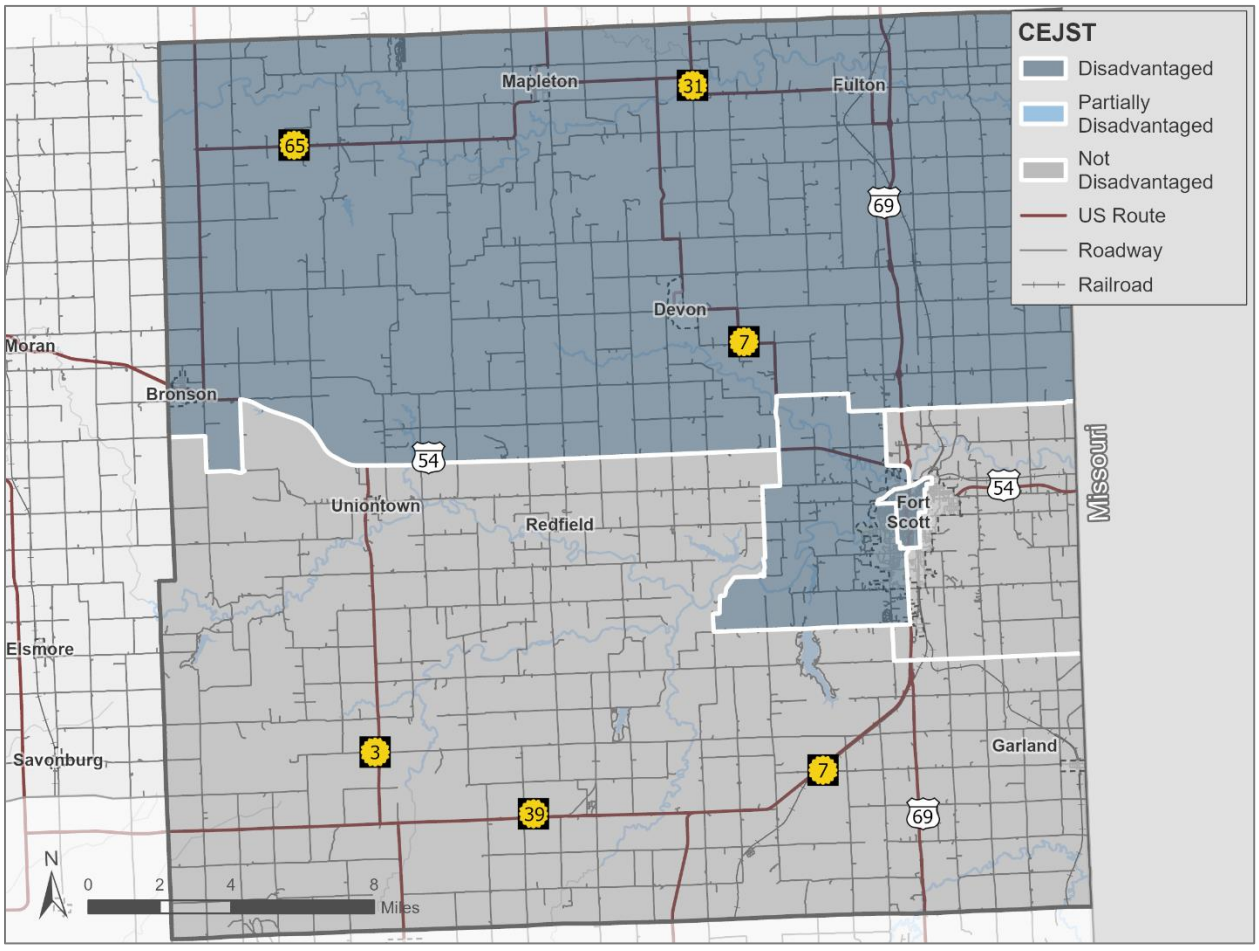


Figure 19. CEJST Disadvantaged Census Tracts in Bourbon County

5.1.3 Areas of Persistent Poverty

An "Area of Persistent Poverty," is defined by the Bipartisan Infrastructure Law (U.S. DOT) as follows:

1. the **County** in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the most recent *(2022)* Small Area Income Poverty Estimates; **OR**
2. the **Census Tract** in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; **OR**
3. the project is located in any territory or possession of the United States.

Figure 20 shows that the area north of Bourbon County is located in Areas of Persistent Poverty.

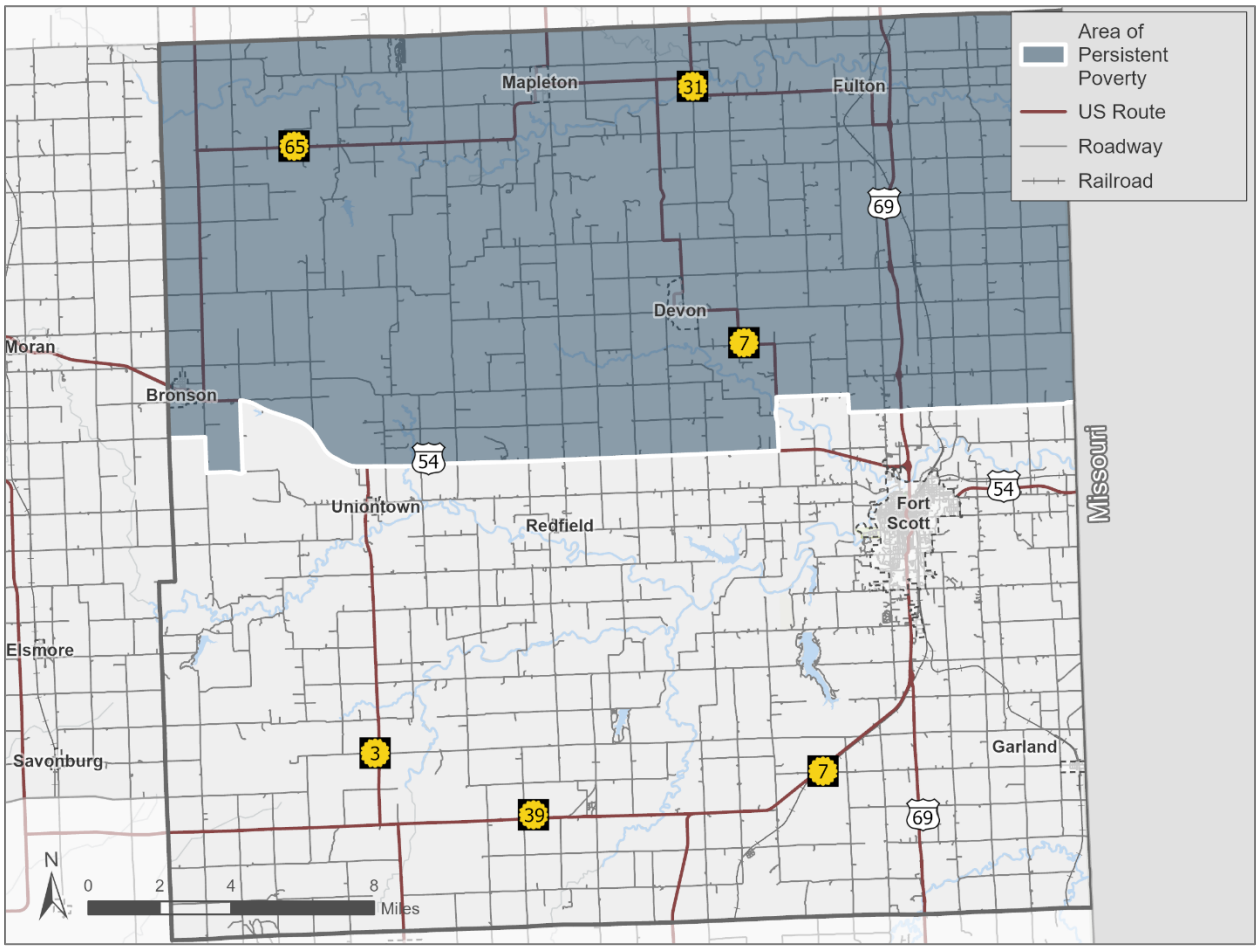


Figure 20. Areas of Persistent Poverty in Bourbon County

5.2 Equity Profile

During the five-year safety analysis study period (2019-2023), Bourbon County recorded 1,372 crashes with 63% percent of crashes occurring in disadvantaged communities. Approximately 58.5% of the county population lives within an incorporated city and 28.8% percent of crashes occurred within city limits. Demonstrating that a disproportionately higher share of crashes occurs outside of incorporated city limits relative to the population residing in those areas, especially in disadvantaged communities. Table 6 provides a summary of the equity analysis.

Table 6. Crash Characteristics by Disadvantaged Community Status in Bourbon County (2019-2023)

Crash Characteristics	Disadvantaged Communities		Non-Disadvantaged Communities	
	Count	Percentage	Count	Percentage
Crash Location				
Inside City Limits	343	25.0%	43	3.1%
Outside City Limits	517	37.7%	469	34.2%
Crash Severity				
Fatal	6	0.4%	5	0.4%
Serious Injury	21	1.5%	11	0.8%
Injury	116	8.5%	60	4.4%
Property Damage Only	717	52.3%	436	31.8%
Total Crashes	860	62.7%	512	37.3%

6 EMPHASIS AREAS

6.1 Background

Emphasis areas help focus crash reduction efforts on specific crash factors with the highest risk of serious injury or death, and greatest potential for improvement. By focusing on these areas, decision makers can address the most critical crash related issues in their community, such as intersections with high crash rates or corridors with frequent roadway departures, leading to a more effective and targeted safety strategy. Additionally, emphasis areas provide a clear framework for measuring the success of a road safety strategy, allowing for data-driven decision-making and continuous improvement in crash prevention.

Grouping crashes together based on crash factors and location is a good basis for understanding which emphasis areas deserve extra consideration. Some emphasis areas are focused on engineering and roadway design-related solutions (location or systemic-based crashes) while others rely on changing the behaviors associated with the crashes often using enforcement, education, and/or emergency response.

6.1.1 Emphasis Area Methodology

Emphasis areas for the 12-county region were determined by understanding community concerns around roadway safety and thorough a review of 10 years of crash data (2014-2023). The review of local crash data sorted the emphasis areas by:

(1) Frequency of emphasis area for all crashes
(2) Frequency of emphasis area for serious injury and fatality crashes

Emphasis areas by fatal and serious injury crashes are shown in Figure 21 with emphasis area crash clusters mapped in Figure 22**.** This review of the data revealed that roadway departure, intersection-related, and distracted driving were the most frequent crash types for all crashes. Roadway departure, unrestrained occupant, and intersection-related were the most frequent crash types for fatal and serious injury crashes in Southeast Kansas.

Taking into consideration the results from the data analysis and community and stakeholder input, three key emphasis areas were selected by the regional Safety Task Force for review**: roadway departure**, **intersection-related**, and **unrestrained occupant** crashes. Other emphasis areas for consideration include vulnerable road users, distracted driving, and alcohol or drug-related crashes.

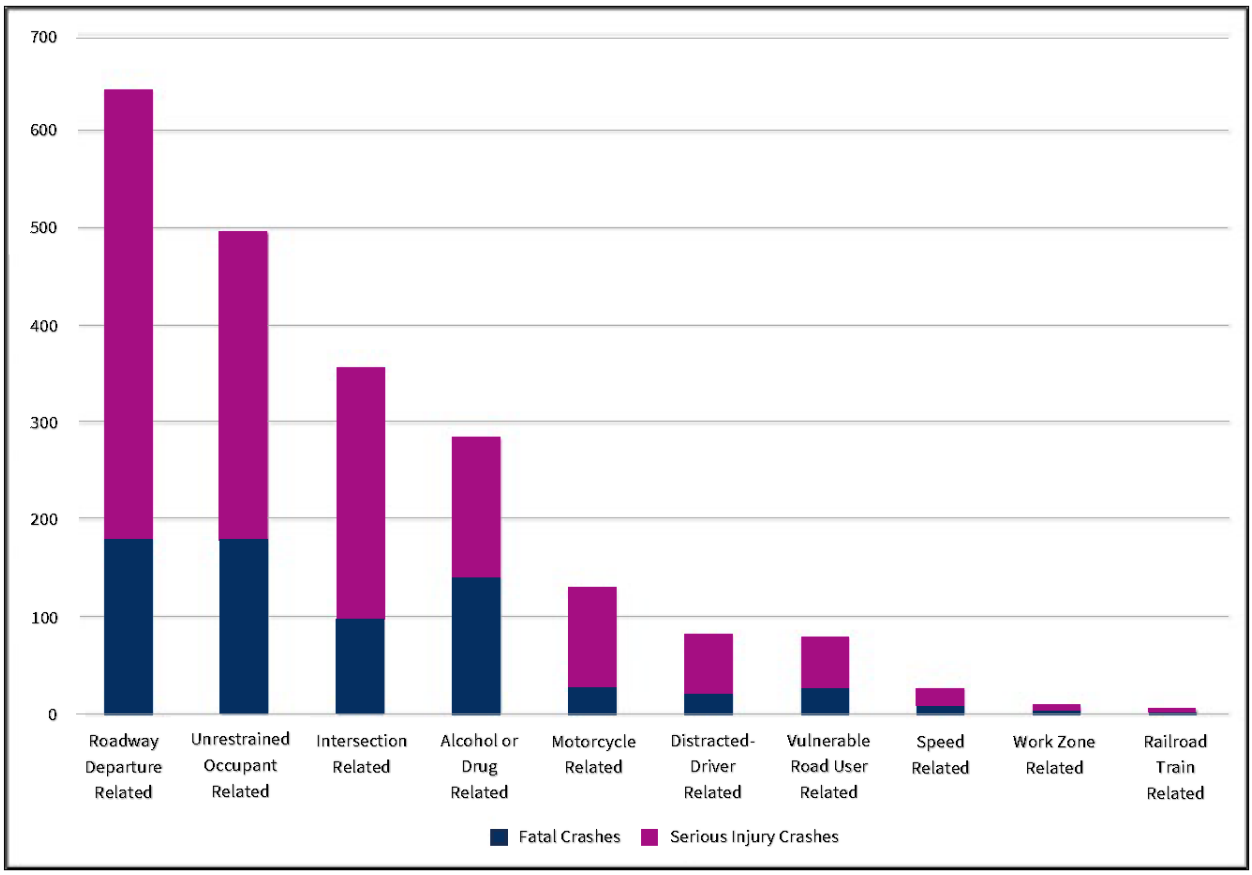


Figure 21. Emphasis Areas by Fatal and Serious Injury Crashes in Southeast Kansas

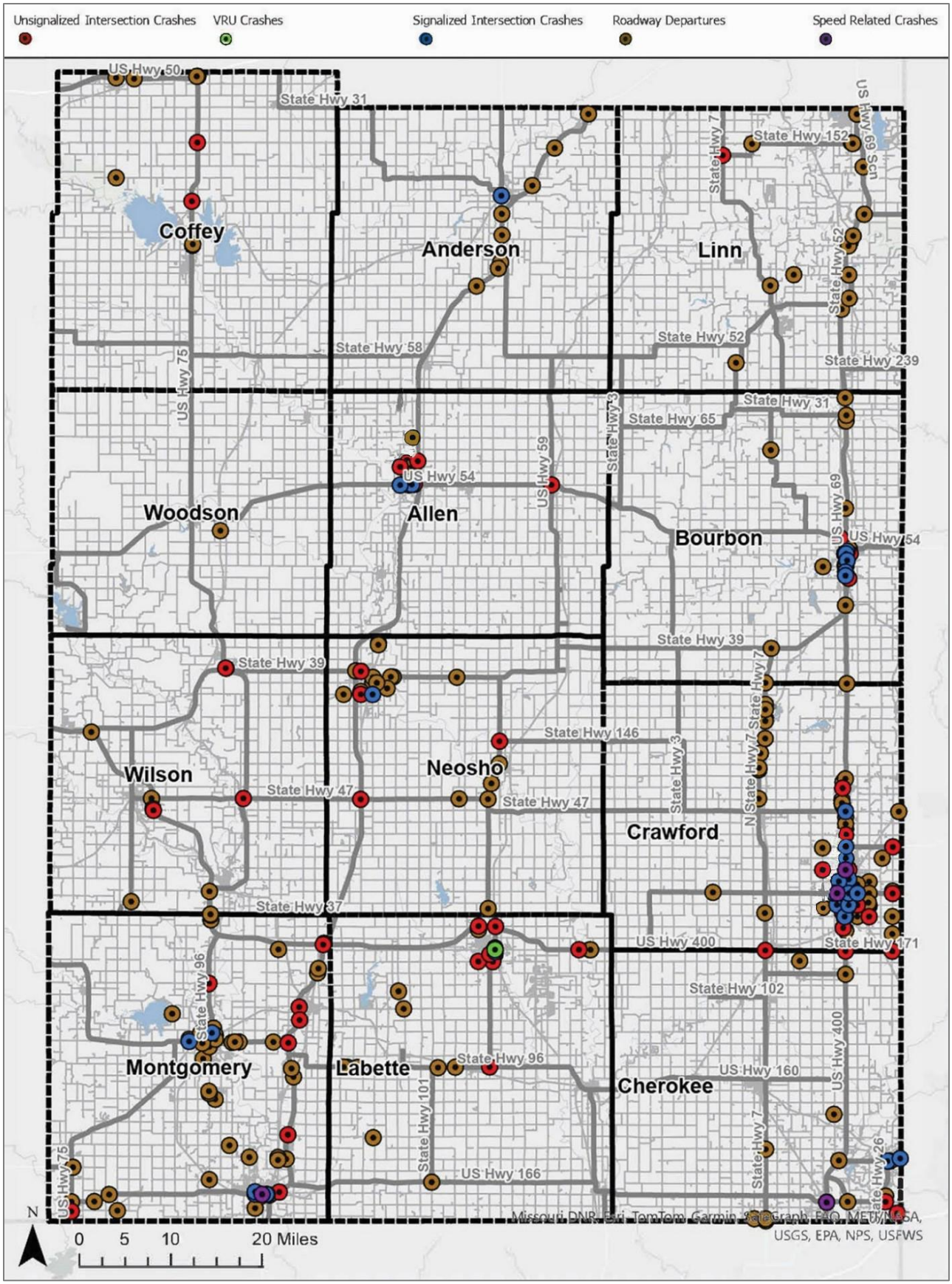


Figure 22. Crash Clusters by Emphasis Areas in Southeast Kansas

6.2 Top Crash Emphasis Areas

In Bourbon County, the top crash emphasis areas are roadway departure, local roads, and unrestrained occupants. Roadway departure emerged as the leading factor, contributing to the majority of crashes. Additional contributing factors include speeding, distracted driving, and impaired driving. These emphasis areas align closely with the key concerns and priorities expressed by both the public and stakeholders.

6.2.1 Roadway Departure

Nationwide, roadway departure crashes are a leading cause of highway fatalities, accounting for over half of the deaths on roads in the United States each year. These crashes occur when a vehicle deviates out of its designated lane, either crossing the edge line or centerline. Roadway departures can include head-on collisions, rollovers, or collisions with objects such as utility poles, trees, or other objects located off the roadway. Factors contributing to these incidents include excessive speed, roadway geometry such as shoulder width and curve radii, impaired driving, distracted driving, and failure to use seatbelts. Addressing these factors is critical to reducing the frequency and impact of roadway departure crashes in the county.

During the study period, there were 19 roadway departure crash clusters in Bourbon County. Clusters of roadway departure crashes in Bourbon County are displayed in Figure 23.

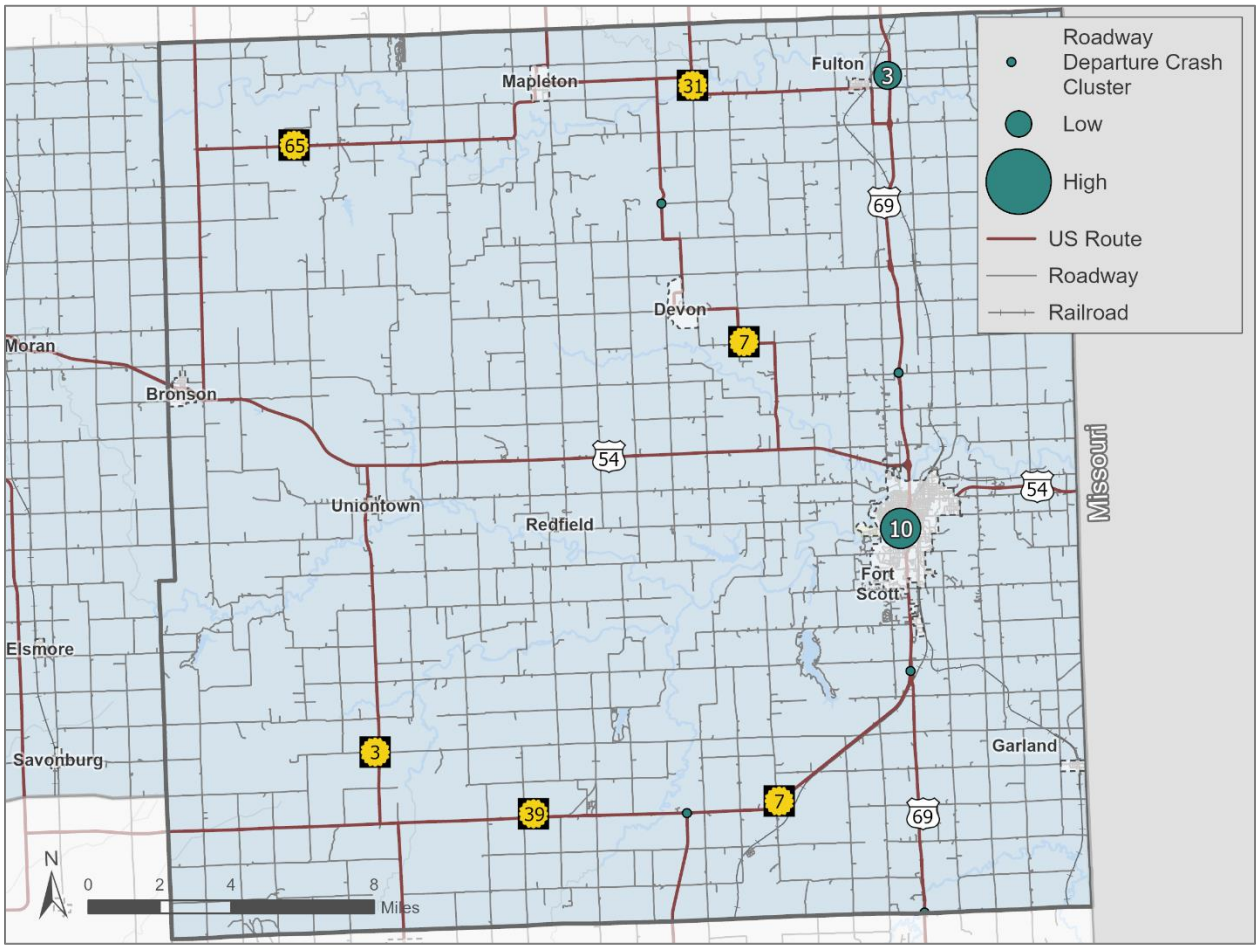


Figure 23. Roadway Departure Crash Clusters in Bourbon County

6.2.2 Intersection-Related

Intersections result in increased conflict points between roadway users. Approximately one-quarter of traffic fatalities and one-half of all traffic injuries in the United States are attributed to intersections. Unsignalized intersections are the most common type of intersection in Southeast Kansas and can include stop sign-controlled, yield sign-controlled, or uncontrolled intersections. Signalized intersections are more frequently used within urban areas or at the intersection of higher volume corridors. Almost any other crash type can occur at intersections, so intersection crashes may also be attributed to other crash types or factors. Understanding which factors frequently contribute to crashes can help decision makers focus on effective countermeasures.

During the study period, there were eight crash clusters related to intersection crashes, five signalized intersection and 3 unsignalized intersection crash clusters. Clusters of signalized and unsignalized intersection crashes in Bourbon County are displayed in Figure 24. Majority of intersection-related crashes happened within Fort Scott city limits.

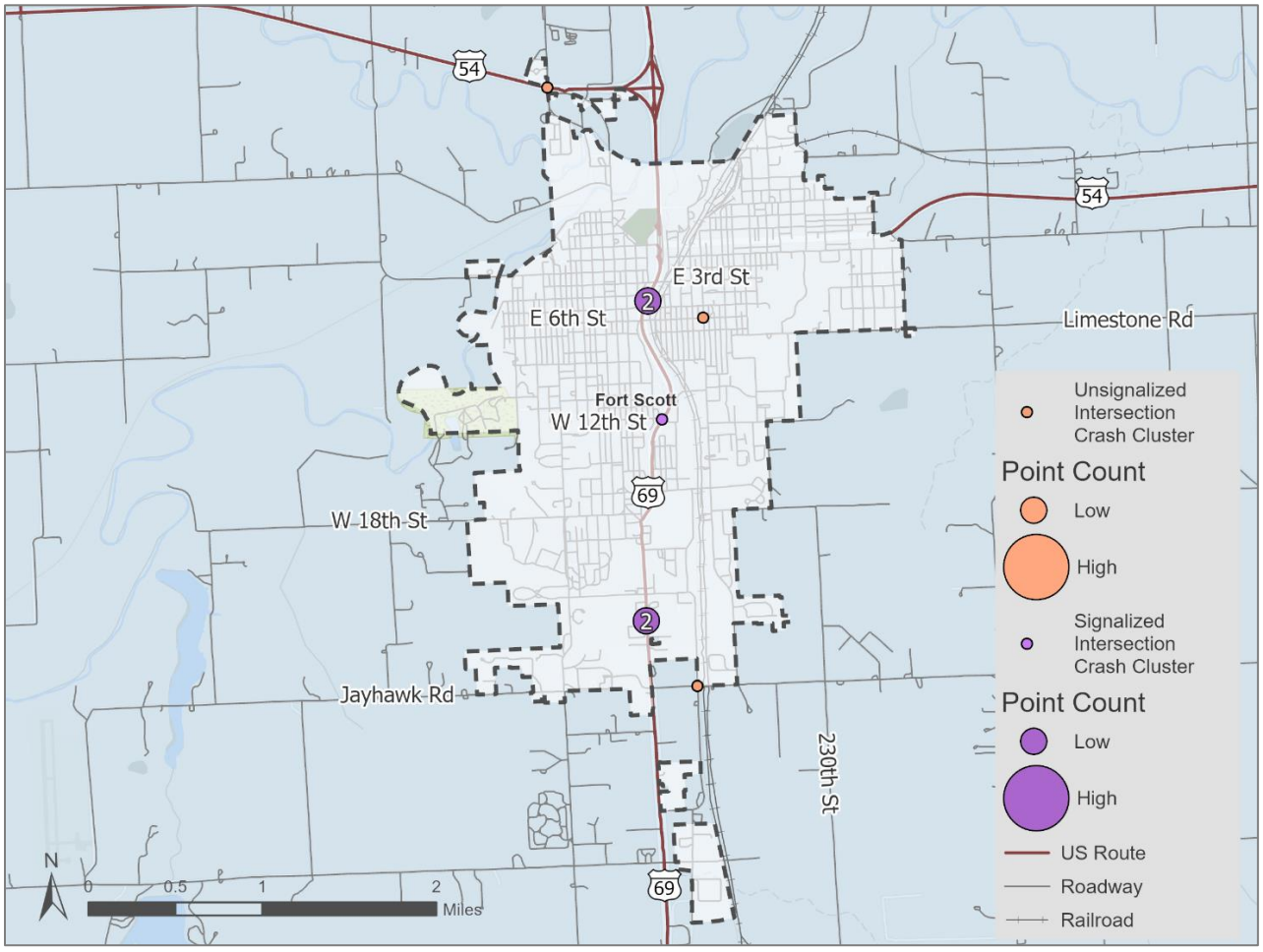


Figure 24. Intersection-Related Crash Clusters in Bourbon County

6.2.3 Unrestrained Occupant

Restraint devices such as seatbelts are critical to protecting vehicle occupants in a crash. The simple act of wearing a seatbelt is one of the most effective ways to reduce the risk of death or serious injury in a crash. This is especially evident in serious roadway departures and intersection crashes, where unrestrained occupants are far more likely to suffer catastrophic outcomes, including being ejected from the vehicle.

The Safety Task Force indicated seatbelt use as a concern in Southeast Kansas. Statewide data (NHTSA) indicates that approximately 85% of Kansans wear a seat belt.

Note: For this analysis, crashes with unrestrained occupants are not mapped as the act of being unrestrained is not related to the cause or location of the crash.

6.3 Other Areas for Review

While not among the top emphasis areas identified in Bourbon County, the following focus areas are still important for a CSAP. These areas were not prioritized due to factors such as lower crash frequency, but they remain significant due to the severity of incidents or potential risk. They may also overlap with the primary emphasis areas as contributing factors, and addressing them in conjunction is essential to achieving holistic roadway safety outcomes.

6.3.1 Vulnerable Roadway Users

A Vulnerable Road User (VRU) is a person using the transportation system that is unprotected, such as a pedestrian, cyclist, motorcyclist, or roadway worker. Crashes between a VRU and a vehicle more frequently result in an injury or fatality. Common risk factors for VRU crashes include undivided four lane roads, roads with over 10,000 vehicles per day, roads with 30-35 mph speed limits, disadvantaged areas, and areas with higher levels of pedestrian activity.

Despite not being a major crash type in Bourbon County, VRU safety is a key component of the Vision Zero initiative to provide safe and convenient transportation options for all people regardless of mode of transportation. Therefore, it is a best practice to incorporate VRU safety strategies in areas such as near schools or downtown areas to prevent incidents.

6.3.2 Speed-Related

Speeding – exceeding posted speed limits or traveling too fast for conditions – is a contributing factor to nearly one-third of fatal crashes in the United States. Speeding is one of the most dangerous crash factors as higher speeds can increase the risk of and severity of a crash. Managing speed is a complex issue involving engineering, driving behavior, education, and enforcement. It is likely that the number of fatal and serious injury crashes attributed to speeding in Southeast Kansas is underreported.

6.3.3 Distracted Driving

Distracted driving occurs when the driver of a vehicle performs any activity that takes their attention from driving. Ongoing education programs, as well as initiatives that promote safe driving habits, can reduce the number of distracted driving related crashes. Changes to the road environment that reduce the impact of other crash types – such as separating VRUs from motor vehicles or providing opportunities to recover from roadway departures – can also help minimize the effects of mistakes due to distracted driving. Like speeding, distracted driving may be underreported in crash data.

6.3.4 Alcohol or Drug Related

Impaired driving is when a vehicle is being operated under the influence of any substance or in any condition that may reduce the ability to drive safely. This includes driving under the influence of alcohol, drugs, or other controlled substances that diminish your mental or physical capabilities.

The Safety Task Force indicated driving under the influence as a significant concern in Southeast Kansas as drivers may overestimate their capacity or have limited alternative options to traveling home safely. The legalization of recreational marijuana in neighboring Missouri was specifically mentioned by counties

along the Kansas-Missouri border, including Bourbon County being adjacent to the stateline border, as an increasingly challenging issue.

6.3.5 Overlapping Emphasis Area

In many crashes, multiple emphasis areas are identified as contributing factors. Identifying contributing factors can help us understand why crashes occur and identify appropriate safety interventions. Table 7 demonstrates overlapping circumstances among all crashes in Southeast Kansas during the 10-year study period.

Common crash patterns include:

- Crashes involving unrestrained occupants or alcohol/drug impairment frequently result in roadway departures.
- Crashes involving VRUs such as bicyclists or pedestrians typically occur at intersections.
- Crashes involving speeding tend to also be affected by distracted driving.

Table 7. Overlapping Emphasis Areas Matrix in Southeast Kansas

Step 2: Evaluate Overlapping Emphasis Area	Step 1: Select Emphasis Area: Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

7 SAFETY STRATEGIES AND PROJECTS

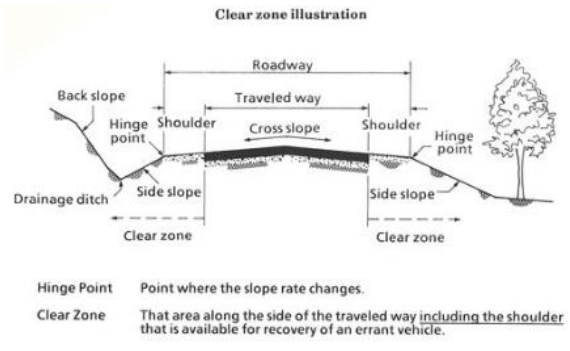
By understanding the priority emphasis areas for the Southeast Kansas region, and using the Safe System Approach as a framework, safety strategies can be identified to help reduce crashes and decrease crash severity.

7.1 Safety Countermeasures

Using national best practices, FHWA and the National Highway Traffic Safety Administration (NHTSA) developed a series of data-driven, proven safety countermeasures. Countermeasures to address the top emphasis areas in Southeast Kansas and Bourbon County are identified in Table 8 to Table 12. Each Safe System element was considered when selecting these safety strategies. A comprehensive list of countermeasures is included in Appendix E.

Table 8. Proven Safety Countermeasures for Roadway Departure Related Crashes

Countermeasure	Description	Example
Advanced Warning Signs	Advanced warning signs around curves, sight limiting areas, or where crash problems exist provide drivers with additional time to make decisions.	
Improved Pavement Markings	Clearly delineating travel lanes and high retro reflectivity allows drivers to better understand where they are located within the roadway.	
Longitudinal Rumble Strips	Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane. Commonly installed on the edge line, shoulder, and/or centerline.	

Post-Mounted Delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers the edge of shoulder in daytime and night conditions.	
Paved Shoulder with Safety Edge	Shapes the edge of pavement to eliminate the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.	
Flattening and Widening Foreslopes	Flattening and widening foreslopes allows for a more recoverable slope and may decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	
Clear Zones	Improvements to provide a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	

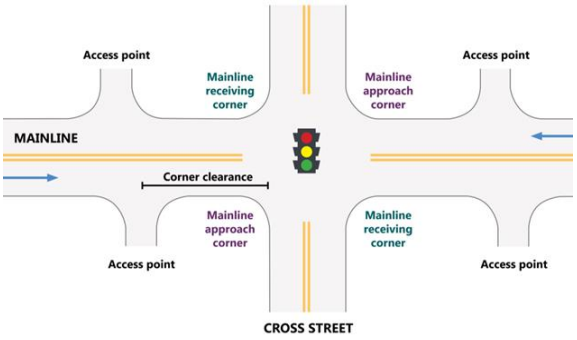
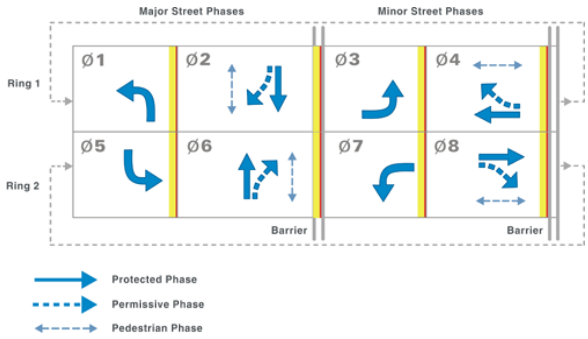
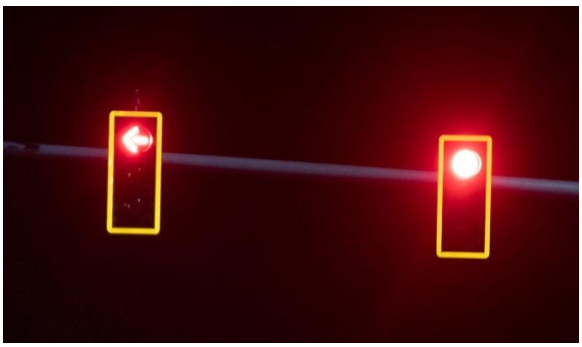
Superelevation Correction	Correcting and reshaping the roadway superelvation to meet posted speed or where crashes have occurred enables increased friction with pavement.	
High Friction Surface Treatment	Higher pavement friction helps motorists maintain better control in both wet and dry conditions.	
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	

Table 9. Proven Safety Countermeasures for Intersection-Related Crashes

Countermeasure	Description	Example
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	
Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more visible.	
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	

Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	
Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	
Enhanced Stop Sign	Larger stop signs, use of flasher on sign, or use of retroreflective markings to increase visibility of stop signs.	

Table 10. Proven Safety Countermeasures for Unrestrained Occupants

Countermeasure	Description
Enforcement of Seatbelt Safety	Signage to promote higher visibility of seatbelt and child safety enforcement in both short-term situations and sustained seat belt enforcement.
Education Strategies	Employer-based and older children programs.
Child Restraint Inspections	Child Passenger Safety (CPS) technician staffed inspection stations.

Countermeasure	Description	Example
Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	
Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	

Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	
Advance Yield or Stop Markings	"Yield Here to Pedestrians" and/or "Stop Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk.	

Table 11. Proven Safety Countermeasures for Distracted Driving

Countermeasure	Description
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.
Phone/Text Messaging Enforcement	Signage to identify areas with higher cell phone use/text messaging enforcement to effectively deter cell phone use by increasing the perceived risk of a ticket.

Table 12. Proven Safety Countermeasures for Alcohol or Drug Related Crashes

Countermeasure	Description
Enforcement of Drug and Alcohol Impaired Driving	Short-term enforcement checkpoints as well as sustained and consistent DUI enforcement, particularly in key areas.
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.

7.2 Project Recommendations

The following recommendations are intended to guide Bourbon County in prioritizing safety investments based on data-supported insights. Projects were selected by identifying locations with the highest concentrations of fatal and serious injury crashes over the past five years (2019-2023), as revealed through the HIN analysis. This approach ensures that resources are directed toward areas with the greatest potential for impact to reduce severe crashes. Recommendations also reflect systemic safety concerns tied to top emphasis areas, align with previous planning efforts (including the Local Road Safety Plan), and incorporate input from public and stakeholder engagement.

The following list outlines ten recommended projects in no priority order. Project locations are shown in Figure 25, with details provided in Appendix F. Each project includes planning-level cost estimates and is identified as either a short- or long-term improvement, with projects offering flexibility to shift to long- or short-term if priorities or conditions change. Collectively, these projects are intended to support a safer roadway system in Bourbon County.

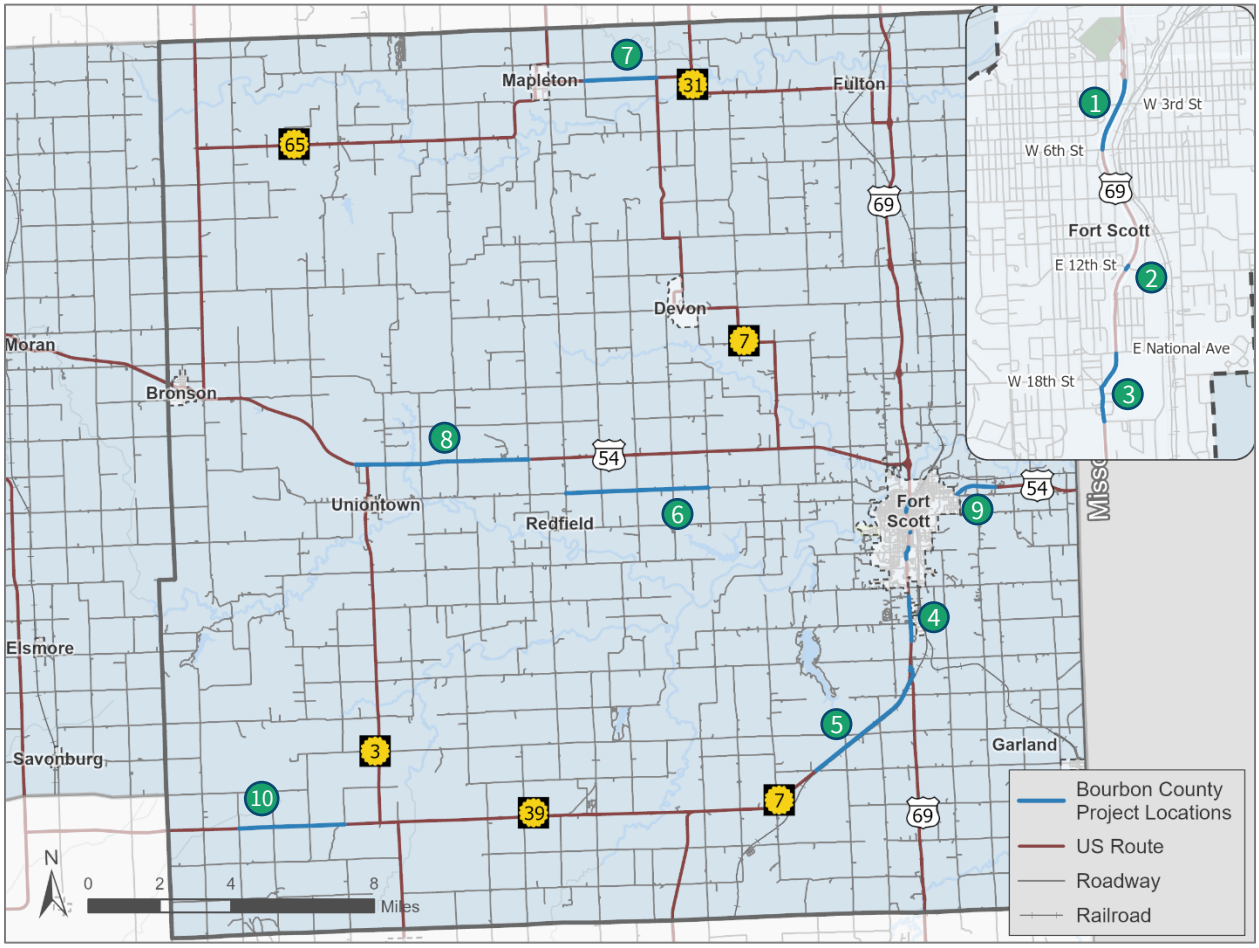


Figure 25. Bourbon County Recommended Project Locations

Project 1: US-69 from near Wall Street to E 6th Street (0.6 miles)

Emphasis Area(s)	Short-Term Improvements
Speed-Related, Intersection-Related, Driver Distraction, Roadway Departure	• Install flashing warning signs • Radar speed signs • Enhance delineation on approaching curves • Protected permissive left-turn signals (side-street approaches) • Transverse rumble strips • Turning movement pavement markings • Signal timing • Edge line rumble strips • Enforcement and communications outreach Short-Term Improvements Cost: *$ 76,000*

Project 2: US-69 and E 12th Street Intersection

Emphasis Area(s)	Short-Term Improvements
Intersection-Related, Driver Distraction	• Install protected only left turn signals • Turning movement pavement markings • Leading Pedestrian Interval (LPI) signals • Enhanced flashing warning signs • Transverse rumble strips • Enhance delineation on approaching horizontal curves • Enforcement and communications outreach • Signal timing Short-Term Improvements Cost: *$ 45,000*

Project 3: US-69 from E National Avenue to E 20th Street (0.8 miles)

Emphasis Area(s)	Short-Term Improvements	Long-Term Improvements
Roadway Departure, Speed-Related, Horizontal Curve Adjacent, Impaired Driving Related	• Install center and edge rumble strips (north-end) • Wider edge lines • Guardrails (east) • Enhanced delineation for horizontal curves • Flashing Intersection Ahead warning sign • Signal backplates with retro reflective Borders • Access management plan • Radar speed signs • Enforcement and communications outreach • Transverse rumble strips Short-Term Improvements Cost: *$ 250,000*	• Improve Intersection Geometry (S National Ave & US-69) • Access control through medians, • Access point consolidation • Road diet with VRU Enhancements Long-Term Improvements Cost: *$ 570,000*

Project 4: US-69 from Ironwood Road to Hickory Road (1.2 miles)

Emphasis Area(s)	Short-Term Improvements
Intersection Related, Impaired Driving Related	• Install lighting • Install double & retro reflective flashing warning signage • Pavement markings • Animal warning signage • Guardrails • Enforcement and communications outreach Short-Term Improvements Cost: *$ 215,000*

Project 5: Highway 7 from US-69/Hwy 7 Ramp to Eagle Road (4.4 miles)

Emphasis Area(s)	Short-Term Improvements
Roadway Departure, Driver Distraction	• Install center and edge rumble strips • Wider edge lines • Enhanced delineation for horizontal curves • Retro reflective flashing warning signage • Enforcement and communications outreach • Lighting • Guardrails Short-Term Improvements Cost: *$ 1,684,000*

Project 6: Maple Road from 125th Street to 165th Street (3.5 miles)

Emphasis Area(s)	Short-Term Improvements	Long-Term Improvements
Speed-Related, Intersection-Related	• Install pavement markings • Install center and edge rumble strips • Delineate roadside hazards • Intersection Ahead warning signage • Lighting • Animal signage • Double flashing warning signage Short-Term Improvements Cost: *$ 415,000*	• Widen roadway • Install 2-foot paved shoulder with Safety Edge • Horizontal Pavement Friction at Intersections Long-Term Improvements Cost: *$ 1,225,000*

Project 7: Highway 31 from 135th Street to 155th Street (1.7 miles)

Emphasis Area(s)	Short-Term Improvements	Long-Term Improvements
Roadway Departure	• Install Intersection Ahead signage • Center and edge rumble strips • Wider edge lines • Delineate roadside hazards • Lighting • Animal signage • Remove fixed objects in clear zone Short-Term Improvements Cost: *$ 525,000*	• Install 2-foot paved shoulder with Safety Edge • Widen roadway Long-Term Improvements Cost: *$ 569,500*

Project 8: US-54 from Musket Road to 115th Street (4.3 miles)

Emphasis Area(s)	Short-Term Improvements	Long-Term Improvements
Intersection-Related, Roadway Departure	• Install animal signage • Lighting • T-Intersection Ahead signage • Wider edge lines • Edge-line rumble strips • Delineate roadside hazards • Improved pavement markings at Intersections • Flashing beacons on warning signs • Transverse rumble strips Short-Term Improvements Cost: *$ 81,000*	• Install 2-foot paved shoulder with Safety Edge • Horizontal Pavement Friction at Intersection Long-Term Improvements Cost: *$ 1,440,500*

Project 9: East US-54 from Locust Road to 245th Street (0.5 miles)

Emphasis Area(s)	Short-Term Improvements	Long-Term Improvements
Roadway Departure, Intersection-Related	• Install center rumble strips • Animal warning signage • Wider edge lines • Enforcement and communications outreach Short-Term Improvements Cost: *$ 38,000*	• High Pavement Friction on horizontal curve and intersections Long-Term Improvements Cost: *$ 721,000*

Project 10: Highway 39 from 30th Street to 60th Street (1 mile)

Emphasis Area(s)	Short-Term Improvements	Long-Term Improvements
Roadway Departure, Impaired Driving, Distracted Driving	• Add center and edge rumble strips • Wider edge lines • Animal signage • Lighting • Delineate roadside hazards • Enforcement and communications outreach Short-Term Improvements Cost: *$ 72,000*	• Install 2-foot paved shoulder with Safety Edge, • Widen roadway with passing lanes Long-Term Improvements Cost: *$ 335,000*

7.2.1 Additional Area of Concern: Jayhawk Road and 240th Street

In addition to the current recommended projects, further evaluation is recommended at the intersection of Jayhawk Road and 240th Street, as well as along the corridors extending between 240th Street and US-54, and from Jayhawk Road to US-69.

These corridors have become an area of growing concern for Bourbon County due to increasing traffic volumes, constrained roadway capacity, limited sight distances, and a recurring pattern of minor crashes. Notably, travel patterns have shifted as more drivers use 240th Street to bypass Fort Scott to avoid congestion and signal delays on the primary US-69 route. This change in travel pattern is placing added pressure on rural roads not originally designed to accommodate such traffic levels.

While these segments were not selected as part of the recommended project priority list, primarily due to the absence of recent severe crash history, they are included in the county's overall HIN, supporting their potential eligibility for future safety improvements. Their inclusion in both this plan and the Bourbon County Local Road Safety Plan (LRSP) strengthens their case for consideration in future planning and funding efforts, including SS4A Implementation Grants and the High Risk Rural Roads (HRRR) program. If conditions continue to evolve, these corridors could be suitable for roadway improvements and strategies aligned with the Federal Highway Administration (FHWA) Proven Safety Countermeasures in Rural Communities and the countermeasures toolbox identified in this plan (Appendix E).

Moving forward, this plan will serve as a collaborative tool for Bourbon County, KDOT, and partner agencies, helping guide data-informed decisions and support project development across the county's roadway network. While not prioritized at this time, these corridors remain viable candidates for further study and potential safety improvements based on ongoing safety needs and travel demand using this plan and its data as support.

Figure 26. 240th St Near Kansas Avenue

8 IMPLEMENTATION PLAN

8.1 Policy and Process Recommendations

Improving roadway safety in communities requires an examination of policies and processes currently in place that contribute to safety on our roadways. Current policies, guidelines, and standards were reviewed to identify opportunities to improve and prioritize transportation safety. The following policy and process recommendations support achieving the CSAP goals.

8.1.1 Vision Zero Resolution

The Vision Zero goal acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for all road users. Some programs, including the federal SS4A Implementation grant program, require jurisdictions to formally adopt this goal to be eligible for funding support. A Vision Zero resolution to target fatal and serious injury crashes was adopted by Bourbon County in 2025. The resolution is included in Appendix A.

8.1.2 Advocate for Regional Initiatives

Many smaller communities find solving safety issues on state or federal highways to be difficult to address. State Department of Transportation's have many competing priorities, and smaller projects can easily fall down the priority list as the transportation network has emergent and pressing needs. One solution for this is to take a regional or corridor focused approach to improving state and federal highways. Taking a coalition approach with neighboring communities on the same highway corridors can increase visibility of these issues and help advocate for action. Working with impacted municipalities, counties, community groups, and/or regional planning organizations can increase the county's collective power to bring change. The SEKRPC Safety Task Force can be a vehicle for the coalition approach should the region or multiple counties in the region choose to advocate together for changes on Kansas highways.

8.1.3 Enforcement and Education

Under the SS4A initiative, a range of targeted countermeasures is being implemented to enhance occupant protection and reduce impaired driving incidents. To improve seatbelt and child passenger safety, enforcement strategies include increased signage to raise visibility and awareness of seatbelt laws and child safety regulations. These measures support both short-term enforcement operations and sustained efforts to encourage compliance.

Education plays a complementary role, with programs directed at employers and older children to promote safe driving behaviors and awareness of passenger safety. In addition, child restraint inspections conducted by certified Child Passenger Safety (CPS) technicians ensure proper installation and usage of child safety seats, directly addressing misuse and improving child occupant protection.

To address impaired driving, the initiative incorporates both enforcement and educational efforts. Enforcement activities include the deployment of DUI checkpoints and consistent monitoring in high-risk areas to deter drug and alcohol-impaired driving. Public education campaigns are also employed to highlight the dangers of impaired driving and foster cultural norms that discourage such behavior. Together, these countermeasures aim to reduce serious crashes and improve overall roadway safety through a coordinated approach of enforcement, education, and public engagement.

8.1.4 Address Post-Crash Care

The timely arrival of emergency responders and well-trained Emergency Medical Services (EMS) providers is a major factor in ensuring an injured person receives the medical care they need to survive a crash. This is especially critical in rural communities, where response times are longer, and EMS resources may be more limited.

Therefore, post-crash care best practices include both advanced planning activities and safety countermeasures. Typical countermeasures include improving emergency medical dispatch and 911 protocols, providing timely on-scene care using model EMS clinical guidelines, providing timely transportation to a trauma center, and then measuring EMS performance over time are important to ensure your EMS is performing optimally.

Bourbon County has no nearby hospitals with the ability to address traumatic injuries: The nearest trauma center hospital is Mercy Hospital in Pittsburg, Kansas which is a Level III trauma center. Additional opportunities to explore to address post-crash care needs include:

- **EMS Telemedicine:** Jurisdictions have explored the use of eCare EMS telemedicine services to improve and expedite post-crash care in rural communities. The program allows first responders and paramedics to connect virtually 24/7 with certified physicians and nurses for peer-to-peer support in the field or during transport. Some agencies have been awarded SS4A funds to support pilot EMS telemedicine programs within their area.

- **Updating Best Practices and Training:** Ensuring first responders are regularly trained on the most up to date best practices in emergency response is critical to maintaining good response times. National resources such as EMS.gov and the National Center for Rural Roadway Safety can help your organization access the most up-to-date emergency response practices and training.

8.1.5 Regularly Review and Update Roadway Design Policies

Roadway design policies, standards, and best practices change over time. An ongoing review and update of local roadway design policies is critical to ensuring roadway safety best practices are implemented when roadways are maintained, improved, or constructed. Local roadway design standards and policies should be reviewed and revised every 3-5 years, or more if one or more of the following occurs:

- A significant increase in crash trends,
- New federal/state safety guidance,
- Introduction of new infrastructure technologies or treatments,
- Community or stakeholder feedback on road user experience.

8.1.6 Incorporate Safety into Project Development Process

Include systemic safety improvements in projects developed by Bourbon County and KDOT. Include a review of crashes and potential safety improvements when intersections or roadway segments are maintained or improved.

8.2 Next Steps

The CSAP is a dynamic document intended to be used by Bourbon County and other partners to continually advance transportation safety. In addition to the recommended projects and policy guidance, the Southeast Kansas region and Bourbon County can utilize these next steps to help achieve the Vision Zero goal.

Bourbon County will actively pursue SS4A implementation funding, prioritize state coordination for High Risk Rural Roads (HRRR) projects, and explore local funding mechanisms for complementary initiatives.

8.2.1 Plan Leadership

Bourbon County assumes leadership of this plan and will support implementation within the county. As part of this role, Bourbon County will continue to use the Safety Task Force as a mechanism for regional collaboration and updates.

In partnership with SEKRPC, it is recommended that the Safety Task Force convene annually to discuss progress and updates related to the CSAP. Stakeholders should continue to:

- Be champions for safety in professional and personal roles
- Share information about transportation safety strategies with other organizations
- Assemble annually to share progress on safety activities

8.2.2 Leverage Resources and Funding Opportunities

Funding is critical to implementing the strategies and action items in this CSAP and may come from a blend of sources: federal, state, local, and private sector or non-profit partners. Some potential sources of funding include:

- **Safe Streets and Roads for All (SS4A) Program:** The Bipartisan Infrastructure Law (BIL) established the SS4A federal discretionary program that will provide over $5 billion in grants over the five-year program period (2022-2026). With completion of this CSAP, Bourbon County is eligible to apply for SS4A implementation funding.

- **State Coordination:** Coordinate with KDOT to administer annual safety grants funded by the state that are targeted at both roadway design solutions and behavioral programs, including education and enforcement programs.

    - **High Risk Rural Roads (HRRR) Program:** FHWA requires states to define and identify roadways “with significant safety risks” and sets aside federal funding for states to address these safety risks. Funds typically cover low-cost roadway improvements such as pavement markings, rumble strips, and other safety countermeasures. In Kansas, communities can apply for this funding through KDOT’s Bureau of Local Projects.

    - **Safe Routes to School Program:** Many other types of agencies can apply for and receive Safe Routes to School funding. These include non-profits, schools and school districts, and regional transportation agencies, among others. In Kansas, communities can apply for this funding through KDOT’s Active Transportation Program.

    - **Kansas Infrastructure Hub:** The Kansas Infrastructure Hub provides resources for Kansas communities seeking to improve infrastructure. Communities can apply to the Infrastructure Hub for grant writing assistance and grant matches.

- **Regional Coordination:** Coordinating closely with KDOT, and potentially adjacent counties, can be helpful to achieve safety goals for all involved parties. Taking a coalition approach to US-69 and US-54 improvements may help all counties along the corridor advocate for funding and advance important safety goals.

- **Local Funding:** Local governments may choose to fund projects from local sources such as the annual budget, Capital Improvement Program (CIP), bonding, user fees, special assessments, or through partnerships with other local entities. Consideration of the CSAP during the annual budget process can be a cost-effective way of advancing safety goals, particularly for maintenance activities or other planned capital improvement projects where simple safety strategies can be incorporated.

8.2.3 Progress and Transparency

Progress toward meeting the CSAP's goals should be measured over time in an open and transparent manner. Regular progress tracking creates accountability to the public and builds trust between the public and the cities, counties, and agencies that are responsible for roadway safety. This could include posting the CSAP online and annual reporting on progress toward reducing roadway fatalities and serious injuries.

Progress and transparency also help create an environment of informed decision making based on the effectiveness of selected safety strategies and the ability to modify the approach when necessary. Finally, progress and transparency provide a sense of direction and help document tangible outcomes made toward saving lives.

9 APPENDICES

Appendix A: Vision Zero Resolution

Appendix B: Safety Task Force

Appendix C: Public Engagement

Appendix D: High Injury Network

Appendix E: Countermeasures Toolbox

Appendix F: Project Sheets

Appendix A

Vision Zero Resolution

VISION ZERO RESOLUTION

RESOLUTION **NO.** ***[X]***

A RESOLUTION BY THE GOVERNING BODY OF BOURBON COUNTY, KANSAS, ADOPTING A VISION ZERO POLICY AND PROCLAIMING BOURBON'S COMMITMENT TO END TRAFFIC FATALITIES AND SERIOUS INJURY ACCIDENTS IN BOURBON COUNTY BY 2050 AND IMPLEMENTATION OF A SAFE STREETS AND ROADS FOR ALL PLAN.

WHEREAS, in 2021, the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program which funds regional, local and Tribal initiatives to prevent roadway deaths and serious injuries; and,

WHEREAS, in 2022, BOURBON joined the member Counties of the Southeast Kansas Regional Planning Commission (SEKRPC) in making an application for a SS4A planning grant from the U.S. Department of Transportation to create SS4A compliant action plans for member counties; and,

WHEREAS, the SS4A program supports the U.S. Department of Transportation's National Roadway, Safety Strategy and the goal of zero roadway deaths using a Safe System Approach; and,

WHEREAS, BOURBON'S Vision Zero policy supports the Kansas Department of Transportation's Drive to Zero program and the goals of the Kansas Strategic Highway Safety Plan; and,

WHEREAS, 16 individuals were needlessly killed, and 52 individuals were injured on the BOURBON'S roadways between 2014 and 2023; and,

WHEREAS, BOURBON recognizes the need for action to increase safety and to prevent deaths and injuries on BOURBON streets; and,

WHEREAS, Vision Zero is a proven framework for eliminating traffic deaths and serious injuries through intergovernmental and community partnerships, leveraging resources and funds to ensure safe and efficient transportation for all roadway users; and,

WHEREAS, A comprehensive Vision Zero policy unifies existing safety efforts and elevates improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis, updated policies and practices, and equity; and,

WHEREAS, BOURBON recognizes the need to prioritize engagement with the entire community about the Vision Zero initiative, and supports Vision Zero efforts to address inequities by prioritizing interventions in areas most in need of safety improvements; and,

WHEREAS, BOURBON'S participation in the SEKRPC Safety Task Force recognizes the need for action to increase safety and to prevent deaths and injuries on BOURBON'S streets; and,

WHEREAS, BOURBON commits to the ongoing collaboration of the SEKRPC Safety Task Force to advance a shared vision and future for improvements along U.S. and State highways in the SEKRPC region, and on streets and roads within the individual communities comprising the task force; and,

WHEREAS, BOURBON commits to build and sustain leadership, collaboration and accountability in partnership with public health, law enforcement, policymakers, elected officials, and community members to advance the strategies of the SS4A plan and the Vision Zero policy; and,

WHEREAS, BOURBON recognizes the need for action to increase safety and to prevent deaths and injuries on BOURBON streets; and,

NOW, THEREFORE, BE IT RESOLVED THAT, I, [FIRST NAME LAST NAME], Commissioner(s) of the County of BOURBON, by virtue of the Charter of the County of BOURBON, do hereby:

1. Adopt the BOURBON'S Vision Zero policy with the goal of achieving zero fatalities and serious injuries by the year 2050.

2. Adopt the BOURBON COUNTY Comprehensive Safety Action Plan, attached hereto as Exhibit A.

PASSED, APPROVED AND ADOPTED THIS [X] day of MONTH, 2025.

Appendix B

Safety Task Force Meetings

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #1

Date: October 3, 2024
Time: 11:00am - 1:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Introduction
  - Safe Systems Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

Attendees
Sandy Krider, Labette County Public Works Director (in-person)
Anne Sharp, Cherokee County Sheriff's Office and Columbus School (online)
Anni Beasley, Frontenac High School in Crawford County (online)
Brandon Beurskens, Montgomery County Assistant Public Works Director (online)
Eric Bailey, Bourbon County Public Works Director (online)
Shaun West, Linn County Public Works Director (online)

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Payton Smith, TranSystems
Nicole Hood, TranSystems
Tom Hein, TranSystems
Emma Habosky, TranSystems (online)
Tod Salfrank, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Introduction

- Federal Highway Administration (FHWA) encourages communities to adopt the Vision Zero concept and recently started incorporating the Safe Systems Approach. The SSA goal is to reduce death and serious injuries for all road users.
- Local Road Safety Plans (LRSP) have been completed or are nearly complete in 11 of the 12 counties. Woodson County does not have an LRSP.
- The Safe Streets for All (SS4A) Comprehensive Safety Action Plan (CSAP) incorporates traffic data analysis, stakeholder input, and public engagement into useable safety countermeasures. The CSAP provides information for future implementation funding for individual counties or the southeast Kansas region.
- A "Swiss cheese" model of redundancy is used in the Safe Systems Approach so that all safety systems in place help prevent a system failure resulting in a catastrophic event. Redundancy is a critical piece. Everyone makes mistakes and planning for that is key.
- The project timeline was outlined for August 2024 through February 2025 and includes three Safety Task Force meetings, a public meeting in each county, and a public survey contributing to a CSAP final report.

Role of the Safety Task Force

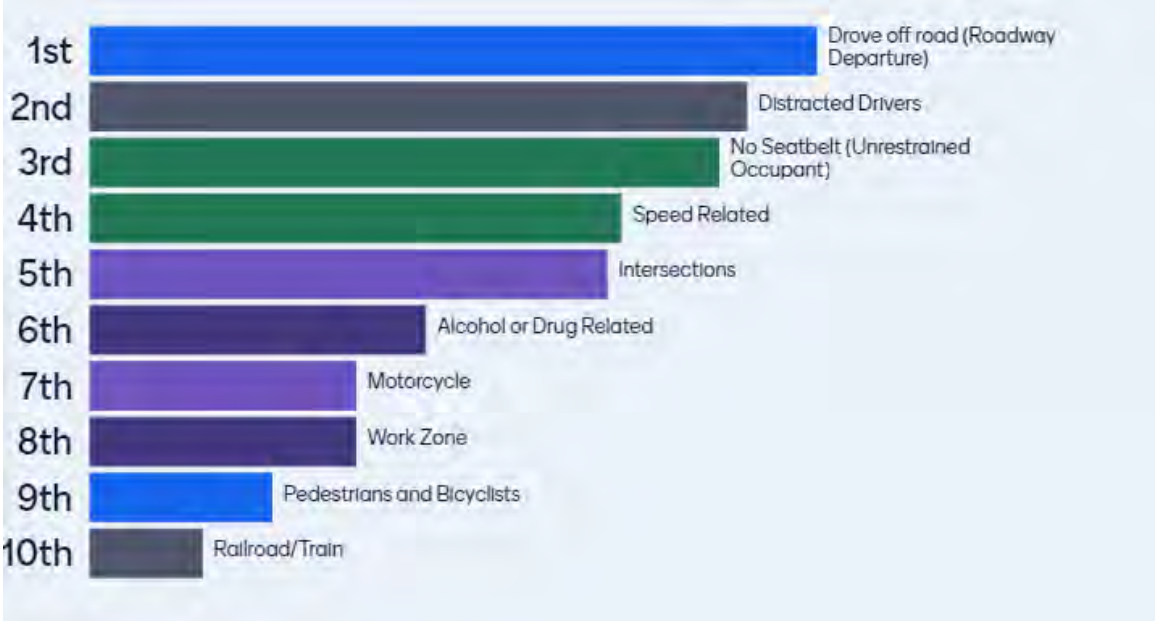
- The Safety Task Force validates information and data, provides insight on emphasis areas, drafts safety goals, represents the community, serves as a community champion, and evaluates performance measures.
- A public survey (https://arcg.is/1v1Pe00) will be sent to about 400 community organizations and members. It takes less than ten minutes to complete and Safety Task Force members can promote the survey in their communities. They survey also has a mapping component so users can identify specific locations of concern.
- Polling question #1 and discussion: **Why is transportation safety important to you?**
  - Anne Sharp (Cherokee County) said her daughter fell asleep while going home resulting in a crash. She shared, "When it's personal, it makes a big difference."

Crash Review

- Slade Engstrom (TranSystems) presented ten-year crash data showing hot spots in the twelve-county study area.
- There were approximately 400 fatalities in the region during that period with a total of 44,295 incidents that includes fatalities, injuries, property damage only crashes plus those involving pedestrians.
- While this is a preliminary overview, it reveals that the state highway system is where a lot of the serious and fatal crashes occur.
    - The Safety Task Force may need to decide whether to work with KDOT on concerns regarding the state highway system or focus in on their own individual communities (county, city, towns).

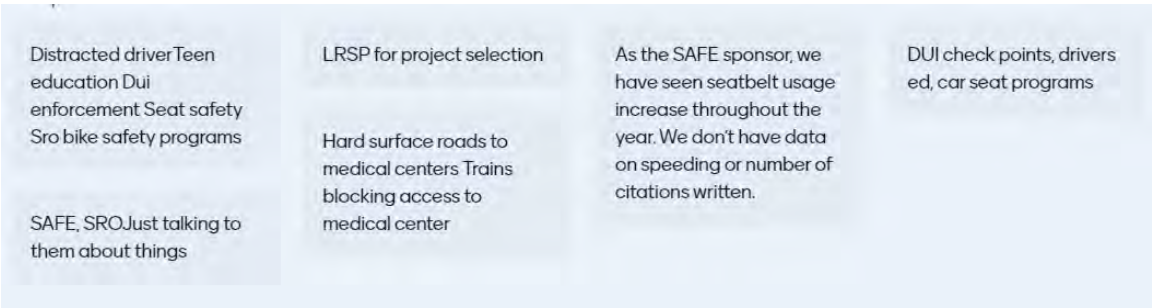
Emphasis Areas

- Crash emphasis charts showed Roadway Departure as the primary contributing factor followed (in numerical order) by Intersections, Distracted Driver, Unrestrained Occupant, Alcohol or Drug, Speed, Motorcycle, Work Zone, and Railroad.
- Anni Beasley (Crawford County) stated that a designated safety corridor had been established near Frontenac High School. She shared, “It is a scary intersection with big trucks that make crossing for students dangerous.”
- US-169 and US-69 were mentioned as a priority corridors.
- Polling question #2 and discussion**: As we focus on solutions, which of these crash types are most important to address?**

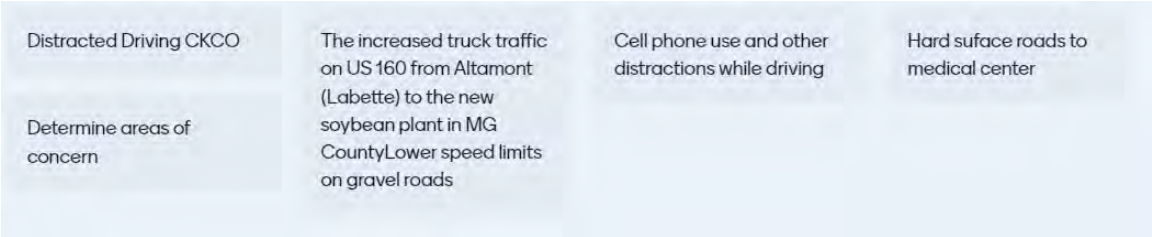


Discussion

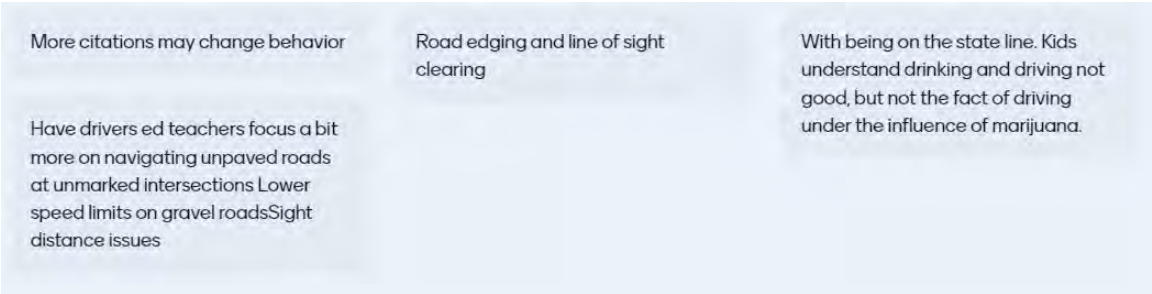
- Polling question #3 and discussion**: Tell us about what kinds of transportation related safety programs or involvement your communities have promoted. What went well? What would you improve?**
  - Sandy Krider (Labette County) mentioned driver's education should include teaching how to navigate on unmarked and gravel roads.



- Polling question #4 and discussion**: What transportation safety concerns have you heard from the community?**
  - Anni Beasley (Crawford County) said the SAFE (Seatbelts Are For Everyone) program started in Crawford County because students were in fatal accident.
  - Lots of ways to leverage data such as quick emergency response through alerts.
  - For reference, Nicole Hood (TranSystems) stated that Missouri Department of Transportation data shows cell usage is 70% older folks.



- Polling question #5 and discussion**: What would you like to see implemented in SEK to improve transportation safety?**
  - Online driver's education needed.
  - Slade Engstrom (TranSystems) commented that rumble strips can seem like a good idea but cannot always be implemented due to road conditions.



Next Steps

- Public survey will be sent within a few days following the meeting.
- Public meetings will be planned in each county.
- Safety Task Force Meetings
    - Meeting #2 on November 14, 2024 will focus on priorities and countermeasures.
    - Meeting #3 on January 23, 2025.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #1

October 3, 2024

AGENDA

- Introductions
- Project Introduction
  - Safe System Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

INTRODUCTIONS

- Southeast Kansas Regional Planning Commission
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

17 08 43 1

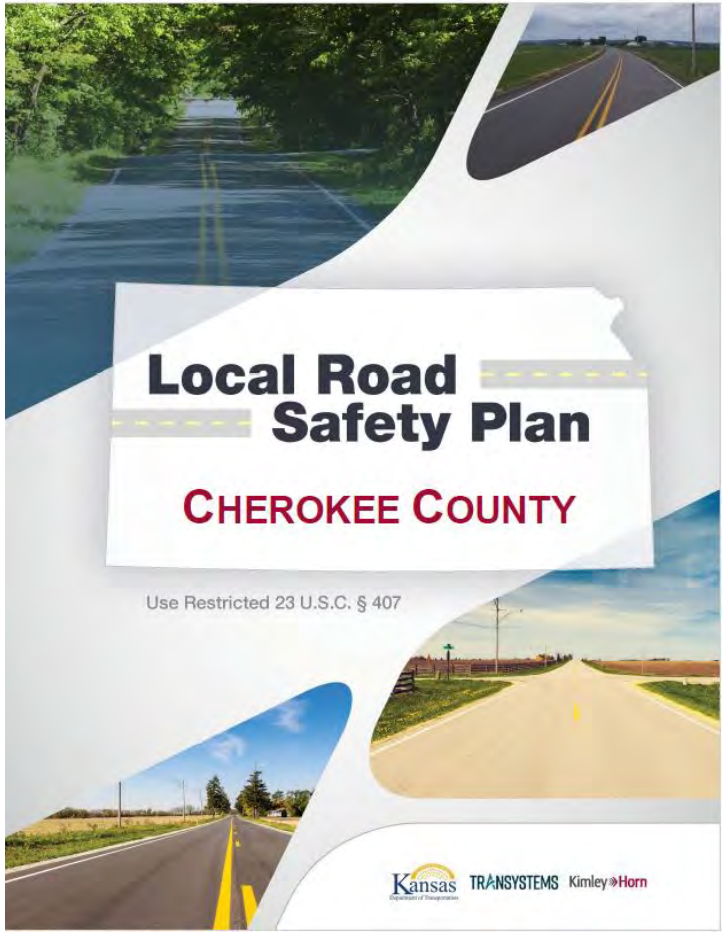
Enter your name, organization, and role.

Or use the QR code!

COMPREHENSIVE SAFETY ACTION PLAN

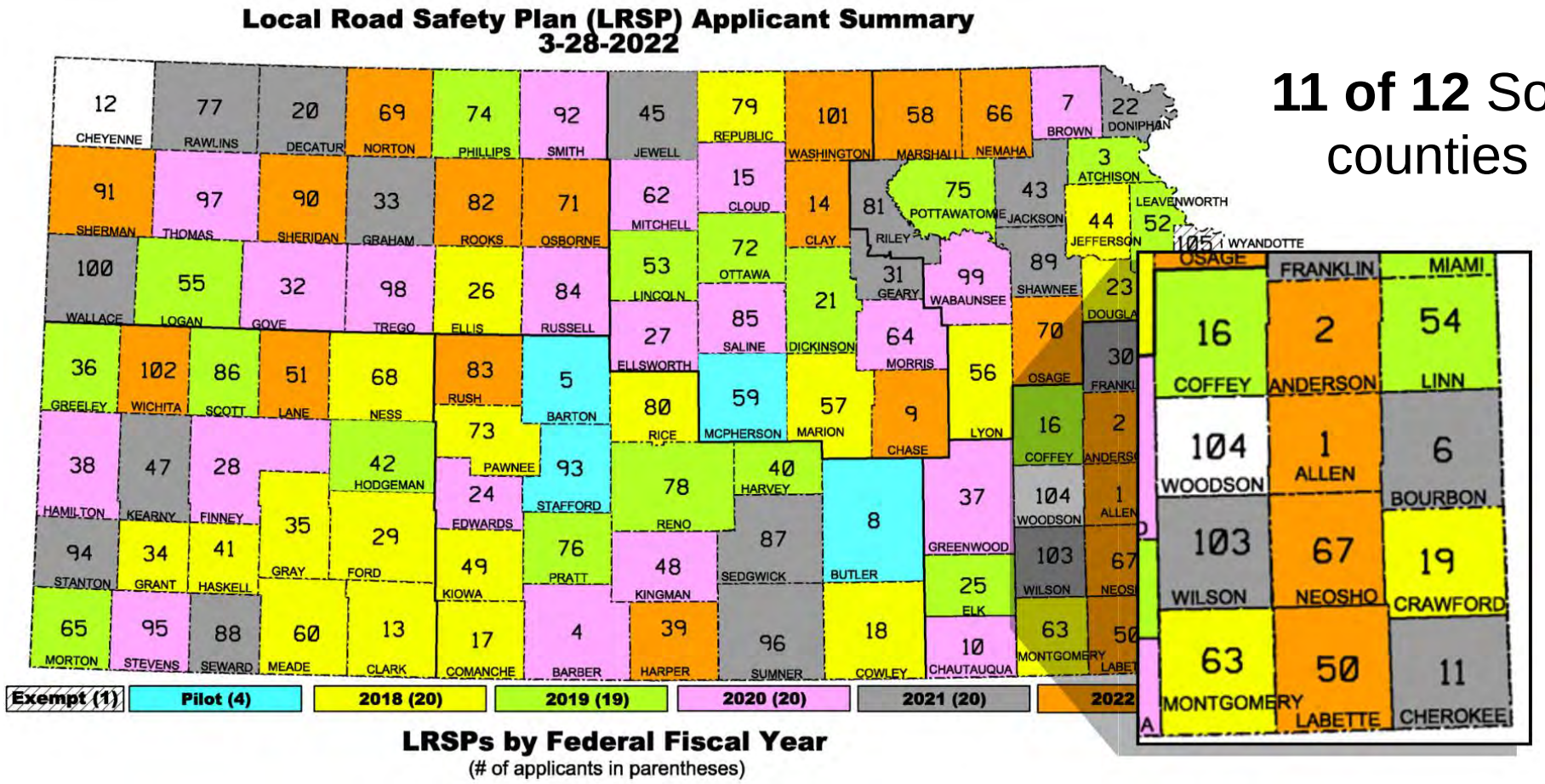
- Imagine and implement safe spaces for all road users
- Discuss safety priority areas and solutions
- Roadmap to reduce and prevent severe crashes
- Utilize plan to pursue funding for implementation to save lives

LOCAL ROAD SAFETY PLAN



- Local Road Safety Plans (LRSPs) provide a framework for identifying safety improvements on local roads
- LRSPs included roadways in unincorporated areas that are classified as collectors or higher
  - Did not include roadways within city limits
  - Did not include rural local roads

LOCAL ROAD SAFETY PLAN



11 of 12 Southeast Kansas counties have a LRSP.

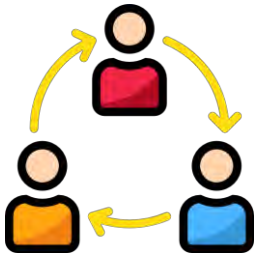
SS4A builds upon LRSPs to include cities and provide a comprehensive look at the entire study area.

FROM PLAN TO ACTION

Planning Grant

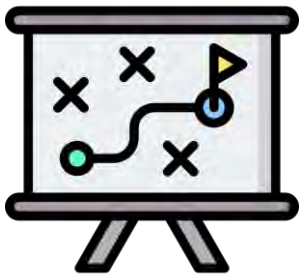
Implementation Grant

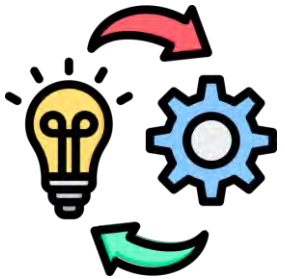
Data Analysis



Engage Stakeholders

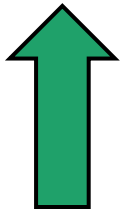
Strategy and Actions





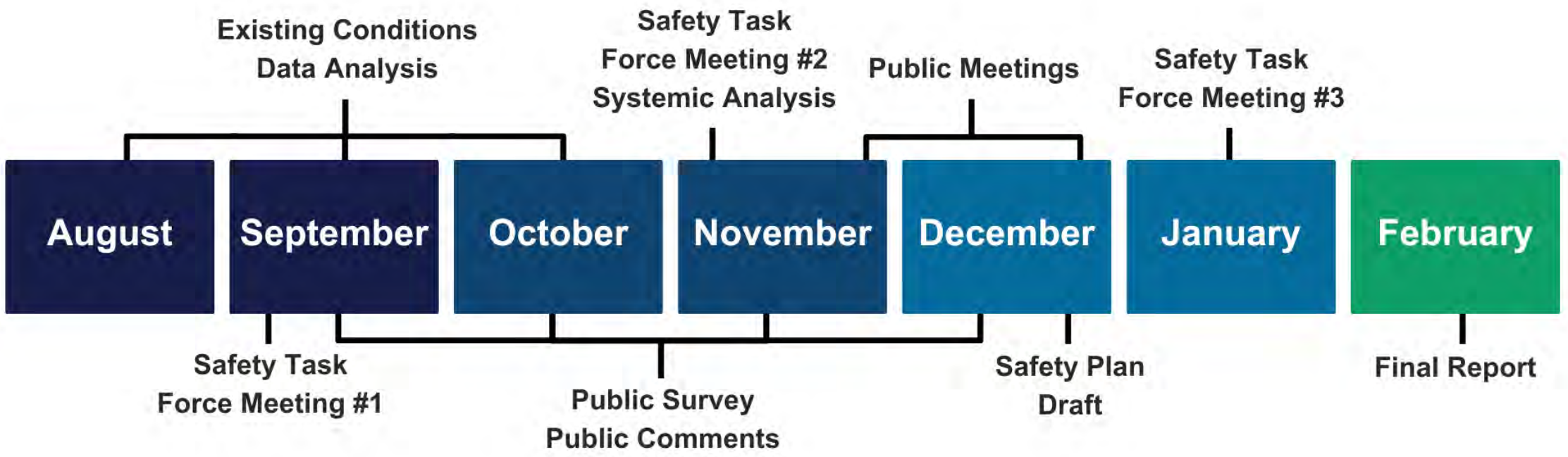
Recommendations

Implementation



We are here!

PROJECT TIMELINE



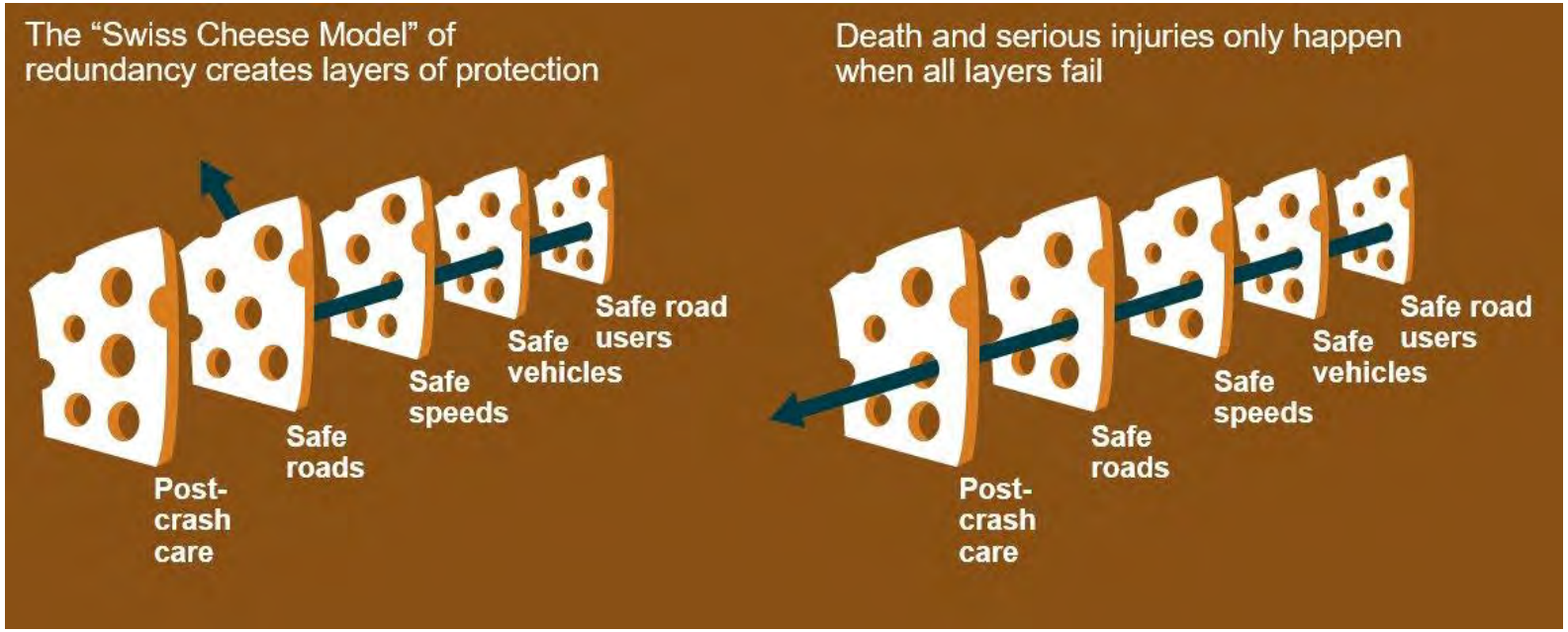
SAFE SYSTEMS APPROACH

- **Safer Road Users:** Encourage safe and responsible user behavior
- **Safer Vehicles:** Expand innovation and technology features to enhance safety
- **Safer Speeds:** Promote context-appropriate design, speed setting, and speed enforcement
- **Safer Roads:** Design roadways to mitigate human mistakes and facilitate safe travel for the most vulnerable users
- **Improved Post-Crash Care:** Enhance access to emergency medical care and prevent secondary crashes

NATIONAL ROADWAY SAFETY STRATEGY

Vision for roadway safety is <u>zero</u> fatalities and severe injuries.

- Adopts the **Safe System Approach** to achieve results
- Seeks opportunities to address safety, equity, and climate simultaneously



DISCUSSION

Why is transportation safety **important** to you?

Join at menti.com

Enter code: **17 08 43 1**

SAFETY TASK FORCE

Safety Task Force Role

- Validate information and data
- Provide insight on emphasis areas
- Draft the vision and goals for safety in the region
- Represent the community and solicit feedback
- Serve as trusted community champions
- Evaluate performance measures

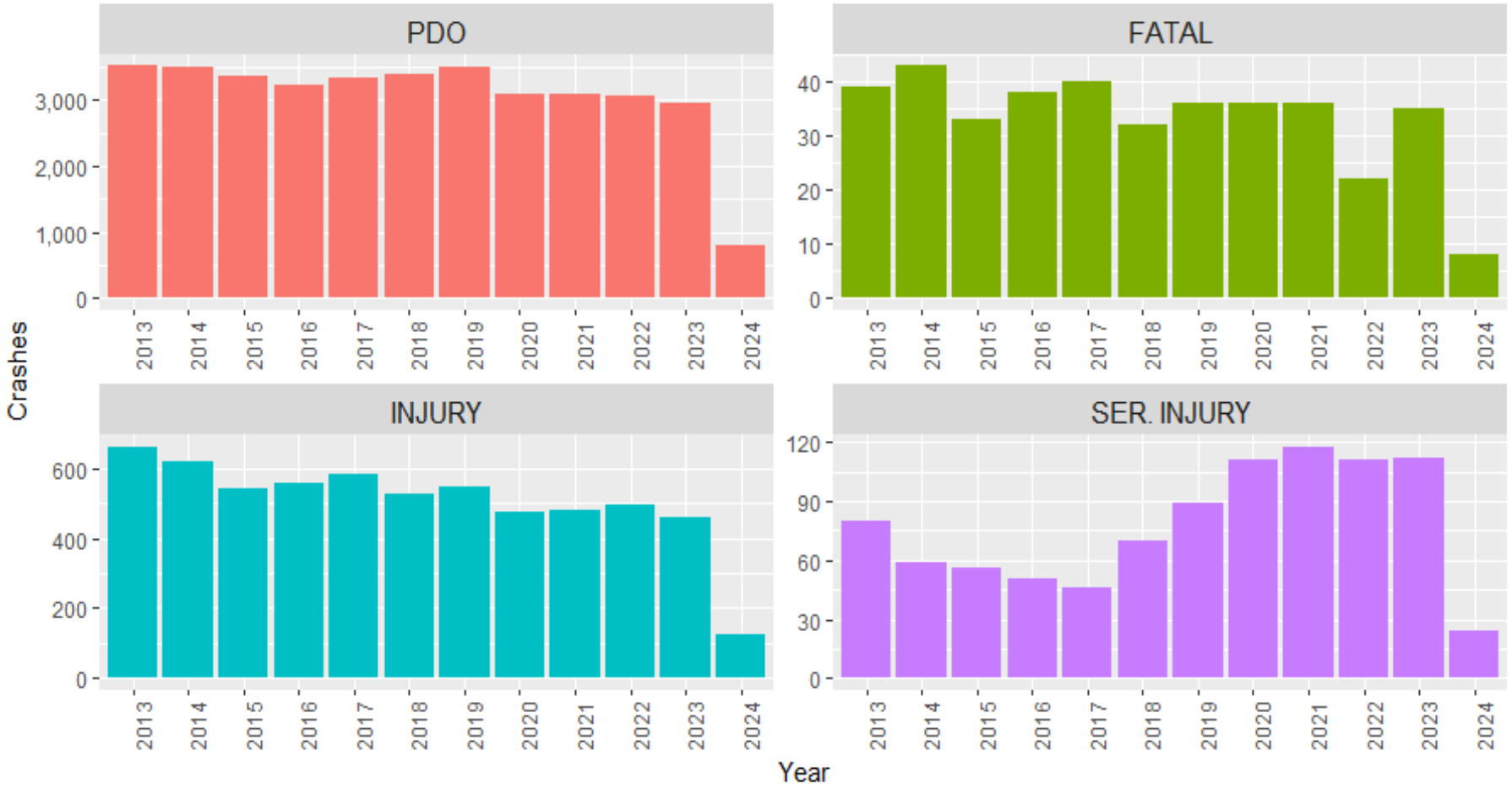
PUBLIC SURVEY

Advocate in Your Community!

- Press release and survey link will be sent to the Safety Task Force and an extended stakeholder list for greater promotion
- Takes about 5-10 minutes to complete
- Allows respondents to submit location-specific concerns

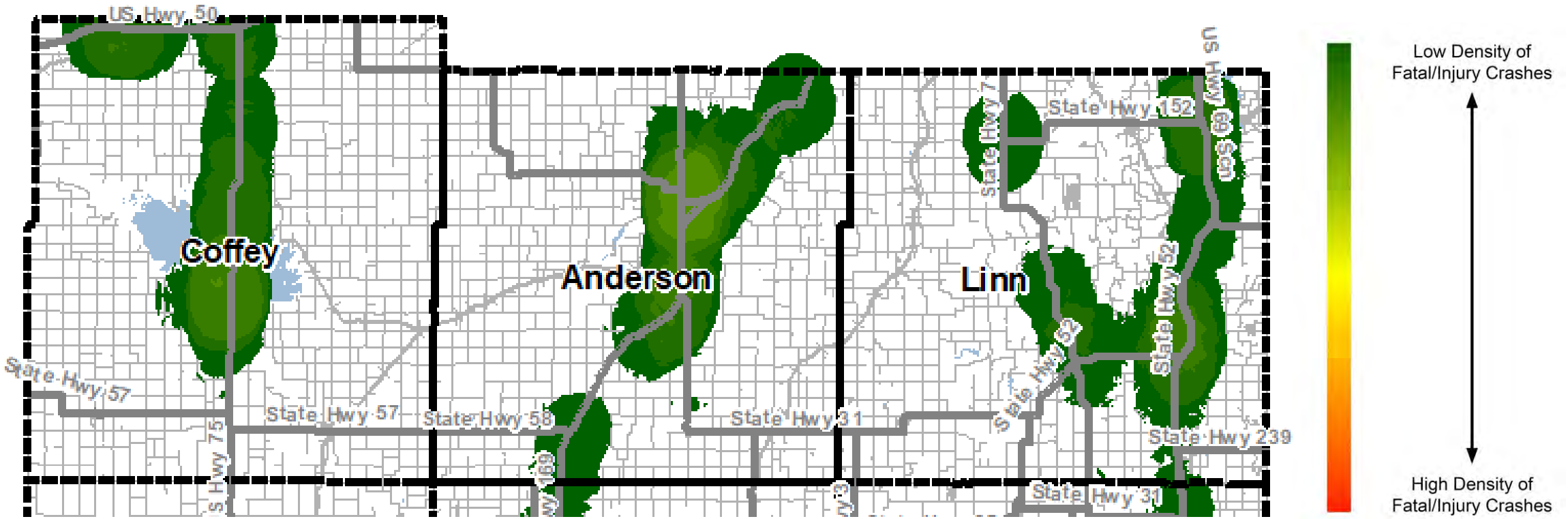
https://arcg.is/1v1Pe00

CRASH REVIEW

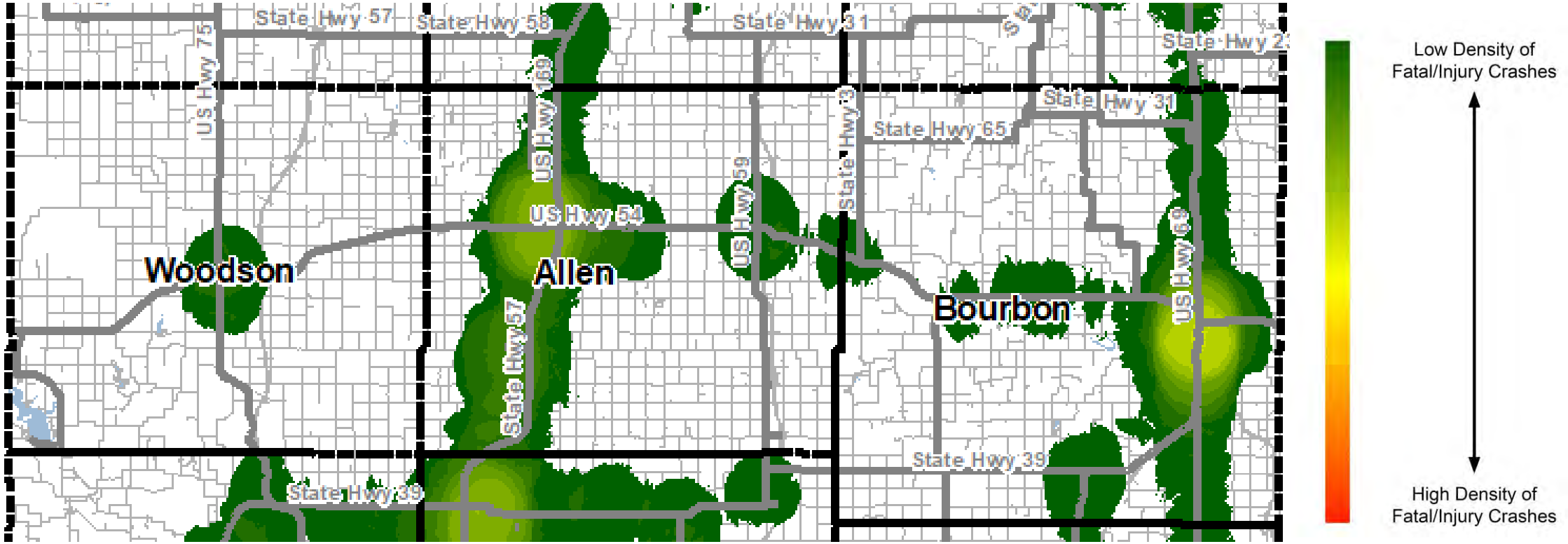


Crash Type	Count
Fatal	398
Injury	7014
PDO	36883
Pedestrian	295
Total	44,295

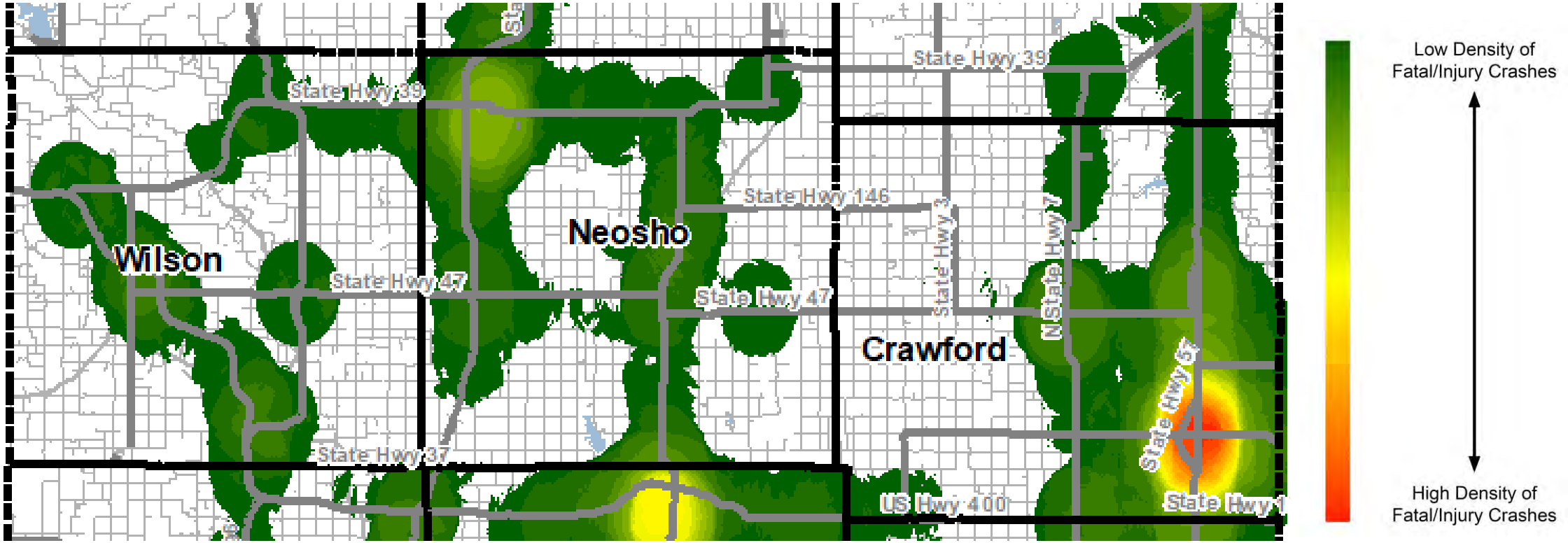
CRASH REVIEW



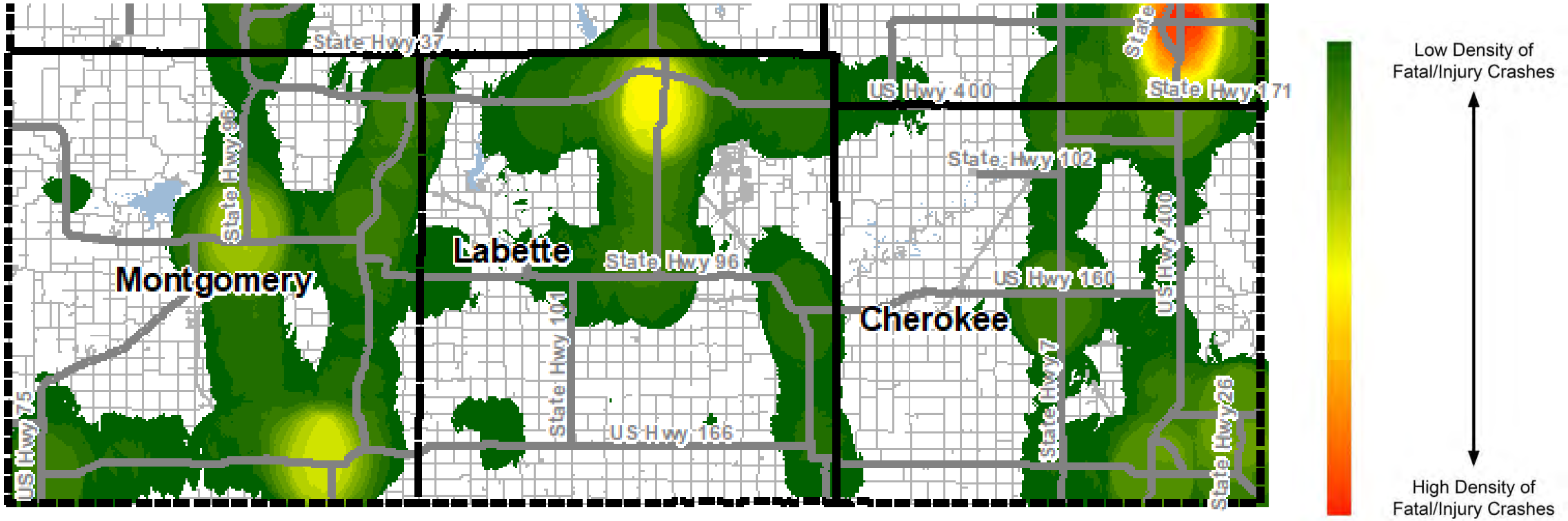
CRASH REVIEW



CRASH REVIEW



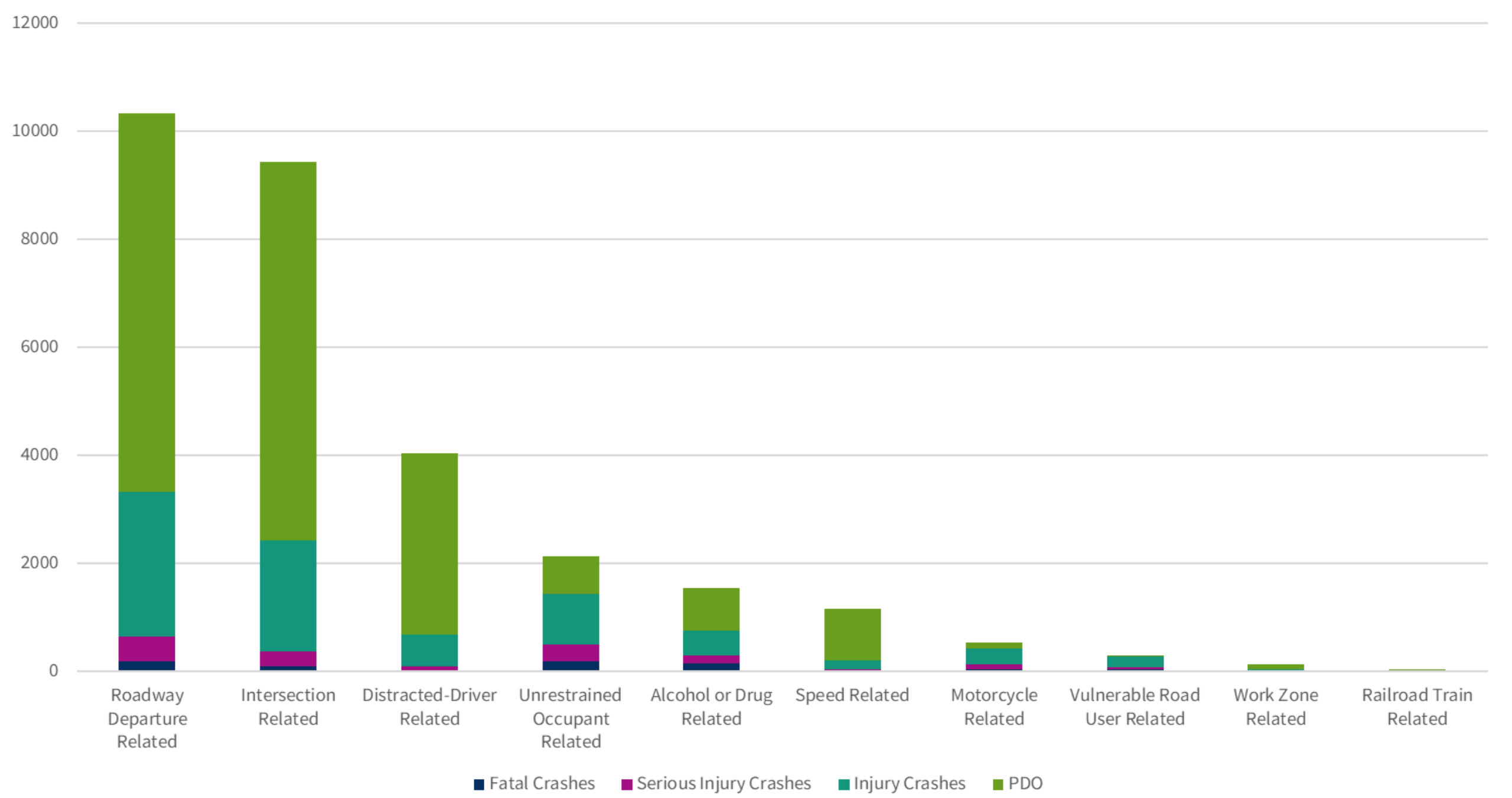
CRASH REVIEW



CRASH REVIEW

Crashes	Fatal	Serious Injury	Injury	Non-Injury (PDO)	Total
State System	249	445	2,645	17,608	20,947
County	116	274	1,527	8,486	10,403
City	33	208	1,915	10,789	12,945
Total	**398**	**927**	**6,087**	**36,883**	**44,295**

BREAK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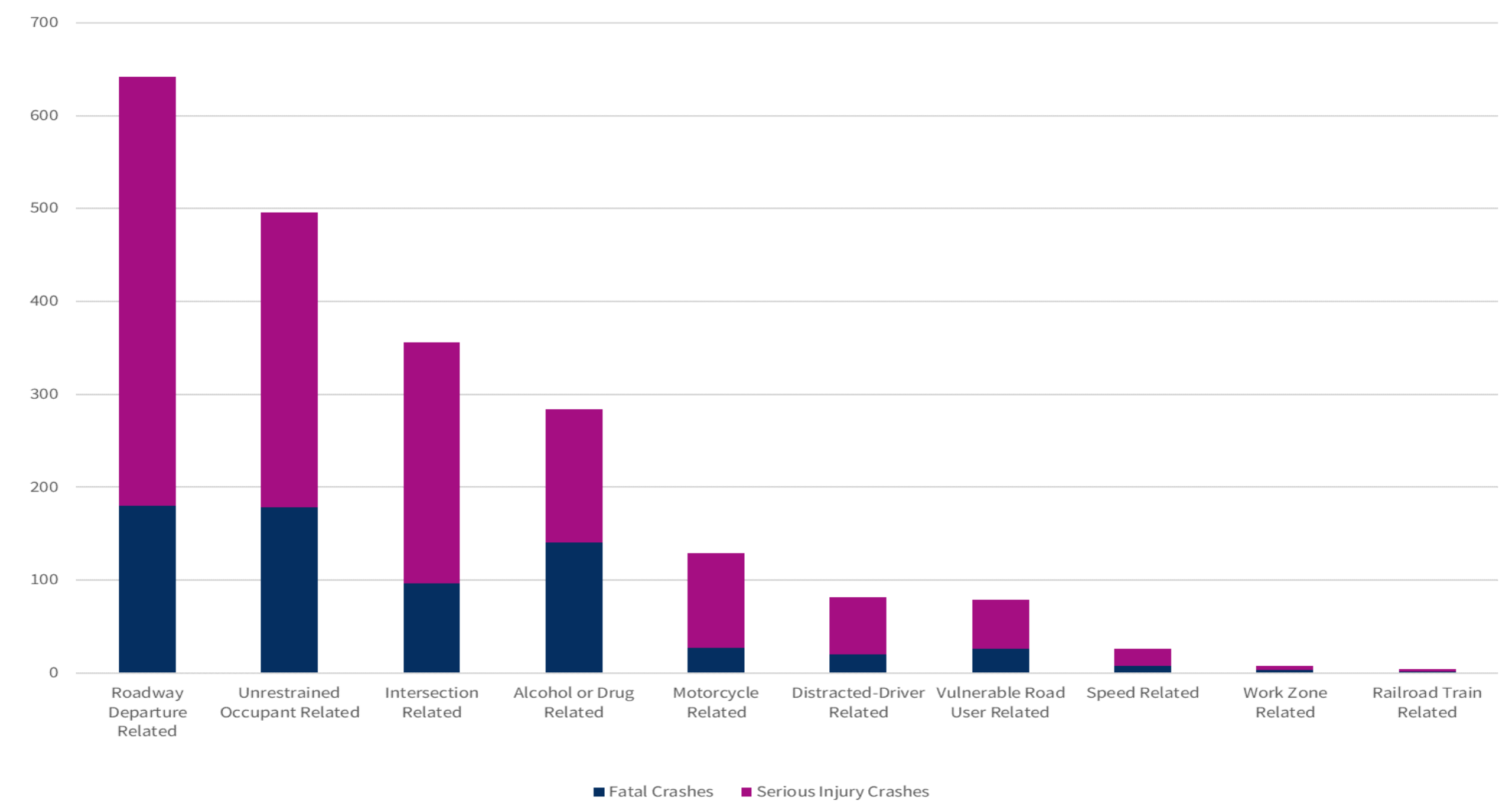
Roadway Departure Related
Intersection Related
Distracted-Driver Related
Unrestrained Occupant Related
Alcohol or Drug Related
Speed Related
Motorcycle Related
Vulnerable Road User Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes
Injury Crashes
PDO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Roadway Departure Related
Unrestrained Occupant Related
Intersection Related
Alcohol or Drug Related
Motorcycle Related
Distracted-Driver Related
Vulnerable Road User Related
Speed Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes

Step 1: Select Emphasis Area

Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

DISCUSSION

As we focus on solutions, which of these crash types are most important to address?

- Drove Off Road
- No Seatbelt
- Intersections
- Alcohol or Drug Related
- Distracted Drivers
- Pedestrians and Bicyclists
- Speed Related
- Motorcycle
- Work Zone
- Railroad/Train

Join at menti.com

Enter code: **17 08 43 1**

DISCUSSION

Tell us about what kinds of transportation related **safety programs or involvement** your communities have promoted.

What went well?

What would you improve?

Join at menti.com

Enter code: **17 08 43 1**

DISCUSSION

What transportation
safety concerns have you heard
from the community?

Join at menti.com

Enter code: **17 08 43 1**

DISCUSSION

What would you like to see **implemented** in Southeast Kansas to improve transportation safety?

Join at menti.com

Enter code: **17 08 43 1**

NEXT STEPS

- Public Survey
- Public Meetings
- Safety Task Force Meeting #2: November 14, 2024
- Safety Task Force Meeting #3: January 23, 2025
- Safety Priority/Cluster Areas
- Countermeasure Review

THANK YOU!

Next Meeting: November 14, 2024

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #2

Date: November 14, 2024
Time: 12:00pm - 2:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Task Force Meeting #1 Overview
- Public Survey Information and Update
- Crash Emphasis Areas
- Countermeasure Review
- Next Steps

Attendees
Kris Hix, City of Garnett Community Development Director
Darin Wilson, City of Garnett Planning & Zoning Administrator
Chasity Ware, Linn County Economic Development
Terry Weidert, Labette County Commission
Jamie Lynn Blum, Pittsburg State University (online)
Katelyn Young, USD 257 Transportation (Iola) (online)
Aaron Cole, USD 257 Transportation (Iola) (online)
Jessica Hightower, SEKRPC

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Payton Smith, TranSystems
Taylor Cunningham, TranSystems
Nicole Hood, TranSystems (online)
Tod Salfrank, TranSystems (online)
Jeff McKerrow, Kimley-Horn (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Per the project schedule, the consultant team has partially completed the data analysis and targeting February 2025 for completion.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Federal funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Task Force Meeting #1 Overview

- The Safe Systems Approach and the "Swiss Cheese Model" of safety redundancy was reviewed. An ordinance adopted by local governments supporting Vision Zero is needed to apply for future SS4A federal funding.
- A graph showing fatal and serious injury crash numbers was shown and compared to the top three emphasis areas selected by the Safety Task Force: roadway departure, unrestrained occupant, and distracted driving.

Public Survey Information and Update

- A public survey (https://arcg.is/1v1Pe00) was sent to about 300 community stakeholders and groups. To date, about 55 responses have been received. The survey is scheduled to stay open until January when public meetings are anticipated to be held in each county.
- Emphasis areas identified by survey participants to date include intersections, alcohol or drug related, distracted driving, and speed.
- To blend the input from the crash analysis, Safety Task Force, and public survey, the proposed emphasis areas are roadway departure, intersection related, and unrestrained occupant. Other areas for review are Vulnerable Road Users (VRU), distracted driving, and alcohol or drug related.

Crash Emphasis Areas

- A map of clustered crash occurrences was presented with color-coded dots showing multiple occurrences for signalized Intersections, unsignalized Intersections, VRUs, roadway departures, and speed related incidents.
- Specific cluster maps will be developed for each of the 12 counties.
- Follow-up meetings will be scheduled to discuss these with city and/or county stakeholders.

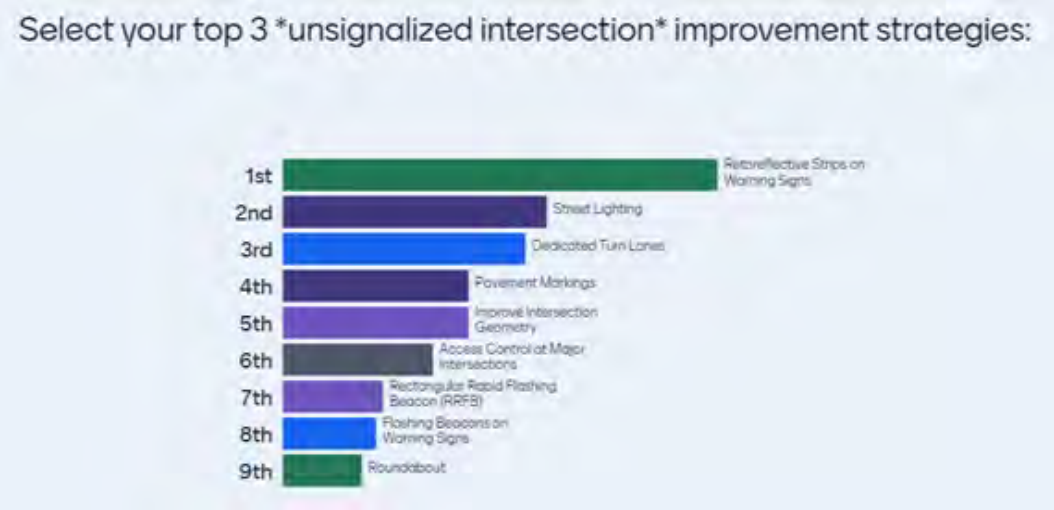
Countermeasure Review

- Countermeasure for **roadway departure** include edge-line and centerline treatments, curve signage, various delineators, clear zone obstruction removal, improved pavement markings, and a two-foot shoulder.
    - Polling question: **Select your top roadway departure improvement strategies.**
    - Additional overhead lighting could be helpful. Franchise agreements with electric companies sometimes make placement free.
    - Terry Weidert (Labette County) shared information about a 90-degree curve that was created with US-400 construction at old US-59 near Parsons. Adjacent to the curve is a pond on private land. Four weeks ago, a young driver missed the curve and crashed but could not be found. He was underwater in the pond. There have been five incidents in this location including this fatal crash. Shawn Turner (TranSystems) said a similar situation occurred on US-169 and KDOT purchased and filled the borrow pit.

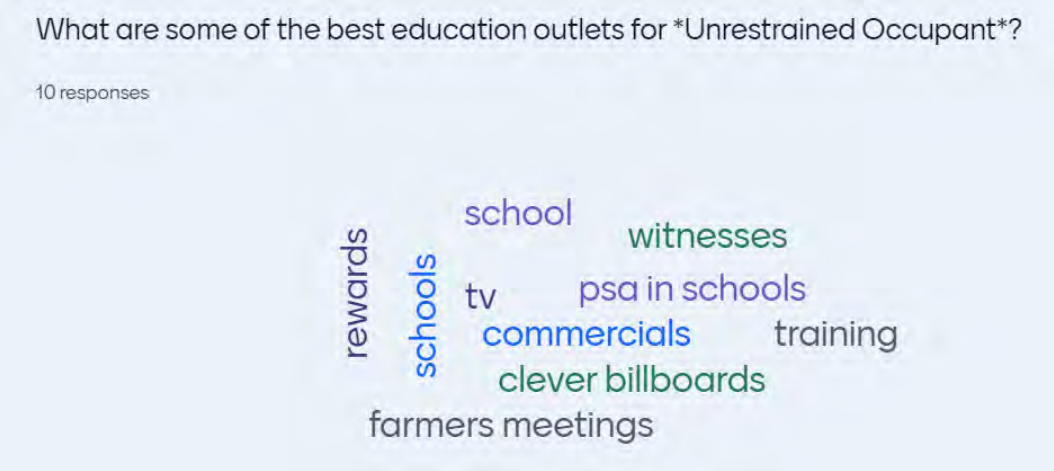
- Countermeasures for **signalized intersections** include signal backplates with retroreflective borders, protected left turns (some with flashing yellow arrows), and improvements for signal phasing and timing plans.

- Countermeasures for **unsignalized Intersections** include flashing beacons on warning signs, retroreflective strips on warning signs, Rectangular Rapid Flashing Beacons (RRFB), improved pavement markings, access control at major intersections, dedicated turn lanes, roundabouts, improved intersection geometry, and overhead lighting.
    - Polling question: **Select your top unsignalized intersection improvement strategies.**
    - The group discussed roundabout functionality and geometry. Slade Engstrom (TranSystems) indicated that larger roundabouts, low curbs, or roundabouts with colored concrete aprons can help large trucks navigate them easier.

- The group discussed diverging diamond interchanges (DDI). Slade Engstrom (TranSystems) said geometry is important and DDIs must fit the individual situation of the interchange. They are useful where lots of left turn traffic exists. There are currently seven in Kansas with more coming. Future improvements to K-96 in northeast Wichita will have DDIs.

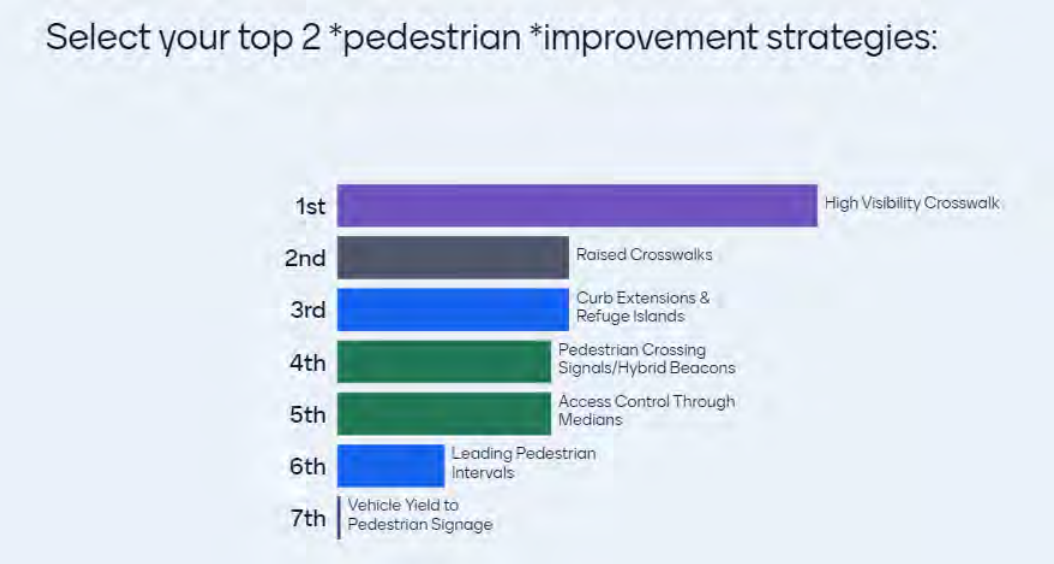


- Countermeasures for **unrestrained occupant** include behavior changing programs and enforcement communications and outreach.
  - Polling question: **What are some of the best education outlets for unrestrained occupants?**
  - The group discussed successful campaigns that play to human emotions regarding family, friends, and pets.
  - Large employers can implement safety programs at work. Cornejo in Wichita has trouble keeping CDL drivers so they offer a company-wide free Uber service. Farmers' meetings are another good place for outreach because farmers generally work alone and socialize with others at meetings.

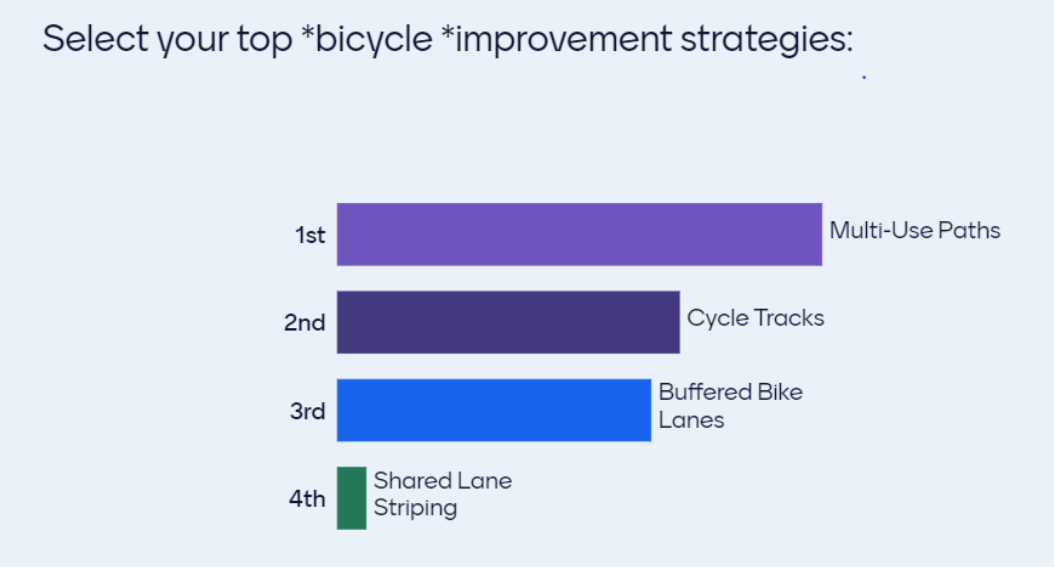


- Countermeasures for distracted driving include high-visibility cell phone and texting enforcement and enforcement communications and outreach.
    - Polling question: **What are some of the best education outlets for distracted driving?**

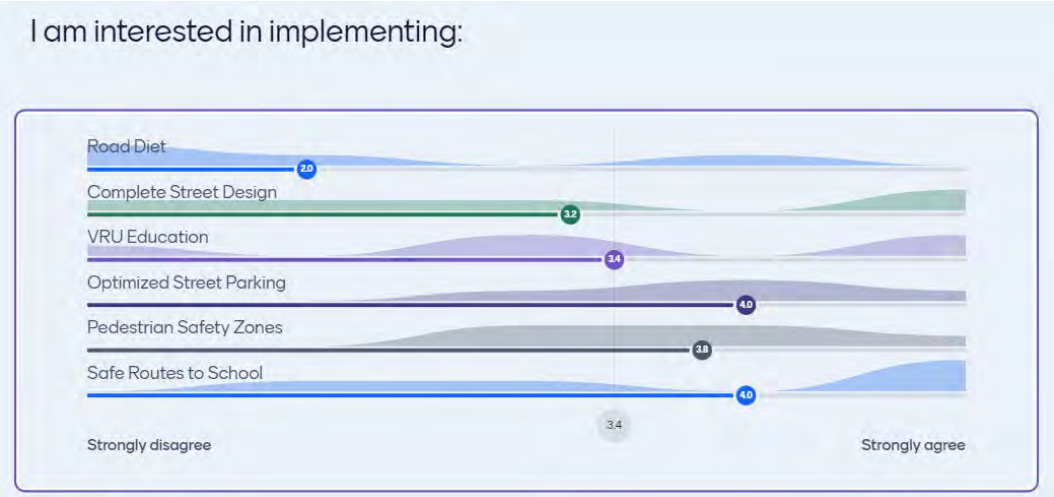
- Countermeasures for **pedestrian safety** include Leading Pedestrian Intervals (LPIs) at intersections, pedestrian crossing signals/hybrid beacons, high visibility crosswalks, signage for vehicles yield to peds, raised crosswalks or intersections, curb extensions or refuge islands, and access control with medians.
    - Polling question: **Select your top pedestrian safety improvement strategies.**



- Countermeasures for **bicycle safety** include buffered bike lanes, shared lanes, multi-use paths, and cycle tracks.
    - Polling question: **Select your top bicycle safety improvement strategies.**



- Countermeasures for both **bicycle and pedestrian safety** include road diet, Complete Street design, VRU education, optimized street parking, pedestrian safety Zznes, and Safe Routes to School programs.
    - Polling question: **How interested are you in implementing these strategies?**
    - The group mentioned that the Safe Routes to Schools program is popular.
    - Drivers to schools include young (high school) drivers and parents making multiple trips through the day, sometimes to multiple schools.



Next Steps

- Consultant team will follow-up to schedule 1-on-1 conversations with city and county representatives for more detailed discussions. Safety Task Force Meeting #3 is anticipated in late January 2025.
- Public survey will continue to be available until public meetings in each county. The public meetings are anticipated to be planned in coordination with standing County Commission meetings.
- Consultant team continues to monitor the political and funding landscape for future funding announcements.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #2

November 14, 2024

AGENDA

- Welcome and Introductions
- Task Force Meeting #1 Overview
- Public Survey Results
- Emphasis Areas
- Countermeasures
- Next Steps

INTRODUCTIONS

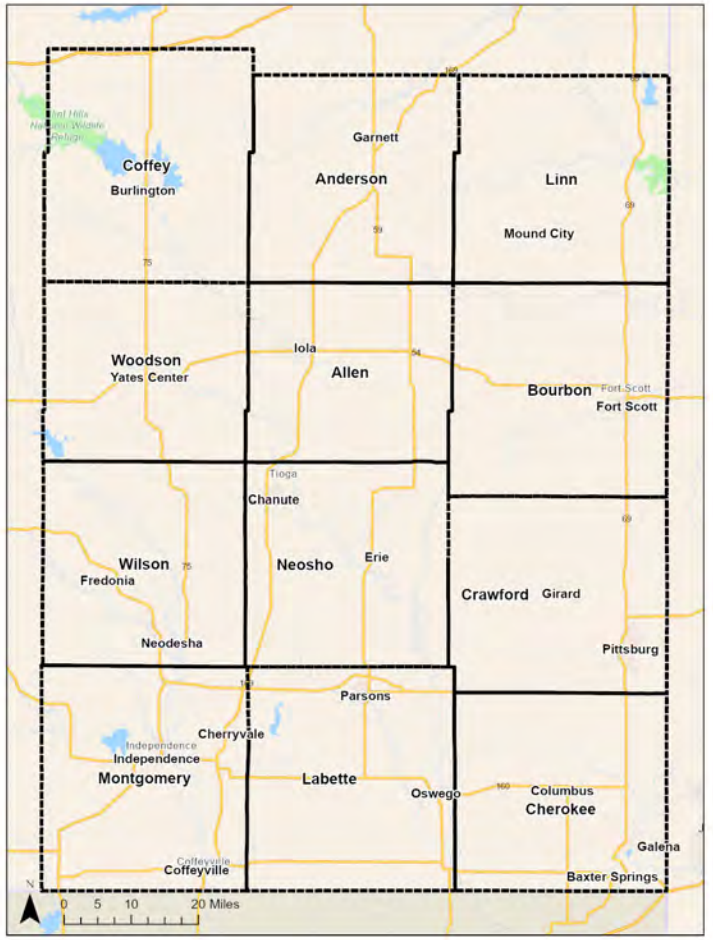
- Southeast Kansas Regional Planning Commission (SEKRPC)
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

4399 8087

Enter your name, organization, and role.

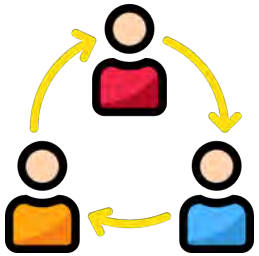
Or use the QR code!

FROM PLAN TO ACTION

Planning Grant

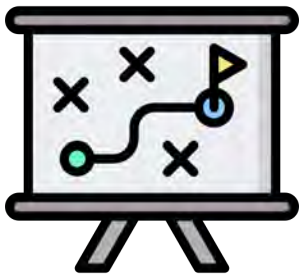
Implementation Grant

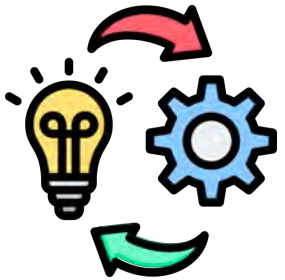
Data Analysis



Engage Stakeholders

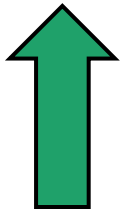
Strategy and Actions





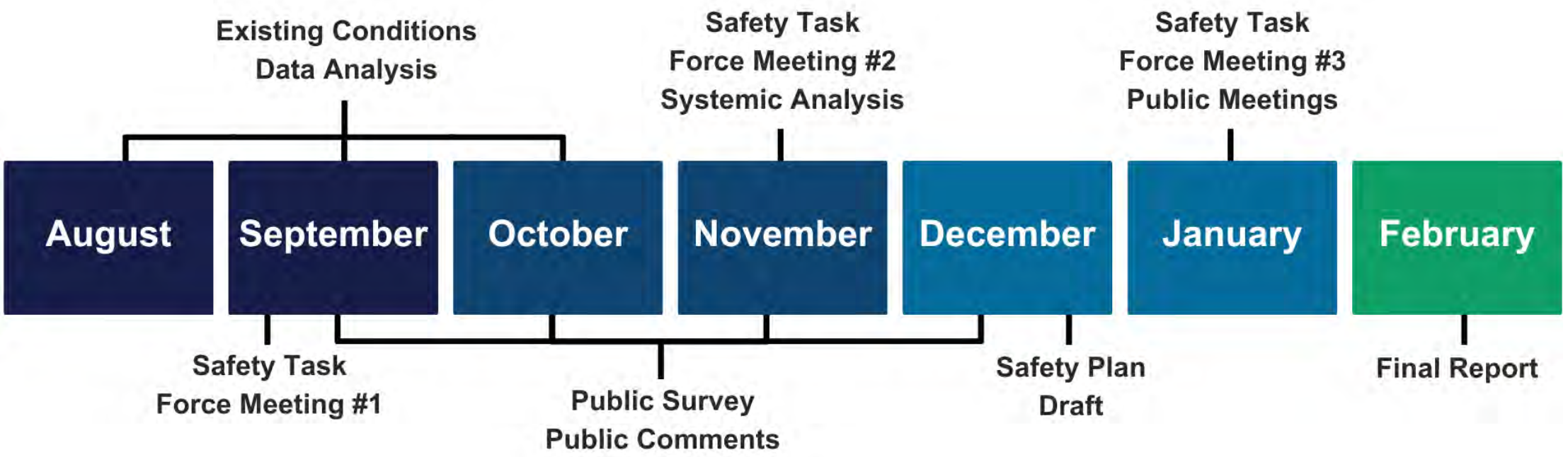
Recommendations

Implementation



We are here!

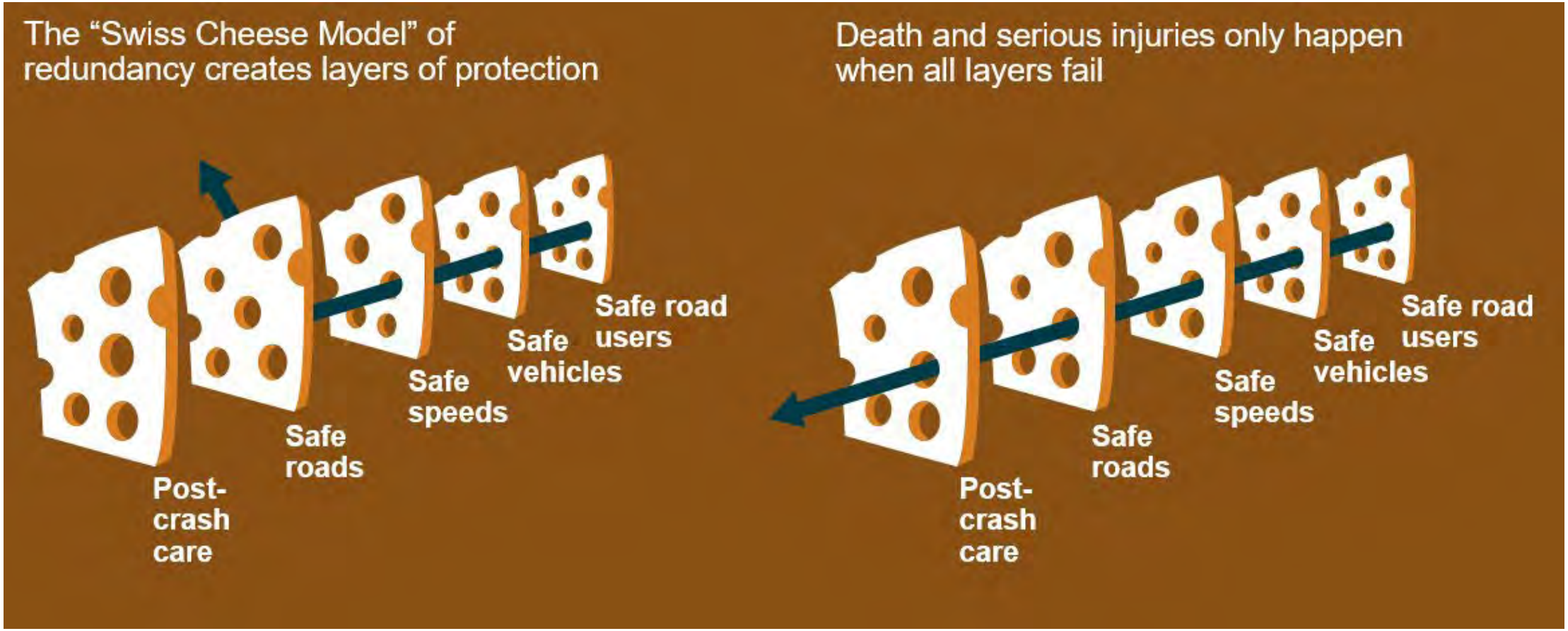
PROJECT TIMELINE



MEETING #1 OVERVIEW

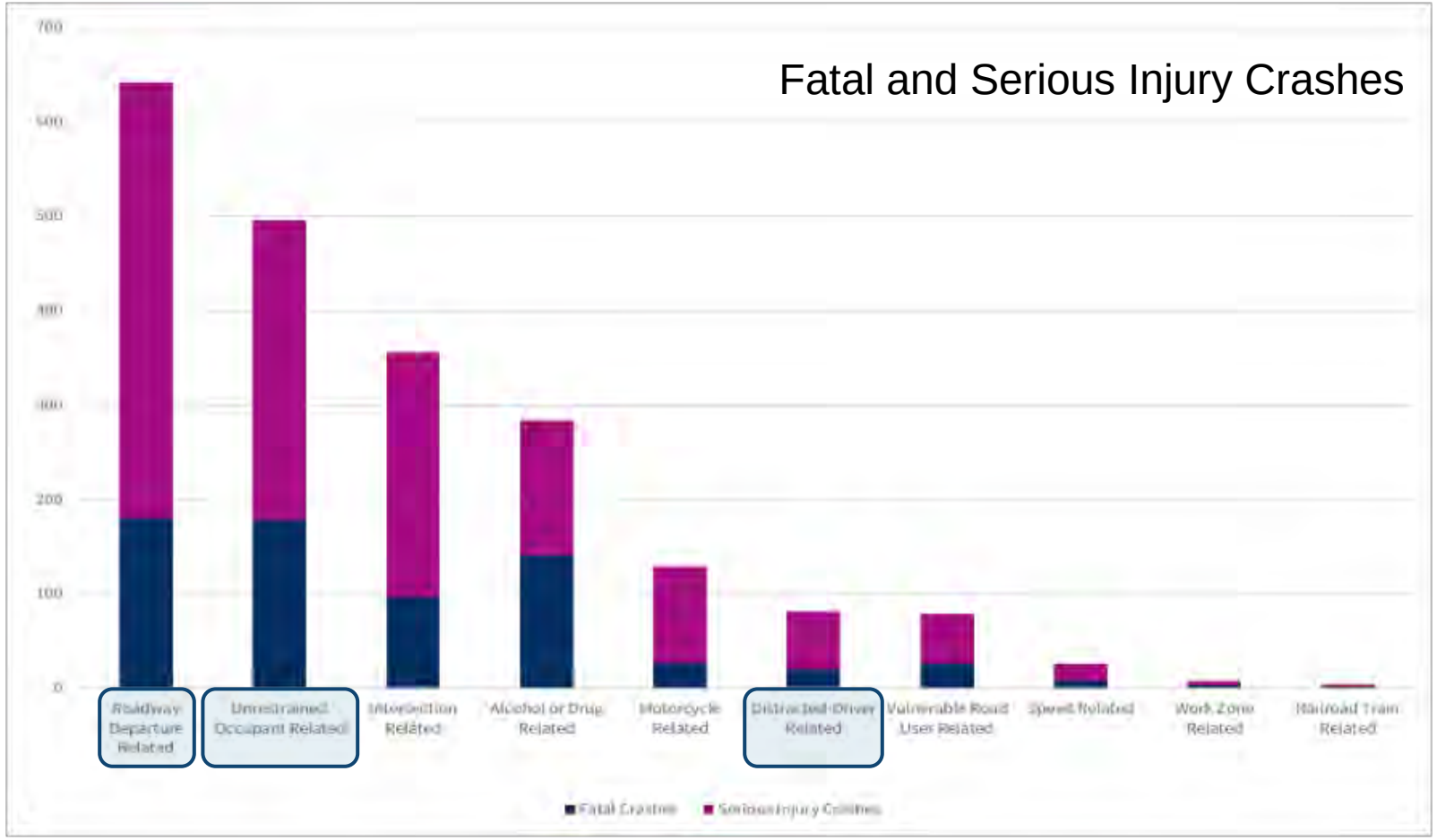
- SS4A Background
  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public survey will guide study outcomes

MEETING #1 OVERVIEW



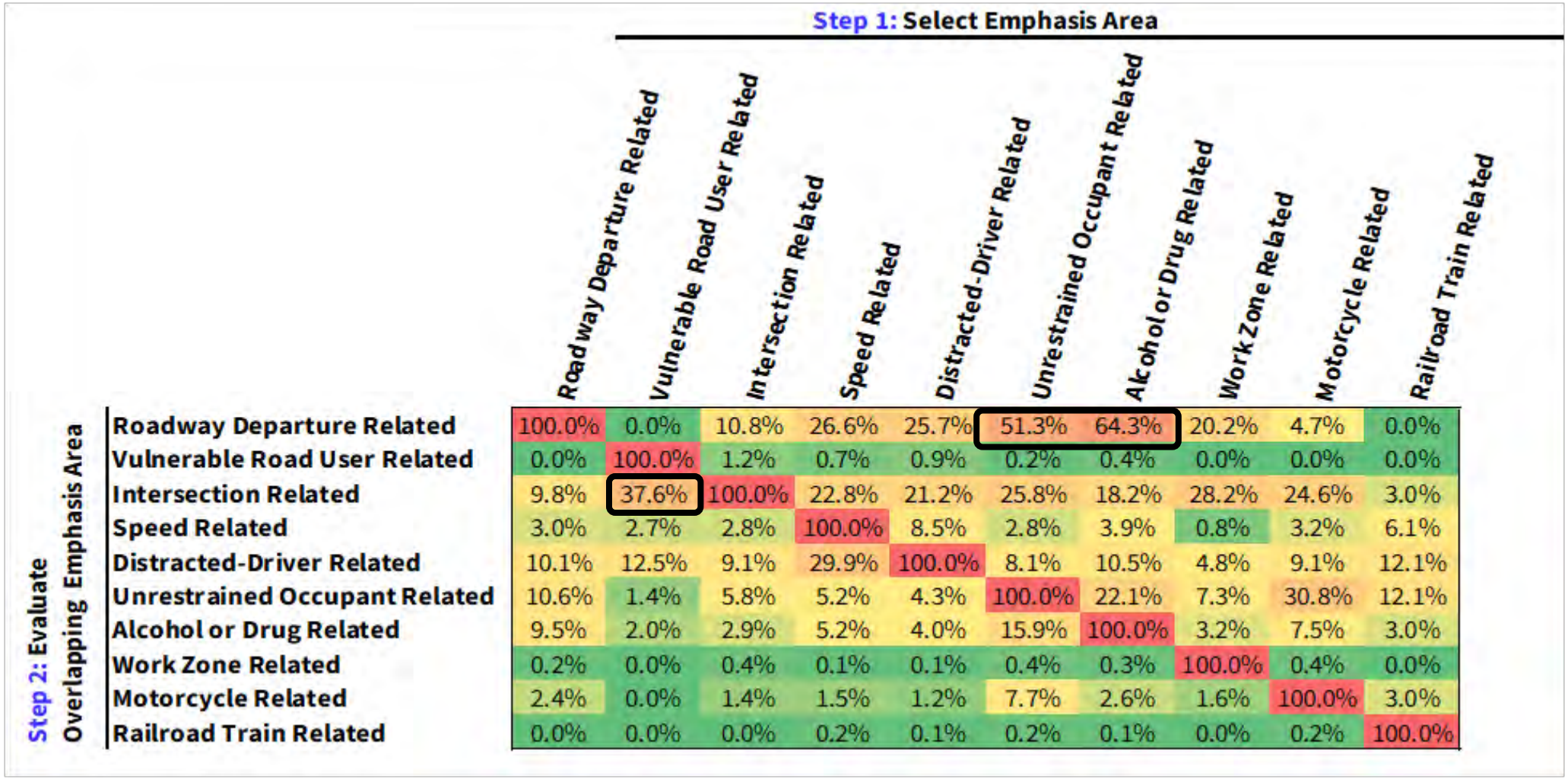
MEETING #1 OVERVIEW

- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

MEETING #1 OVERVIEW



Step 1: Select Emphasis Area

Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
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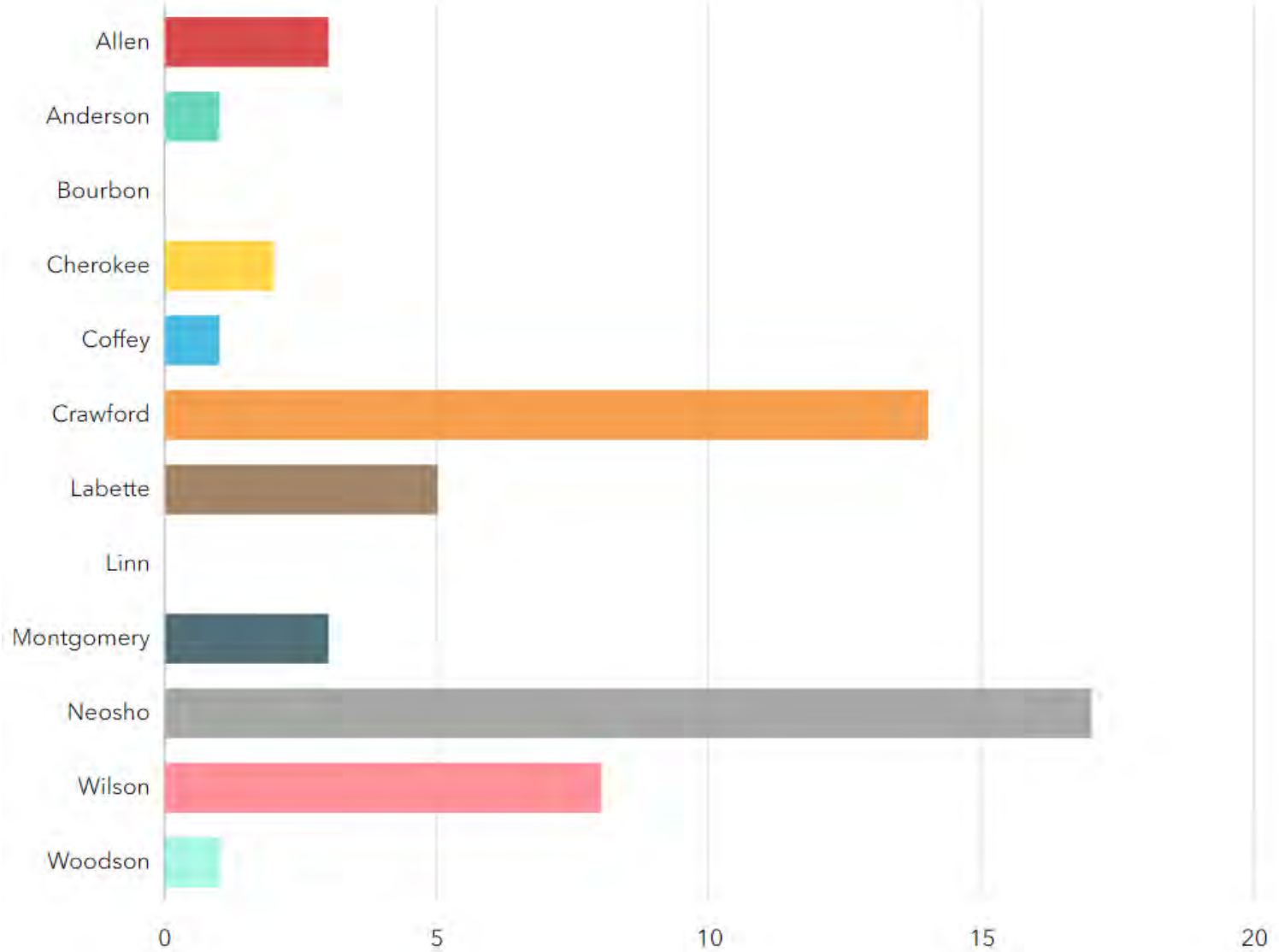
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

PUBLIC SURVEY RESULTS

- Press release and survey was sent to the Safety Task Force and an extended stakeholder list for greater promotion
- About 55 survey responses to date*
  - Survey reminder to be sent this month
  - Survey to remain open until public meetings in January

Survey Respondents By County



*Responses as of 11/7/24

PUBLIC SURVEY RESULTS

What are your safety concerns?

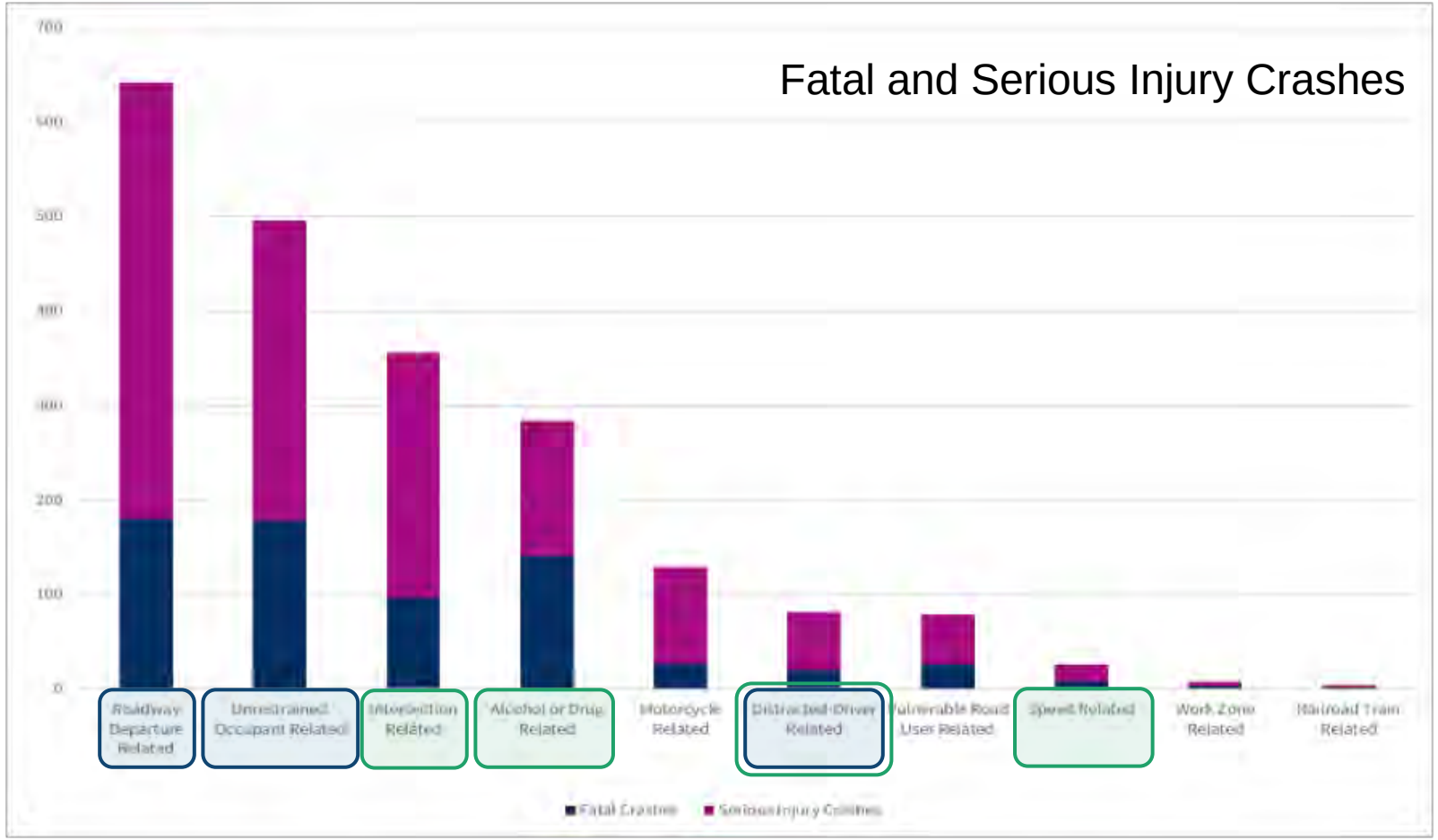
- Infrastructure maintenance
  - Poor roadway conditions
  - Narrow roadways
- Intersection improvements
  - Turn lanes
  - Unsafe unsignalized intersections
- Pedestrian and bicyclist safety
- Safe routes to school
- Speeding

https://arcg.is/1v1Pe00

PUBLIC SURVEY RESULTS

Emphasis Areas

- Roadway Departure
- Unrestrained Occupant
- Intersection Related
- Alcohol or Drug Related
- Distracted Driving
- Speed Related



= *Emphasis areas prioritized by task force*

= *Emphasis areas prioritized by survey respondents*

WHAT WE HEARD FROM YOU:

Proposed Key Emphasis Areas

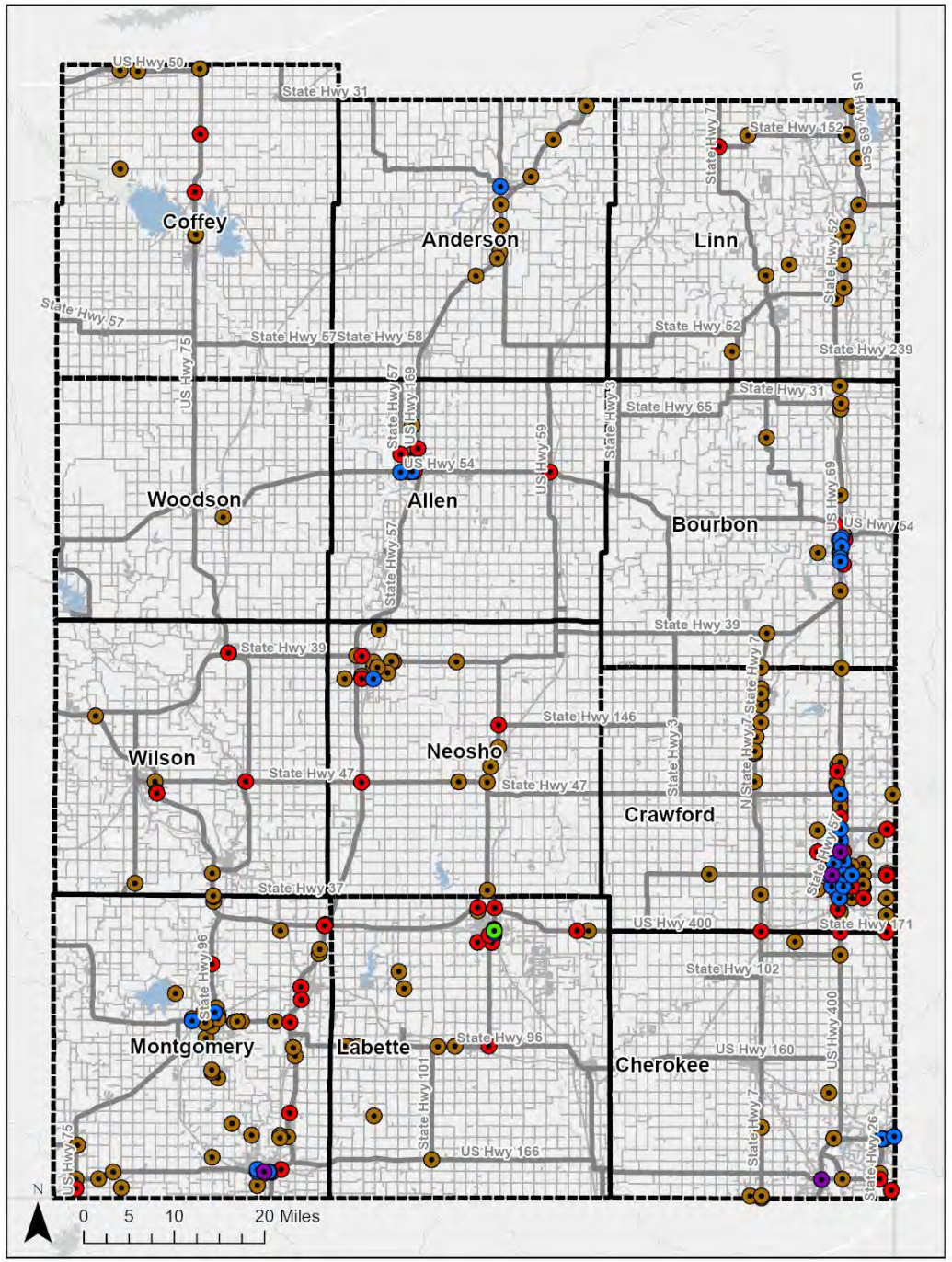
Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

LOCATION-BASED EMPHASIS AREAS

- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Specific cluster maps will be developed for each county
- Follow-up 1-on-1 meetings with county and/or city representatives



COUNTERMEASURE DISCUSSION

COUNTERMEASURES: *Roadway Departure*

Edgeline Treatment

Centerline Treatment

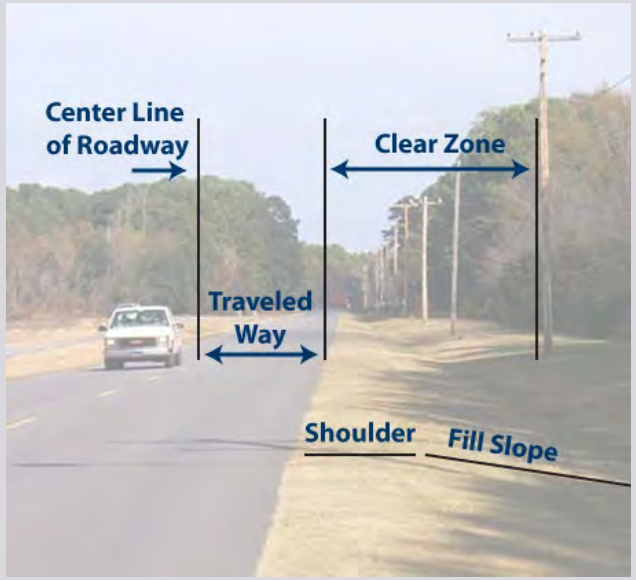
Curve Signage

COUNTERMEASURES: *Roadway Departure*

Post-Mounted Delineators

Delineate Roadside Hazards

Remove Fixed Objects in Clear Zone



COUNTERMEASURES: *Roadway Departure*

Improved Pavement Markings

2-Foot Shoulder

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

4399 8087

Enter your name, organization, and role.

Or use the QR code!

COUNTERMEASURES: *Signalized Intersection*

Signal Backplates with Retroreflective Borders

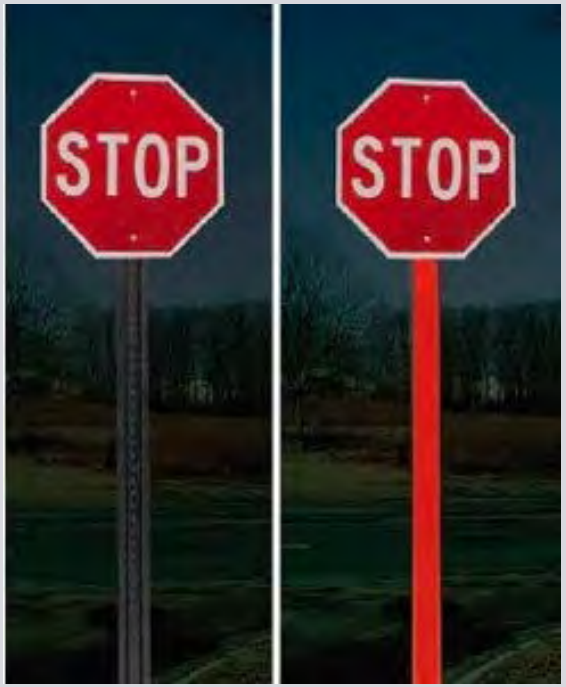
Protected Left Turns and Flashing Yellow Arrows

Improve Signal Phasing and Timing Plans

COUNTERMEASURES: *Unsignalized Intersection*

Install Flashing Beacons on Warning Signs

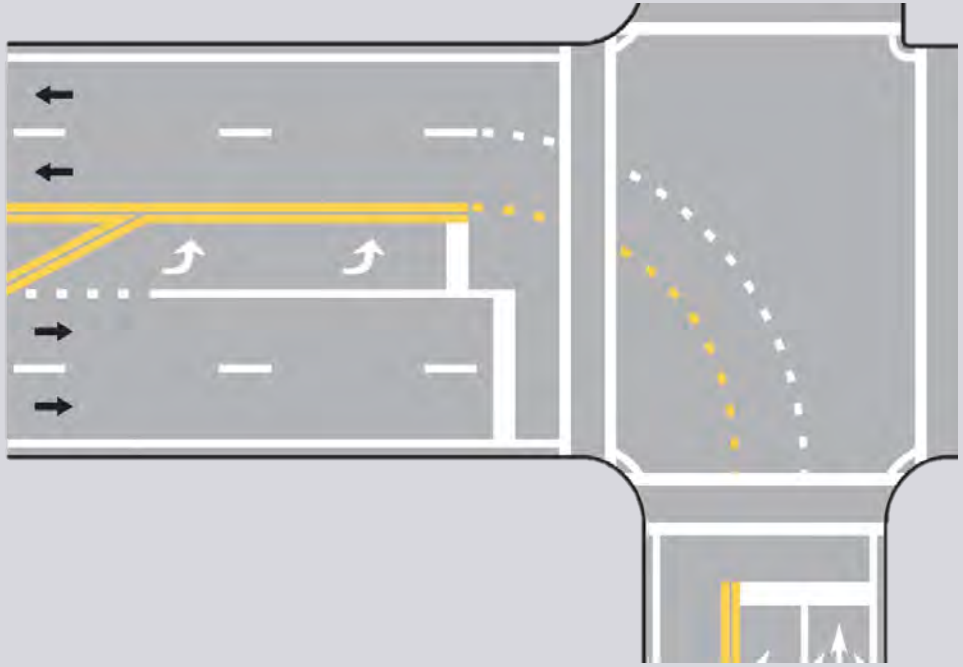
Install Retroreflective Strips on Warning Signs



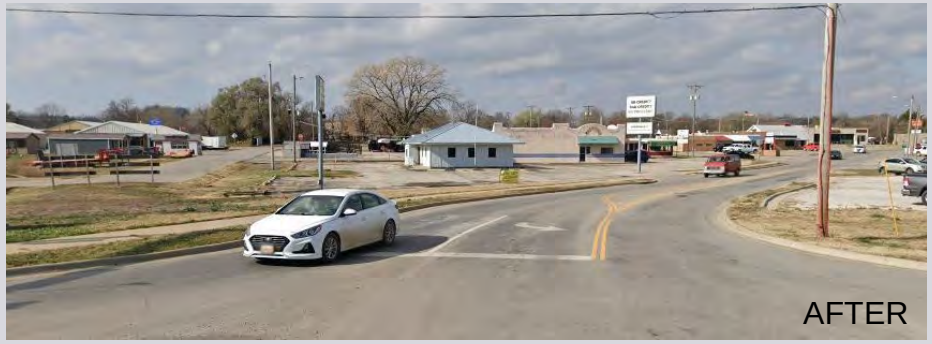
Rectangular Rapid Flashing Beacon (RRFB)

COUNTERMEASURES: *Intersections*

Pavement Markings



Access Control At Major Intersections



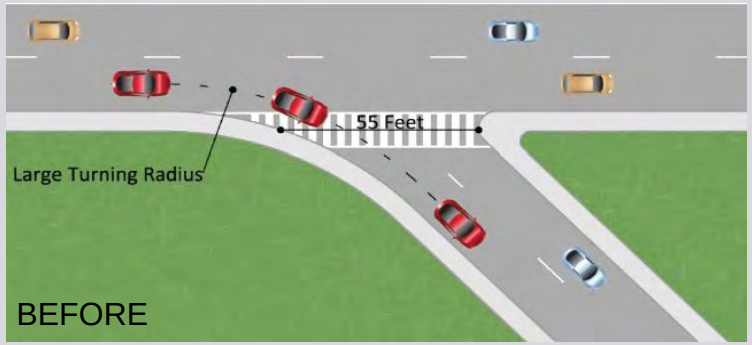
COUNTERMEASURES: *Intersections*

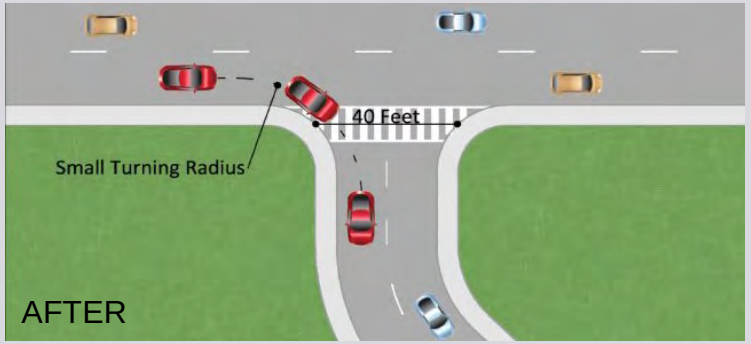
Install Dedicated Turn Lanes

Install Roundabout

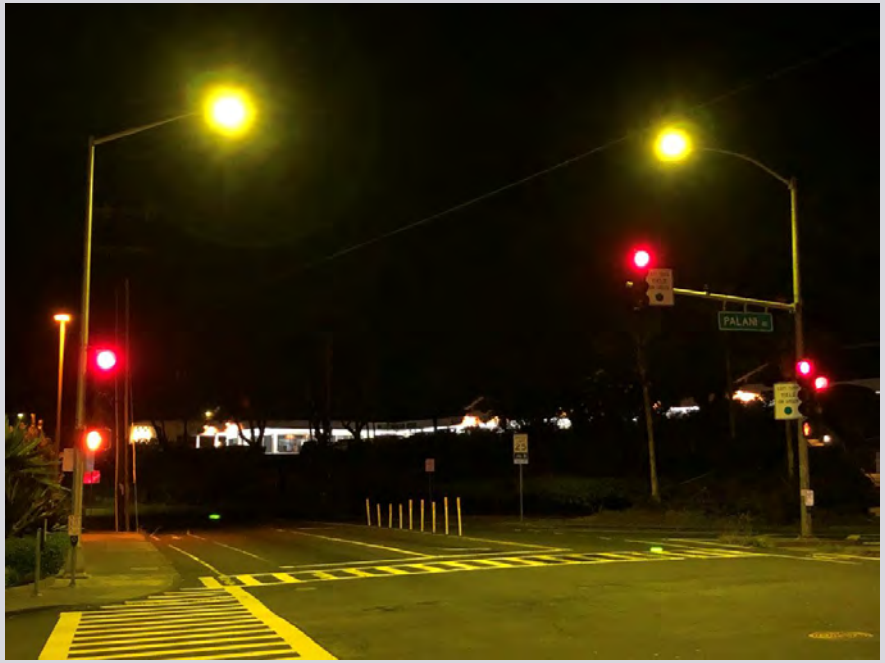
COUNTERMEASURES: *Intersections*

Improve Intersection Geometry





Install Street Lighting



POLLING INSTRUCTIONS

Go to:

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Or use the QR code!

COUNTERMEASURES: *Unrestrained Occupant*

Behavior Change Programs

Enforcement Communications and Outreach

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

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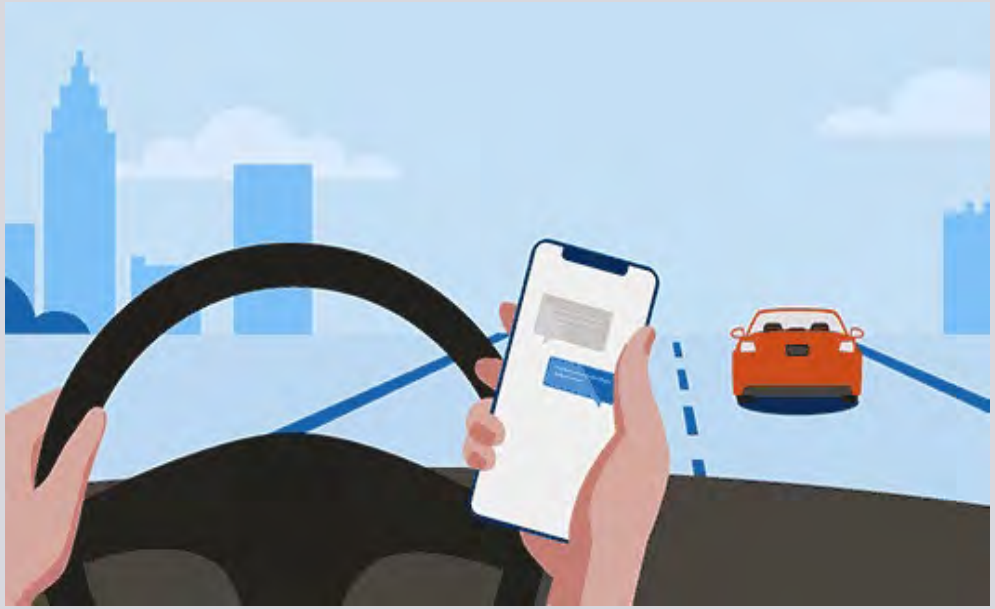
Enter your name, organization, and role.

Or use the QR code!

COUNTERMEASURES: *Distracted Driving*

High-Visibility Cell Phone/ Text Messaging Enforcement



Enforcement Communications and Outreach

POLLING INSTRUCTIONS

Go to:

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Enter the code:

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Enter your name, organization, and role.

Or use the QR code!

COUNTERMEASURES: *Pedestrians*

Leading Pedestrian Intervals (LPIs)

Pedestrian Crossing Signals/ Hybrid Beacons

COUNTERMEASURES: *Pedestrians*

High Visibility Crosswalks

Vehicle Yield to Pedestrian Signage

Raised Crosswalks or Intersections

COUNTERMEASURES: *Pedestrians*

Curb Extensions and Refuge Islands

Access Control Through Medians

POLLING INSTRUCTIONS

Go to:

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Enter your name, organization, and role.

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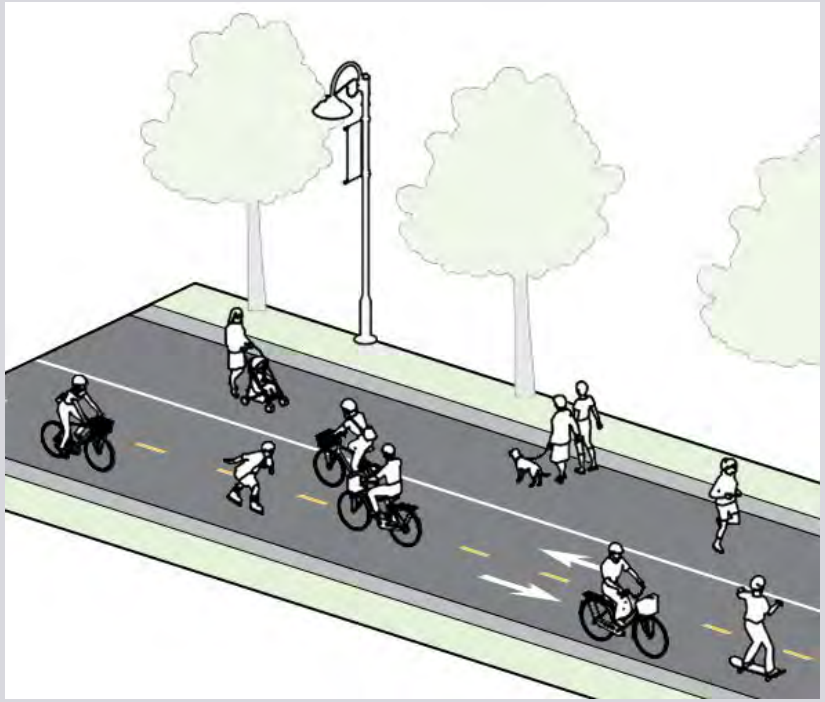
COUNTERMEASURES: *Bicyclists*

(Buffered) Bike Lanes

Shared Lanes

COUNTERMEASURES: *Bicyclists*

Multi-Use Paths



Cycle Tracks

POLLING INSTRUCTIONS

Go to:

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COUNTERMEASURES: *Bicycle & Pedestrian*

Road Diet

Complete Street Design

COUNTERMEASURES: *Bicycle & Pedestrian*

Vulnerable Road User Education

Optimized Street Parking

COUNTERMEASURES: *Bicycle & Pedestrian*

Pedestrian Safety Zones

Safe Routes to School Program

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

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Enter your name, organization, and role.

Or use the QR code!

NEXT STEPS

- Follow-up 1-on-1 meetings: November and December 2024
- Public Open House in each county: January 2025
- Safety Task Force Meeting #3: January 23, 2025
  - Review draft recommendations
  - Discuss generalized vs. spot improvements
- Final Plans: February 2025
  - Monitoring funding cycle for SS4A Implementation Funds

THANK YOU!

Next Meeting: January 23, 2025

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #3

Date: April 24, 2025
Time: 10:30am - 12:00pm
Format: Memorial Building, 101 S. Lincoln, Chanute Kansas or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

Attendees
Carey Spoon, SEKRPC
Terry Weidert, Labette County
Chari Bauman, Coffey County
Cole Herder, City of Humboldt
Jenny Tatman, Coffey County
Chris Bauman, City of Neodesha
Janet Miller, Network Kansas
Jimmy Holt, City of Cherryvale
Gracie Myers, City of Cherryvale
Anthony Mersman, Anderson County
Bruce Blair, Crawford County
Bill Kavanaugh, Crawford County
Kris Marple, Wilson County
Jessica Mills, Anderson County
Vickie Moss, Thrive Allen County
Paul Westhoff, Neosho County
John Brocker, Allen County
Brandon Beurskens, Montgomery County (online)
Eric Bailey, Bourbon County (online)

Consultant Team
Deanne Winkelmann, TranSystems
Payton Smith, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Nicole Hood, TranSystems (online)
Matt Davis, TranSystems (online)
Taylor Cunningham, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Emily Pietrantone, Kimley-Horn (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)
Rachel Thomas, Wilson & Company (online)
Brian Ortiz, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Review of the project format with three consulting firms working together. Explanation of the Safe System Approach, Vision Zero, and the role of the Safety Task Force and public input via meetings and survey.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Draft versions of the 12 CSAPs will be sent out in May. Funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Crash Data Summary

- The three priorities from the Safety Task Force (STF) input were shown: Roadway Departures, Unrestrained Occupants, and Distracted Driving.
- Hotspot locations were categorized as signalized intersections, unsignalized intersections, vulnerable road users (VRUs), roadway departures, and speed related. Follow-up one-on-one meetings were held with various officials from each of the 12 counties to identify new and confirm known hotspot locations.

Public Engagement Summary

- The public survey generated 899 total responses. The majority of responses were from Montgomery County. The areas of emphasis identified in the survey were Distracted Driving, Speed, and Intersections. Importance of using tax dollars for intersection improvements, enforcement strategies, and traffic enforcement was identified in the survey responses. The survey was open from late 2024 until mid-April 2025.
- Open house public meetings were held in each county. Personal discussions were held as members of the public identified areas of concern in their county. The colored dots on specific locations and their suggestions were noted. Examples of public comments included the lack of adequate sidewalks, especially near schools, specific crash locations, roadway and infrastructure characteristics that need improvement, and lack of lighting in some areas.
- In summary, the public meetings and survey reinforced findings from the crash data analysis. The data showed emphasis needs in Roadway Departures, Intersections, and Unrestrained Occupants plus other areas to review include VRUs, Distracted Driving, and Alcohol/Drug-related crashes.

Project Types

- Each county will be provided with a potential project list that addresses hotspots and emphasis areas. Many align with those identified in previous studies such as Local Road Safety Plans (LRSP) and other comprehensive studies.

- Valuable input was also received from county sheriffs and other law enforcement agencies, county officials, and the public.
- Some on the list have a blend of jurisdictions. Where local and state routes intersect are common areas of concern and will require discussions with the Kansas Department of Transportation (KDOT).
- Examples of specific projects plus short-term and long-term solutions:
    - Roadway departures in Crawford County east of Pittsburg
    - Roadway departures in Wilson County
    - Signalized intersections in Mongomery County
    - Unsignalized intersections in Montgomery County
    - VRUs in Anderson County
    - USBR / KDOT bike routes

Policy Recommendations

- Advocate via regional coalitions (i.e. US-169 Corridor).
- Update design policies and incorporate safety into maintenance programs and projects.
- Enforcement campaigns for behavioral changes including Seat Belts for Everyone (SAFE) and other saturation enforcement programs.

Next Steps

- Project team representative will share each county's specific projects sheets in the next 1-2 weeks.
- Draft Safety Action Plans are nearing completion. Each county will receive a draft plan for review in May.
    - Anderson, Allen, Neosho, and Labette counties are in the last cycle of the LRSP program and the project team aligning those efforts with the Safety Action Plans. Therefore, project sheets and draft plans for those four counties may be on a slightly slower timeline to finalize.
- A resolution adopted by local governments supporting Vision Zero is required for future Federal project funding. The project team will provide draft resolutions to each county.
- The current SS4A funding cycle has a submittal deadline of June 26, 2025. Another funding cycle will occur next year and is anticipated in March 2026.
- Other funding opportunities include Kansas Infrastructure Hub, Highway Safety Improvement Program (HSIP), Safe Routes to Schools, and partnering with community health organizations.

Carey Spoon (SEKRPC) commented that counties should identify their pet projects and work on passing the Vision Zero resolution.

Deanne Winkelmann (TranSystems) stated that Safety Action Plans can be accelerated if a county is planning to pursue SS4A implementation funds this cycle. Please notify us if this is the case for your jurisdiction.

Questions

- **Who will receive the draft report to review?** County Public works directors, Safety Task Force members, and larger city representatives. We will include Commissioners on the SEKRPC Board.
- **What does funding look like in Kansas this year?** Kansas has a local matching program that tries to help with up to 20% of the local match if certain criteria is met. It helps if applications are multi-jurisdictional and possibly within identified equity areas.
- **Regarding the federal SS4A program, has there been a shift in funding or eligibility?** There is an increased set-aside of funding in rural funds and less of an emphasis on equity.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #3

April 24, 2025

AGENDA

- Welcome and Introductions
- Safe Systems Approach
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

INTRODUCTIONS

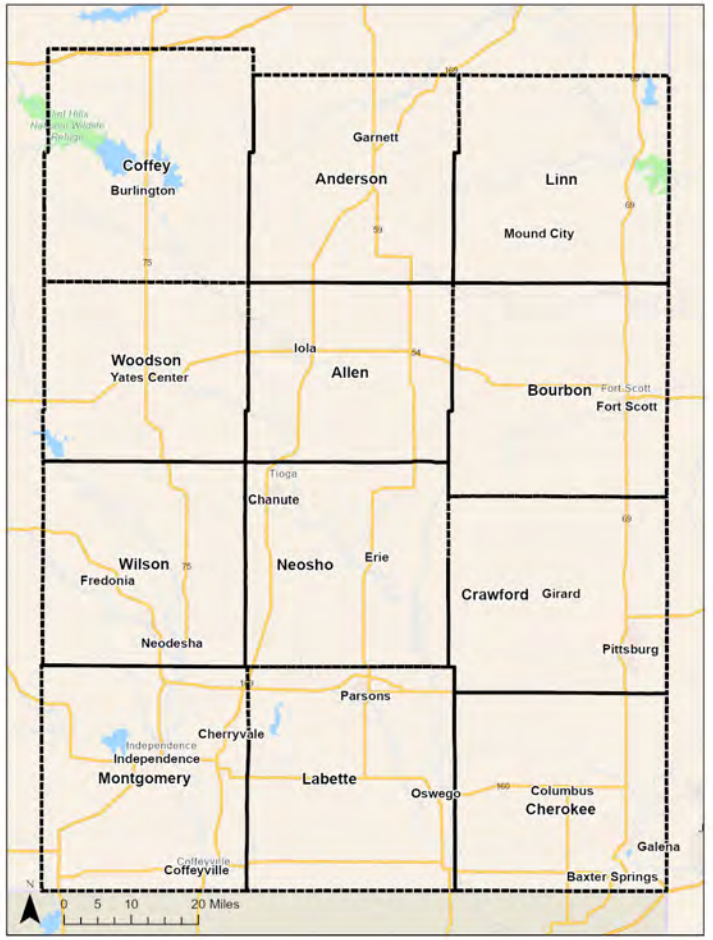
- Southeast Kansas Regional Planning Commission (SEKRPC)
- Consultant Teams
  - TranSystems
  - Kimley-Horn
  - Wilson & Company
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



SAFE SYSTEM APPROACH

- SS4A Background
  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public input helps guide study outcomes

PLAN TO ACTION

Planning Grant

Implementation Grant

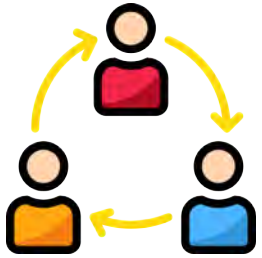
Data Analysis

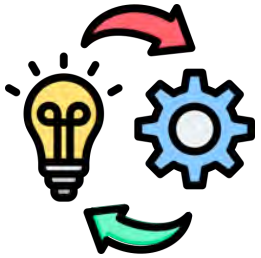
Public Engagement

Strategy and Actions

Projects and Policies

Advance Implementation

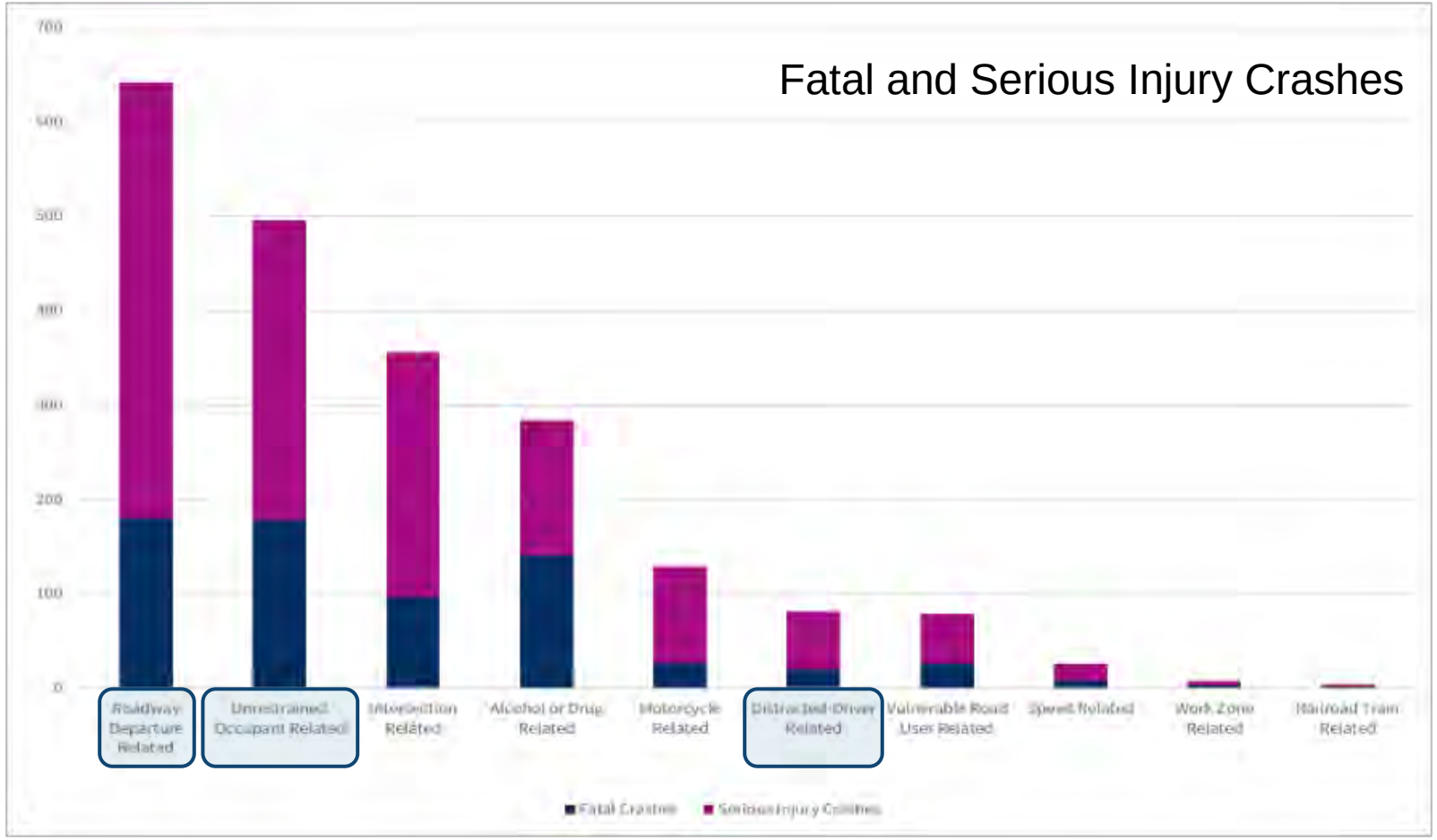




We are here!

CRASH DATA: Emphasis Areas

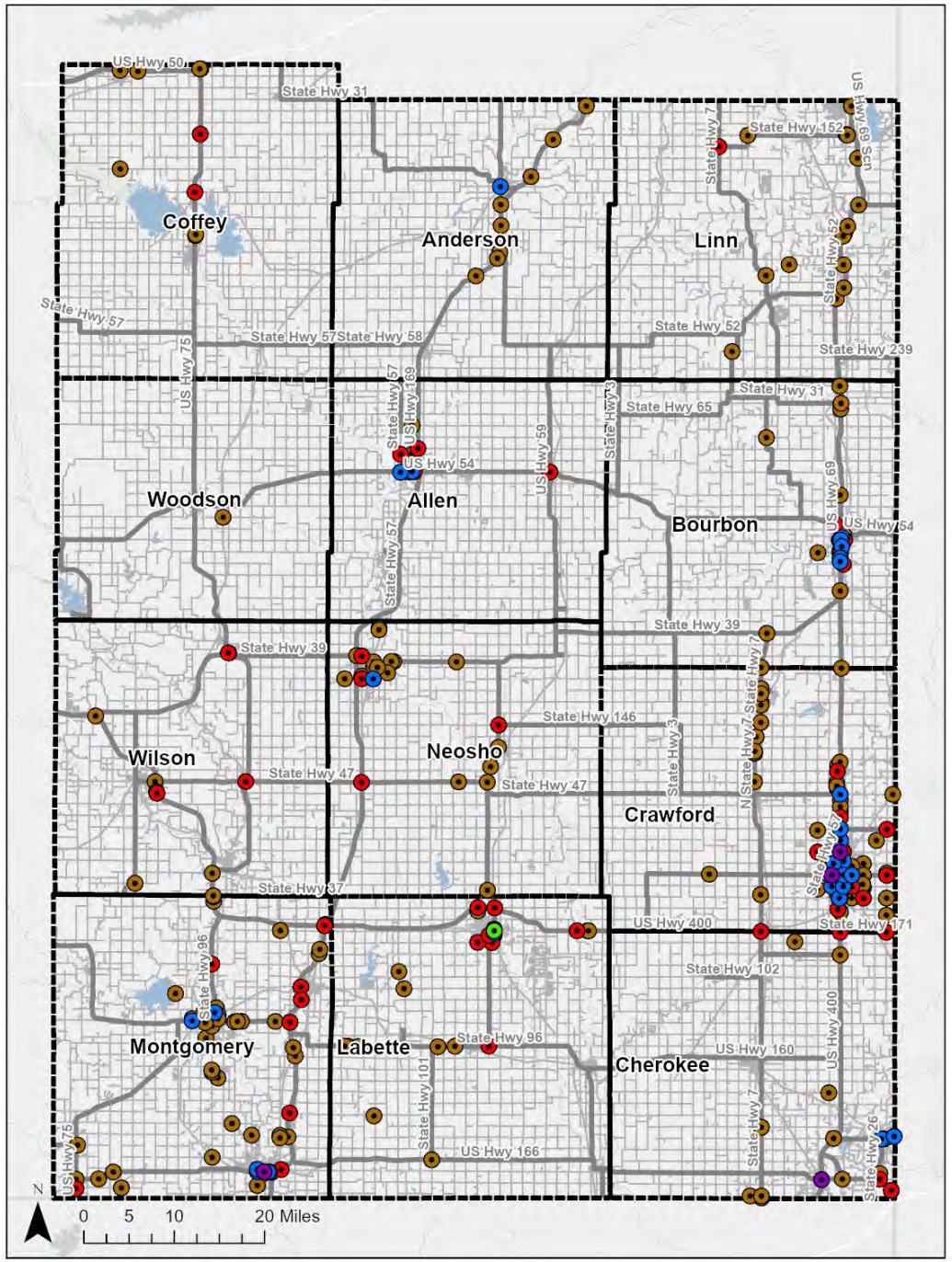
- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

CRASH DATA: Hotspot Locations

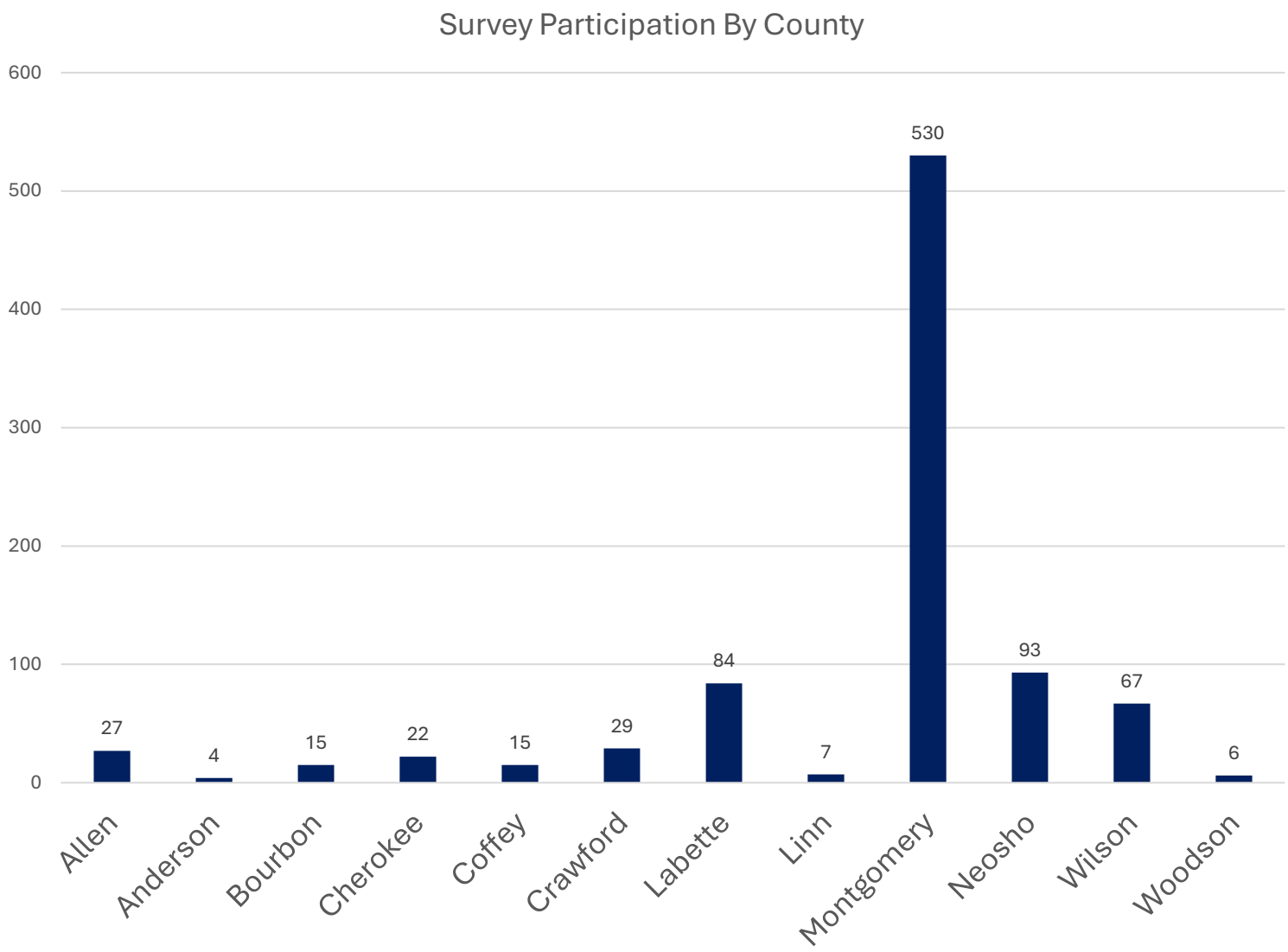
- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Follow-up 1-on-1 meetings with county and/or city representatives



PUBLIC INPUT: Survey Results

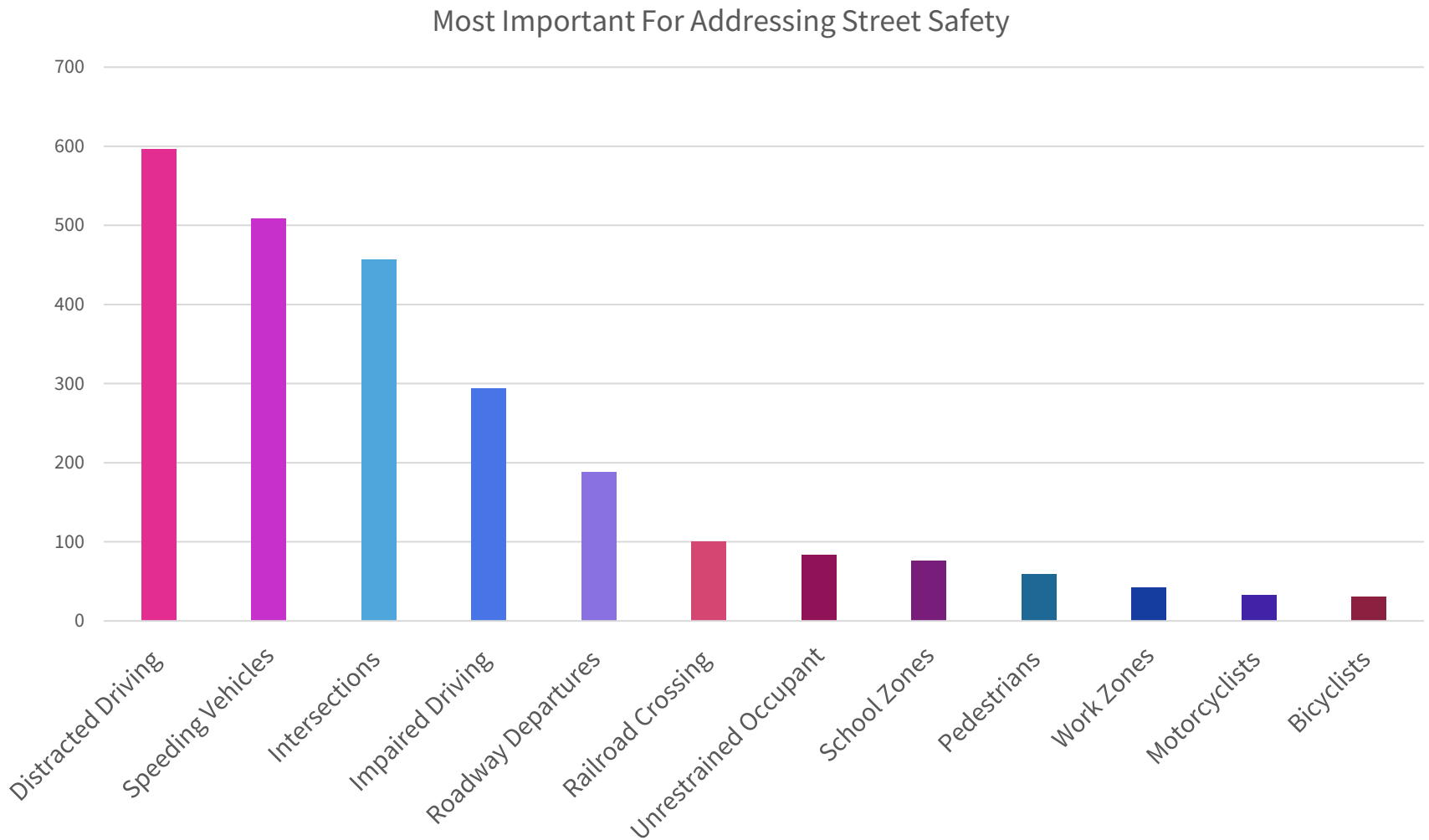
- Press release and survey were sent to the Safety Task Force and an extended stakeholder list for greater promotion
- 899 total survey responses

Survey Respondents By County



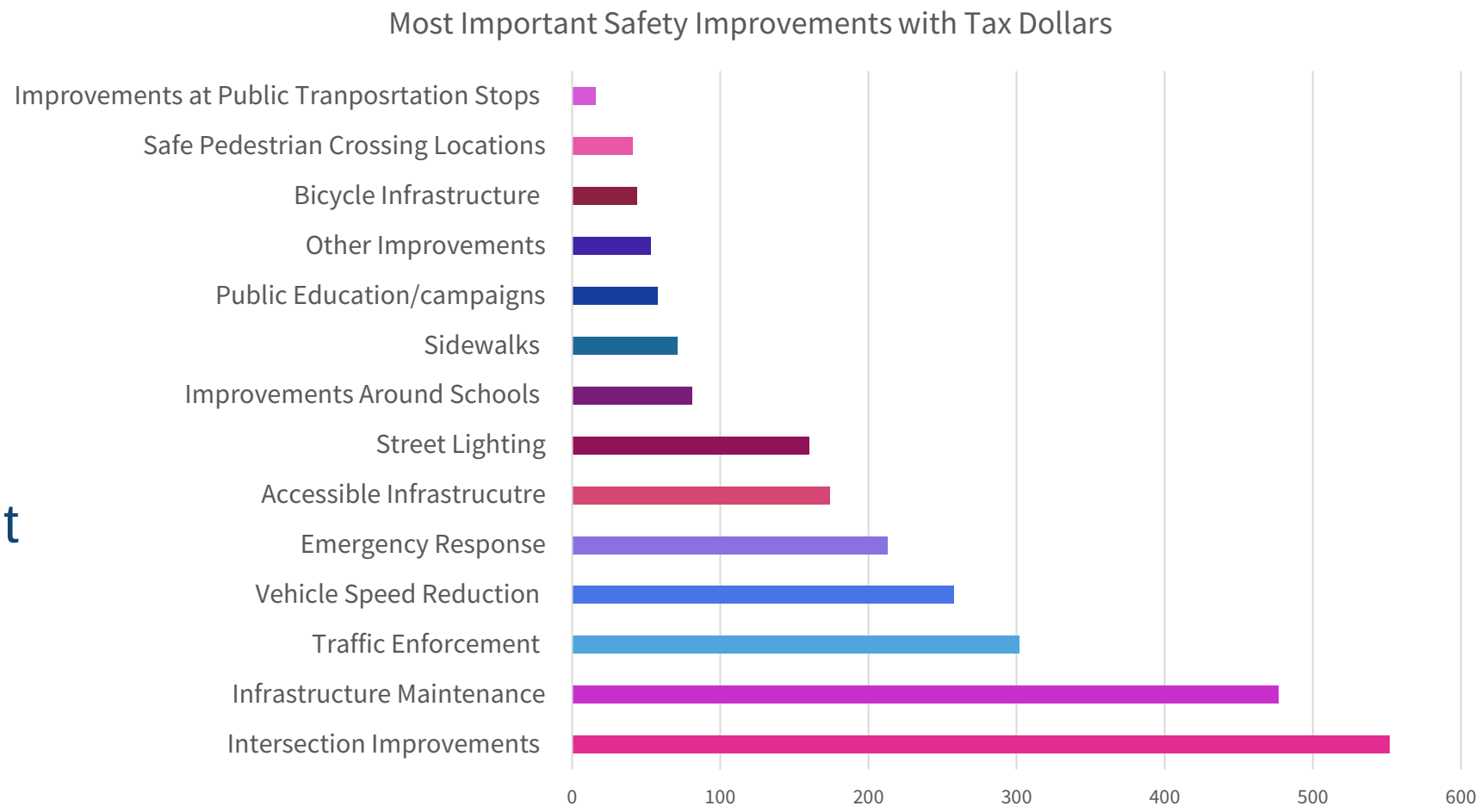
PUBLIC INPUT: Emphasis Areas

- Public Survey Input
  - Distracted Driving
  - Speeding Vehicles
  - Intersections



PUBLIC INPUT: Safety Improvements

- Public Survey Input
  - Intersection Improvements
  - Infrastructure Maintenance
  - Traffic Enforcement

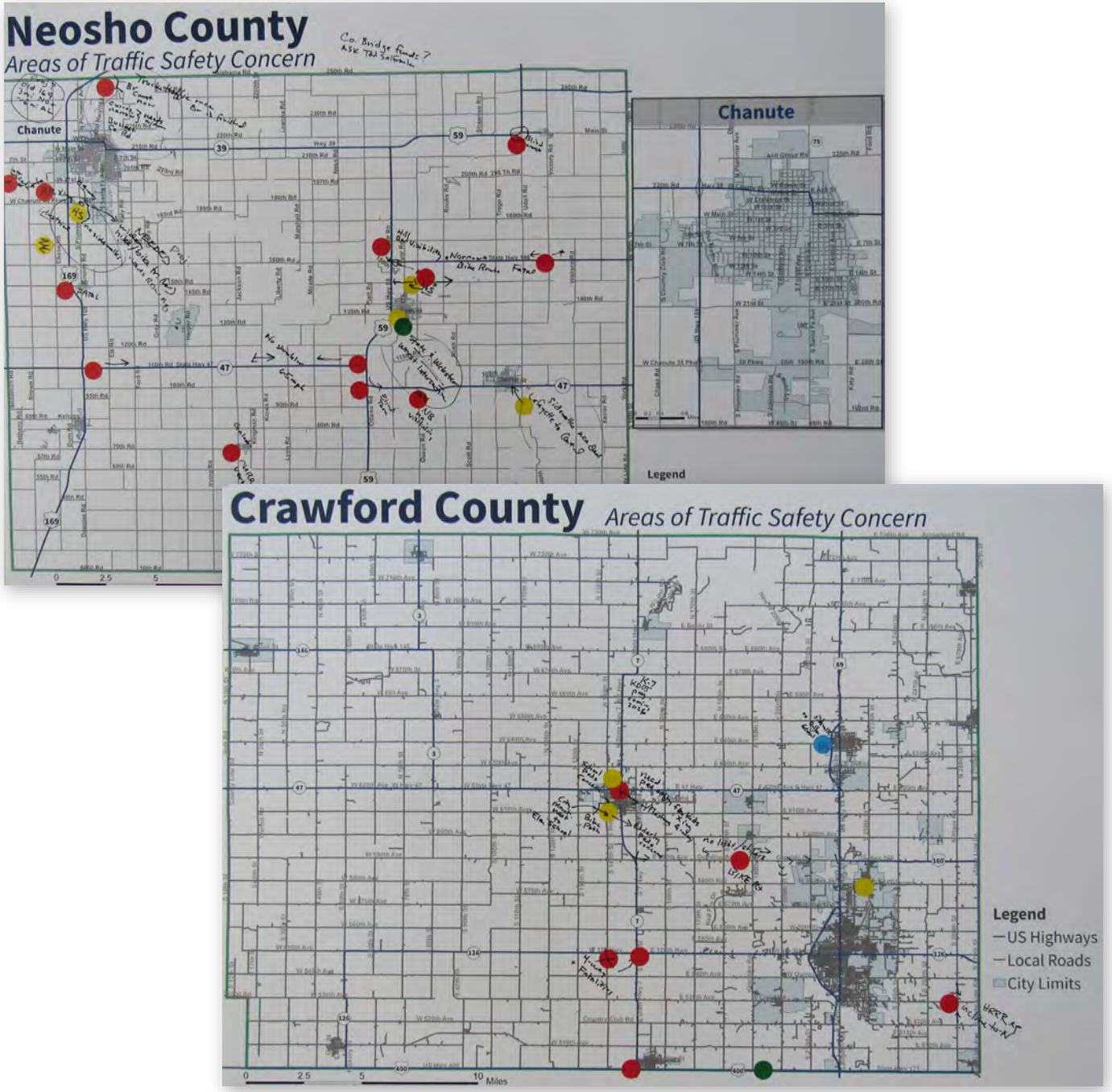


PUBLIC INPUT: Public Meetings

- 12 Public Open House meetings held from February to April 2025.
- Gather feedback through public comment cards and mapping activity.

PUBLIC INPUT: Public Meetings

- Public Feedback and Safety Concerns
  - VRU safety (bicycle and pedestrian facilities, school zones)
  - State highway system and intersections
  - Guardrails, narrow shoulders, visibility and lighting concerns



SUMMARY

Proposed Key Emphasis Areas

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	●
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

PROJECTS AND POLICIES

PROJECT TYPES

- Prioritization Methodology
  - Key Emphasis Area
  - Crash Hotspot on Heat Map
  - Identified in Related Document (ex: LRSP)
  - Local Priority from Stakeholder Interview
  - Public Input
  - Consideration for Local vs. State Routes
- Project Type Examples
  - Roadway Departure
  - Signalized and Unsignalized Intersections
  - Vulnerable Road Users (VRU)

PROJECT TYPE: Roadway Departure

Project	S. 260th Street
Limits	US-160 to K-126 (4.0 miles)
Location	Crawford County
Short-Term	Delineate roadside hazards Install edge/center rumble strips
Long-Term	Install 2-foot paved shoulders Flatten and widen foreslopes Install/upgrade guardrail Extend culverts Consider KDOT intersections

PROJECT TYPE: Roadway Departure

Project	New Albany Road
Limits	Decatur Road to Mill Street (0.1 miles)
Location	Wilson County
Short-Term	Add pavement markings Install edge/center rumble strips Improve curve warning signage Add post-mounted delineators
Long-Term	Add aggregate shoulder Add transverse rumble strips Improve curve superelevation

PROJECT TYPE: Signalized Intersection

Project	8th Street & Buckeye Street
Limits	Intersection
Location	Montgomery County (Coffeyville)
Short-Term	Install high-visibility backplates Add high-visibility pavement markings Add crosswalk markings
Long-Term	Upgrade traffic signals Reconfigure traffic signal with Leading Pedestrian Intervals (LPIs)

PROJECT TYPE: Unsignalized Intersection

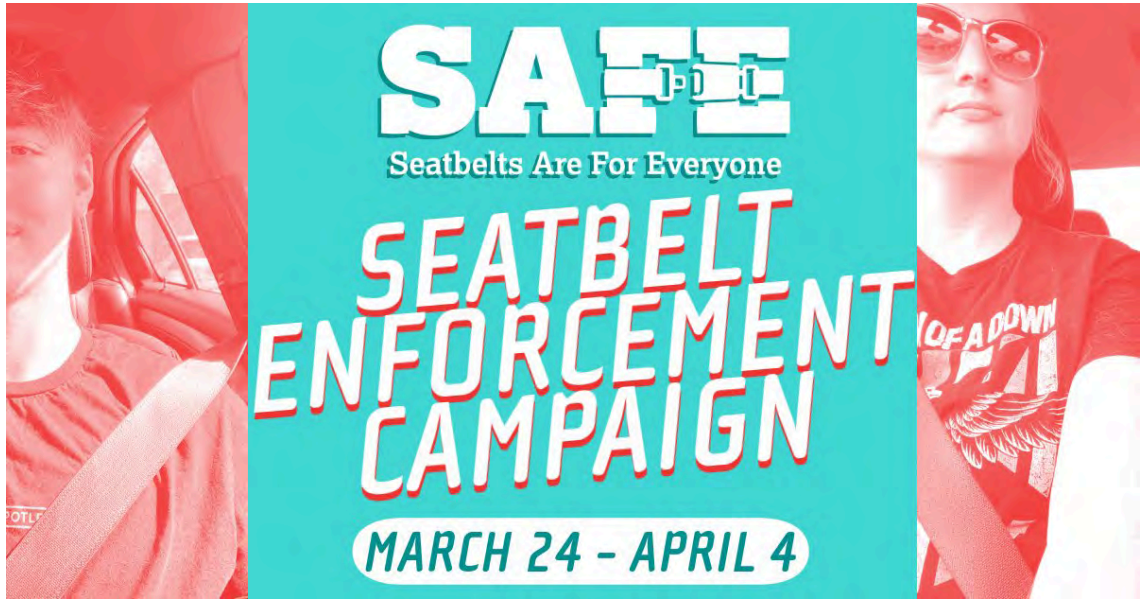
Project	4700 Road & 1450 Road
Limits	Intersection
Location	Montgomery County
Short-Term	Update signage Add retroflective strips to sign posts Upgrade pavement markings
Long-Term	Reconstruct intersection

PROJECT TYPE: Vulnerable Road Users

Project	Prairie Spirit Trail Crossings
Limits	4th Avenue & Main Street
Location	Anderson County (Garnett)
Short-Term	Increase signage Upgrade crosswalk markings Add pedestrian crossing signal
Long-Term	Reconfigure roadway to reduce crossing width

POLICIES

- Advocate with Regional Coalitions
  - US-169 in Anderson, Allen, Neosho, Labette, and Montgomery counties
- Update Design Policies
- Incorporate Safety into Maintenance Programs
- Enforcement Campaigns for Behavioral Changes

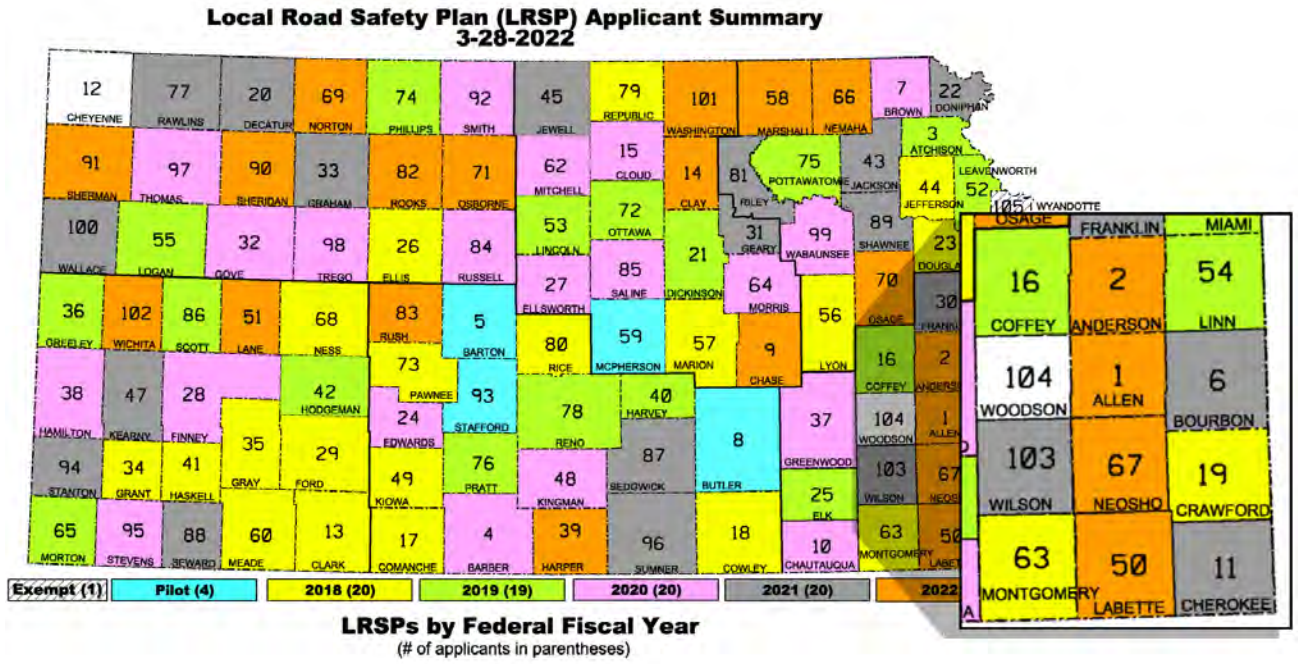


NEXT STEPS

NEXT STEPS: Draft Plans

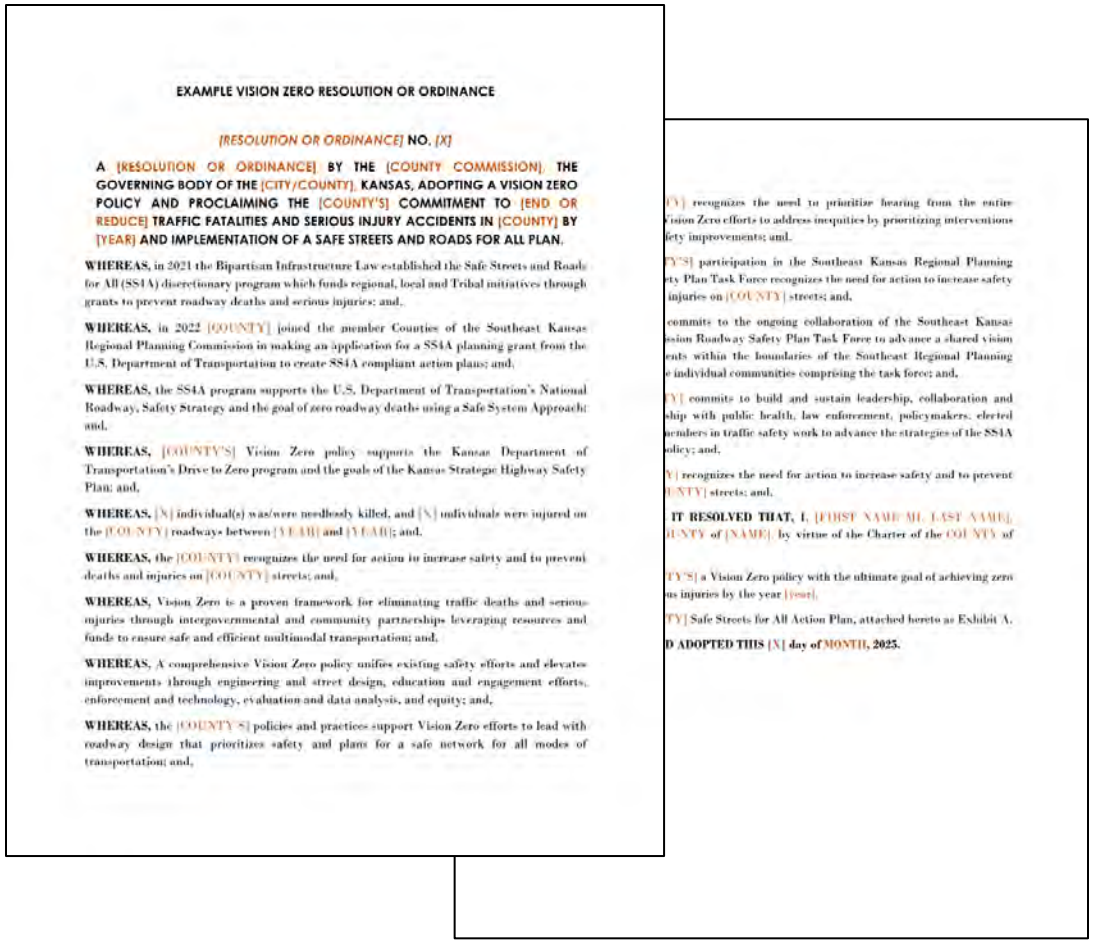
- Priority Projects: A project team representative will contact each county in the next 1-2 weeks to share your draft project list.

- Safety Action Plans
  - Draft plans will be completed in May and sent for review.
  - Efforts are being aligned in counties with an active LRSP project.



NEXT STEPS: Vision Zero Resolution

- Regional commitment to the goal of zero roadway fatalities and serious injuries
- Vision Zero Resolution
  - Percentage reduction goal by a specific date
  - Target date for achievement of zero roadway fatalities and serious injuries



EXAMPLE VISION ZERO RESOLUTION OR ORDINANCE

[RESOLUTION OR ORDINANCE] NO. *[X]*

A [RESOLUTION OR ORDINANCE] BY THE [COUNTY COMMISSION], THE GOVERNING BODY OF THE [CITY/COUNTY], KANSAS, ADOPTING A VISION ZERO POLICY AND PROCLAIMING THE [COUNTY'S] COMMITMENT TO [END OR REDUCE] TRAFFIC FATALITIES AND SERIOUS INJURY ACCIDENTS IN [COUNTY] BY [YEAR] AND IMPLEMENTATION OF A SAFE STREETS AND ROADS FOR ALL PLAN.

WHEREAS, in 2021 the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program which funds regional, local and Tribal initiatives through grants to prevent roadway deaths and serious injuries; and,

WHEREAS, in 2022 [COUNTY] joined the member Counties of the Southeast Kansas Regional Planning Commission in making an application for a SS4A planning grant from the U.S. Department of Transportation to create SS4A compliant action plans; and,

WHEREAS, the SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and the goal of zero roadway deaths using a Safe System Approach; and,

WHEREAS, [COUNTY'S] Vision Zero policy supports the Kansas Department of Transportation's Drive to Zero program and the goals of the Kansas Strategic Highway Safety Plan; and,

WHEREAS, [X] individual(s) was/were needlessly killed, and [X] individuals were injured on the [COUNTY] roadways between [YEAR] and [YEAR]; and,

WHEREAS, the [COUNTY] recognizes the need for action to increase safety and to prevent deaths and injuries on [COUNTY] streets; and,

WHEREAS, Vision Zero is a proven framework for eliminating traffic deaths and serious injuries through intergovernmental and community partnerships leveraging resources and funds to ensure safe and efficient multimodal transportation; and,

WHEREAS, A comprehensive Vision Zero policy unifies existing safety efforts and elevates improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis, and equity; and,

WHEREAS, the [COUNTY'S] policies and practices support Vision Zero efforts to lead with roadway design that prioritizes safety and plans for a safe network for all modes of transportation; and,

[Y] recognizes the need to prioritize hearing from the entire Vision Zero efforts to address inequities by prioritizing interventions fety improvements; and.

Y'S] participation in the Southeast Kansas Regional Planning ty Plan Task Force recognizes the need for action to increase safety injuries on [COUNTY] streets; and,

commits to the ongoing collaboration of the Southeast Kansas sion Roadway Safety Plan Task Force to advance a shared vision ents within the boundaries of the Southeast Regional Planning e individual communities comprising the task force; and,

Y] commits to build and sustain leadership, collaboration and ship with public health, law enforcement, policymakers, elected mbers in traffic safety work to advance the strategies of the SS4A olicy; and,

] recognizes the need for action to increase safety and to prevent UNTY] streets; and,

IT RESOLVED THAT, I, [FIRST NAME MI. LAST NAME], UNTY of [NAME], by virtue of the Charter of the COUNTY of

TY'S] a Vision Zero policy with the ultimate goal of achieving zero us injuries by the year [year].

TY] Safe Streets for All Action Plan, attached hereto as Exhibit A.

D ADOPTED THIS [X] **day of** MONTH, **2025.**

NEXT STEPS: Implementation Funding

- Safe Streets and Roads for All (SS4A) Program
  - A Safety Action Plan and Vision Zero Resolution make you eligible
  - Deadline: June 26, 2025
  - Additional round of funding available in 2026 under the current federal infrastructure bill

- Use the Kansas Infrastructure Hub as a resource

- Other Funding Mechanics
  - High Risk Rural Roads (HRRR)
  - Highway Safety Improvement Program - Intersections (HSIP)
  - Safe Routes to School
  - Community Health programs

THANK YOU!

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

County	Organization	Type	Contact Person	Title	Safety Task Force	SEKRPC Representative
Allen	Humboldt USD 258	Education	Amber Wheeler	Superintendent		
Allen	Tri-Valley Developmental Services, Inc.	Transportation	Bill Fiscus	CEO		
Allen	**Allen County**	**Law Enforcement**	**Bryan Murphy**	**County Sheriff**	X	
Allen	City of Basset	City Staff	Carol Crawford	City Clerk		
Allen	City of Humboldt	City Staff	Cole Herder	City Administrator		
Allen	City of Iola	Emergency Services	Corey Isbell	Fire Chief		
Allen	City of Iola	City Staff	Corey Schinstock	Assistant City Administrator		
Allen	Allen County Regional Hospital (Saint Luke's)	Healthcare	Darren Bass	CEO		
Allen	City of Iola	Law Enforcement	Jared Warner	Police Chief		
Allen	City of Iola	City Staff	Jason Ellis	Street & Alley and Solid Waste Superintendent		
Allen	Allen Regional Transit (ART)	Transportation	Jeff Keithly	President		
Allen	**Allen County**	**Elected Official**	**John Brocker**	**County Commissioner**		X
Allen	Allen Community College	Education	John Materson	President (Interim)		
Allen	Marmaton Valley USD 256	Education	Kim Ensminger	Superintendent		
Allen	Thrive Allen County	Advocacy	Lisse Regehr	CEO		
Allen	City of Moran	City Staff	Lori Evans	City Clerk		
Allen	Iola Area Chamber of Commerce	Major Employers	Marie Barclay	Executive Director		
Allen	City of Iola	City Staff	Matt Rehder	City Administrator		
Allen	Allen County	Emergency Services	Michael Burnett	Emergency Medical Services Director		
Allen	City of La Harpe	City Staff	Michelle Altis	City Clerk		
Allen	City of Savonburg	City Staff	Mike Vile	City Clerk		
Allen	**Allen County**	**County Staff**	**Mitch Garner**	**Public Works Director**	X	
Allen	City of Gas	City Staff	Rhonda Hill	City Clerk		
Allen	Southeast Kansas Mental Health Center	Transportation	Shana Bennett	Director of Support Services		
Allen	Allen County	County Staff	Shannon Patterson	County Clerk		
Allen	Iola USD 257	Education	Stacey Fager	Superintendent		
Allen	City of Elsmore	City Staff	Vera Isaacs	City Clerk		
Anderson	**Anderson County**	**Elected Official**	**Anthony Mersman**	**County Commissioner**		X
Anderson	Anderson County Council on Aging	Transportation	Deanna Wolken	Business Office Manager		
Anderson	City of Greeley	City Staff	Diana Feuerborn	City Clerk		
Anderson	Garnett USD 365	Education	Don Blome	Superintendent		
Anderson	City of Garnett	City Staff	Donnie Dilley	Public Works Director		
Anderson	**Anderson County**	**County Staff**	**Ethan Lickteig**	**Road Supervisor**	X	
Anderson	Garnett Area Chamber of Commerce	Major Employers	Jodie Beets	Executive Director		
Anderson	Tri-Ko, Inc	Transportation	John Platt	Executive Director		
Anderson	Anderson County	County Staff	Julie Wettstein	County Clerk		
Anderson	City of Garnett	Law Enforcement	Kurt King	Police Chief		
Anderson	Anderson County Hospital (Saint Luke's)	Healthcare	Laurel Gifford	Media Relations Director		
Anderson	City of Lone Elm	City Staff	Linda Lundlum	City Clerk		
Anderson	Anderson County	Emergency Services	Mark Locke	Emergency Management Director		
Anderson	City of Kincaid	City Staff	Marla Main	City Clerk		
Anderson	Anderson County	County Staff	Michelle Miller	Deputy Director of Planning		
Anderson	City of Colony	City Staff	Phyllis Gettler	City Clerk		
Anderson	City of Garnett	City Staff	Roy Salazar	Street Department Foreman		
Anderson	Crest USD 479	Education	Shane Walter	Superintendent		
Anderson	City of Westphalia	City Staff	Tonya Alumnbaugh	City Clerk		
Anderson	City of Garnett	City Staff	Travis Wilson	City Manager		
Anderson	**Anderson County**	**Law Enforcement**	**Vernon Valentine**	**County Sheriff**	X	
Anderson	City of Garnett	Emergency Services	Wes Skillman	Fire Chief		
Bourbon	**Bourbon County**	**Law Enforcement**	**Bill Martin**	**County Sheriff**	X	

County	Organization	Type	Contact Person	Title	Safety Task Force	SEKRPC Representative
Bourbon	City of Fort Scott	City Staff	Brad Matkin	City Manager		
Bourbon	Bourbon County	Emergency Services	Brian Allen	Emergency Management Director		
Bourbon	City of Fulton	City Staff	Carmen Beckford	City Clerk		
Bourbon	Fort Scott USD 234	Education	Charlie Hensley	Transportation Director		
Bourbon	City of Fort Scott	Emergency Services	Dave Bruner	Fire Chief		
Bourbon	Fort Scott USD 234	Education	Destry Brown	Superintendent		
Bourbon	**Bourbon County**	**County Staff**	**Eric Bailey**	**Public Works Director**	X	
Bourbon	City of Redfield	City Staff	Heather Guss-Hunt	City Clerk		
Bourbon	City of Fort Scott	Law Enforcement	Jason Pickert	Police Chief		
Bourbon	Bourbon County	County Staff	Jennifer Hawkins	County Clerk		
Bourbon	City of Fort Scott	City Staff	Jerry Morgan	Street Department Supervisor		
Bourbon	**Uniontown USD 235**	**Education***	**Jim Mason**	**Uniontown High School**	X	
Bourbon	City of Bronson	City Staff	John Stokes	City Superintendent		
Bourbon	Fort Scott Area Chamber of Commerce & Tourism	Major Employers	Lindsay Madison	CEO		
Bourbon	City of Fort Scott	City Staff	Mary Wyatt	Planning, Housing, & Community Development Director		
Bourbon	City of Mapleton	City Staff				
Bourbon	Bourbon County Community Hospital	Healthcare				
Bourbon	**Bourbon County**	**County Staff**	**Robert Harrington**	**Economic Development Director**		X
Bourbon	City of Uniontown	City Staff	Sally Johnson	City Clerk		
Bourbon	Fort Scott Community College	Education	Sara Sutton	President (Interim)		
Bourbon	Uniontown USD 235	Education	Vance Eden	Superintendent		
Cherokee	**Baxter Springs USD 508**	**Education***	**Amanda Walker**	**Baxter Springs High School**	X	
Cherokee	City of Weir	City Staff	Amy Zortz	City Clerk		
Cherokee	**Columbus USD 493**	**Education***	**Anne Sharp**	**Columbus High School**	X	
Cherokee	Class LTD	Transportation	Bob Davis	Vice President of Operations		
Cherokee	City of West Mineral	City Staff	Brandi Knowlen	City Clerk		
Cherokee	City of Baxter Springs	Law Enforcement	Brian Henderson	Police Chief		
Cherokee	**Cherokee County**	**County Staff**	**Cody Zook**	**Road & Bridge Superintendent**	X	
Cherokee	Cherokee County	County Staff	Dave Helwig	Economic Development Director		
Cherokee	Galena USD 499	Education	David Berry	Transportation Director		
Cherokee	**Riverton USD 404**	**Education***	**David Groves**	**Riverton High School**	X	
Cherokee	USD 247 Southeast Lancers	Education	Dr. Brad Miner	Superintendent		
Cherokee	City of Galena	City Staff	Flora Charles	City Clerk		
Cherokee	City of Columbus	City Staff	Jake Ketner	City Administrator		
Cherokee	City of Weir	Emergency Services	James Curtis	Fire Chief		
Cherokee	City of Scammon	Emergency Services	Jason Spencer	Fire Chief		
Cherokee	Mercy Hospital Columbus - Columbus	Healthcare	Jordan Larimore	Media Contact		
Cherokee	City of Galena	City Staff	Josh Reed	Public Works Director		
Cherokee	City of Columbus	Law Enforcement	Kyle Clark	Police Chief		
Cherokee	**Cherokee County**	**Elected Official**	**Lorie Johnson**	**County Commissioner**		X
Cherokee	Cherokee County	Emergency Services	Matt Haviland	Emergency Management Director		
Cherokee	Baxter Springs USD 508	Education	Melissa Arnall	Baxter Springs High School		
Cherokee	City of Galena	Law Enforcement	Noble Dobkins	Chief of Police		
Cherokee	City of Columbus	City Staff	Randy Coble	Public Works Superintendent		
Cherokee	City of West Mineral	Emergency Services	Randy Johnson	Fire Chief		
Cherokee	Cherokee County	County Staff	Rebecca Brassart	County Clerk		
Cherokee	**Cherokee County**	**Law Enforcement**	**Russ Harper**	**County Sheriff**	X	
Cherokee	City of Columbus	City Staff	Ruth Hutley	City Clerk		
Cherokee	City of Baxter Springs	City Staff	Sharon Clark	City Clerk		
Cherokee	City of Baxter Springs	City Staff	Sheldon Bales	Public Works Director		

County	Organization	Type	Contact Person	Title	Safety Task Force	SEKRPC Representative
Cherokee	City of Galena	Emergency Services	Stephen Hall	Fire Chief		
Cherokee	City of Columbus	Emergency Services	Steven Burton	Fire Chief		
Cherokee	City of Scammon	City Staff	Tammy Duley	City Clerk		
Cherokee	Galena USD 499	Education	Toby VanCleave	Superintendent		
Coffey	Coffey County	Emergency Services	Amber Presley	Emergency Management Director		
Coffey	Coffey County	County Staff	Angie Kirchner	County Clerk		
Coffey	**Coffey County**	**County Staff**	**Bobby Skipper**	**Economic Development Director**		X
Coffey	City of Lebo	City Staff	Carrie Sloan	City Clerk		
Coffey	Burlington USD 244	Education	Craig Marshall	Superintendent		
Coffey	City of Burlington	Law Enforcement	Doug Jones	Police Chief		
Coffey	Lebo-Waverly USD 243	Education	Duane Ford	Superintendent		
Coffey	COF Training Services	Transportation	Joy Beatty	Community Relations Manager		
Coffey	Coffey County Public Transportation	Transportation	Kara Reynolds	Transportation Director		
Coffey	City of LeRoy	City Staff	Kim Alexander	City Clerk		
Coffey	City of New Strawn	City Staff	Lana Johnson	City Clerk		
Coffey	City of Burlington	City Staff	Mark Davidson	Street Department		
Coffey	City of Burlington	City Staff	Mary Mader	City Clerk		
Coffey	LeRoy-Gridley USD 245	Education	Matt Thomsen	Superintendent		
Coffey	Coffey County Chamber of Commerce	Major Employers	Melissa Daily	Executive Director		
Coffey	CrossWinds Counseling and Wellness	Transportation				
Coffey	City of Waverly	City Staff	Pattie Pfeifauf	City Clerk		
Coffey	**Coffey County**	**County Staff**	**Ryan Durst**	**Road & Bridge Superintendent**	X	
Coffey	Southern Lyon County USD 252	Education	Ryan Muhlig	Superintendent		
Coffey	Coffey County Hospital	Healthcare	Stacy Augustyn	CEO		
Coffey	City of Gridley	City Staff	Teresa Budd	City Clerk		
Coffey	**Coffey County**	**Law Enforcement**	**Thomas Johnson**	**County Sheriff**	X	
Crawford	**Crawford County**	**County Staff**	**Alyssa Edwards**	**Road & Bridge Superintendent**	X	
Crawford	**Saint Mary's Colgan Catholic Schools**	**Education***	**Amanda Minton**		X	
Crawford	**Frontenac USD 249**	**Education***	**Anni Beasley**	**Frontenac High School**	X	
Crawford	City of Arma	City Staff	Bette Lessen	City Clerk		
Crawford	Pittsburg Area Chamber of Commerce	Major Employers	Blake Benson	President		
Crawford	City of Pittsburg	Law Enforcement	Brent Narges	Police Chief		
Crawford	**Crawford County**	**Elected Official**	**Bruce Blair**	**County Commissioner**		X
Crawford	City of Mulberry	City Staff	Cerokee Pelican	City Clerk		
Crawford	**Pittsburg USD 250**	**Education***	**Chase Turner**	**Deputy - Pittsburg High School**	X	
Crawford	City of Frontenac	Law Enforcement	Cody Milligan	Police Chief		
Crawford	Pittsburg State University	Education	Dan Shipp	President		
Crawford	**Crawford County**	**Law Enforcement**	**Danny Smith**		X	
Crawford	City of Pittsburg	City Staff	Daron Hall	City Manager		
Crawford	Northeast USD 246	Education	Deanne Harryman	Transportation Director		
Crawford	Community Health Center of Southeast Kansas	Transportation	Dee Yount	Transportation Program Manager		
Crawford	**Southeast USD 247**	**Education***	**Devin Ulerry**	**Deputy - Southeast High School**	X	
Crawford	Frontenac USD 249	Education	DJ McCarley	Transportation and Maintenance Director		
Crawford	Southeast USD 247	Education	Dustin Wheeler	Transportation Director		
Crawford	Saint Mary's Colgan Catholic Schools	Education	Eric Wilson	Transportation and Maintenance Supervisor		
Crawford	Pittsburg State University	Education	Hannah Eckstein	Student Government Association President		
Crawford	Pittsburg USD 250	Education	J.B. Elliott	Superintendent		
Crawford	City of Girard	City Staff	Jackie Messer	Public Works Director		
Crawford	City of Pittsburg	City Staff	Jared Wetzel	Public Information Officer		
Crawford	City of Pittsburg	City Staff	Jay Byers	Deputy City Manager/Chief Information Officer		

County	Organization	Type	Contact Person	Title	Safety Task Force	SEKRPC Representative
Crawford	**Girard USD 248**	**Education***	**Jeff McDonald**	**Assistant Chief - Girard High School**	**X**	
Crawford	Girard Area Chamber of Commerce	Major Employers	Jessica Ripper	Executive Director		
Crawford	City of Frontenac	Emergency Services	Jim Long	Fire Chief		
Crawford	City of Girard	City Staff	Johanna O'Brien	City Administrator		
Crawford	City of Frontenac	City Staff	John Zafuta	City Administrator		
Crawford	Ascension Via Christi Hospital - Pittsburg	Healthcare	Joseph Impicciche	CEO		
Crawford	City of Girard	Emergency Services	Justin Turner	Fire Chief		
Crawford	City of Girard	City Staff	Karen E. Buck	City Clerk		
Crawford	City of Pittsburg	City Staff	Kim Froman	Community Development Director		
Crawford	**Northeast USD 246**	**Education***	**Kourtney Yantis**	**Northeast High School**	**X**	
Crawford	Saint Mary's Colgan Catholic Schools	Education	Kristen O'Brien	Principal (Grade K-6)		
Crawford	Pittsburg State University	Education	Lindell Haverstic	University Architect and Director		
Crawford	Crawford County	County Staff	Lisa Lusker	County Clerk		
Crawford	City of Pittsburg	City Staff	Lonnie Wells	Street Superintendent		
Crawford	City of Pittsburg	City Staff	Matt Bacon	Public Works Director		
Crawford	Crawford County	County Staff	May Smith	Planning & Zoning Administrator		
Crawford	City of Arcadia	City Staff				
Crawford	City of Hepler	City Staff				
Crawford	Frontenac Chamber of Commerce	Major Employers				
Crawford	City of Cherokee	City Staff	Pamela Tompkins	City Clerk		
Crawford	Northeast USD 246	Education	Ray Streeter	Superintendent		
Crawford	Girard USD 248	Education	Rick Neil	Transportation Director		
Crawford	Frontenac USD 249	Education	Rick Simoncic	Superintendent		
Crawford	Crawford County	Emergency Services	Rusty Akins	Emergency Manager		
Crawford	Crawford County Hospital District No. 1 - Girard	Healthcare	Ruth Duling	CEO		
Crawford	City of Walnut	City Staff	Saralyn Boyd	City Clerk		
Crawford	City of Girard	Law Enforcement	Seirra Roberts	Police Chief		
Crawford	**Pittsburg State University**	**Education**	**Stu Hite**	**Police & Safety Executive Director**	**X**	
Crawford	City of Pittsburg	Emergency Services	Taylor Cerne	Fire Chief		
Crawford	Saint Mary's Colgan Catholic Schools	Education	Tim Conrad	Principal (Grade 7-12)		
Crawford	Girard USD 248	Education	Todd Ferguson	Superintendent		
Crawford	City of McCune	City Staff	Weston Holdahl	City Superintendent		
Labette	City of Bartlett	City Staff	Bobbie Harms	City Clerk		
Labette	City of Parsons	Emergency Services	Brad Boss	Fire Chief		
Labette	Labette Health	Healthcare	Brian Williams	CEO		
Labette	Labette County	Emergency Services	Charlie Morse	Emergency Management Director		
Labette	Chetopa-St. Paul USD 505	Education	Craig Bagshaw	Superintendent		
Labette	City of Parsons	City Staff	Darrell Moyer	Public Works Director		
Labette	**Labette County**	**Law Enforcement**	**Darren Eichinger**	**County Sheriff**	**X**	
Labette	City of Parsons	City Staff	Debbie Lamb	City Manager		
Labette	Labette County USD 506	Education	Dr. John Wyrick	Superintendent		
Labette	Labette County	County Staff	Gena Landis	County Clerk		
Labette	City of Oswego	City Staff	Jennifer Hine	City Clerk		
Labette	Oswego USD 504	Education	Jeremiah Littlepage	Transportation Director		
Labette	City of Parsons	City Staff	Laura Moore	Community Development Director		
Labette	City of Altamont	City Staff	LeaAnn Myers	City Administrator		
Labette	Parsons Chamber of Commerce	Major Employers	Liz Cochran	Executive Director		
Labette	Parsons USD 503	Education	Lori Ray	Superintendent		
Labette	Oswego USD 504	Education	Mitchell Shaw	Superintendent		
Labette	Oswego Chamber of Commerce	Major Employers	Patty Blair	President		

County	Organization	Type	Contact Person	Title	Safety Task Force	SEKRPC Representative
Labette	Parsons USD 503	Education	Rick Giefer	Transportation Director		
Labette	City of Parsons	Law Enforcement	Robert Spinks	Police Chief		
Labette	City of Parsons	City Staff	Robyn Baker	City Clerk		
Labette	**Labette County**	**County Staff**	**Sandy Krider**	**Public Works Director**	X	
Labette	Chetopa Chamber of Commerce	Major Employers	Scott Feagan	President		
Labette	Labette County USD 506	Education	Sharon Wolgamott	Transportation and Maintenance Secretary		
Labette	City of Mound Valley	City Staff	Tammie Logan	City Clerk		
Labette	**Labette County**	**County Staff**	**Terry Weidert**	**County Commissioner**		X
Labette	City of Chetopa	City Staff	Toni Crumrine	City Clerk		
Linn	Mound City Chamber of Commerce	Major Employers	Al Hurt	President		
Linn	City of Pleasanton	City Staff	Becky Hegwald	City Administrator		
Linn	Mound City	Law Enforcement	Clifford McKee	Police		
Linn	City of Linn Valley	City Staff	Corey Murrison	Public Safety Director		
Linn	City of Parker	Law Enforcement	Craig Haley	Police Chief		
Linn	City of La Cygne	City Staff	Dan Nasalroad	Public Works Superintendent		
Linn	City of La Cygne	Emergency Services	Dan Nasalroad	Fire Chief		
Linn	Linn County	County Staff	Darin Wilson	Planning & Zoning Director		
Linn	Linn County	County Staff	David Lamb	County Clerk		
Linn	Prairie View USD 362	Education	Dr. Chris Johnson	Superintendent		
Linn	Jayhawk USD 346	Education	Jaclyn Swearingen	Transportation Services		
Linn	**Linn County**	**County Staff**	**Jessica Hightower**	**Economic Development Director**		X
Linn	City of La Cygne	City Staff	Jodi Wade	City Clerk		
Linn	Mound City	City Staff	John Bruns	Public Works Superintendent		
Linn	City of Pleasanton	City Staff	John Harrington	Street Department Head		
Linn	Linn County Transportation	Transportation	Joyce Hall	Accounts Receivable		
Linn	City of Prescott	City Staff	Kathy Wood	City Clerk		
Linn	**Linn County**	**Law Enforcement**	**Kevin Murphy**	**County Sheriff**	X	
Linn	Prairie View USD 362	Education	Laurie McCarthy	Transportation Director		
Linn	City of Linn Valley	City Staff	Mendi Cyr	City Clerk		
Linn	City of Blue Mound	City Staff				
Linn	Linn County	Emergency Services	Randy Hegwald	Emergency Management Director		
Linn	City of Pleasanton	Emergency Services	Rob Dent	Fire Chief		
Linn	**Linn County**	**County Staff**	**Shaun West**	**Public Works Director**	X	
Linn	Jayhawk USD 346	Education	Shawn Thomas	Superintendent		
Linn	Mound City	City Staff	Shelby Murray	City Clerk		
Linn	City of Pleasanton	Law Enforcement	Tristan Snyder	Chief of Police		
Linn	City of La Cygne	Law Enforcement	Zachary Mathies	Chief of Police		
Montgomery	City of Coffeyville	City Staff	Ben Brubaker	City Manager		
Montgomery	Caney Valley USD 436	Education	Blake Vargas	Superintendent		
Montgomery	**Montgomery County**	**County Staff**	**Brandon Beurksens**	**Assistant Public Works Director**	X	
Montgomery	Montgomery County	County Staff	Charlotte Scott Schmidt	County Clerk		
Montgomery	Coffeyville USD 445	Education	Craig Correll	Superintendent		
Montgomery	City of Independence	Law Enforcement	David Hutchings	Police Chief (Interim)		
Montgomery	Cherryvale USD 447	Education	Dena Schicke	Transportation Director		
Montgomery	Independence Community College	Education	Dr. Jonathan D. Sadhoo	President		
Montgomery	Coffeyville Community College	Education	Dr. Marlon Thornburg	President		
Montgomery	City of Coffeyville	Emergency Services	Hal Bumgarner	Fire Chief		
Montgomery	City of Tyro	City Staff	Janie Blakemore	City Clerk		
Montgomery	Independence USD 446	Education	Jason McAfee	Superintendent		
Montgomery	**Montgomery County**	**County Staff**	**Jim Wright**	**Public Works Director**	X	

County	Organization	Type	Contact Person	Title	Safety Task Force	SEKRPC Representative
Montgomery	City of Cherryville	Law Enforcement	Jimmy Holt	Police Chief		
Montgomery	City of Cherryvale	Emergency Services	Joe Rexwinkle	Fire Chief		
Montgomery	City of Independence	City Staff	John Garris	Public Works Director		
Montgomery	Montgomery County	County Staff	Jonathan Booe	County Administrator		
Montgomery	City of Havana	City Staff	Judy Wade	City Clerk		
Montgomery	City of Caney	City Staff	Kelley Zellner	City Administrator		
Montgomery	City of Independence	City Staff	Kelly Passauer	City Manager		
Montgomery	City of Elk City	City Staff	Kevin Kneisley	City Clerk		
Montgomery	City of Coffeyville	Law Enforcement	Kwin Bomley	Police Chief		
Montgomery	**Montgomery County**	**Elected Official**	**Larry McManus**	**County Commissioner**		X
Montgomery	City of Liberty	City Staff	Linda Berryman	City Clerk		
Montgomery	Montgomery County	County Staff	Matt Debo	Planning & Zoning Director		
Montgomery	City of Cherryvale	City Staff	Mike Passauer	Public Works Director		
Montgomery	City of Cherryvale	City Staff		City Administrator		
Montgomery	Coffeyville Regional Medical Center - Coffeyville	Healthcare				
Montgomery	City of Dearing	City Staff	Patricia Smith	City Clerk		
Montgomery	Independence USD 446	Education	Randy Burchett	Transportation Director		
Montgomery	Montgomery County	Emergency Services	Rick Whitson	Emergency Management Director		
Montgomery	**Montgomery County**	**Law Enforcement**	**Ron Wade**	**County Sheriff**	X	
Montgomery	City of Independence	Emergency Services	Shawn Wallis	Fire Chief/EMS Director		
Montgomery	Caney Valley USD 436	Education	Shayne Hummer	Transportation Director		
Montgomery	City of Coffeyville	City Staff	Thomas Osborn	Public Works Director		
Montgomery	Cherryvale USD 447	Education	Travis Githens	Superintendent		
Neosho	Chanute Area Chamber of Commerce	Major Employers	Amy Jensen	Executive Director		
Neosho	City of Galesburg	City Staff	Carol Clevenger	City Clerk		
Neosho	City of Stark	City Staff	Carol Hill	City Clerk		
Neosho	**Erie USD 101**	**Education***	**Chelcey Sexton**	**Erie High School**	X	
Neosho	City of Chanute	Law Enforcement	Chris Pefley	Police Chief		
Neosho	Neosho Memorial Regional Medical Center	Healthcare	Dennis Franks	CEO		
Neosho	City of Thayer	City Staff	Dusti Dyke	City Administrator		
Neosho	**Neosho County**	**Law Enforcement**	**Greg Taylor**	**County Sheriff**	X	
Neosho	Neosho County	County Staff	Heather Elsworth	County Clerk		
Neosho	City of Erie	City Staff	Jake Tromsness	City Administrator		
Neosho	City of Chanute	Emergency Services	Jeff Mitchell	Fire Chief		
Neosho	City of Earlton	City Staff	Jennifer Green	City Clerk		
Neosho	City of St. Paul	City Staff	Jeri Giefer	City Clerk		
Neosho	**Chanute USD 413**	**Education***	**Leah Hoesli**	**Chanute High School**	X	
Neosho	Neosho County	Emergency Services	Melanie Kent-Culp	Emergency Management Director		
Neosho	**Neosho County**	**County Staff**	**Mike Brown**	**Road & Bridge Director**	X	
Neosho	Erie Chamber of Commerce	Major Employers				
Neosho	**Neosho County**	**Elected Official**	**Paul Westhoff**	**County Commissioner**		X
Neosho	City of Chanute	City Staff	Steve Trestor	Community Services Director		
Neosho	City of Chanute	City Staff	Todd Newman	City Manager		
Neosho	City of Chanute	City Staff	Tony Vining	Street Supervisor		
Statewide	KDOT	State Staff	Ann Katt	KDOT Safe Routes to School Coordinator		
Statewide	KDOT	State Staff	Chris Bortz	Traffic Safety Manager		
Statewide	KDOT	State Staff	Darrin Petrowsky	KDOT District Engineer		
Statewide	KDOT	State Staff	Jenny Kramer	KDOT Active Transportation Manager		
Statewide	KDOT	State Staff	Priscilla Petersen	KDOT Public Affairs Manager		
Statewide	KDOT	State Staff	Vanessa Spartan	KDOT Transportation Safety Bureau Chief		

County	Organization	Type	Contact Person	Title	Safety Task Force	SEKRPC Representative
Wilson	Wilson County	Healthcare	Amy Lell	Health Department Administrator		
Wilson	City of Fredonia	Law Enforcement	Bradley Pflueger	Police Chief		
Wilson	Fredonia USD 484	Education	Brian Smith	Superintendent		
Wilson	City of Neodesha	City Staff	Brogan Jones	City Administrator		
Wilson	Fredonia USD 484	Education	Chad Oneal	Transportation Director		
Wilson	City of Neodesha	City Staff	Chris Bauman	Assistant to City Administrator (Planning)		
Wilson	City of Coyville	City Staff	Debbie Marr	City Clerk		
Wilson	**Wilson County**	**Law Enforcement**	**Jack Lucke**	**County Sheriff**	X	
Wilson	Altoona-Midway USD 387	Education	Jimmie Burke	Transportation Director		
Wilson	Fredonia Regional Hospital	Healthcare	John Durrett	CEO		
Wilson	Altoona-Midway USD 387	Education	John West	Superintendent		
Wilson	Neodesha USD 461	Education	Juanita Erickson	Superintendent		
Wilson	Neodesha Area Chamber of Commerce	Major Employers	Karen Porter	Executive Director		
Wilson	**Wilson County**	**County Staff**	**Kary Tatum**	**Highway Supervisor**	X	
Wilson	City of Neodesha	Emergency Services	Keenan Fyfe	Fire Chief/EMS Director		
Wilson	Wilson County	County Staff	Kris Marple	County Coordinator		
Wilson	Thanks Program, Inc	Transportation	Lynn Harding	Project Manager		
Wilson	Neodesha USD 461	Education	Mark Heck	Bus Supervisor		
Wilson	City of Benedict	City Staff				
Wilson	City of New Albany	City Staff	Norma Wood	City Clerk		
Wilson	Four County Mental Health	Transportation	Randy Trotter	Transportation Coordinator		
Wilson	City of Altoona	City Staff	Ronda Culbertson	City Clerk		
Wilson	City of Neodesha	City Staff	Ryan Toms	Public Works Director		
Wilson	City of Neodesha	Law Enforcement	Sam Tomlinson	Police Chief		
Wilson	City of Fredonia	City Staff	Shane Glover	Public Works Director		
Wilson	Wilson County	Emergency Services	Terry Lyons	Emergency Manager		
Wilson	City of Fredonia	Emergency Services	Todd Harrelson	Fire Chief		
Wilson	Wilson Medical Center	Healthcare	Tom Hood	CEO		
Wilson	City of Buffalo	City Staff	Traci Kuhn	City Clerk		
Wilson	City of Fredonia	City Staff	Wesley Young	City Administrator		
Wilson	Fredonia Area Chamber of Commerce	Major Employers	Yvonne Hull	Executive Director		
Woodson	Woodson USD 366	Education	John Rice	Transportation Director		
Woodson	Woodson USD 366	Education	Stephanie Splechter	Superintendent		
Woodson	Woodson County	County Staff	Amanda DeWitt	County Clerk		
Woodson	**Woodson County**	**County Staff**	**Dane Onnen**	**Public Works Administrator**	X	
Woodson	Woodson County	County Staff	Gary Ward	Road and Bridge Supervisor		
Woodson	**Woodson County**	**Law Enforcement**	**Jake Morrison**	**County Sheriff**	X	
Woodson	Woodson County	Emergency Services	John Atkin	Emergency Management Director		
Woodson	**Woodson County**	**Elected Official**	**Justin Clark**	**County Commissioner 3rd District**		X
Woodson	**Woodson County**	**County Staff**	**Tim Dimick**	**Road Supervisor**	X	
Woodson	Woodson County	Emergency Services	Nick Barney	Fire Chief		
Woodson	City of Yates Center	Emergency Services	Brandon Gaulding	Fire Chief		
Woodson	City of Yates Center	City Hall	City Hall	City Hall General Email		
Woodson	City of Yates Center	City Staff	Janet Thompson	City Clerk		
Woodson	City of Yates Center	City Council	Jason Cathcard	Safety Committee Chair		
Woodson	City of Yates Center	City Council	Charyl Stewart	Public Works Committee Chair		
Woodson	City of Yates Center	City Council	Chris Cavender	Parks & Public Lands Committee Chair		
Woodson	City of Yates Center	City Council	Amber Barney	Council Member		
Woodson	City of Yates Center	City Council	Kelly Shaffer	Council Member		
Woodson	City of Yates Center	Elected Official	Justin Weston	Mayor		

County	Organization	Type	Contact Person	Title	Safety Task Force	SEKRPC Representative
Woodson	City of Yates Center	Law Enforcement	Michael Strode	Chief of Police		
Woodson	City of Yates Center	Law Enforcement	Vinny Baker	Assistant Chieft of Police		
Woodson	City of Yates Center	City Staff	Rodney Ryther	Street Department Supervisor		
Woodson	City of Yates Center	City Staff	Scott Grogg	Water & Wastewater Supervisor		
Woodson	City of Toronto	City Staff	Katy Damron	City Clerk		
Woodson	City of Toronto	Emergency Services	Josh DeHoux	Fire Chief		
Woodson	City of Toronto	Elected Official	Randy Schumacher	Mayor		

Appendix C

Public Engagement

TRANSYSTEMS

Southeast Kansas: Comprehensive Safety Action Plan

Community Engagement Plan

Introduction

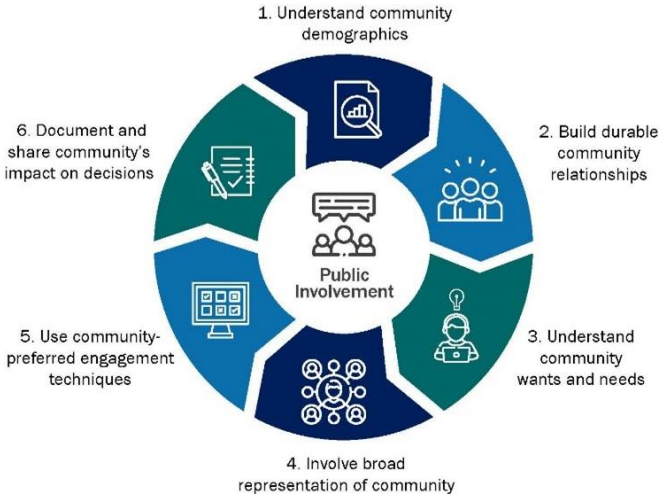
The Southeast Kansas Regional Planning Commission (SEKRPC) has partnered with twelve counties in Southeast Kansas to develop a Comprehensive Safety Action Plan. The twelve counties encompass Coffey, Anderson, Linn, Woodson, Allen, Borbon, Wilson, Neosho, Crawford, Montgonery, Labette, and Cherokee counties. The Comprehensive Safety Action Plan (CSAP) will identify an array of lifesaving measures to improve safety for motorists, pedestrians, cyclists, transit passengers, and other transportation users.

The Action Plan reviews roadway use trends, identifies issues, and then outlines steps to improve transportation safety. The Action Plan is aimed at reducing and eliminating serious injury and fatal crashes affecting transportation users. The eight components of the Action Plan are:

- Leadership commitment and goal setting
- Planning structure
- Safety analysis
- Engagement and collaboration
- Equity
- Policy and process changes
- Strategy and project selections
- Progress and transparency

The Action Plan will be developed using the U.S. Department of Transportation (USDOT) Safe System Approach. The Safey System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable. Rather than blaming road users for crashes, this approach recognizes that the responsibility for road safety lies with multiple stakeholders, including policymakers, road designers, vehicle manufacturers, law enforcement, and emergency response. By designing a forgiving road system that accommodates human error, the Safe System Approach aims to prevent fatal crashes and minimize the severity of injuries.

To create the Action Plan, information will be gathered from many sources, including study partners and the public to find solutions that address current and future issues that can be supported by most stakeholders. Varied methods of community engagement will help develop positive outcomes not only for this process but also instill a more inclusive transportation infrastructure decision-making process. The project team will use the UUSDOT model for meaningful public involvement.



Public Involvement

The project team will proactively seek meaningful public involvement from study partners, residents, and communities impacted by the past and current limitations of the roadway system and its users. Feedback and suggested improvements will be documented and presented in a draft Action Plan. Communication with interested parties will be ongoing throughout the study period with a final Comprehensive Safety Action Plan produced for each of the twelve counties in early 2025.

Three fundamental areas of project public involvement will be created:

1. ***Information and Communications:*** Information regarding the study background, process, methods, schedule, key messages, and project updates will be communicated.
2. ***Stakeholder Input:*** Community leaders, elected and appointed officials, government staff members, and other stakeholder groups will be engaged throughout the planning process.
3. ***Community Outreach:*** Community members will be informed, educated, and engaged with the intent of providing an interactive dialogue for input and considerations as the study evolves.

Key Audiences

Key audiences are anticipated to include:

- Residents of the twelve counties in the Southeast Kansas study area.
- Businesses and employees that use the transportation system in the study area.
- Governmental units for each of the twelve counties, including incorporated cities and unified school districts in the study area.
- First responders serving the study area including law enforcement, fire departments, emergency management, medical services, and others.
- Civic organizations interested in discussing transportation safety in their communities.
- Representatives of relevant regional or statewide agencies, such as SEKRPC and the Kansas Department of Transportation (KDOT).

Community Engagement Methods

Community engagement methods will include:

- ***Kick-Off Meeting:*** A project kick-off meeting with SEKRPC will outline the community engagement plan and process of creating a Safety Task Force team of key regional stakeholders to guide the study.
- ***Project Update Meetings:*** Monthly updates will be shared virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.
- ***Stakeholder Meetings:*** Three (3) Safety Task Force meetings will be organized to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings will be held in a hybrid format with both in-person and virtual attendance options.
- ***Public Meetings:*** One in-person open house style meeting will be held within each county to inform the public of the study's progress, gather public input regarding safety needs, and share features of the proposed Action Plan.
- ***Public Survey:*** An online survey will be distributed that allows respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information will be collected to assign responses to specific counties and/or communities.
- ***Public Comments:*** Public comments will be compiled from meetings, online surveys, phone calls, and face-to-face conversations as well as any written comments received during the study.
- ***Public Information:*** Updates and announcements for news media, county websites, and social media outlets will be provided to SEKRPC for distribution.
- ***Translation Services:*** Translation of project documents into Spanish is possible, if needed. Other language translations may be necessary. To ensure that people with disabilities and diverse needs and experiences are aware of and can participate in community engagement activities, a wide range of engagement tools will be used.

Schedule

The overall project schedule is included in the Project Management Plan. Highlights related to community engagement include:

- The project Community Engagement Plan was initially developed in July 2024 and will be updated as needed throughout the study.
- Safety Task Force meetings are planned for September 2024, November 2024, and January 2025. The project team will monitor the anticipated release of the Notice of Funding Opportunity for SS4A implementation funds and will adjust the schedule if needed.
- Open house public meetings are scheduled for November 2024 and early December 2025
- Public comments will be accepted and compiled throughout the study period.

Follow-Up Activities

- Assist SEKRPC, as needed, with meeting invitations, meeting notes, news release copy, public survey methods, website text, social media content, and a final Community Engagement report.

Study Contacts

SEKRPC Project Manager: Carey Spoon
TranSystems Project Manager: Deanne Winkelmann
TranSystems Project Lead: Slade Engstrom
TranSystems Communications Lead: Tom Hein

Updated: August 20, 2024

Southeast Kansas Comprehensive Safety Action Plan

Bourbon County Open House Summary

This report serves as a summary of the Bourbon County public open house for the Southeast Kansas Regional Planning Commission's Safe Streets for All project and the Comprehensive Safety Action Plan.

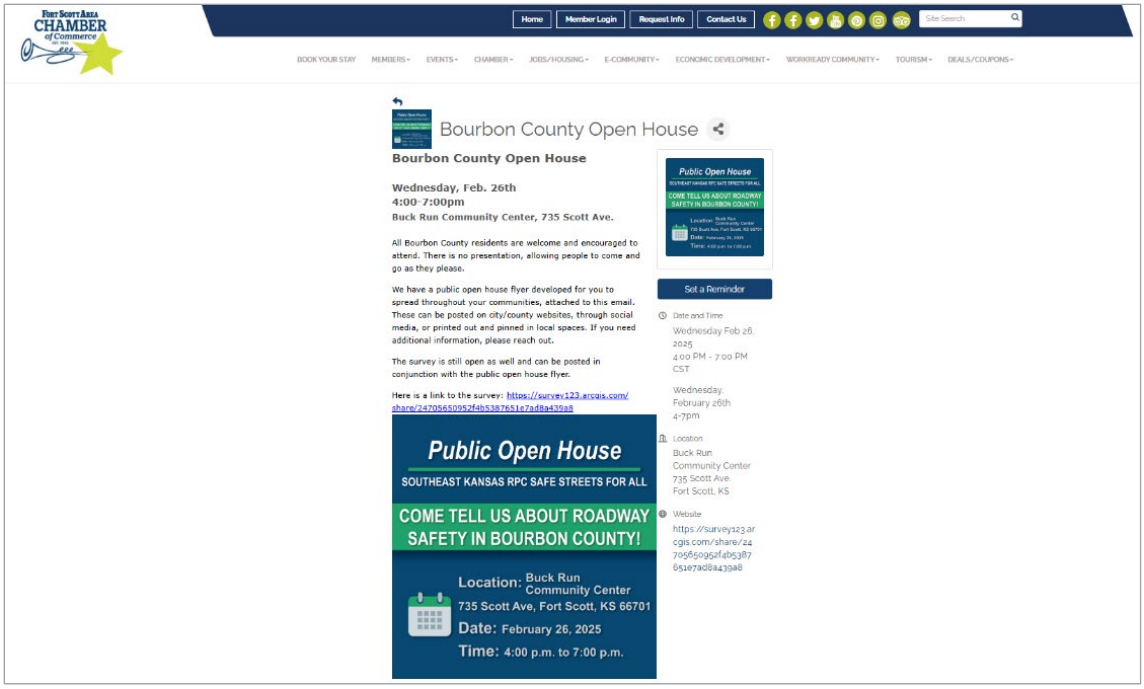
Event details:

- Date: 02/26/2025
- Time: 4 – 7 pm
- Location: Buck Run Community Center, 735 Scott Ave, Fort Scott, KS
- Number of Attendees: 5

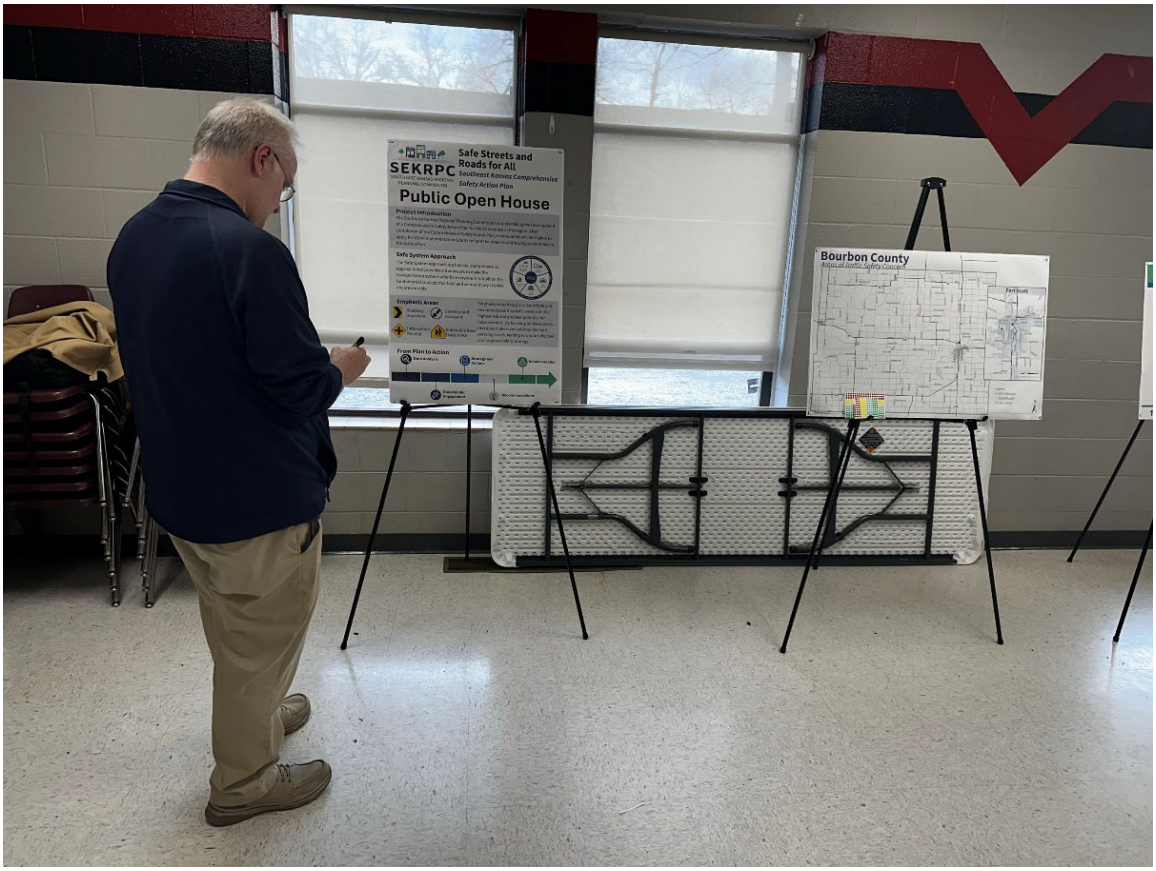
Outreach methods: How the event was promoted (social media, flyers, emails, etc.)

- Email blasts to local officials and Bourbon County representatives
- Social Media postings: City of Fort Scott Facebook Page
  -

- Fort Scott Chamber of Commerce Calendar & Socials
  - [Bourbon County Open House - Feb 26, 2025 - Fort Scott Area Chamber of Commerce, KS]


Fort Scott Area Chamber of Commerce
Home
Member Login
Request Info
Contact Us
BOOK YOUR STAY
MEMBERS
EVENTS
CHAMBER
JOBS/HOUSING
E-COMMUNITY
ECONOMIC DEVELOPMENT
WORKREADY COMMUNITY
TOURISM
DEALS/COUPONS
Bourbon County Open House
Bourbon County Open House
Wednesday, Feb. 26th
4:00-7:00pm
Buck Run Community Center, 735 Scott Ave.
All Bourbon County residents are welcome and encouraged to attend. There is no presentation, allowing people to come and go as they please.
We have a public open house flyer developed for you to spread throughout your communities, attached to this email. These can be posted on city/county websites, through social media, or printed out and pinned in local spaces. If you need additional information, please reach out.
The survey is still open as well and can be posted in conjunction with the public open house flyer.
Here is a link to the survey: https://survey123.arcgis.com/share/2470565095 2f4b5387651e7ad8a439a8
Public Open House
SOUTHEAST KANSAS RPC SAFE STREETS FOR ALL
COME TELL US ABOUT ROADWAY SAFETY IN BOURBON COUNTY!
Location: Buck Run Community Center
735 Scott Ave, Fort Scott, KS 66701
Date: February 26, 2025
Time: 4:00 p.m. to 7:00 p.m.
Public Open House
Set a Reminder
Date and Time
Wednesday Feb 26, 2025
4:00 PM - 7:00 PM CST
Wednesday, February 26th 4-7pm
Location
Buck Run Community Center
735 Scott Ave
Fort Scott, KS
Website
https://survey123.arcgis.com/share/2470565095 2f4b5387651e7ad8a439a8

Photo(s)


SEKRPC
Safe Streets and Roads for All
Southeast Kansas Comprehensive Safety Action Plan
Public Open House
Project Introduction
Safe System Approach
Emphasis Areas
From Plan to Action
Bourbon County

Sign-in sheet:

- Bryan Buchta (Resident + Former military serviceman)
- Julie Buchta (Resident + Former military servicewomen)
- Lindsay Madison (Fort Scott President & CEO Chamber of Commerce)
- Jason E. Silvers (Fort Scott Tribune Journalist)
- Lisa Dillon (Housing & Community Development Coordinator)

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Bourbon County
SEK Comprehensive Safety Action Plan
Public Meeting
Feb. 19, 2025

Please print your name

Bryan + Julie Buchta

Lindsay Madison

Jason E. Silvers FS Tribune

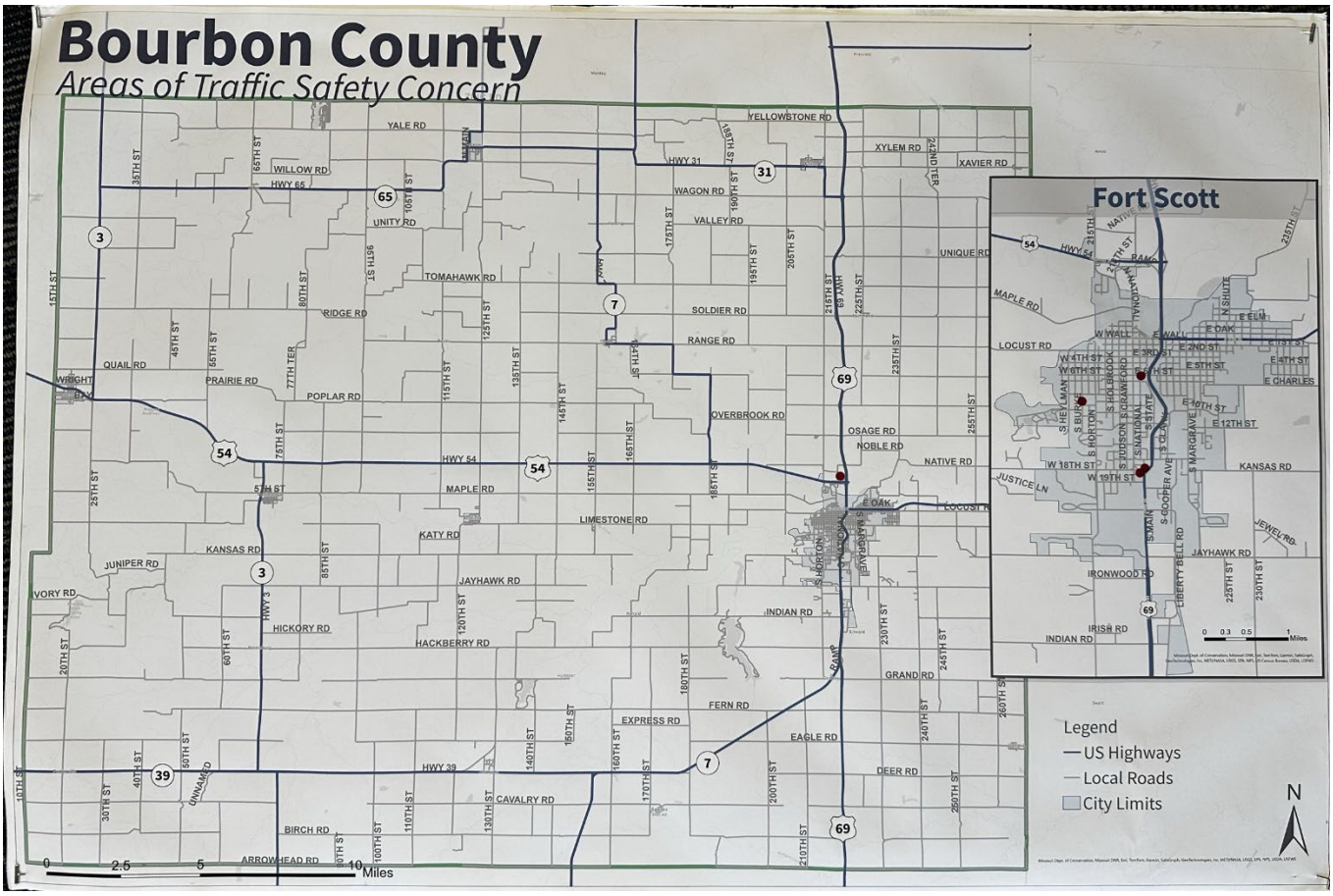
TRANSYSTEMS

Public input documentation:

- Concerns about poor maintenance of brick streets becoming a safety issue
- Current project on Horton Street from 6th Street to 18th Street to address road condition and bike/ped safety
- Transition and appearance on US-54 Coming into Wall Street
- Intersection of S National Ave and US-69 near Briggs Auto is a big issue leading to multiple crashes. Higher speeds on both roads. Geometry may be an issue (skewed).

- Stop signs are inconsistent at minor approaches/intersections
    - Four Way Stop vs Two Way Stop
- More sidewalks!!
- Narrow lanes and large vehicles are an issue especially on Old US-54
- Lighting issue on US-69 getting onto US-54.

- Distracted Driving and speeding are the main issue
- Burke Street is an issue (safety + lack of sidewalks)
- Systematic Issues
    - Portions of old county and state roads have no edge lanes
    - Lack/poor-quality road signage
- Animal crashes are a big contributing factor



Southeast Kansas Comprehensive Safety Action Plan

Bourbon County Interview Notes

Tuesday, December 17th, 2024 | Microsoft Teams| Sedalia | 1:30 – 3:00 pm

MEETING PURPOSE

The purpose of this meeting is to inform Bourbon County stakeholders about the introduction and objectives of the project, provide an overview of the relevant data, gather additional input and feedback, and seek assistance in engaging with Bourbon County residents.

ATTENDEES

STAFF

Brian Ortiz, Wilson & Company (Moderator)
Joseph Ortiz, Wilson & Company (Notetaker)

PARTICIPANTS

Brad Matkin, City Manager, Fort Scott
Mary Wyatt, Planning and Housing Director, Fort Scott
Rachel Carpenter, Special Projects Coordinator, Fort Scott
Jason Pickert, Police Chief, Fort Scott
Vance Eden, Superintendent, Uniontown (USD 235 School District)
Destry Brown, Superintendent, Fort Scott (234 School District)

AGENDA

Introductions
Project Introduction
Safe Systems Approach and SS4A
Vision Zero – Drive to Zero Deaths
Demographics Overview
Crash Review
Emphasis Review
Q&A Discussion
Open House and Next Steps

PRESENTATION COMMENTS

This section is intended to catch any comments that are spoken during the presentation

SLIDE

Q/A

Wilson is asking five questions to better gage stakeholder concerns

Q1- WHAT LOCATIONS IN YOUR COMMUNITY DO YOU FEEL ARE THE MOST DANGEROUS FOR ROADWAY USERS?

- County
  - Fatal accidents mostly out in the County at the higher speeds
  - Tractor trailers roll overs toward Girard due to narrow road
  - Charles St and 240th has lots of speeding and difficult during dangerous weather
- Fort Scott
  - On US 69 heading South near/on 3rd St
    - People not getting slowed down enough before coming in town
  - 3rd St off the highway, trucks can't clear the railroad overpass
    - Only way people can go from east to west side of town and back when there is a train on the tracks
- Uniontown
  - Maple Rd is a big concern for school district
    - Narrow
    - Lots of hills

Q2- TELL US ABOUT ANY SPECIFIC PROBLEMS OR RISKS RELATED TO PEDESTRIAN AND BICYCLIST SAFETY (E.G., LACK OF CROSSWALKS, POORLY DESIGNED BIKE LANES, SPEEDING VEHICLES)?

- Fort Scott
  - All the above for Fort Scott
    - Focusing on this in Fort Scott as they don't have a lot of this infrastructure currently.
  - Lack of ADA cuts especially near high school
- Uniontown
  - No sidewalk on southside near elementary school
    - Kids riding bike in road or in ditch
-

Q3- DESCRIBE ANY SPECIFIC CHALLENGES RELATED TO FREIGHT VEHICLES, LARGE TRUCKS, OR OTHER HEAVY VEHICLES IN YOUR COMMUNITY? DO CRASHES INVOLVING THESE VEHICLES SEEM MORE COMMON OR HAZARDOUS?

- Fort Scott
  - No too much in town
  - Couple of bad accidents but rare
  - 3rd street big vehicles can't get under railroad bridge
- County

    - Hwy 7 towards Girard
    - Further north from Fort Scott is more farming activity
- Uniontown
    - Lots of ag traffic on Maple
        - Have done some preventive countermeasure no accidents so far

Q4- TELL US ABOUT THE MOST SIGNIFICANT CHALLENGES YOU FACE WHEN USING TRANSPORTATION IN YOUR COMMUNITY (E.G., TRAFFIC CONGESTION, POORLY MAINTAINED ROADS)?

- Fort Scott
    - Deer everywhere
    - Poorly maintained roads
    - 3rd St bad traffic congestion
        - Train will be on the tracks around 7:30am causing major traffic congestion

Q5- WHAT DO YOU THINK ARE THE MAIN FACTORS CONTRIBUTING TO CRASHES IN YOUR COMMUNITY (E.G., SPEEDING, DISTRACTED DRIVING, IMPAIRED DRIVING, ROAD CONDITIONS, POOR SIGNAGE)?

- Everyone
    - Speeding
    - Distracted driving

NEXT STEPS

What we need help with

LOCATION – PERFERABLY A PUBLIC, LOW/NO COST SPACE

- City of Fort Scott
    - **Brad Matkin** can help with setting up a space in Fort Scott
    - **Destry Brown** can help put out social media posts in Fort Scott
- Uniontown
    - **Vance Eden** can help put out social media posts in Uniontown
- Agreed that most people would probably go to Fort Scott for a public meeting

TIMEFRAME – 5-7 PM ON A WEEKNIGHT

IS THERE AN EXISTING EVENT THAT WE CAN ATTEND

- Fort Scott
    - First Grade Christmas Program gets most of the people in town out (Desty Brown)

HOW TO GET THE WORD OUT – NEWSPAPER? SOCIAL MEDIA? CITY AND COUNTY WEBSITES?

- Will post on social media

- Fort Scott
- Uniontown

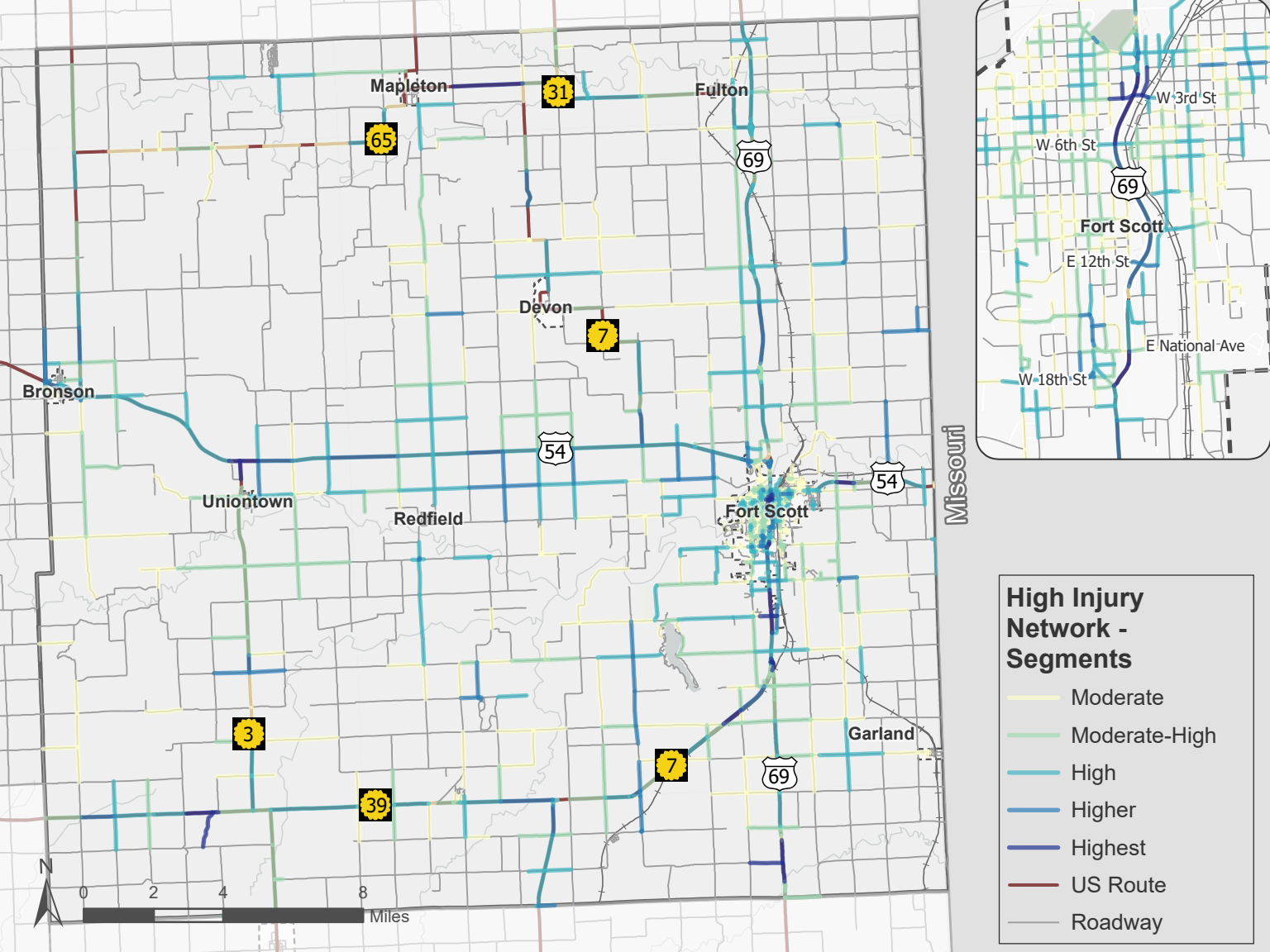
ADDITIONAL COMMENTS..

- None

SEKRPC

Appendix D

High Injury Network


Mapleton
31
Fulton
65
69
Devon
7
Bronson
54
Uniontown
Redfield
Fort Scott
54
Missouri
3
Garland
7
69
39
N
0
2
4
8
Miles
W 3rd St
W 6th St
69
Fort Scott
E 12th St
E National Ave
W 18th St
High Injury Network - Segments
Moderate
Moderate-High
High
Higher
Highest
US Route
Roadway

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
U.S. 69	0	Rural	Non-Inventory Direction for Divided Roadways	Major Arterial	4	0.65	1	1	0	12	1223.83	5	Highest
K-39	0	Rural	Two-Way	Minor Arterial	2	0.17	0	1	0	1	1197.46	5	Highest
K-39	0	Rural	Two-Way	Minor Arterial	2	0.75	0	1	0	3	1199.46	5	Highest
U.S. 69	0	Rural	Non-Inventory Direction for Divided Roadways	Major Arterial	4	0.54	1	1	0	13	1224.83	5	Highest
E WALL	1	Rural	Two-Way	Major Arterial	2	0.52	1	1	0	9	1236.2	5	Highest
E WALL	1	Rural	Two-Way	Major Arterial	2	0.31	1	1	0	4	1200.46	5	Highest
K-3	0	Rural	Two-Way	Major Collector	2	0.52	1	1	0	4	1215.83	5	Highest
215TH ST	1	Rural	Two-Way	Major Collector	2	2.01	1	2	0	9	1220.83	5	Highest
E WALL	1	Rural	Two-Way	Major Arterial	2	0.51	2	0	0	10	1206.46	5	Highest
RANGE RD	0	Rural	Two-Way	Minor Arterial	2	0.64	1	1	0	6	1217.83	5	Highest
S K007 HWY	1	Suburban	One Direction of Travel for Divided Roadways	Major Arterial	4	0.13	1	1	0	11	1270.51	5	Highest
RANGE RD	0	Rural	Two-Way	Minor Arterial	2	0.10	1	0	0	3	1214.83	5	Highest
RAMP	0	Rural	Mainline Ramp	Other Freeways & Expressways	NA	0.04	1	0	0	3	1214.83	5	Highest
S K007 HWY	1	Urban	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.06	1	1	0	4	1263.51	5	Highest
RANGE RD	0	Rural	Two-Way	Minor Arterial	2	0.23	1	0	0	11	1207.46	5	Highest
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.76	1	0	0	21	1232.83	5	Highest
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.49	1	0	0	12	1223.83	5	Highest
RAMP	1	Urban	Mainline Ramp	Other Freeways & Expressways	NA	0.06	1	0	0	8	1219.83	5	Highest
U.S. 69	1	Urban	Non-Inventory Direction for Divided Roadways	Other Freeways & Expressways	4	0.04	2	1	0	36	2490.4	5	Highest
U.S. 69	1	Urban	Non-Inventory Direction for Divided Roadways	Other Freeways & Expressways	4	0.25	2	1	0	52	2537.14	5	Highest
RAMP	0	Rural	Mainline Ramp	Other Freeways & Expressways	NA	0.03	1	0	0	4	1215.83	5	Highest
INDIAN RD	1	Rural	Two-Way	Major Collector	2	0.33	1	0	0	7	1203.46	5	Highest
S CLARK	1	Urban	Two-Way	Local	2	0.14	1	0	0	13	1224.83	5	Highest
BIRCH RD	0	Rural	Two-Way	Local	2	0.94	1	0	1	5	1216.83	5	Highest
E 3RD ST	1	Urban	Two-Way	Local	2	0.04	2	1	0	37	2506.77	5	Highest
E 3RD ST	1	Urban	Two-Way	Local	2	0.05	2	1	0	38	2492.4	5	Highest
E 3RD ST	1	Urban	Two-Way	Local	2	0.03	1	0	0	12	1223.83	5	Highest
E 3RD ST	1	Urban	Two-Way	Local	2	0.06	1	1	0	28	1285.94	5	Highest
HUDSON RD	1	Rural	Two-Way	Local	2	0.16	1	0	0	9	1205.46	5	Highest
S STATE	1	Urban	Two-Way	Local	2	0.07	1	1	0	28	1285.94	5	Highest
MCVAY CATTLE COUNTY RD	0	Rural	Two-Way	Local	2	1.06	1	0	0	1	1197.46	5	Highest
K-39	0	Rural	Two-Way	Minor Arterial	2	0.95	0	0	1	5	83.42	4	Higher
RANGE RD	0	Rural	Two-Way	Major Collector	2	0.84	0	0	1	6	69.05	4	Higher
RANGE RD	0	Rural	Two-Way	Minor Arterial	2	0.29	0	0	1	6	84.42	4	Higher
K-39	0	Rural	Two-Way	Minor Arterial	2	1.50	0	0	0	13	74.48	4	Higher
E WALL	1	Rural	Two-Way	Major Arterial	2	0.37	0	1	0	2	80.42	4	Higher
E WALL	1	Rural	Two-Way	Major Arterial	2	1.01	0	1	0	7	85.42	4	Higher
E WALL	1	Rural	Two-Way	Major Arterial	2	2.00	0	1	0	18	111.79	4	Higher
E WALL	1	Rural	Two-Way	Major Arterial	2	1.00	0	1	0	8	117.16	4	Higher
E WALL	1	Rural	Two-Way	Major Arterial	2	1.00	0	1	0	8	117.16	4	Higher
K-3	0	Rural	Two-Way	Major Collector	2	0.51	0	1	0	5	83.42	4	Higher
E WALL	0	Rural	Two-Way	Major Arterial	2	0.18	0	1	0	11	104.79	4	Higher
E WALL	1	Rural	Two-Way	Major Arterial	2	0.10	0	1	0	12	105.79	4	Higher
RANGE RD	0	Rural	Two-Way	Minor Arterial	2	0.97	0	1	0	5	68.05	4	Higher
RANGE RD	1	Rural	Two-Way	Major Collector	2	1.04	0	2	0	2	65.05	4	Higher
RANGE RD	1	Rural	Two-Way	Major Collector	2	1.01	0	1	0	7	70.05	4	Higher
K-3	1	Rural	Two-Way	Major Collector	2	1.00	0	2	0	4	67.05	4	Higher
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Major Arterial	4	0.25	0	0	0	22	98.85	4	Higher
U.S. 69	1	Rural	Non-Inventory Direction for Divided Roadways	Other Freeways & Expressways	4	0.06	0	1	0	2	65.05	4	Higher
E WALL	1	Rural	Two-Way	Other Freeways & Expressways	2	0.19	0	1	0	2	65.05	4	Higher
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.07	0	1	0	2	65.05	4	Higher
E WALL	1	Rural	Two-Way	Other Freeways & Expressways	2	0.05	0	1	0	2	65.05	4	Higher
RAMP	1	Rural	Mainline Ramp	Other Freeways & Expressways	4	0.04	0	1	0	2	65.05	4	Higher
U.S. 69	1	Urban	Non-Inventory Direction for Divided Roadways	Other Freeways & Expressways	4	0.62	0	1	2	32	233.38	4	Higher
U.S. 69	1	Urban	Non-Inventory Direction for Divided Roadways	Other Freeways & Expressways	4	0.12	0	1	2	19	189.64	4	Higher
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	1.78	0	0	0	23	69.11	4	Higher
RAMP	1	Rural	Mainline Ramp	Other Freeways & Expressways	4	0.15	0	1	0	2	65.05	4	Higher
SOLDIER RD	1	Rural	Two-Way	Major Collector	2	1.01	0	1	0	2	65.05	4	Higher
235TH ST	1	Rural	Two-Way	Major Collector	2	1.00	0	1	0	3	66.05	4	Higher
5000 ST	1	Rural	Two-Way	Minor Collector	2	0.04	0	1	0	2	80.42	4	Higher
JAYHAWK RD	1	Rural	Two-Way	Minor Arterial	2	0.26	0	0	0	11	72.48	4	Higher
215TH ST	1	Rural	Two-Way	Major Collector	2	0.36	0	1	0	12	121.16	4	Higher
205TH ST	0	Rural	Two-Way	Major Collector	2	0.75	0	2	0	11	89.42	4	Higher
MAPLE RD	0	Rural	Two-Way	Major Collector	2	1.01	0	1	0	4	82.42	4	Higher
MAPLE RD	0	Rural	Two-Way	Major Collector	2	0.49	0	1	0	3	66.05	4	Higher
QUAIL RD	1	Rural	Two-Way	Major Collector	2	0.66	0	1	0	2	80.42	4	Higher
QUAIL RD	1	Rural	Two-Way	Major Collector	2	0.99	0	1	0	2	80.42	4	Higher
W 18TH ST	0	Urban	Two-Way	Minor Arterial	2	0.03	0	1	0	4	82.42	4	Higher
W 18TH ST	0	Urban	Two-Way	Minor Arterial	2	0.04	0	1	0	3	66.05	4	Higher
W 18TH ST	0	Urban	Two-Way	Minor Arterial	2	0.06	0	1	0	2	65.05	4	Higher
E 12TH ST	1	Urban	Two-Way	Major Collector	2	0.06	0	1	2	19	189.64	4	Higher
E 12TH ST	1	Urban	Two-Way	Major Collector	2	0.08	0	1	2	18	188.64	4	Higher
S NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.06	0	2	0	3	66.05	4	Higher
S NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.07	0	2	0	4	67.05	4	Higher
MAPLE RD	0	Rural	Two-Way	Minor Collector	2	1.00	0	1	0	8	117.16	4	Higher
MAPLE RD	0	Rural	Two-Way	Minor Collector	2	1.00	0	1	0	5	83.42	4	Higher
S NATIONAL	0	Rural	Two-Way	Minor Arterial	2	0.03	0	1	0	11	104.79	4	Higher
S NATIONAL	0	Rural	Two-Way	Minor Arterial	2	0.05	0	1	0	8	101.79	4	Higher
JAYHAWK RD	1	Rural	Two-Way	Major Collector	2	0.51	0	1	0	6	99.79	4	Higher
HACKBERRY RD	0	Rural	Two-Way	Minor Collector	2	1.01	0	1	0	3	66.05	4	Higher
JAYHAWK RD	1	Rural	Two-Way	Major Collector	2	0.51	0	1	0	6	99.79	4	Higher
HACKBERRY RD	0	Rural	Two-Way	Minor Collector	2	1.01	0	1	0	3	66.05	4	Higher
135TH ST	0	Rural	Two-Way	Local	2	1.00	0	1	0	3	66.05	4	Higher
135TH ST	0	Rural	Two-Way	Local	2	0.10	0	1	0	2	65.05	4	Higher
145TH ST	0	Rural	Two-Way	Local	2	1.00	0	1	0	7	85.42	4	Higher
145TH ST	0	Rural	Two-Way	Local	2	1.00	0	1	0	4	82.42	4	Higher
195TH ST	0	Rural	Two-Way	Local	2	1.02	0	1	0	4	82.42	4	Higher
W 15TH ST	1	Urban	Two-Way	Local	2	0.04	0	2	0	3	66.05	4	Higher
215TH ST	0	Rural	Two-Way	Local	2	0.16	0	1	0	7	100.79	4	Higher
E 15TH ST	1	Urban	Two-Way	Local	2	0.06	0	2	0	4	67.05	4	Higher
165TH ST	0	Rural	Two-Way	Local	2	1.01	0	1	0	5	83.42	4	Higher
E 18TH ST	0	Urban	Two-Way	Local	2	0.03	0	1	0	3	66.05	4	Higher
S JUDSON	0	Urban	Two-Way	Local	2	0.12	0	1	0	2	65.05	4	Higher
GRAND RD	0	Rural	Two-Way	Local	2	0.10	0	1	0	2	65.05	4	Higher
GRAND RD	0	Rural	Two-Way	Local	2	0.50	0	1	0	2	65.05	4	Higher
HACKBERRY RD	0	Rural	Two-Way	Local	2	1.01	0	1	0	3	66.05	4	Higher
PRAIRIE RD	1	Rural	Two-Way	Local	2	0.13	0	1	0	2	80.42	4	Higher
QUAIL RD	1	Rural	Two-Way	Local	2	0.36	0	1	0	2	80.42	4	Higher
15TH ST	1	Rural	Two-Way	Local	2	1.00	0	1	0	1	64.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.07	0	1	0	2	65.05	4	Higher
U.S. 69	0	Rural	One Direction of Travel for Divided Roadways	Major Arterial	4	0.97	0	0	0	7	22.37	3	High
K-39	0	Rural	Two-Way	Minor Arterial	2	0.87	0	0	0	6	36.74	3	High
K-39	0	Rural	Two-Way	Minor Arterial	2	0.96	0	0	0	5	35.74	3	High
RANGE RD	0	Rural	Two-Way	Major Collector	2	1.04	0	0	0	8	23.37	3	High
RANGE RD	0	Rural	Two-Way	Major Collector	2	1.03	0	0	0	13	43.74	3	High
RANGE RD	0	Rural	Two-Way	Minor Arterial	2	0.72	0	0	0	11	26.37	3	High
K-39	0	Rural	Two-Way	Minor Arterial	2	0.13	0	0	0	6	36.74	3	High
K-39	0	Rural	Two-Way	Minor Arterial	2	1.03	0	0	0	14	44.74	3	High
K-39	0	Rural	Two-Way	Minor Arterial	2	0.13	0	0	0	5	20.37	3	High
K-39	0	Rural	Two-Way	Minor Arterial	2	1.01	0	0	0	4	19.37	3	High
K-39	0	Rural	Two-Way	Minor Arterial	2	2.51	0	0	0	23	38.37	3	High
E WALL	1	Rural	Two-Way	Major Arterial	2	0.08	0	0	0	4	19.37	3	High
E WALL	1	Rural	Two-Way	Major Arterial	2	0.07	0	0	0	2	17.37	3	High
E WALL	1	Rural	Two-Way	Major Arterial	2	0.61	0	0	0	6	21.37	3	High
E WALL	1	Rural	Two-Way	Major Arterial	2	2.20	0	0	0	19	49.74	3	High
E WALL	1	Rural	Two-Way	Major Arterial	2	0.95	0	0	0	4	19.37	3	High
E WALL	1	Rural	Two-Way	Major Arterial	2	1.62	0	0	0	6	21.37	3	High
E WALL	0	Rural	Two-Way	Major Arterial	2	0.03	0	0	0	3	18.37	3	High
E WALL	1	Rural	Two-Way	Major Arterial	2	1.62	0	0	0	6	21.37	3	High
E WALL	0	Rural	Two-Way	Major Arterial	2	0.03	0	0	0	3	18.37	3	High
E WALL	0	Rural	Two-Way	Major Arterial	2	1.01	0	0	0	7	37.74	3	High
E WALL	0	Rural	Two-Way	Major Arterial	2	0.48	0	0	0	11	26.37	3	High
E WALL	1	Rural	Two-Way	Major Arterial	2	2.00	0	0	0	14	29.37	3	High
E WALL	0	Rural	Two-Way	Major Arterial	2	0.52	0	0	0	15	30.37	3	High
E WALL	1	Rural	Two-Way	Major Arterial	2	1.00	0	0	0	11	26.37	3	High
E WALL	0	Rural	Two-Way	Major Arterial	2	0.87	0	0	0	16	46.74	3	High
E WALL	1	Rural	Two-Way	Major Arterial	2	1.00	0	0	0	12	27.37	3	High
E WALL	1	Rural	Two-Way	Major Arterial	2	1.00	0	0	0	12	42.74	3	High
E WALL	1	Rural	Two-Way	Major Arterial	2	1.02	0	0	0	7	22.37	3	High
RAMP	1	Rural	Mainline Ramp	Other Freeways & Expressways	NA	0.14	0	0	0	4	19.37	3	High
S K007 HWY	0	Rural	One Direction of Travel for Divided Roadways	Major Arterial	4	1.02	0	0	0	15	45.74	3	High
K-3	0	Rural	Two-Way	Major Collector	2	0.99	0	0	0	4	19.37	3	High
K-3	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	8	23.37	3	High
E WALL	1	Rural	Two-Way	Major Arterial	2	1.04	0	0	0	10	25.37	3	High
E WALL	1	Urban	Two-Way	Major Arterial	2	0.51	0	0	0	4	34.74	3	High
RAMP	1	Rural	Ramp	Other Freeways & Expressways	NA	0.12	0	0	0	1	16.37	3	High
RANGE RD	0	Rural	Two-Way	Minor Arterial	2	1.05	0	0	0	8	23.37	3	High
215TH ST	1	Rural	Two-Way	Major Collector	2	0.05	0	0	0	5	20.37	3	High
215TH ST	1	Rural	Two-Way	Major Collector	2	0.42	0	0	0	4	19.37	3	High
RANGE RD	1	Rural	Two-Way	Major Collector	2	0.96	0	0	0	4	19.37	3	High
RANGE RD	1	Rural	Two-Way	Major Collector	2	0.45	0	0	0	3	18.37	3	High
RANGE RD	1	Rural	Two-Way	Major Collector	2	1.46	0	0	0	1	16.37	3	High
RAMP	1	Rural	Ramp	Other Freeways & Expressways	NA	0.19	0	0	0	4	19.37	3	High
215TH ST	1	Rural	Two-Way	Major Collector	2	0.09	0	0	0	1	16.37	3	High
215TH ST	1	Rural	Two-Way	Major Collector	2	1.00	0	0	0	6	21.37	3	High
215TH ST	1	Rural	Two-Way	Major Collector	2	1.35	0	0	0	3	18.37	3	High
215TH ST	1	Rural	Two-Way	Major Collector	2	0.16	0	0	0	1	16.37	3	High
215TH ST	1	Rural	Two-Way	Major Collector	2	0.82	0	0	0	4	19.37	3	High
N K065 HWY	1	Rural	Two-Way	Major Collector	2	0.90	0	1	0	1	64.05	3	High
N K065 HWY	1	Rural	Two-Way	Major Collector	2	0.96	0	1	0	1	64.05	3	High
K-3	1	Rural	Two-Way	Major Collector	2	1.02	0	0	0	5	35.74	3	High
K-3	1	Rural	Two-Way	Major Collector	2	1.00	0	0	0	3	18.37	3	High
K-3	1	Rural	Two-Way	Major Collector	2	0.49	0	0	0	7	37.74	3	High
215TH ST	1	Rural	Two-Way	Major Collector	2	0.05	0	0	0	5	20.37	3	High
K-3	1	Rural	Two-Way	Major Collector	2	0.49	0	0	0	7	37.74	3	High
215TH ST	1	Rural	Two-Way	Major Collector	2	0.05	0	0	0	5	20.37	3	High
K031 HWY TO SB U069 HWY	1	Rural	Mainline Ramp	Other Freeways & Expressways	NA	0.23	0	0	0	6	36.74	3	High
S K007 HWY	1	Suburban	One Direction of Travel for Divided Roadways	Major Arterial	4	0.05	0	0	0	12	27.37	3	High
S K007 HWY	1	Suburban	One Direction of Travel for Divided Roadways	Major Arterial	4	0.07	0	0	0	13	43.74	3	High
NB U069 HWY TO K031 HWY	1	Rural	Mainline Ramp	Other Freeways & Expressways	NA	0.14	0	0	0	3	18.37	3	High
RAMP	1	Urban	Mainline Ramp	Other Freeways & Expressways	NA	0.03	0	0	0	11	41.74	3	High
RAMP	1	Urban	Mainline Ramp	Other Freeways & Expressways	NA	0.02	0	0	0	2	17.37	3	High
RAMP	1	Urban	Mainline Ramp	Other Freeways & Expressways	NA	0.04	0	0	0	3	18.37	3	High
S K007 HWY	1	Suburban	One Direction of Travel for Divided Roadways	Major Arterial	4	0.05	0	0	0	12	27.37	3	High
U.S. 69	1	Rural	Non-Inventory Direction for Divided Roadways	Other Freeways & Expressways	4	0.21	0	0	0	1	16.37	3	High
U.S. 69	1	Rural	Non-Inventory Direction for Divided Roadways	Other Freeways & Expressways	4	0.09	0	0	0	1	16.37	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.08	0	0	0	7	22.37	3	High
U.S. 69	1	Rural	Non-Inventory Direction for Divided Roadways	Other Freeways & Expressways	4	0.13	0	0	0	8	38.74	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Major Arterial	4	0.30	0	0	0	17	63.11	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Major Arterial	4	0.24	0	0	0	11	26.37	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Major Arterial	4	0.04	0	0	0	7	22.37	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.13	0	0	0	5	20.37	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.21	0	0	0	1	16.37	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.03	0	0	0	1	16.37	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.69	0	0	0	8	38.74	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.06	0	0	0	3	33.74	3	High
S K007 HWY	0	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.10	0	0	0	2	17.37	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.51	0	0	0	9	39.74	3	High
S K007 HWY	0	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.16	0	0	0	5	20.37	3	High
RAMP	1	Urban	Mainline Ramp	Other Freeways & Expressways	NA	0.03	0	0	0	10	25.37	3	High
S K007 HWY	0	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.02	0	0	0	2	17.37	3	High
U.S. 69	1	Urban	Non-Inventory Direction for Divided Roadways	Other Freeways & Expressways	4	0.24	0	0	0	4	34.74	3	High
U.S. 69	1	Urban	Non-Inventory Direction for Divided Roadways	Other Freeways & Expressways	4	0.04	0	0	0	3	18.37	3	High
RAMP	1	Rural	Mainline Ramp	Other Freeways & Expressways	4	0.03	0	0	0	5	20.37	3	High
RAMP	1	Rural	Mainline Ramp	Other Freeways & Expressways	NA	0.03	0	0	0	4	19.37	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.08	0	1	0	1	64.05	3	High
S K007 HWY	0	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.03	0	0	0	2	17.37	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	1.19	0	0	0	8	23.37	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.17	0	0	0	4	19.37	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.72	0	0	0	12	27.37	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.72	0	0	0	13	28.37	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.98	0	0	0	15	30.37	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.51	0	0	0	6	21.37	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	1.52	0	0	0	15	61.11	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.77	0	0	2	16	62.11	3	High

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.20	0	0	0	4	19.37	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.09	0	0	0	1	16.37	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.06	0	0	0	2	17.37	3	High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.07	0	0	0	1	16.37	3	High
E WALL	1	Rural	Two-Way	Major Arterial	2	0.03	0	0	0	7	22.37	3	High
E WALL	1	Rural	Two-Way	Major Arterial	2	0.07	0	0	0	10	25.37	3	High
E WALL	1	Urban	Two-Way	Major Arterial	2	0.10	0	0	0	2	17.37	3	High
E WALL	1	Urban	Two-Way	Major Arterial	2	0.15	0	0	0	2	17.37	3	High
E WALL	1	Urban	Two-Way	Major Arterial	2	0.14	0	0	0	2	17.37	3	High
E WALL	1	Urban	Two-Way	Major Arterial	2	0.10	0	0	0	3	18.37	3	High
E WALL	1	Urban	Two-Way	Major Arterial	2	0.10	0	0	0	3	18.37	3	High
E WALL	1	Rural	Two-Way	Major Arterial	2	0.06	0	0	0	8	23.37	3	High
E WALL	1	Rural	Two-Way	Major Arterial	2	0.04	0	0	0	7	22.37	3	High
E WALL	1	Rural	Two-Way	Major Arterial	2	0.03	0	0	0	11	26.37	3	High
E WALL	1	Rural	Two-Way	Major Arterial	2	0.02	0	0	0	10	25.37	3	High
W 730 AVE	1	Rural	Two-Way	Local	2	1.00	0	0	0	1	16.37	3	High
77TH TER	1	Rural	Two-Way	Major Collector	2	1.00	0	0	0	4	34.74	3	High
INDIAN RD	0	Rural	Two-Way	Major Collector	2	0.57	0	0	0	3	18.37	3	High
INDIAN RD	0	Rural	Two-Way	Major Collector	2	1.57	0	0	0	4	19.37	3	High
INDIAN RD	0	Rural	Two-Way	Major Collector	2	0.19	0	0	0	4	19.37	3	High
125TH ST	1	Rural	Two-Way	Major Collector	2	0.05	0	0	0	1	16.37	3	High
125TH ST	1	Rural	Two-Way	Major Collector	2	1.25	0	0	0	1	16.37	3	High
125TH ST	1	Rural	Two-Way	Major Collector	2	1.00	0	0	0	6	21.37	3	High
125TH ST	1	Rural	Two-Way	Major Collector	2	1.01	0	0	0	6	36.74	3	High
125TH ST	0	Rural	Two-Way	Major Collector	2	0.99	0	0	0	5	35.74	3	High
125TH ST	0	Rural	Two-Way	Major Collector	2	0.44	0	0	0	1	16.37	3	High
125TH ST	0	Rural	Two-Way	Major Collector	2	0.46	0	0	0	2	17.37	3	High
125TH ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	2	17.37	3	High
125TH ST	0	Rural	Two-Way	Major Collector	2	2.00	0	0	0	3	33.74	3	High
250TH ST	0	Rural	Two-Way	Major Collector	2	1.00	0	1	0	1	64.05	3	High
EAGLE RD	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	16.37	3	High
EAGLE RD	0	Rural	Two-Way	Major Collector	2	0.81	0	0	0	2	17.37	3	High
N 150TH ST	0	Rural	Two-Way	Major Collector	NA	0.14	0	0	0	7	37.74	3	High
235TH ST	1	Rural	Two-Way	Major Collector	2	0.85	0	1	0	1	64.05	3	High
SOLDIER RD	1	Rural	Two-Way	Major Collector	2	0.66	0	0	0	3	18.37	3	High
LIBERTY BELL RD	1	Rural	Two-Way	Major Collector	2	0.54	0	0	0	4	50.11	3	High
E WALL	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	10	25.37	3	High
E WALL	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	7	22.37	3	High
S STEEN	1	Urban	Two-Way	Major Collector	2	0.07	0	0	0	1	16.37	3	High
JAYHAWK RD	1	Rural	Two-Way	Minor Arterial	2	0.23	0	0	0	6	52.11	3	High
WAGON RD	1	Rural	Two-Way	Major Collector	2	0.94	0	0	0	1	16.37	3	High
215TH ST	1	Rural	Two-Way	Major Collector	2	0.37	0	0	0	1	16.37	3	High
YALE RD	1	Rural	Two-Way	Major Collector	2	1.00	0	1	0	1	64.05	3	High
YALE RD	1	Rural	Two-Way	Major Collector	2	0.18	0	1	0	1	64.05	3	High
YALE RD	1	Rural	Two-Way	Major Collector	2	1.01	0	0	0	1	16.37	3	High
215TH ST	0	Rural	Two-Way	Major Collector	2	0.25	0	0	0	2	17.37	3	High
215TH ST	0	Rural	Two-Way	Major Collector	2	0.14	0	0	0	1	16.37	3	High
215TH ST	1	Rural	Two-Way	Major Collector	2	1.00	0	0	0	5	20.37	3	High
215TH ST	1	Rural	Two-Way	Major Collector	2	1.00	0	0	0	7	53.11	3	High
215TH ST	1	Rural	Two-Way	Major Collector	2	1.00	0	0	0	6	21.37	3	High
215TH ST	1	Rural	Two-Way	Major Collector	2	0.03	0	0	0	1	16.37	3	High
205TH ST	0	Rural	Two-Way	Major Collector	2	0.51	0	0	0	2	17.37	3	High
MAPLE RD	0	Rural	Two-Way	Major Collector	2	0.10	0	0	0	2	17.37	3	High
W 23RD ST	1	Rural	Two-Way	Major Collector	2	0.18	0	0	0	12	58.11	3	High
W 23RD ST	0	Rural	Two-Way	Major Collector	2	0.38	0	0	0	12	58.11	3	High
S HEYLMAN	0	Urban	Two-Way	Major Collector	2	0.07	0	0	0	2	17.37	3	High
S HEYLMAN	0	Urban	Two-Way	Major Collector	2	0.07	0	0	0	2	17.37	3	High
W 18TH ST	0	Urban	Two-Way	Minor Arterial	2	0.04	0	0	0	4	19.37	3	High
W 18TH ST	0	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	4	34.74	3	High
S HORTON	0	Rural	Two-Way	Minor Arterial	2	0.06	0	0	0	2	17.37	3	High
S HORTON	0	Rural	Two-Way	Minor Arterial	2	0.09	0	0	0	2	17.37	3	High
S HORTON	0	Rural	Two-Way	Minor Arterial	2	0.07	0	0	0	5	35.74	3	High
S HORTON	0	Rural	Two-Way	Minor Arterial	2	0.13	0	0	0	5	35.74	3	High
130TH ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	4	19.37	3	High
E 12TH ST	1	Urban	Two-Way	Major Collector	2	0.08	0	0	0	3	18.37	3	High
E 12TH ST	1	Urban	Two-Way	Major Collector	2	0.05	0	0	0	1	16.37	3	High
E 12TH ST	1	Urban	Two-Way	Major Collector	2	0.18	0	0	0	1	16.37	3	High
S NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.04	0	0	0	8	23.37	3	High
S NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	6	21.37	3	High
S NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	8	23.37	3	High
S NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.14	0	2	0	1	64.05	3	High
MAPLE RD	0	Rural	Two-Way	Minor Collector	2	1.50	0	0	0	5	20.37	3	High
MAPLE RD	0	Rural	Two-Way	Minor Collector	2	1.00	0	0	0	5	35.74	3	High
MAPLE RD	0	Rural	Two-Way	Minor Collector	2	1.00	0	0	0	5	35.74	3	High
S NATIONAL	0	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	6	21.37	3	High
S NATIONAL	0	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	5	20.37	3	High
MAPLE RD	0	Rural	Two-Way	Minor Collector	2	1.00	0	0	0	2	17.37	3	High
MAPLE RD	0	Rural	Two-Way	Minor Collector	2	1.01	0	0	0	4	19.37	3	High
MAPLE RD	0	Rural	Two-Way	Minor Collector	2	1.03	0	0	0	3	18.37	3	High
S NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	7	22.37	3	High
S NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.03	0	0	0	7	22.37	3	High
E 6TH ST	0	Urban	Two-Way	Major Collector	2	0.06	0	0	0	2	17.37	3	High
E 6TH ST	0	Urban	Two-Way	Major Collector	2	0.06	0	0	0	2	17.37	3	High
155TH ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	4	19.37	3	High
155TH ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	3	18.37	3	High
SOLDIER RD	1	Rural	Two-Way	Minor Collector	2	0.04	0	1	0	1	64.05	3	High
155TH ST	0	Rural	Two-Way	Major Collector	2	0.05	0	0	0	1	16.37	3	High
155TH ST	0	Rural	Two-Way	Major Collector	2	0.04	0	0	0	1	16.37	3	High
E 6TH ST	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	1	8	38.74	3	High
E 6TH ST	1	Urban	Two-Way	Minor Arterial	2	0.08	0	0	0	15	45.74	3	High
E 6TH ST	1	Urban	Two-Way	Minor Arterial	2	0.08	0	0	0	15	45.74	3	High
E 6TH ST	1	Urban	Two-Way	Major Collector	2	0.06	0	0	1	7	37.74	3	High
S MARGRAVE	1	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	1	16.37	3	High
S MARGRAVE	1	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	1	16.37	3	High
S MARGRAVE	1	Urban	Two-Way	Minor Arterial	2	0.07	0	0	1	9	39.74	3	High
S MARGRAVE	1	Urban	Two-Way	Minor Arterial	2	0.07	0	0	1	8	54.11	3	High
S MARGRAVE	1	Urban	Two-Way	Minor Arterial	2	0.17	0	0	0	2	17.37	3	High
JAYHAWK RD	1	Rural	Two-Way	Major Collector	2	0.52	0	0	0	4	19.37	3	High
E 3RD ST	1	Urban	Two-Way	Major Collector	2	0.06	0	0	0	1	16.37	3	High
POPLAR RD	1	Rural	Two-Way	Major Collector	2	0.39	0	0	0	8	23.37	3	High
25TH ST	1	Rural	Two-Way	Major Collector	2	0.08	0	0	0	3	18.37	3	High
W 2ND ST	1	Urban	Two-Way	Major Collector	2	0.06	0	0	0	4	19.37	3	High
95TH ST	0	Rural	Two-Way	Major Collector	2	0.90	0	0	0	4	34.74	3	High
95TH ST	0	Rural	Two-Way	Major Collector	2	0.02	0	0	0	1	16.37	3	High
95TH ST	0	Rural	Two-Way	Major Collector	2	0.14	0	0	0	1	16.37	3	High
95TH ST	0	Rural	Two-Way	Major Collector	2	0.07	0	0	0	1	16.37	3	High
95TH ST	0	Rural	Two-Way	Major Collector	2	0.08	0	0	0	1	16.37	3	High
185TH ST	0	Rural	Two-Way	Minor Collector	2	1.01	0	0	0	2	17.37	3	High
185TH ST	0	Rural	Two-Way	Minor Collector	2	0.98	0	0	0	1	16.37	3	High
195TH ST	0	Rural	Two-Way	Local	2	0.53	0	0	0	3	18.37	3	High
195TH ST	0	Rural	Two-Way	Local	2	0.18	0	0	0	3	18.37	3	High
W 19TH ST	0	Urban	Two-Way	Local	2	0.09	0	0	0	6	21.37	3	High
W 19TH ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	16.37	3	High

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
W 19TH ST	0	Urban	Two-Way	Local	2	0.03	0	0	0	2	17.37	3	High
W 19TH ST	0	Rural	Two-Way	Local	2	0.03	0	0	0	2	17.37	3	High
W 1ST ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	2	17.37	3	High
205TH ST	0	Rural	Two-Way	Local	2	0.12	0	0	0	3	33.74	3	High
205TH ST	0	Rural	Two-Way	Local	2	0.93	0	0	0	1	16.37	3	High
E 20TH ST	1	Suburban	Two-Way	Local	2	0.12	0	0	0	7	22.37	3	High
E 15TH ST	1	Urban	Two-Way	Local	2	0.03	0	0	0	1	16.37	3	High
165TH ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	2	17.37	3	High
172ND TER	1	Rural	Two-Way	Local	2	0.78	0	0	0	1	16.37	3	High
240TH ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	2	17.37	3	High
240TH ST	0	Rural	Two-Way	Local	2	1.03	0	0	0	1	16.37	3	High
187TH TER	0	Rural	Two-Way	Local	2	1.03	0	0	0	3	18.37	3	High
W 18TH ST	0	Rural	Two-Way	Local	2	0.10	0	0	0	4	34.74	3	High
S CLARK	1	Rural	Two-Way	Local	2	0.08	0	0	0	13	28.37	3	High
S CLARK	1	Rural	Two-Way	Local	2	0.07	0	0	0	10	25.37	3	High
S CLARK	1	Urban	Two-Way	Local	2	0.07	0	0	0	7	22.37	3	High
CLAY	1	Rural	Two-Way	Local	2	0.07	0	0	0	2	17.37	3	High
CLAY	1	Rural	Two-Way	Local	2	0.07	0	0	0	2	17.37	3	High
S COUCH	0	Urban	Two-Way	Local	2	0.08	0	0	0	1	16.37	3	High
S COUCH	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	16.37	3	High
CURVE	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	16.37	3	High
E 6TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	16.37	3	High
E 6TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	16.37	3	High
E 6TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	16.37	3	High
75TH ST	0	Rural	Two-Way	Local	2	0.25	0	0	0	1	16.37	3	High
E 7TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	2	17.37	3	High
E 7TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	2	17.37	3	High
85TH ST	1	Rural	Two-Way	Local	2	1.00	0	1	0	1	64.05	3	High
E 8TH ST	1	Urban	Two-Way	Local	2	0.04	0	0	1	1	16.37	3	High
E 8TH ST	1	Urban	Two-Way	Local	2	0.02	0	0	1	1	16.37	3	High
E 8TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	1	1	16.37	3	High
95TH ST	1	Rural	Two-Way	Local	2	1.00	0	0	0	3	18.37	3	High
95TH ST	0	Rural	Two-Way	Local	2	1.01	0	0	0	3	18.37	3	High
265TH ST	1	Rural	Two-Way	Local	2	0.49	0	0	0	4	19.37	3	High
S ANDRICK	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	16.37	3	High
S ANDRICK	1	Urban	Two-Way	Local	2	0.08	0	0	0	1	16.37	3	High
S ARTHUR	1	Urban	Two-Way	Local	2	0.07	0	0	0	2	17.37	3	High
S ARTHUR	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	16.37	3	High
BAY	1	Rural	Two-Way	Local	2	0.10	0	0	0	3	18.37	3	High
S ARTHUR	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	16.37	3	High
BAY	1	Rural	Two-Way	Local	2	0.10	0	0	0	3	18.37	3	High
BIRCH RD	0	Rural	Two-Way	Local	2	0.77	0	0	0	3	18.37	3	High
BIRCH RD	0	Rural	Two-Way	Local	2	0.46	0	0	0	3	18.37	3	High
S BURKE	0	Urban	Two-Way	Local	2	0.07	0	0	0	2	17.37	3	High
S BURKE	0	Urban	Two-Way	Local	2	0.07	0	0	0	2	17.37	3	High
N CALDWELL	1	Urban	Two-Way	Local	2	0.07	0	0	0	2	17.37	3	High
N CALDWELL	1	Urban	Two-Way	Local	2	0.07	0	0	0	3	18.37	3	High
CAMPBELL DR	1	Rural	Two-Way	Local	2	0.26	0	0	0	4	19.37	3	High
267TH TER	1	Rural	Two-Way	Local	2	1.00	0	0	0	1	16.37	3	High
E 2ND ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	5	20.37	3	High
E 2ND ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	16.37	3	High
E 2ND ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	16.37	3	High
30TH ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	16.37	3	High
30TH ST	0	Rural	Two-Way	Local	2	0.97	0	0	0	1	16.37	3	High
E 3RD ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	16.37	3	High
E 3RD ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	7	22.37	3	High
W 4TH ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	16.37	3	High
W 4TH ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	16.37	3	High
W 4TH ST	0	Urban	Two-Way	Local	2	0.08	0	0	0	1	16.37	3	High
W 4TH ST	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	16.37	3	High
W 4TH ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	16.37	3	High
55TH ST	1	Rural	Two-Way	Local	2	0.95	0	0	0	3	18.37	3	High
W 5TH ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	2	17.37	3	High
W 5TH ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	2	17.37	3	High
KANSAS RD	0	Rural	Two-Way	Local	2	0.97	0	0	0	1	16.37	3	High
KANSAS RD	0	Rural	Two-Way	Local	2	0.12	0	0	0	2	17.37	3	High
KANSAS RD	0	Rural	Two-Way	Local	2	0.19	0	0	0	2	17.37	3	High
KANSAS RD	0	Rural	Two-Way	Local	2	0.34	0	0	0	4	34.74	3	High
KANSAS RD	0	Rural	Two-Way	Local	2	1.04	0	0	0	7	37.74	3	High
KANSAS RD	1	Rural	Two-Way	Local	2	0.10	0	0	0	1	16.37	3	High
LEES CIRCLE DR	0	Rural	Two-Way	Local	2	0.05	0	0	0	1	16.37	3	High
LIBERTY BELL RD	1	Rural	Two-Way	Local	2	0.74	0	0	0	5	51.11	3	High
S HUNTINGTON BLVD	0	Urban	Two-Way	Local	2	0.09	0	0	0	1	16.37	3	High
S HUNTINGTON BLVD	0	Urban	Two-Way	Local	2	0.13	0	0	0	1	16.37	3	High
IRONWOOD RD	0	Rural	Two-Way	Local	2	0.51	0	0	0	8	23.37	3	High
JERSEY	0	Urban	Two-Way	Local	2	0.09	0	0	0	3	18.37	3	High
GRAND RD	0	Rural	Two-Way	Local	2	0.82	0	0	0	1	16.37	3	High
S EDDY	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	16.37	3	High
S EDDY	0	Urban	Two-Way	Local	2	0.07	0	0	0	2	17.37	3	High
HACKBERRY RD	0	Rural	Two-Way	Local	2	0.81	0	0	0	1	16.37	3	High
HACKBERRY RD	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	16.37	3	High
HACKBERRY RD	1	Rural	Two-Way	Local	2	1.04	0	0	0	4	19.37	3	High
HACKBERRY RD	1	Rural	Two-Way	Local	2	0.46	0	0	0	5	20.37	3	High
S HILL	1	Rural	Two-Way	Local	2	0.07	0	0	0	7	22.37	3	High
N HILL	1	Rural	Two-Way	Local	2	0.42	0	0	0	6	21.37	3	High
HILL	0	Rural	Two-Way	Local	2	0.07	0	0	0	2	17.37	3	High
S HOLBROOK	0	Urban	Two-Way	Local	2	0.07	0	0	0	2	17.37	3	High
S HOLBROOK	0	Urban	Two-Way	Local	2	0.07	0	0	0	2	17.37	3	High
LOCUST RD	0	Rural	Two-Way	Local	2	0.49	0	0	0	1	16.37	3	High
LOCUST RD	1	Urban	Two-Way	Local	2	0.08	0	0	0	1	16.37	3	High
S MCCLEVERTY	1	Urban	Two-Way	Local	2	0.12	0	0	0	1	16.37	3	High
S MCCLEVERTY	1	Urban	Two-Way	Local	2	0.13	0	0	0	1	16.37	3	High
S NATIONAL	0	Urban	Two-Way	Local	2	0.02	0	0	0	2	17.37	3	High
NATIVE RD	1	Rural	Two-Way	Local	2	0.37	0	0	0	1	16.37	3	High
OSAGE RD	1	Rural	Two-Way	Local	2	1.01	0	0	0	2	17.37	3	High
OSAGE RD	1	Rural	Two-Way	Local	2	1.00	0	0	0	2	17.37	3	High
OSAGE RD	1	Rural	Two-Way	Local	2	0.53	0	0	0	6	21.37	3	High
OSAGE RD	1	Rural	Two-Way	Local	2	0.47	0	0	0	8	23.37	3	High
POPLAR RD	1	Rural	Two-Way	Local	2	0.72	0	0	0	4	19.37	3	High
POPLAR RD	1	Rural	Two-Way	Local	2	1.00	0	0	0	3	18.37	3	High
QUAIL RD	1	Rural	Two-Way	Local	2	0.39	0	1	0	1	64.05	3	High
RANGE RD	1	Rural	Two-Way	Local	2	0.52	0	0	0	8	23.37	3	High
RANGE RD	1	Rural	Two-Way	Local	2	0.49	0	0	0	9	24.37	3	High
S RANSOM	1	Urban	Two-Way	Local	2	0.10	0	0	0	6	52.11	3	High
SOLDIER RD	1	Rural	Two-Way	Local	2	1.52	0	0	0	2	17.37	3	High
SOLDIER RD	1	Rural	Two-Way	Local	2	1.48	0	0	0	2	17.37	3	High
N WILSON	1	Rural	Two-Way	Local	2	0.08	0	0	0	2	17.37	3	High
N WILSON	1	Rural	Two-Way	Local	2	0.07	0	0	0	2	17.37	3	High
S WILSON	1	Urban	Two-Way	Local	2	0.17	0	0	1	3	18.37	3	High
S WILSON	1	Urban	Two-Way	Local	2	0.18	0	0	1	2	32.74	3	High
WOODLAND HILLS BLVD	0	Rural	Two-Way	Local	2	0.26	0	0	0	6	21.37	3	High
WOODLAND HILLS BLVD	0	Rural	Two-Way	Local	2	0.04	0	0	0	7	22.37	3	High
XAVIER RD	1	Rural	Two-Way	Local	2	1.00	0	0	0	1	16.37	3	High
XAVIER RD	1	Rural	Two-Way	Local	2	0.52	0	0	0	5	20.37	3	High

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
S STATE	1	Urban	Two-Way	Local	2	0.10	0	0	0	2	32.74	3	High
W WALL	1	Urban	Two-Way	Local	2	0.06	0	0	0	5	20.37	3	High
S STATE	1	Urban	Two-Way	Local	2	0.03	0	0	0	2	32.74	3	High
VAN FOSSEN	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	16.37	3	High
YELLOWSTONE RD	1	Rural	Two-Way	Local	2	0.59	0	0	0	4	19.37	3	High
YELLOWSTONE RD	1	Rural	Two-Way	Local	2	0.42	0	0	0	4	19.37	3	High
E WALL	1	Rural	Two-Way	Other Freeways & Expressways	2	0.06	0	0	0	13	28.37	3	High
W 730TH AVE	1	Rural	Two-Way	Local	NA	0.07	0	0	0	2	17.37	3	High
U.S. 69	0	Rural	One Direction of Travel for Divided Roadways	Major Arterial	4	0.04	0	0	0	4	4	2	Moderately-High
U.S. 69	0	Rural	One Direction of Travel for Divided Roadways	Major Arterial	4	0.15	0	0	0	3	3	2	Moderately-High
K-39	0	Rural	Two-Way	Minor Arterial	2	0.99	0	0	0	3	3	2	Moderately-High
K-39	0	Rural	Two-Way	Minor Arterial	2	0.15	0	0	0	2	2	2	Moderately-High
K-39	0	Rural	Two-Way	Minor Arterial	2	0.99	0	0	0	5	5	2	Moderately-High
K-3	0	Rural	Two-Way	Minor Arterial	2	0.50	0	0	0	4	4	2	Moderately-High
RANGE RD	0	Rural	Two-Way	Minor Arterial	2	1.00	0	0	0	6	6	2	Moderately-High
K-39	0	Rural	Two-Way	Minor Arterial	2	0.18	0	0	0	3	3	2	Moderately-High
K-39	0	Rural	Two-Way	Minor Arterial	2	0.48	0	0	0	4	4	2	Moderately-High
K-39	0	Rural	Two-Way	Minor Arterial	2	1.02	0	0	0	6	6	2	Moderately-High
K-3	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	2	2	2	Moderately-High
K-3	0	Rural	Two-Way	Major Collector	2	0.99	0	0	0	3	3	2	Moderately-High
K-3	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	3	3	2	Moderately-High
S K007 HWY	0	Rural	One Direction of Travel for Divided Roadways	Major Arterial	4	0.15	0	0	0	4	4	2	Moderately-High
S 220TH ST	0	Rural	Non-Inventory Direction for Divided Roadways	Major Arterial	4	0.15	0	0	0	4	4	2	Moderately-High
RANGE RD	0	Rural	Two-Way	Minor Arterial	2	0.06	0	0	0	2	2	2	Moderately-High
S K007 HWY	0	Rural	One Direction of Travel for Divided Roadways	Major Arterial	4	0.19	0	0	0	7	7	2	Moderately-High
S K007 HWY	0	Rural	One Direction of Travel for Divided Roadways	Major Arterial	4	0.03	0	0	0	4	4	2	Moderately-High
S K007 HWY	0	Rural	One Direction of Travel for Divided Roadways	Major Arterial	4	0.04	0	0	0	4	4	2	Moderately-High
S K007 HWY	0	Rural	One Direction of Travel for Divided Roadways	Major Arterial	4	0.04	0	0	0	4	4	2	Moderately-High
U.S. 69	0	Rural	Non-Inventory Direction for Divided Roadways	Major Arterial	4	0.09	0	0	0	4	4	2	Moderately-High
E WALL	1	Rural	Two-Way	Major Arterial	2	0.02	0	0	0	3	3	2	Moderate-High
E WALL	1	Rural	Two-Way	Major Arterial	2	0.03	0	0	0	3	3	2	Moderate-High
E WALL	1	Rural	Two-Way	Major Arterial	2	0.99	0	0	0	5	5	2	Moderate-High
S K007 HWY	0	Rural	One Direction of Travel for Divided Roadways	Major Arterial	4	0.13	0	0	0	2	2	2	Moderate-High
S K007 HWY	0	Rural	One Direction of Travel for Divided Roadways	Major Arterial	4	0.62	0	0	0	5	5	2	Moderate-High
S K007 HWY	0	Rural	One Direction of Travel for Divided Roadways	Major Arterial	4	1.03	0	0	0	4	4	2	Moderate-High
K-3	0	Rural	Two-Way	Major Collector	2	0.27	0	0	0	3	3	2	Moderate-High
K-3	0	Rural	Two-Way	Major Collector	2	0.26	0	0	0	4	4	2	Moderate-High
K-3	0	Rural	Two-Way	Major Collector	2	1.76	0	0	0	8	8	2	Moderate-High
K-3	0	Rural	Two-Way	Major Collector	2	1.02	0	0	0	5	5	2	Moderate-High
K-3	0	Rural	Two-Way	Major Collector	2	1.02	0	0	0	5	5	2	Moderate-High
K-3	0	Rural	Two-Way	Major Collector	2	1.01	0	0	0	4	4	2	Moderate-High
K-3	0	Rural	Two-Way	Major Collector	2	0.51	0	0	0	3	3	2	Moderate-High
E WALL	1	Rural	Two-Way	Major Arterial	2	1.00	0	0	0	7	7	2	Moderate-High
E WALL	1	Rural	Two-Way	Major Arterial	2	0.08	0	0	0	3	3	2	Moderate-High
N K065 HWY	1	Rural	Two-Way	Major Collector	2	1.00	0	0	0	2	2	2	Moderate-High
RAMP	1	Rural	Ramp	Other Freeways & Expressways	NA	0.08	0	0	0	2	2	2	Moderate-High
E WALL	1	Rural	Two-Way	Major Arterial	2	0.09	0	0	0	2	2	2	Moderate-High
RANGE RD	0	Rural	Two-Way	Minor Arterial	2	0.28	0	0	0	3	3	2	Moderate-High
E WALL	1	Rural	Two-Way	Major Arterial	2	0.11	0	0	0	3	3	2	Moderate-High
NB U069 HWY TO POPLAR RD	1	Rural	Ramp	Other Freeways & Expressways	NA	0.12	0	0	0	3	3	2	Moderate-High
RANGE RD	0	Rural	Two-Way	Minor Arterial	2	0.58	0	0	0	4	4	2	Moderate-High
CURVE	1	Rural	Ramp	Other Freeways & Expressways	NA	0.14	0	0	0	8	8	2	Moderate-High
RANGE RD	1	Rural	Two-Way	Major Collector	2	0.51	0	0	0	2	2	2	Moderate-High
RANGE RD	1	Rural	Two-Way	Major Collector	2	0.53	0	0	0	2	2	2	Moderate-High
RANGE RD	1	Rural	Two-Way	Major Collector	2	0.96	0	0	0	3	3	2	Moderate-High
RANGE RD	1	Rural	Two-Way	Major Collector	2	0.98	0	0	0	2	2	2	Moderate-High
RANGE RD	1	Rural	Two-Way	Major Collector	2	1.10	0	0	0	2	2	2	Moderate-High
RANGE RD	1	Rural	Two-Way	Major Collector	2	0.92	0	0	0	3	3	2	Moderate-High
RANGE RD	1	Rural	Two-Way	Major Collector	2	0.50	0	0	0	2	2	2	Moderate-High
CURVE	1	Rural	Ramp	Other Freeways & Expressways	NA	0.12	0	0	0	8	8	2	Moderate-High
SOLDIER RD TO NB U069 HWY	1	Rural	Ramp	Other Freeways & Expressways	NA	0.09	0	0	0	2	2	2	Moderate-High
215TH ST	1	Rural	Two-Way	Major Collector	2	1.50	0	0	0	4	4	2	Moderate-High
215TH ST	1	Rural	Two-Way	Major Collector	2	0.15	0	0	0	2	2	2	Moderate-High
RANGE RD	0	Rural	Two-Way	Minor Arterial	2	1.24	0	0	0	10	10	2	Moderate-High
POPLAR RD TO NB U069 HWY	1	Rural	Ramp	Other Freeways & Expressways	NA	0.11	0	0	0	2	2	2	Moderate-High
K-3	1	Rural	Two-Way	Major Collector	2	2.51	0	0	0	3	3	2	Moderate-High
K-3	1	Rural	Two-Way	Major Collector	2	1.00	0	0	0	2	2	2	Moderate-High
K-3	1	Rural	Two-Way	Major Collector	2	1.00	0	0	0	2	2	2	Moderate-High
K-3	1	Rural	Two-Way	Major Collector	2	0.49	0	0	0	5	5	2	Moderate-High
RAMP	0	Rural	Non-Inventory Direction for Divided Roadways	Minor Arterial	2	0.13	0	0	0	2	2	2	Moderate-High
RAMP	0	Rural	Non-Inventory Direction for Divided Roadways	Minor Arterial	2	0.10	0	0	0	4	4	2	Moderate-High
E WALL	1	Rural	Two-Way	Major Arterial	2	0.03	0	0	0	3	3	2	Moderate-High
U.S. 69	1	Rural	Non-Inventory Direction for Divided Roadways	Other Freeways & Expressways	4	0.04	0	0	0	2	2	2	Moderate-High
U.S. 69	1	Rural	Non-Inventory Direction for Divided Roadways	Other Freeways & Expressways	4	0.03	0	0	0	2	2	2	Moderate-High
U.S. 69	1	Rural	Non-Inventory Direction for Divided Roadways	Other Freeways & Expressways	4	0.12	0	0	0	3	3	2	Moderate-High
U.S. 69	0	Rural	Non-Inventory Direction for Divided Roadways	Major Arterial	4	0.06	0	0	0	7	7	2	Moderate-High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.04	0	0	0	2	2	2	Moderate-High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.03	0	0	0	2	2	2	Moderate-High
S K007 HWY	0	Rural	One Direction of Travel for Divided Roadways	Major Arterial	4	0.15	0	0	0	3	3	2	Moderate-High
U.S. 69	1	Rural	Non-Inventory Direction for Divided Roadways	Other Freeways & Expressways	4	0.06	0	0	0	3	3	2	Moderate-High
E WALL	1	Rural	Two-Way	Other Freeways & Expressways	2	0.03	0	0	0	3	3	2	Moderate-High
RANGE RD	0	Rural	Two-Way	Minor Arterial	2	0.13	0	0	0	4	4	2	Moderate-High
RANGE RD	0	Rural	Two-Way	Minor Arterial	2	0.10	0	0	0	2	2	2	Moderate-High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.13	0	0	0	7	7	2	Moderate-High
S K007 HWY	0	Rural	One Direction of Travel for Divided Roadways	Major Arterial	4	0.32	0	0	0	7	7	2	Moderate-High
S K007 HWY	0	Rural	One Direction of Travel for Divided Roadways	Major Arterial	4	0.13	0	0	0	4	4	2	Moderate-High
RAMP	1	Rural	Mainline Ramp	Other Freeways & Expressways	4	0.04	0	0	0	3	3	2	Moderate-High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.15	0	0	0	3	3	2	Moderate-High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.78	0	0	0	10	10	2	Moderate-High
S K007 HWY	0	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.05	0	0	0	4	4	2	Moderate-High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.66	0	0	0	5	5	2	Moderate-High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.08	0	0	0	8	8	2	Moderate-High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.09	0	0	0	8	8	2	Moderate-High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.27	0	0	0	8	8	2	Moderate-High
S K007 HWY	0	Rural	One Direction of Travel for Divided Roadways	Major Arterial	4	0.12	0	0	0	2	2	2	Moderate-High
E WALL	1	Rural	Two-Way	Other Freeways & Expressways	2	0.03	0	0	0	2	2	2	Moderate-High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.08	0	0	0	2	2	2	Moderate-High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.07	0	0	0	4	4	2	Moderate-High
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.07	0	0	0	3	3	2	Moderate-High
E WALL	1	Urban	Two-Way	Major Arterial	2	0.07	0	0	0	2	2	2	Moderate-High
E WALL	1	Urban	Two-Way	Major Arterial	2	0.06	0	0	0	3	3	2	Moderate-High
E 730 AVE	1	Rural	Two-Way	Minor Collector	2	1.00	0	0	0	6	6	2	Moderate-High
INDIAN RD	0	Rural	Two-Way	Major Collector	2	0.28	0	0	0	4	4	2	Moderate-High
INDIAN RD	0	Rural	Two-Way	Major Collector	2	0.08	0	0	0	3	3	2	Moderate-High
INDIAN RD	0	Rural	Two-Way	Major Collector	2	0.85	0	0	0	2	2	2	Moderate-High
INDIAN RD	0	Rural	Two-Way	Major Collector	2	0.98	0	0	0	5	5	2	Moderate-High
INDIAN RD	0	Rural	Two-Way	Major Collector	2	0.43	0	0	0	2	2	2	Moderate-High
125TH ST	1	Rural	Two-Way	Major Collector	2	2.02	0	0	0	2	2	2	Moderate-High
125TH ST	1	Rural	Two-Way	Major Collector	2	0.50	0	0	0	2	2	2	Moderate-High
125TH ST	1	Rural	Two-Way	Major Collector	2	0.50	0	0	0	2	2	2	Moderate-High
125TH ST	1	Rural	Two-Way	Major Collector	2	2.01	0	0	0	5	5	2	Moderate-High
250TH ST	1	Rural	Two-Way	Major Collector	2	0.35	0	0	0	2	2	2	Moderate-High
250TH ST	1	Rural	Two-Way	Major Collector	2	0.19	0	0	0	2	2	2	Moderate-High

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
250TH ST	1	Rural	Two-Way	Major Collector	2	0.72	0	0	0	2	2	2	Moderate-High
EAGLE RD	0	Rural	Two-Way	Major Collector	2	1.02	0	0	0	3	3	2	Moderate-High
235TH ST	1	Rural	Two-Way	Major Collector	2	0.99	0	0	0	2	2	2	Moderate-High
235TH ST	1	Rural	Two-Way	Major Collector	2	1.00	0	0	0	3	3	2	Moderate-High
235TH ST	1	Rural	Two-Way	Major Collector	2	0.50	0	0	0	4	4	2	Moderate-High
SOLDIER RD	1	Rural	Two-Way	Major Collector	2	0.08	0	0	0	2	2	2	Moderate-High
SOLDIER RD	1	Rural	Two-Way	Major Collector	2	0.28	0	0	0	3	3	2	Moderate-High
SOLDIER RD	1	Rural	Two-Way	Major Collector	2	1.00	0	0	0	2	2	2	Moderate-High
5000 ST	1	Rural	Two-Way	Minor Collector	2	0.23	0	0	0	1	16.37	2	Moderate-High
E WALL	1	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	3	3	2	Moderate-High
JAYHAWK RD	1	Rural	Two-Way	Major Collector	2	0.22	0	0	0	2	2	2	Moderate-High
WAGON RD	1	Rural	Two-Way	Major Collector	2	0.95	0	0	0	2	2	2	Moderate-High
YALE RD	1	Rural	Two-Way	Major Collector	2	0.67	0	0	0	2	2	2	Moderate-High
YALE RD	1	Rural	Two-Way	Major Collector	2	1.97	0	0	0	2	2	2	Moderate-High
215TH ST	1	Rural	Two-Way	Major Collector	2	0.83	0	0	0	2	2	2	Moderate-High
215TH ST	1	Rural	Two-Way	Major Collector	2	2.87	0	0	0	3	3	2	Moderate-High
215TH ST	1	Rural	Two-Way	Major Collector	2	1.00	0	0	0	3	3	2	Moderate-High
215TH ST	1	Rural	Two-Way	Major Collector	2	1.03	0	0	0	4	4	2	Moderate-High
MAPLE RD	0	Rural	Two-Way	Major Collector	2	1.01	0	0	0	4	4	2	Moderate-High
MAPLE RD	0	Rural	Two-Way	Major Collector	2	0.51	0	0	0	2	2	2	Moderate-High
W 23RD ST	0	Rural	Two-Way	Major Collector	2	0.06	0	0	0	3	3	2	Moderate-High
20TH ST	0	Rural	Two-Way	Major Collector	2	1.43	0	0	0	4	4	2	Moderate-High
S HORTON	0	Rural	Two-Way	Major Collector	2	0.36	0	0	0	3	3	2	Moderate-High
S HORTON	0	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	3	3	2	Moderate-High
S HORTON	0	Urban	Two-Way	Minor Arterial	2	0.16	0	0	0	3	3	2	Moderate-High
S HORTON	0	Urban	Two-Way	Minor Arterial	2	0.08	0	0	0	2	2	2	Moderate-High
S HORTON	0	Rural	Two-Way	Minor Arterial	2	0.06	0	0	0	2	2	2	Moderate-High
S HORTON	0	Rural	Two-Way	Minor Arterial	2	0.06	0	0	0	2	2	2	Moderate-High
S HORTON	0	Rural	Two-Way	Minor Arterial	2	0.06	0	0	0	2	2	2	Moderate-High
S HORTON	0	Rural	Two-Way	Minor Arterial	2	0.05	0	0	0	3	3	2	Moderate-High
S HORTON	0	Rural	Two-Way	Minor Arterial	2	0.06	0	0	0	4	4	2	Moderate-High
E NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.03	0	0	0	5	5	2	Moderate-High
E NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.08	0	0	0	2	2	2	Moderate-High
E NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.03	0	0	0	5	5	2	Moderate-High
E NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.04	0	0	0	2	2	2	Moderate-High
E NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.03	0	0	0	4	4	2	Moderate-High
E 12TH ST	1	Urban	Two-Way	Major Collector	2	0.06	0	0	0	2	2	2	Moderate-High
E 12TH ST	1	Urban	Two-Way	Major Collector	2	0.06	0	0	0	2	2	2	Moderate-High
S NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	5	5	2	Moderate-High
S NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	7	7	2	Moderate-High
S NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	11	11	2	Moderate-High
S NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.16	0	0	0	4	4	2	Moderate-High
S NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	2	2	2	Moderate-High
S NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	2	2	2	Moderate-High
S NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.03	0	0	0	4	4	2	Moderate-High
S NATIONAL	0	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	9	9	2	Moderate-High
S NATIONAL	0	Rural	Two-Way	Minor Arterial	2	0.11	0	0	0	2	2	2	Moderate-High
MAPLE RD	0	Rural	Two-Way	Minor Collector	2	1.00	0	0	0	3	3	2	Moderate-High
S NATIONAL	0	Rural	Two-Way	Minor Arterial	2	0.05	0	0	0	2	2	2	Moderate-High
S NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	3	3	2	Moderate-High
OVERBROOK RD	1	Rural	Two-Way	Minor Collector	2	0.15	0	0	0	2	2	2	Moderate-High
S NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.03	0	0	0	3	3	2	Moderate-High
S NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.05	0	0	0	4	4	2	Moderate-High
E 6TH ST	0	Urban	Two-Way	Major Collector	2	0.08	0	0	0	2	2	2	Moderate-High
155TH ST	1	Rural	Two-Way	Major Collector	2	1.00	0	0	0	2	2	2	Moderate-High
155TH ST	1	Rural	Two-Way	Major Collector	2	1.01	0	0	0	4	4	2	Moderate-High
E 6TH ST	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	2	2	2	Moderate-High
E 6TH ST	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	2	2	2	Moderate-High
E 6TH ST	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	3	3	2	Moderate-High
E 6TH ST	1	Urban	Two-Way	Minor Arterial	2	0.03	0	0	0	2	2	2	Moderate-High
E 6TH ST	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	7	7	2	Moderate-High
E 6TH ST	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	10	10	2	Moderate-High
E 6TH ST	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	3	3	2	Moderate-High
E 6TH ST	0	Urban	Two-Way	Minor Arterial	2	0.08	0	0	0	2	2	2	Moderate-High
S MARGRAVE	1	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	2	2	2	Moderate-High
S MARGRAVE	1	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	2	2	2	Moderate-High
S MARGRAVE	1	Urban	Two-Way	Minor Arterial	2	0.04	0	0	0	2	2	2	Moderate-High
S MARGRAVE	1	Urban	Two-Way	Minor Arterial	2	0.08	0	0	0	3	3	2	Moderate-High
S MARGRAVE	1	Urban	Two-Way	Minor Arterial	2	0.20	0	0	0	2	2	2	Moderate-High
S MARGRAVE	1	Urban	Two-Way	Minor Arterial	2	0.13	0	0	0	2	2	2	Moderate-High
S MARGRAVE	1	Suburban	Two-Way	Minor Arterial	2	0.05	0	0	0	2	2	2	Moderate-High
S MARGRAVE	1	Rural	Two-Way	Minor Arterial	2	0.45	0	0	0	3	3	2	Moderate-High
S BROADWAY	1	Urban	Two-Way	Major Collector	2	0.07	0	0	0	2	2	2	Moderate-High
S BROADWAY	1	Urban	Two-Way	Major Collector	2	0.07	0	0	0	2	2	2	Moderate-High
JAYHAWK RD	1	Rural	Two-Way	Major Collector	2	0.03	0	0	0	2	2	2	Moderate-High
JAYHAWK RD	1	Rural	Two-Way	Major Collector	2	0.03	0	0	0	2	2	2	Moderate-High
POPLAR RD	1	Rural	Two-Way	Major Collector	2	0.05	0	0	0	7	7	2	Moderate-High
POPLAR RD	1	Rural	Two-Way	Major Collector	2	0.05	0	0	0	7	7	2	Moderate-High
25TH ST	1	Rural	Two-Way	Major Collector	2	1.00	0	0	0	2	2	2	Moderate-High
25TH ST	1	Rural	Two-Way	Major Collector	2	1.08	0	0	0	2	2	2	Moderate-High
W 2ND ST	1	Urban	Two-Way	Major Collector	2	0.08	0	0	0	2	2	2	Moderate-High
95TH ST	0	Rural	Two-Way	Major Collector	2	0.97	0	0	0	2	2	2	Moderate-High
95TH ST	0	Rural	Two-Way	Major Collector	2	0.06	0	0	0	3	3	2	Moderate-High
GRAND RD	0	Rural	Two-Way	Minor Collector	2	1.02	0	0	0	4	4	2	Moderate-High
140TH ST	0	Rural	Two-Way	Local	2	1.02	0	0	0	3	3	2	Moderate-High
145TH ST	1	Rural	Two-Way	Local	2	1.00	0	0	0	3	3	2	Moderate-High
195TH ST	0	Rural	Two-Way	Local	2	0.53	0	0	0	2	2	2	Moderate-High
195TH ST	0	Rural	Two-Way	Local	2	0.11	0	0	0	2	2	2	Moderate-High
105TH ST	0	Rural	Two-Way	Local	2	0.58	0	0	0	2	2	2	Moderate-High
W 1ST ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	5	5	2	Moderate-High
W 1ST ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	8	8	2	Moderate-High
W 1ST ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	3	3	2	Moderate-High
W 10TH ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	2	Moderate-High
200TH ST	0	Rural	Two-Way	Local	2	0.09	0	0	0	7	7	2	Moderate-High
W 10TH ST	0	Urban	Two-Way	Local	2	0.09	0	0	0	3	3	2	Moderate-High
200TH ST	0	Rural	Two-Way	Local	2	0.33	0	0	0	2	2	2	Moderate-High
200TH ST	0	Rural	Two-Way	Local	2	0.65	0	0	0	2	2	2	Moderate-High
W 10TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	2	Moderate-High
W 10TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	2	Moderate-High
205TH ST	1	Rural	Two-Way	Local	2	0.50	0	0	0	2	2	2	Moderate-High
205TH ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	2	2	2	Moderate-High
205TH ST	0	Rural	Two-Way	Local	2	0.24	0	0	0	7	7	2	Moderate-High
E 10TH ST	1	Urban	Two-Way	Local	2	0.07	0	0	0	2	2	2	Moderate-High
W 15TH ST	1	Urban	Two-Way	Local	2	0.07	0	0	0	3	3	2	Moderate-High
W 15TH ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	2	Moderate-High
W 15TH ST	0	Urban	Two-Way	Local	2	0.03	0	0	0	2	2	2	Moderate-High
210TH ST	0	Rural	Two-Way	Local	2	0.63	0	0	0	2	2	2	Moderate-High
215TH ST	1	Rural	Two-Way	Local	2	1.01	0	0	0	2	2	2	Moderate-High
215TH ST	0	Rural	Two-Way	Local	2	0.97	0	0	0	2	2	2	Moderate-High
217TH ST	0	Rural	Two-Way	Local	2	0.15	0	0	0	2	2	2	Moderate-High
218TH ST	1	Rural	Two-Way	Local	2	0.46	0	0	0	2	2	2	Moderate-High
218TH ST	0	Rural	Two-Way	Local	2	0.05	0	0	0	3	3	2	Moderate-High

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
110TH ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	2	2	2	Moderate-High
110TH ST	0	Rural	Two-Way	Local	2	1.01	0	0	0	2	2	2	Moderate-High
165TH ST	1	Rural	Two-Way	Local	2	1.01	0	0	0	2	2	2	Moderate-High
230TH ST	1	Suburban	Two-Way	Local	2	0.69	0	0	0	3	3	2	Moderate-High
230TH ST	1	Rural	Two-Way	Local	2	0.32	0	0	0	2	2	2	Moderate-High
235TH ST	1	Rural	Two-Way	Local	2	0.18	0	0	0	2	2	2	Moderate-High
170TH ST	0	Rural	Two-Way	Local	2	1.51	0	0	0	6	6	2	Moderate-High
170TH ST	0	Rural	Two-Way	Local	2	1.02	0	0	0	6	6	2	Moderate-High
240TH ST	1	Rural	Two-Way	Local	2	0.26	0	0	0	3	3	2	Moderate-High
240TH ST	1	Urban	Two-Way	Local	2	0.25	0	0	0	4	4	2	Moderate-High
240TH ST	1	Urban	Two-Way	Local	2	0.52	0	0	0	3	3	2	Moderate-High
240TH ST	1	Rural	Two-Way	Local	2	1.00	0	0	0	4	4	2	Moderate-High
240TH ST	1	Rural	Two-Way	Local	2	0.50	0	0	0	2	2	2	Moderate-High
240TH ST	1	Rural	Two-Way	Local	2	0.51	0	0	0	4	4	2	Moderate-High
240TH ST	1	Rural	Two-Way	Local	2	0.05	0	0	0	2	2	2	Moderate-High
115TH ST	1	Rural	Two-Way	Local	2	1.00	0	0	0	4	4	2	Moderate-High
115TH ST	0	Rural	Two-Way	Local	2	0.99	0	0	0	5	5	2	Moderate-High
245TH ST	1	Rural	Two-Way	Local	2	0.06	0	0	0	2	2	2	Moderate-High
245TH ST	1	Rural	Two-Way	Local	2	0.20	0	0	0	2	2	2	Moderate-High
245TH ST	1	Rural	Two-Way	Local	2	1.01	0	0	0	2	2	2	Moderate-High
W 17TH ST	1	Urban	Two-Way	Local	2	0.03	0	0	0	5	5	2	Moderate-High
W 17TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	4	4	2	Moderate-High
25TH ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	2	2	2	Moderate-High
25TH ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	2	2	2	Moderate-High
E 18TH ST	0	Urban	Two-Way	Local	2	0.04	0	0	0	2	2	2	Moderate-High
E 18TH ST	0	Urban	Two-Way	Local	2	0.05	0	0	0	2	2	2	Moderate-High
E 18TH ST	1	Suburban	Two-Way	Local	2	0.06	0	0	0	2	2	2	Moderate-High
E 18TH ST	1	Suburban	Two-Way	Local	2	0.06	0	0	0	3	3	2	Moderate-High
190TH ST	0	Rural	Two-Way	Local	2	0.21	0	0	0	3	3	2	Moderate-High
CAVALRY RD	0	Rural	Two-Way	Local	2	0.03	0	0	0	3	3	2	Moderate-High
CIRCLE DR	0	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	2	Moderate-High
CIRCLE DR	0	Rural	Two-Way	Local	2	0.08	0	0	0	2	2	2	Moderate-High
W 7TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	5	5	2	Moderate-High
W 7TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	6	6	2	Moderate-High
W 7TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	3	3	2	Moderate-High
E 7TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	2	Moderate-High
E 7TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	2	Moderate-High
85TH ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	2	2	2	Moderate-High
85TH ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	2	2	2	Moderate-High
85TH ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	2	2	2	Moderate-High
W 8TH ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	2	Moderate-High
W 8TH ST	0	Urban	Two-Way	Local	2	0.03	0	0	0	2	2	2	Moderate-High
W 8TH ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	3	3	2	Moderate-High
E 9TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	4	4	2	Moderate-High
E 9TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	3	3	2	Moderate-High
BIRCH RD	0	Rural	Two-Way	Local	2	0.25	0	0	0	2	2	2	Moderate-High
CAVALRY RD	0	Rural	Two-Way	Local	2	0.53	0	0	0	2	2	2	Moderate-High
CAVALRY RD	0	Rural	Two-Way	Local	2	0.97	0	0	0	2	2	2	Moderate-High
CAVALRY RD	0	Rural	Two-Way	Local	2	0.53	0	0	0	3	3	2	Moderate-High
CAVALRY RD	0	Rural	Two-Way	Local	2	0.88	0	0	0	2	2	2	Moderate-High
35TH ST	1	Rural	Two-Way	Local	2	1.01	0	0	0	3	3	2	Moderate-High
35TH ST	1	Rural	Two-Way	Local	2	1.00	0	0	0	3	3	2	Moderate-High
E 3RD ST	1	Urban	Two-Way	Local	2	0.07	0	0	0	2	2	2	Moderate-High
E 3RD ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	5	5	2	Moderate-High
E 3RD ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	4	4	2	Moderate-High
E 3RD ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	2	Moderate-High
40TH ST	0	Rural	Two-Way	Local	2	0.99	0	0	0	2	2	2	Moderate-High
40TH ST	0	Rural	Two-Way	Local	2	0.98	0	0	0	2	2	2	Moderate-High
W 5TH ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	2	Moderate-High
W 5TH ST	0	Urban	Two-Way	Local	2	0.08	0	0	0	2	2	2	Moderate-High
E 5TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	2	Moderate-High
E 5TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	2	Moderate-High
JUNIPER RD	1	Rural	Two-Way	Local	2	0.26	0	0	0	2	2	2	Moderate-High
KANSAS RD	0	Rural	Two-Way	Local	2	1.45	0	0	0	2	2	2	Moderate-High
KANSAS RD	0	Rural	Two-Way	Local	2	0.04	0	0	0	2	2	2	Moderate-High
KANSAS RD	0	Rural	Two-Way	Local	2	0.24	0	0	0	2	2	2	Moderate-High
KANSAS RD	0	Rural	Two-Way	Local	2	1.24	0	0	0	2	2	2	Moderate-High
KANSAS RD	0	Rural	Two-Way	Local	2	1.94	0	0	0	2	2	2	Moderate-High
LAKIN DR	0	Rural	Two-Way	Local	2	0.06	0	0	0	2	2	2	Moderate-High
S HORTON	0	Urban	Two-Way	Local	2	0.07	0	0	0	3	3	2	Moderate-High
E HUNTINGTON BLVD	0	Urban	Two-Way	Local	2	0.09	0	0	0	9	9	2	Moderate-High
INDIAN RD	0	Rural	Two-Way	Local	2	1.03	0	0	0	2	2	2	Moderate-High
JAYHAWK RD	0	Rural	Two-Way	Local	2	0.99	0	0	0	2	2	2	Moderate-High
JAYHAWK RD	0	Rural	Two-Way	Local	2	0.71	0	0	0	2	2	2	Moderate-High
JAYHAWK RD	0	Rural	Two-Way	Local	2	0.99	0	0	0	2	2	2	Moderate-High
JAYHAWK RD	0	Rural	Two-Way	Local	2	0.71	0	0	0	2	2	2	Moderate-High
S JUDSON	1	Urban	Two-Way	Local	2	0.07	0	0	0	4	4	2	Moderate-High
S JUDSON	1	Urban	Two-Way	Local	2	0.07	0	0	0	5	5	2	Moderate-High
S JUDSON	1	Urban	Two-Way	Local	2	0.10	0	0	0	3	3	2	Moderate-High
S JUDSON	1	Urban	Two-Way	Local	2	0.25	0	0	0	3	3	2	Moderate-High
S JUDSON	1	Urban	Two-Way	Local	2	0.18	0	0	0	2	2	2	Moderate-High
GRAND RD	0	Rural	Two-Way	Local	2	0.07	0	0	0	4	4	2	Moderate-High
GRAND RD	0	Rural	Two-Way	Local	2	0.22	0	0	0	2	2	2	Moderate-High
GRAND RD	0	Rural	Two-Way	Local	2	0.15	0	0	0	2	2	2	Moderate-High
S EDDY	1	Urban	Two-Way	Local	2	0.07	0	0	0	2	2	2	Moderate-High
S EDDY	1	Urban	Two-Way	Local	2	0.07	0	0	0	2	2	2	Moderate-High
HACKBERRY RD	0	Rural	Two-Way	Local	2	2.12	0	0	0	3	3	2	Moderate-High
HACKBERRY RD	0	Rural	Two-Way	Local	2	0.03	0	0	0	2	2	2	Moderate-High
FAIRWAY LN	0	Rural	Two-Way	Local	2	0.19	0	0	0	3	3	2	Moderate-High
FERN RD	0	Rural	Two-Way	Local	2	1.03	0	0	0	2	2	2	Moderate-High
S HOLBROOK	0	Urban	Two-Way	Local	2	0.13	0	0	0	3	3	2	Moderate-High
S HOLBROOK	0	Urban	Two-Way	Local	2	0.07	0	0	0	2	2	2	Moderate-High
FERN RD	0	Rural	Two-Way	Local	2	1.03	0	0	0	2	2	2	Moderate-High
FERN RD	0	Rural	Two-Way	Local	2	0.95	0	0	0	2	2	2	Moderate-High
FERN RD	0	Rural	Two-Way	Local	2	0.53	0	0	0	2	2	2	Moderate-High
FERN RD	0	Rural	Two-Way	Local	2	0.97	0	0	0	2	2	2	Moderate-High
LIMESTONE RD	1	Rural	Two-Way	Local	2	1.00	0	0	0	4	4	2	Moderate-High
LIMESTONE RD	1	Urban	Two-Way	Local	2	0.05	0	0	0	2	2	2	Moderate-High
S LOWMAN	0	Urban	Two-Way	Local	2	0.07	0	0	0	3	3	2	Moderate-High
S LOWMAN	0	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	2	Moderate-High
S MAIN	1	Urban	Two-Way	Local	2	0.07	0	0	0	3	3	2	Moderate-High
S MAIN	1	Urban	Two-Way	Local	2	0.07	0	0	0	7	7	2	Moderate-High
S MAIN	1	Urban	Two-Way	Local	2	0.07	0	0	0	6	6	2	Moderate-High
S MAIN	1	Urban	Two-Way	Local	2	0.07	0	0	0	2	2	2	Moderate-High
S MAIN	1	Urban	Two-Way	Local	2	0.07	0	0	0	2	2	2	Moderate-High
S MAIN	1	Urban	Two-Way	Local	2	0.07	0	0	0	3	3	2	Moderate-High
S MAIN	1	Urban	Two-Way	Local	2	0.13	0	0	0	3	3	2	Moderate-High
S MAIN	1	Urban	Two-Way	Local	2	0.07	0	0	0	3	3	2	Moderate-High
S MAIN	1	Urban	Two-Way	Local	2	0.07	0	0	0	3	3	2	Moderate-High
S MAIN	1	Urban	Two-Way	Local	2	0.11	0	0	0	2	2	2	Moderate-High
S MAIN	1	Urban	Two-Way	Local	2	0.13	0	0	0	4	4	2	Moderate-High
S MAIN	0	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	2	Moderate-High
S MAIN	0	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	2	Moderate-High
N MARGRAVE	1	Urban	Two-Way	Local	2	0.07	0	0	0	2	2	2	Moderate-High
S NATIONAL	0	Urban	Two-Way	Local	2	0.05	0	0	0	2	2	2	Moderate-High

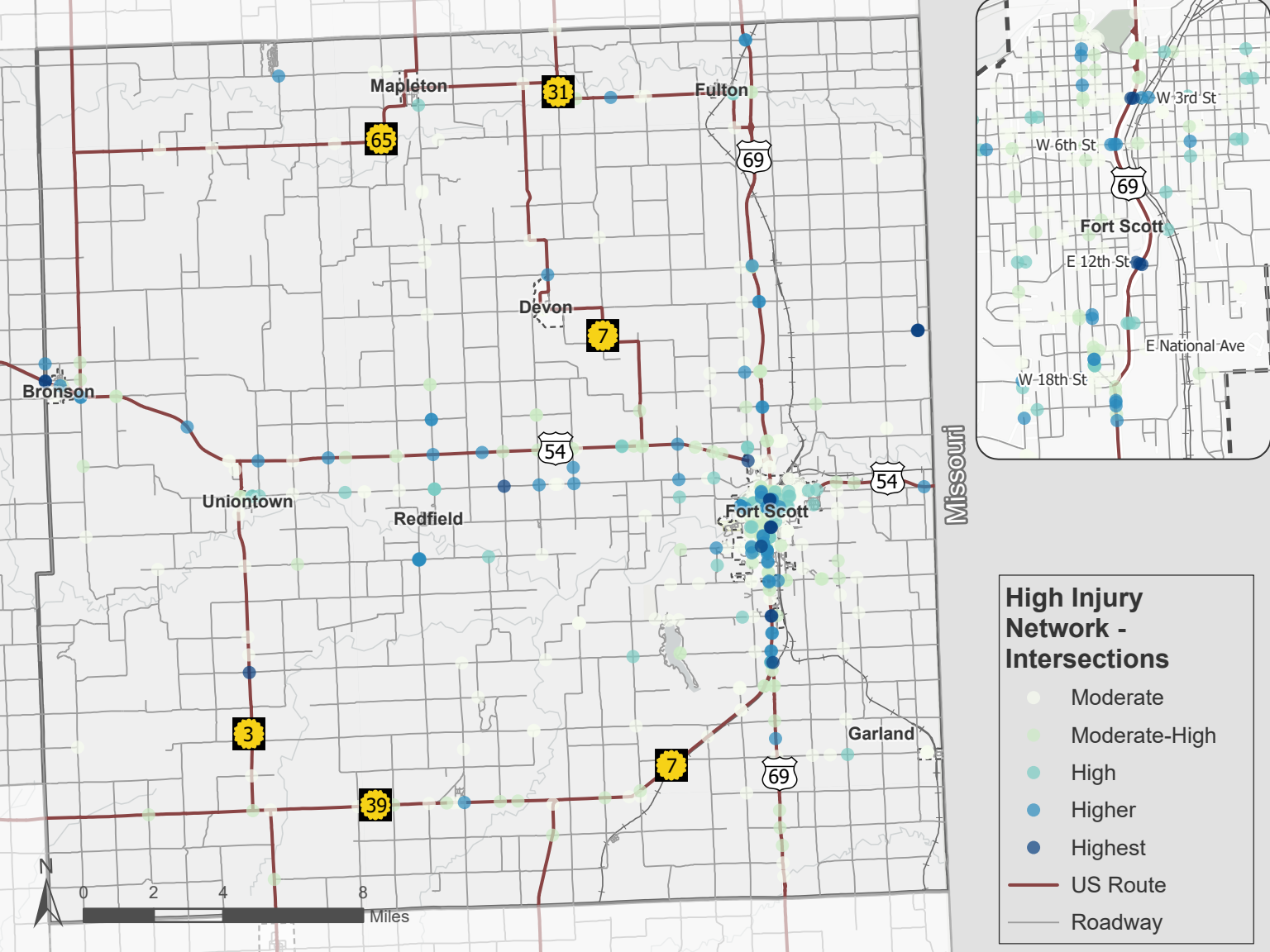
Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
NATIVE RD	1	Rural	Two-Way	Local	2	0.41	0	0	0	7	7	2	Moderate-High
NATIVE RD	1	Rural	Two-Way	Local	2	0.40	0	0	0	4	4	2	Moderate-High
W OAK	1	Urban	Two-Way	Local	2	0.03	0	0	0	2	2	2	Moderate-High
W OAK	1	Urban	Two-Way	Local	2	0.03	0	0	0	3	3	2	Moderate-High
W OAK	1	Urban	Two-Way	Local	2	0.07	0	0	0	2	2	2	Moderate-High
W OAK	1	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	2	Moderate-High
W OAK	1	Urban	Two-Way	Local	2	0.06	0	0	0	2	2	2	Moderate-High
OLD FORT BLVD	1	Urban	Two-Way	Local	2	0.07	0	0	0	3	3	2	Moderate-High
OLD FORT BLVD	1	Urban	Two-Way	Local	2	0.06	0	0	0	4	4	2	Moderate-High
OLD FORT BLVD	1	Urban	Two-Way	Local	2	0.07	0	0	0	3	3	2	Moderate-High
OSAGE RD	1	Rural	Two-Way	Local	2	0.99	0	0	0	2	2	2	Moderate-High
OSAGE RD	1	Rural	Two-Way	Local	2	1.00	0	0	0	2	2	2	Moderate-High
OSAGE RD	1	Rural	Two-Way	Local	2	0.40	0	0	0	3	3	2	Moderate-High
OSAGE RD	1	Rural	Two-Way	Local	2	1.01	0	0	0	2	2	2	Moderate-High
OSAGE RD	1	Rural	Two-Way	Local	2	0.73	0	0	0	2	2	2	Moderate-High
W PINE	1	Urban	Two-Way	Local	2	0.06	0	0	0	3	3	2	Moderate-High
POPLAR RD	1	Rural	Two-Way	Local	2	1.01	0	0	0	2	2	2	Moderate-High
POPLAR RD	1	Rural	Two-Way	Local	2	1.00	0	0	0	2	2	2	Moderate-High
QUAIL RD	1	Rural	Two-Way	Local	2	1.00	0	0	0	2	2	2	Moderate-High
QUAIL RD	1	Rural	Two-Way	Local	2	0.58	0	0	0	2	2	2	Moderate-High
RANDOLPH	1	Rural	Two-Way	Local	2	0.08	0	0	0	2	2	2	Moderate-High
RANDOLPH	1	Rural	Two-Way	Local	2	0.07	0	0	0	2	2	2	Moderate-High
ROSEMARY LN	0	Rural	Two-Way	Local	2	0.06	0	0	0	2	2	2	Moderate-High
N RANSOM	1	Urban	Two-Way	Local	2	0.13	0	0	0	2	2	2	Moderate-High
S RANSOM	1	Urban	Two-Way	Local	2	0.07	0	0	0	2	2	2	Moderate-High
S SCOTT	1	Urban	Two-Way	Local	2	0.24	0	0	0	2	2	2	Moderate-High
S RANSOM	1	Urban	Two-Way	Local	2	0.07	0	0	0	2	2	2	Moderate-High
RICHARDS RD	1	Suburban	Two-Way	Local	2	0.14	0	0	0	2	2	2	Moderate-High
STANTON	1	Urban	Two-Way	Local	2	0.04	0	0	0	3	3	2	Moderate-High
S WILSON	1	Urban	Two-Way	Local	2	0.08	0	0	0	2	2	2	Moderate-High
S WILSON	1	Urban	Two-Way	Local	2	0.07	0	0	0	2	2	2	Moderate-High
DRIVEWAY	0	Rural	Two-Way	Local	4	0.06	0	0	0	4	4	2	Moderate-High
WRIGHT	1	Rural	Two-Way	Local	2	0.44	0	0	0	2	2	2	Moderate-High
XAVIER RD	1	Rural	Two-Way	Local	2	0.45	0	0	0	3	3	2	Moderate-High
S STATE	1	Urban	Two-Way	Local	2	0.07	0	0	0	2	2	2	Moderate-High
E WALNUT	1	Rural	Two-Way	Local	2	0.10	0	0	0	2	2	2	Moderate-High
WESTBURY LN	0	Rural	Two-Way	Local	2	0.04	0	0	0	2	2	2	Moderate-High
WESTBURY LN	0	Rural	Two-Way	Local	2	0.07	0	0	0	3	3	2	Moderate-High
VALLEY RD	1	Rural	Two-Way	Local	2	0.53	0	0	0	4	4	2	Moderate-High
VALLEY RD	1	Rural	Two-Way	Local	2	0.31	0	0	0	4	4	2	Moderate-High
WAGON RD	1	Rural	Two-Way	Local	2	1.32	0	0	0	2	2	2	Moderate-High
RANGE RD	0	Rural	Two-Way	Major Collector	2	0.19	0	0	0	1	1	1	Moderate
K-39	0	Rural	Two-Way	Minor Arterial	2	0.17	0	0	0	1	1	1	Moderate
U.S. 69	0	Rural	Non-Inventory Direction for Divided Roadways	Major Arterial	4	0.13	0	0	0	1	1	1	Moderate
E WALL	1	Rural	Two-Way	Major Arterial	2	0.03	0	0	0	1	1	1	Moderate
K-3	0	Rural	Two-Way	Major Collector	2	0.99	0	0	0	3	3	1	Moderate
K-3	0	Rural	Two-Way	Major Collector	2	0.96	0	0	0	1	1	1	Moderate
215TH ST	1	Rural	Two-Way	Major Collector	2	0.08	0	0	0	1	1	1	Moderate
215TH ST	1	Rural	Two-Way	Major Collector	2	0.08	0	0	0	1	1	1	Moderate
215TH ST	1	Rural	Two-Way	Major Collector	2	0.08	0	0	0	1	1	1	Moderate
N K065 HWY	1	Rural	Two-Way	Major Collector	2	0.88	0	0	0	1	1	1	Moderate
N K065 HWY	1	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
N K065 HWY	1	Rural	Two-Way	Major Collector	2	0.92	0	0	0	1	1	1	Moderate
N K065 HWY	1	Rural	Two-Way	Major Collector	2	0.04	0	0	0	1	1	1	Moderate
N K065 HWY	1	Rural	Two-Way	Major Collector	2	0.03	0	0	0	1	1	1	Moderate
N K065 HWY	1	Rural	Two-Way	Major Collector	2	0.50	0	0	0	1	1	1	Moderate
N K065 HWY	1	Rural	Two-Way	Major Collector	2	0.50	0	0	0	1	1	1	Moderate
N K065 HWY	1	Rural	Two-Way	Major Collector	2	0.95	0	0	0	1	1	1	Moderate
E WALL	0	Rural	Two-Way	Major Arterial	2	0.03	0	0	0	1	1	1	Moderate
RANGE RD	0	Rural	Two-Way	Minor Arterial	2	0.19	0	0	0	1	1	1	Moderate
RANGE RD	1	Rural	Two-Way	Major Collector	2	0.38	0	0	0	1	1	1	Moderate
RANGE RD	1	Rural	Two-Way	Major Collector	2	0.50	0	0	0	1	1	1	Moderate
RANGE RD	1	Rural	Two-Way	Major Collector	2	0.39	0	0	0	1	1	1	Moderate
RANGE RD	1	Rural	Two-Way	Major Collector	2	0.03	0	0	0	1	1	1	Moderate
RANGE RD	1	Rural	Two-Way	Major Collector	2	0.08	0	0	0	1	1	1	Moderate
RANGE RD	1	Rural	Two-Way	Major Collector	2	0.07	0	0	0	1	1	1	Moderate
215TH ST	1	Rural	Two-Way	Major Collector	2	0.47	0	0	0	1	1	1	Moderate
215TH ST	1	Rural	Two-Way	Major Collector	2	0.05	0	0	0	1	1	1	Moderate
215TH ST	1	Rural	Two-Way	Major Collector	2	0.09	0	0	0	1	1	1	Moderate
N K065 HWY	1	Rural	Two-Way	Major Collector	2	0.60	0	0	0	1	1	1	Moderate
RAMP	1	Rural	Mainline Ramp	Other Freeways & Expressways	NA	0.23	0	0	0	1	1	1	Moderate
RANGE RD	1	Rural	Two-Way	Major Collector	2	0.02	0	0	0	1	1	1	Moderate
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.05	0	0	0	1	1	1	Moderate
RANGE RD	1	Rural	Two-Way	Major Collector	2	0.02	0	0	0	1	1	1	Moderate
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.05	0	0	0	1	1	1	Moderate
U.S. 69	1	Rural	Non-Inventory Direction for Divided Roadways	Other Freeways & Expressways	4	0.07	0	0	0	1	1	1	Moderate
RAMP	1	Rural	Mainline Ramp	Major Arterial	4	0.03	0	0	0	1	1	1	Moderate
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.04	0	0	0	1	1	1	Moderate
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.06	0	0	0	1	1	1	Moderate
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.03	0	0	0	1	1	1	Moderate
U.S. 69	1	Urban	Non-Inventory Direction for Divided Roadways	Other Freeways & Expressways	4	0.05	0	0	0	1	1	1	Moderate
RAMP	1	Rural	Mainline Ramp	Other Freeways & Expressways	4	0.05	0	0	0	1	1	1	Moderate
RAMP	1	Rural	Mainline Ramp	Other Freeways & Expressways	4	0.04	0	0	0	1	1	1	Moderate
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.06	0	0	0	1	1	1	Moderate
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.07	0	0	0	1	1	1	Moderate
RAMP	1	Rural	Mainline Ramp	Major Arterial	4	0.12	0	0	0	1	1	1	Moderate
S K007 HWY	1	Rural	One Direction of Travel for Divided Roadways	Other Freeways & Expressways	4	0.07	0	0	0	1	1	1	Moderate
E WALL	1	Urban	Two-Way	Major Arterial	2	0.11	0	0	0	1	1	1	Moderate
E WALL	1	Urban	Two-Way	Major Arterial	2	0.07	0	0	0	1	1	1	Moderate
E WALL	1	Urban	Two-Way	Major Arterial	2	0.06	0	0	0	1	1	1	Moderate
E WALL	1	Urban	Two-Way	Major Arterial	2	0.06	0	0	0	1	1	1	Moderate
INDIAN RD	1	Rural	Two-Way	Major Collector	2	0.19	0	0	0	1	1	1	Moderate
INDIAN RD	0	Rural	Two-Way	Major Collector	2	0.69	0	0	0	1	1	1	Moderate
INDIAN RD	0	Rural	Two-Way	Major Collector	2	1.45	0	0	0	1	1	1	Moderate
INDIAN RD	0	Rural	Two-Way	Major Collector	2	0.06	0	0	0	1	1	1	Moderate
INDIAN RD	0	Rural	Two-Way	Major Collector	2	0.99	0	0	0	1	1	1	Moderate
INDIAN RD	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
INDIAN RD	0	Rural	Two-Way	Major Collector	2	1.01	0	0	0	1	1	1	Moderate
INDIAN RD	0	Rural	Two-Way	Major Collector	2	0.44	0	0	0	1	1	1	Moderate
125TH ST	1	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
SOLDIER RD	1	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
250TH ST	1	Rural	Two-Way	Major Collector	2	0.07	0	0	0	1	1	1	Moderate
250TH ST	1	Rural	Two-Way	Major Collector	2	0.31	0	0	0	1	1	1	Moderate
250TH ST	1	Rural	Two-Way	Major Collector	2	0.05	0	0	0	1	1	1	Moderate
250TH ST	1	Rural	Two-Way	Major Collector	2	0.06	0	0	0	1	1	1	Moderate
250TH ST	1	Rural	Two-Way	Major Collector	2	0.93	0	0	0	1	1	1	Moderate
EAGLE RD	0	Rural	Two-Way	Major Collector	2	0.07	0	0	0	1	1	1	Moderate
EAGLE RD	0	Rural	Two-Way	Major Collector	2	0.26	0	0	0	1	1	1	Moderate
EAGLE RD	0	Rural	Two-Way	Major Collector	2	1.01	0	0	0	1	1	1	Moderate
EAGLE RD	0	Rural	Two-Way	Major Collector	2	0.20	0	0	0	1	1	1	Moderate
EAGLE RD	0	Rural	Two-Way	Major Collector	2	0.92	0	0	0	1	1	1	Moderate
EAGLE RD	0	Rural	Two-Way	Major Collector	2	0.86	0	0	0	1	1	1	Moderate
235TH ST	1	Rural	Two-Way	Major Collector	2	1.01	0	0	0	1	1	1	Moderate
235TH ST	1	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
235TH ST	1	Rural	Two-Way	Major Collector	2	0.92	0	0	0	1	1	1	Moderate
SOLDIER RD	1	Rural	Two-Way	Major Collector	2	2.00	0	0	0	1	1	1	Moderate
E WALL	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	1	1	1	Moderate
W HUMBOLDT	0	Rural	Two-Way	Major Collector	2	0.05	0	0	0	1	1	1	Moderate
W HUMBOLDT	0	Rural	Two-Way	Major Collector	2	0.05	0	0	0	1	1	1	Moderate
JAYHAWK RD	1	Rural	Two-Way	Major Collector	2	0.24	0	0	0	1	1	1	Moderate
WAGON RD	1	Rural	Two-Way	Major Collector	2	0.10	0	0	0	1	1	1	Moderate
WAGON RD	1	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
215TH ST	1	Rural	Two-Way	Major Collector	2	0.62	0	0	0	1	1	1	Moderate
215TH ST	0	Rural	Two-Way	Major Collector	2	0.12	0	0	0	1	1	1	Moderate
205TH ST	0	Rural	Two-Way	Major Collector	2	0.49	0	0	0	1	1	1	Moderate
65TH ST	1	Rural	Two-Way	Major Collector	2	0.13	0	0	0	1	1	1	Moderate
ZINC RD	1	Rural	Two-Way	Local	2	0.98	0	0	0	1	1	1	Moderate
INDIAN RD	0	Rural	Two-Way	Minor Collector	2	0.98	0	0	0	1	1	1	Moderate
95TH ST	0	Rural	Two-Way	Major Collector	2	0.95	0	0	0	1	1	1	Moderate
QUAIL RD	1	Rural	Two-Way	Major Collector	2	0.91	0	0	0	1	1	1	Moderate
OSAGE RD	1	Rural	Two-Way	Major Collector	2	1.01	0	0	0	1	1	1	Moderate
S HEYLMAN	0	Urban	Two-Way	Major Collector	2	0.07	0	0	0	1	1	1	Moderate
FERN RD	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
W 18TH ST	0	Urban	Two-Way	Minor Arterial	2	0.03	0	0	0	1	1	1	Moderate
W 18TH ST	0	Urban	Two-Way	Minor Arterial	2	0.03	0	0	0	1	1	1	Moderate
W 18TH ST	0	Urban	Two-Way	Minor Arterial	2	0.03	0	0	0	1	1	1	Moderate
W 18TH ST	0	Urban	Two-Way	Minor Arterial	2	0.04	0	0	0	1	1	1	Moderate
20TH ST	0	Rural	Two-Way	Major Collector	2	0.48	0	0	0	1	1	1	Moderate
S HORTON	0	Rural	Two-Way	Major Collector	2	0.20	0	0	0	1	1	1	Moderate
20TH ST	0	Rural	Two-Way	Major Collector	2	0.50	0	0	0	1	1	1	Moderate
20TH ST	0	Rural	Two-Way	Major Collector	2	0.89	0	0	0	1	1	1	Moderate
20TH ST	0	Rural	Two-Way	Major Collector	2	0.98	0	0	0	1	1	1	Moderate
S HORTON	0	Urban	Two-Way	Minor Arterial	2	0.09	0	0	0	1	1	1	Moderate
20TH ST	0	Rural	Two-Way	Major Collector	2	1.00	0	0	0	1	1	1	Moderate
S HORTON	0	Rural	Two-Way	Minor Arterial	2	0.04	0	0	0	1	1	1	Moderate
S HORTON	0	Rural	Two-Way	Minor Arterial	2	0.07	0	0	0	1	1	1	Moderate
S HORTON	0	Rural	Two-Way	Minor Arterial	2	0.12	0	0	0	1	1	1	Moderate
S HORTON	0	Rural	Two-Way	Minor Arterial	2	0.19	0	0	0	1	1	1	Moderate
S HORTON	0	Rural	Two-Way	Minor Arterial	2	0.07	0	0	0	1	1	1	Moderate
E NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.06	0	0	0	1	1	1	Moderate
E NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.04	0	0	0	1	1	1	Moderate
S CRAWFORD	1	Urban	Two-Way	Major Collector	2	0.08	0	0	0	1	1	1	Moderate
60TH ST	1	Rural	Two-Way	Minor Collector	2	1.61	0	0	0	1	1	1	Moderate
S CRAWFORD	1	Urban	Two-Way	Major Collector	2	0.05	0	0	0	1	1	1	Moderate
S CRAWFORD	1	Urban	Two-Way	Major Collector	2	0.08	0	0	0	1	1	1	Moderate
S CRAWFORD	1	Urban	Two-Way	Major Collector	2	0.06	0	0	0	1	1	1	Moderate
S CRAWFORD	1	Urban	Two-Way	Major Collector	2	0.25	0	0	0	1	1	1	Moderate
S CRAWFORD	1	Urban	Two-Way	Major Collector	2	0.09	0	0	0	1	1	1	Moderate
E 12TH ST	1	Urban	Two-Way	Major Collector	2	0.06	0	0	0	1	1	1	Moderate
195TH ST	1	Rural	Two-Way	Minor Collector	2	1.00	0	0	0	1	1	1	Moderate
E 12TH ST	1	Urban	Two-Way	Major Collector	2	0.06	0	0	0	1	1	1	Moderate
E 12TH ST	1	Urban	Two-Way	Major Collector	2	0.06	0	0	0	1	1	1	Moderate
E 12TH ST	0	Rural	Two-Way	Major Collector	2	0.18	0	0	0	1	1	1	Moderate
EAGLE RD	0	Rural	Two-Way	Major Collector	2	0.92	0	0	0	1	1	1	Moderate
EAGLE RD	0	Rural	Two-Way	Major Collector	2	1.97	0	0	0	1	1	1	Moderate
S NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.07	0	0	0	1	1	1	Moderate
195TH ST	1	Rural	Two-Way	Minor Collector	2	1.54	0	0	0	1	1	1	Moderate
MAPLE RD	0	Rural	Two-Way	Minor Collector	2	0.50	0	0	0	1	1	1	Moderate
EAGLE RD	0	Rural	Two-Way	Minor Collector	2	1.13	0	0	0	1	1	1	Moderate
S NATIONAL	0	Rural	Two-Way	Minor Arterial	2	0.03	0	0	0	1	1	1	Moderate
MAPLE RD	0	Rural	Two-Way	Minor Collector	2	0.03	0	0	0	1	1	1	Moderate
S NATIONAL	0	Rural	Two-Way	Minor Arterial	2	0.02	0	0	0	1	1	1	Moderate
MAPLE RD	0	Rural	Two-Way	Minor Collector	2	0.62	0	0	0	1	1	1	Moderate
S NATIONAL	0	Rural	Two-Way	Minor Arterial	2	0.40	0	0	0	1	1	1	Moderate
MAPLE RD	0	Rural	Two-Way	Minor Collector	2	0.06	0	0	0	1	1	1	Moderate
S NATIONAL	0	Rural	Two-Way	Minor Arterial	2	0.11	0	0	0	1	1	1	Moderate
OVERBROOK RD	1	Rural	Two-Way	Minor Collector	2	0.50	0	0	0	1	1	1	Moderate
S NATIONAL	1	Urban	Two-Way	Minor Arterial	2	0.09	0	0	0	1	1	1	Moderate
OVERBROOK RD	1	Rural	Two-Way	Minor Collector	2	0.99	0	0	0	1	1	1	Moderate
155TH ST	1	Rural	Two-Way	Major Collector	2	1.51	0	0	0	1	1	1	Moderate
155TH ST	0	Rural	Two-Way	Major Collector	2	0.73	0	0	0	1	1	1	Moderate
155TH ST	0	Rural	Two-Way	Major Collector	2	0.07	0	0	0	1	1	1	Moderate
S MARGRAVE	1	Urban	Two-Way	Minor Arterial	2	0.05	0	0	0	1	1	1	Moderate
S MARGRAVE	1	Urban	Two-Way	Minor Arterial	2	0.04	0	0	0	1	1	1	Moderate
S MARGRAVE	1	Urban	Two-Way	Minor Arterial	2	0.30	0	0	0	1	1	1	Moderate
S MARGRAVE	1	Suburban	Two-Way	Minor Arterial	2	0.23	0	0	0	1	1	1	Moderate
S MARGRAVE	1	Suburban	Two-Way	Minor Arterial	2	0.12	0	0	0	1	1	1	Moderate
S BROADWAY	1	Urban	Two-Way	Major Collector	2	0.07	0	0	0	1	1	1	Moderate
S BROADWAY	1	Urban	Two-Way	Major Collector	2	0.07	0	0	0	1	1	1	Moderate
S BROADWAY	1	Urban	Two-Way	Major Collector	2	0.07	0	0	0	1	1	1	Moderate
JAYHAWK RD	1	Rural	Two-Way	Major Collector	2	1.49	0	0	0	1	1	1	Moderate
E 3RD ST	1	Urban	Two-Way	Major Collector	2	0.06	0	0	0	1	1	1	Moderate
N FRANKLIN	1	Rural	Two-Way	Major Collector	2	0.07	0	0	0	1	1	1	Moderate
N FRANKLIN	1	Urban	Two-Way	Major Collector	2	0.08	0	0	0	1	1	1	Moderate
N FRANKLIN	1	Urban	Two-Way	Major Collector	2	0.07	0	0	0	1	1	1	Moderate
N FRANKLIN	1	Urban	Two-Way	Major Collector	2	0.07	0	0	0	1	1	1	Moderate
POPLAR RD	1	Rural	Two-Way	Major Collector	2	0.91	0	0	0	1	1	1	Moderate
25TH ST	1	Rural	Two-Way	Major Collector	2	0.91	0	0	0	1	1	1	Moderate
25TH ST	0	Rural	Two-Way	Major Collector	2	1.35	0	0	0	1	1	1	Moderate
W 2ND ST	1	Urban	Two-Way	Major Collector	2	0.06	0	0	0	1	1	1	Moderate
W 2ND ST	1	Urban	Two-Way	Major Collector	2	0.06	0	0	0	1	1	1	Moderate
W 2ND ST	1	Urban	Two-Way	Major Collector	2	0.08	0	0	0	1	1	1	Moderate
W 2ND ST	1	Urban	Two-Way	Major Collector	2	0.12	0	0	0	1	1	1	Moderate
W 2ND ST	1	Urban	Two-Way	Major Collector	2	0.05	0	0	0	1	1	1	Moderate
W 2ND ST	0	Urban	Two-Way	Major Collector	2	0.25	0	0	0	1	1	1	Moderate
95TH ST	0	Rural	Two-Way	Major Collector	2	0.04	0	0	0	1	1	1	Moderate
GRAND RD	0	Rural	Two-Way	Minor Collector	2	1.02	0	0	0	1	1	1	Moderate
100TH ST	0	Rural	Two-Way	Minor Collector	2	0.99	0	0	0	1	1	1	Moderate
HACKBERRY RD	0	Rural	Two-Way	Minor Collector	2	1.02	0	0	0	1	1	1	Moderate
185TH ST	0	Rural	Two-Way	Minor Collector	2	0.51	0	0	0	1	1	1	Moderate
185TH ST	0	Rural	Two-Way	Minor Collector	2	0.50	0	0	0	1	1	1	Moderate
185TH ST	0	Rural	Two-Way	Minor Collector	2	2.69	0	0	0	1	1	1	Moderate
129TH ST	0	Rural	Two-Way	Local	2	0.24	0	0	0	1	1	1	Moderate
130TH ST	1	Rural	Two-Way	Local	2	0.24	0	0	0	1	1	1	Moderate
135TH ST	1	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
140TH ST	0	Rural	Two-Way	Local	2	0.56	0	0	0	1	1	1	Moderate
E 14TH ST	1	Suburban	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
155TH ST	1	Rural	Two-Way	Local	2	0.50	0	0	0	1	1	1	Moderate
155TH ST	0	Rural	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
155TH ST	0	Rural	Two-Way	Local	2	0.49	0	0	0	1	1	1	Moderate
195TH ST	0	Rural	Two-Way	Local	2	0.35	0	0	0	1	1	1	Moderate
195TH ST	0	Rural	Two-Way	Local	2	0.81	0	0	0	1	1	1	Moderate
158TH ST	1	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
158TH ST	1	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W 1ST ST	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
W 10TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
W 1ST ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W 1ST ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W 10TH ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W 10TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E 10TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
205TH ST	1	Rural	Two-Way	Local	2	0.50	0	0	0	1	1	1	Moderate
E 10TH ST	1	Suburban	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
208TH ST	0	Rural	Two-Way	Local	2	0.14	0	0	0	1	1	1	Moderate
210TH ST	0	Rural	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
210TH ST	0	Rural	Two-Way	Local	2	0.37	0	0	0	1	1	1	Moderate
210TH ST	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
210TH ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
E 15TH ST	1	Urban	Two-Way	Local	2	0.04	0	0	0	1	1	1	Moderate
218TH ST	0	Rural	Two-Way	Local	2	0.16	0	0	0	1	1	1	Moderate
165TH ST	1	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
225TH ST	1	Rural	Two-Way	Local	2	0.47	0	0	0	1	1	1	Moderate
230TH ST	1	Rural	Two-Way	Local	2	2.01	0	0	0	1	1	1	Moderate
230TH ST	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
230TH ST	0	Rural	Two-Way	Local	2	1.05	0	0	0	1	1	1	Moderate
235TH ST	1	Rural	Two-Way	Local	2	0.44	0	0	0	1	1	1	Moderate
170TH ST	0	Rural	Two-Way	Local	2	1.98	0	0	0	1	1	1	Moderate
240TH ST	1	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
240TH ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
240TH ST	0	Rural	Two-Way	Local	2	1.04	0	0	0	1	1	1	Moderate
115TH ST	0	Rural	Two-Way	Local	2	0.49	0	0	0	1	1	1	Moderate
245TH ST	1	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
175TH ST	1	Rural	Two-Way	Local	2	1.04	0	0	0	1	1	1	Moderate
175TH ST	1	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
E 11TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E 11TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
120TH ST	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
255TH ST	1	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
255TH ST	1	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
120TH ST	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
25TH ST	0	Rural	Two-Way	Local	2	1.78	0	0	0	1	1	1	Moderate
W 18TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
263RD ST	0	Rural	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
263RD ST	0	Rural	Two-Way	Local	2	0.09	0	0	0	1	1	1	Moderate
W 18TH ST	0	Rural	Two-Way	Local	2	0.22	0	0	0	1	1	1	Moderate
190TH ST	0	Rural	Two-Way	Local	2	0.50	0	0	0	1	1	1	Moderate
127TH TER	0	Rural	Two-Way	Local	2	0.27	0	0	0	1	1	1	Moderate
190TH ST	0	Rural	Two-Way	Local	2	0.28	0	0	0	1	1	1	Moderate
E 5TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
CEDAR	1	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
CEDAR	1	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S CLARK	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S CLARK	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S CLARK	1	Urban	Two-Way	Local	2	0.17	0	0	0	1	1	1	Moderate
N CLEVELAND	1	Rural	Two-Way	Local	2	0.13	0	0	0	1	1	1	Moderate
S COUCH	0	Urban	Two-Way	Local	2	0.16	0	0	0	1	1	1	Moderate
N CRAWFORD	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N CRAWFORD	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
CRESCENT DR	1	Suburban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
CURVE	0	Rural	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
67TH TER	0	Rural	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
67TH TER	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
W 6TH ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W 6TH ST	0	Rural	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
W 7TH ST	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
W 7TH ST	0	Urban	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
W 7TH ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E 7TH ST	1	Suburban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E 7TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E 7TH ST	1	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
E 7TH ST	1	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
85TH ST	1	Rural	Two-Way	Local	2	1.04	0	0	0	1	1	1	Moderate
85TH ST	0	Rural	Two-Way	Local	2	0.94	0	0	0	1	1	1	Moderate
W 8TH ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W 8TH ST	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
W 8TH ST	0	Urban	Two-Way	Local	2	0.04	0	0	0	1	1	1	Moderate
E 8TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E 8TH ST	1	Suburban	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
W 8TH ST	1	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W 9TH ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W 9TH ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E 9TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E 9TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E 9TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E 9TH ST	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
265TH ST	1	Rural	Two-Way	Local	2	0.50	0	0	0	1	1	1	Moderate
S ANDRICK	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S ANDRICK	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S BARBEE	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S BARBEE	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S BARBEE	1	Urban	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
S BARBEE	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S BARBEE	1	Suburban	Two-Way	Local	2	0.21	0	0	0	1	1	1	Moderate
S BARBEE	1	Suburban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S BARBEE	1	Suburban	Two-Way	Local	2	0.09	0	0	0	1	1	1	Moderate
S BEECH	1	Suburban	Two-Way	Local	2	0.10	0	0	0	1	1	1	Moderate
S BEECH	1	Suburban	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
S BEECH	1	Suburban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S BEECH	1	Suburban	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
S BEECH	1	Suburban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N BROADWAY	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S BROADWAY	1	Suburban	Two-Way	Local	2	0.04	0	0	0	1	1	1	Moderate
BROWN	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
BROWN	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N CAMERON	1	Urban	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
N CAMERON	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N CAMERON	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
CAVALRY RD	0	Rural	Two-Way	Local	2	0.65	0	0	0	1	1	1	Moderate
267TH TER	1	Rural	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
267TH TER	1	Rural	Two-Way	Local	2	0.04	0	0	0	1	1	1	Moderate
E 2ND ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E 2ND ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E 2ND ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E 2ND ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
N 3RD ST	1	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
E 3RD ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E 3RD ST	0	Urban	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
E 3RD ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
3RD ST	0	Rural	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
3RD ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W 4TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W 4TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W 4TH ST	0	Urban	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
W 4TH ST	0	Urban	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
E 4TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E 4TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E 4TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E 4TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
4TH ST	0	Rural	Two-Way	Local	2	0.04	0	0	0	1	1	1	Moderate
4TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
4TH ST	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
4TH ST	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
50TH ST	1	Rural	Two-Way	Local	2	0.50	0	0	0	1	1	1	Moderate
W 5TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W 5TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W 5TH ST	0	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W 5TH ST	0	Urban	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
ACCESS	1	Rural	Two-Way	Local	2	0.02	0	0	0	1	1	1	Moderate
E 5TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E 5TH ST	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
KANSAS RD	0	Rural	Two-Way	Local	2	0.50	0	0	0	1	1	1	Moderate
KANSAS RD	0	Rural	Two-Way	Local	2	0.43	0	0	0	1	1	1	Moderate
KANSAS RD	0	Rural	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
KANSAS RD	0	Rural	Two-Way	Local	2	0.21	0	0	0	1	1	1	Moderate
KANSAS RD	1	Rural	Two-Way	Local	2	1.02	0	0	0	1	1	1	Moderate
KANSAS RD	1	Suburban	Two-Way	Local	2	0.26	0	0	0	1	1	1	Moderate
LIMESTONE RD	0	Rural	Two-Way	Local	2	2.31	0	0	0	1	1	1	Moderate
LIMESTONE RD	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
S HOLBROOK	0	Urban	Two-Way	Local	2	0.14	0	0	0	1	1	1	Moderate
E HUNTINGTON BLVD	1	Suburban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
INDIAN RD	0	Rural	Two-Way	Local	2	0.51	0	0	0	1	1	1	Moderate
INDIAN RD	1	Rural	Two-Way	Local	2	1.38	0	0	0	1	1	1	Moderate
S ISADOR	1	Urban	Two-Way	Local	2	0.33	0	0	0	1	1	1	Moderate
N IVY	1	Rural	Two-Way	Local	2	0.12	0	0	0	1	1	1	Moderate
N IVY	1	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
JAYHAWK RD	0	Rural	Two-Way	Local	2	0.12	0	0	0	1	1	1	Moderate
JAYHAWK RD	0	Rural	Two-Way	Local	2	0.88	0	0	0	1	1	1	Moderate
JAYHAWK RD	0	Rural	Two-Way	Local	2	0.88	0	0	0	1	1	1	Moderate
N JEFFERSON	1	Rural	Two-Way	Local	2	0.10	0	0	0	1	1	1	Moderate
JENKINS	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
JEWEL RD	1	Suburban	Two-Way	Local	2	0.10	0	0	0	1	1	1	Moderate
S JUDSON	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S JUDSON	1	Urban	Two-Way	Local	2	0.12	0	0	0	1	1	1	Moderate
S JUDSON	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S JUDSON	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
CURVE	1	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N FRANKLIN	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
DEER RD	0	Rural	Two-Way	Local	2	0.17	0	0	0	1	1	1	Moderate
DEER RD	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
DEER RD	0	Rural	Two-Way	Local	2	0.94	0	0	0	1	1	1	Moderate
DEER RD	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
GRAND RD	0	Rural	Two-Way	Local	2	0.46	0	0	0	1	1	1	Moderate
GRAND RD	0	Rural	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
GRAND RD	0	Rural	Two-Way	Local	2	0.32	0	0	0	1	1	1	Moderate
EAGLE RD	0	Rural	Two-Way	Local	2	0.65	0	0	0	1	1	1	Moderate
EAGLE RD	0	Rural	Two-Way	Local	2	0.99	0	0	0	1	1	1	Moderate
S EDDY	1	Urban	Two-Way	Local	2	0.04	0	0	0	1	1	1	Moderate
S EDDY	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S EDDY	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S EDDY	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S EDDY	0	Urban	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
S EDDY	0	Urban	Two-Way	Local	2	0.13	0	0	0	1	1	1	Moderate
S EDDY	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S EDDY	0	Urban	Two-Way	Local	2	0.12	0	0	0	1	1	1	Moderate
S EDDY	0	Urban	Two-Way	Local	2	0.14	0	0	0	1	1	1	Moderate
E ELM	1	Rural	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
E ELM	1	Rural	Two-Way	Local	2	0.02	0	0	0	1	1	1	Moderate
E ELM	1	Rural	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
E ELM	1	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E ELM	1	Rural	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
HACKBERRY RD	1	Rural	Two-Way	Local	2	0.51	0	0	0	1	1	1	Moderate
HACKBERRY RD	1	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
HACKBERRY RD	1	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
S HEYLMAN	0	Urban	Two-Way	Local	2	0.16	0	0	0	1	1	1	Moderate
S HEYLMAN	0	Rural	Two-Way	Local	2	0.18	0	0	0	1	1	1	Moderate
HICKORY LN	0	Rural	Two-Way	Local	2	0.11	0	0	0	1	1	1	Moderate
E EMMERT	1	Suburban	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
E EMMERT	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
HICKORY RD	0	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
S HILL	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S HILL	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S HILL	1	Urban	Two-Way	Local	2	0.17	0	0	0	1	1	1	Moderate
HILL	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
HILL	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
FERN RD	0	Rural	Two-Way	Local	2	1.03	0	0	0	1	1	1	Moderate
S HOLBROOK	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S HOLBROOK	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S HOLBROOK	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S HOLBROOK	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
FERN RD	0	Rural	Two-Way	Local	2	2.45	0	0	0	1	1	1	Moderate
FERN RD	0	Rural	Two-Way	Local	2	0.51	0	0	0	1	1	1	Moderate
FERN RD	0	Rural	Two-Way	Local	2	0.04	0	0	0	1	1	1	Moderate
FERN RD	0	Rural	Two-Way	Local	2	0.96	0	0	0	1	1	1	Moderate
FERN RD	0	Rural	Two-Way	Local	2	0.47	0	0	0	1	1	1	Moderate
FERN RD	0	Rural	Two-Way	Local	2	2.04	0	0	0	1	1	1	Moderate
LIMESTONE RD	0	Rural	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
LIMESTONE RD	0	Rural	Two-Way	Local	2	0.47	0	0	0	1	1	1	Moderate
LIMESTONE RD	0	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
S LINCOLN	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S LINCOLN	1	Urban	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
N LINCOLN	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N LINCOLN	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S LITTLE	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S LITTLE	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S LITTLE	1	Suburban	Two-Way	Local	2	0.14	0	0	0	1	1	1	Moderate
S LITTLE	1	Suburban	Two-Way	Local	2	0.11	0	0	0	1	1	1	Moderate
S SHORT	0	Rural	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
S SHORT	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
LOCUST RD	0	Rural	Two-Way	Local	2	0.14	0	0	0	1	1	1	Moderate
LOCUST RD	0	Rural	Two-Way	Local	2	0.38	0	0	0	1	1	1	Moderate
LOCUST RD	1	Urban	Two-Way	Local	2	0.50	0	0	0	1	1	1	Moderate
LOCUST RD	1	Urban	Two-Way	Local	2	0.37	0	0	0	1	1	1	Moderate

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
S LOWMAN	1	Urban	Two-Way	Local	2	0.01	0	0	0	1	1	1	Moderate
S LOWMAN	1	Urban	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
S LOWMAN	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S LOWMAN	0	Urban	Two-Way	Local	2	0.10	0	0	0	1	1	1	Moderate
MAIN	1	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S MAIN	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S MAIN	1	Urban	Two-Way	Local	2	0.16	0	0	0	1	1	1	Moderate
S MAIN	1	Urban	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
S MAIN	1	Urban	Two-Way	Local	2	0.04	0	0	0	1	1	1	Moderate
S MAIN	1	Urban	Two-Way	Local	2	0.13	0	0	0	1	1	1	Moderate
MARBLECREST DR	0	Rural	Two-Way	Local	2	0.09	0	0	0	1	1	1	Moderate
MEADOW LN	0	Rural	Two-Way	Local	2	0.20	0	0	0	1	1	1	Moderate
E MULBERRY	1	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E MULBERRY	1	Rural	Two-Way	Local	2	0.10	0	0	0	1	1	1	Moderate
MUSKET RD	0	Rural	Two-Way	Local	2	0.19	0	0	0	1	1	1	Moderate
S NATIONAL	0	Urban	Two-Way	Local	2	0.09	0	0	0	1	1	1	Moderate
NATIVE RD	1	Rural	Two-Way	Local	2	0.51	0	0	0	1	1	1	Moderate
NATIVE RD	1	Rural	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
E OAK	1	Urban	Two-Way	Local	2	0.11	0	0	0	1	1	1	Moderate
E OAK	1	Urban	Two-Way	Local	2	0.04	0	0	0	1	1	1	Moderate
E OAK	1	Urban	Two-Way	Local	2	0.04	0	0	0	1	1	1	Moderate
S OSBUN	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S OSBUN	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S OSBUN	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S OSBUN	0	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S OSBUN	0	Urban	Two-Way	Local	2	0.15	0	0	0	1	1	1	Moderate
W PINE	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W PINE	1	Urban	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
N SHUTE	1	Rural	Two-Way	Local	2	0.40	0	0	0	1	1	1	Moderate
N SHUTE	1	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N SHUTE	1	Rural	Two-Way	Local	2	0.08	0	0	0	1	1	1	Moderate
POPLAR RD	1	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
RANGE RD	1	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
RANGE RD	1	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
RANGE RD	1	Rural	Two-Way	Local	2	0.98	0	0	0	1	1	1	Moderate
RANGE RD	1	Rural	Two-Way	Local	2	1.58	0	0	0	1	1	1	Moderate
S RANSOM	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
S SCOTT	1	Urban	Two-Way	Local	2	0.09	0	0	0	1	1	1	Moderate
S SCOTT	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S SCOTT	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S SCOTT	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S SCOTT	1	Urban	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
S SCOTT	1	Urban	Two-Way	Local	2	0.13	0	0	0	1	1	1	Moderate
S SCOTT	1	Urban	Two-Way	Local	2	0.12	0	0	0	1	1	1	Moderate
SPRUCE	1	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
SPRUCE	1	Rural	Two-Way	Local	2	0.20	0	0	0	1	1	1	Moderate
SHERMAN	0	Rural	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
SHERMAN	0	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
STATE	1	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
STATE	1	Rural	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S WILSON	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
S WILSON	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S STATE	1	Urban	Two-Way	Local	2	0.10	0	0	0	1	1	1	Moderate
WAGON RD	1	Rural	Two-Way	Local	2	0.89	0	0	0	1	1	1	Moderate
S STATE	1	Urban	Two-Way	Local	2	0.09	0	0	0	1	1	1	Moderate
S STATE	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
S STATE	1	Urban	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
XAVIER RD	1	Rural	Two-Way	Local	2	0.91	0	0	0	1	1	1	Moderate
YALE RD	1	Rural	Two-Way	Local	2	0.50	0	0	0	1	1	1	Moderate
YALE RD	1	Rural	Two-Way	Local	2	0.41	0	0	0	1	1	1	Moderate
YELLOWSTONE RD	1	Rural	Two-Way	Local	2	0.46	0	0	0	1	1	1	Moderate
W WALL	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
W WALL	1	Urban	Two-Way	Local	2	0.06	0	0	0	1	1	1	Moderate
E WALNUT	1	Rural	Two-Way	Local	2	0.20	0	0	0	1	1	1	Moderate
E WALNUT	1	Rural	Two-Way	Local	2	0.05	0	0	0	1	1	1	Moderate
SYCAMORE RD	1	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
TOMAHAWK RD	1	Rural	Two-Way	Local	2	0.03	0	0	0	1	1	1	Moderate
TOMAHAWK RD	1	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
TOMAHAWK RD	1	Rural	Two-Way	Local	2	0.49	0	0	0	1	1	1	Moderate
TOMAHAWK RD	1	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
TOMAHAWK RD	1	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
TOMAHAWK RD	1	Rural	Two-Way	Local	2	1.01	0	0	0	1	1	1	Moderate
N WASHINGTON	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
N WASHINGTON	1	Urban	Two-Way	Local	2	0.07	0	0	0	1	1	1	Moderate
TOMAHAWK RD	1	Rural	Two-Way	Local	2	0.98	0	0	0	1	1	1	Moderate
WAGON RD	1	Rural	Two-Way	Local	2	1.00	0	0	0	1	1	1	Moderate
MAPLE RIDGE PARK	1	Rural	Two-Way	Local	2	0.32	0	0	0	1	1	1	Moderate


Mapleton
31
Fulton
65
69
Devon
7
Bronson
54
Uniontown
Redfield
Fort Scott
54
Missouri
3
Garland
7
69
39
N
0
2
4
8
Miles
W 3rd St
W 6th St
69
Fort Scott
E 12th St
E National Ave
W 18th St
High Injury Network - Intersections
Moderate
Moderate-High
High
Higher
Highest
US Route
Roadway

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
US Hwy 69 & Osage Rd	0	0	0	20.37	5	4	Higher
US Hwy 69	0	0	0	2	2	2	Moderately-High
US Hwy 69 & Valley Rd	0	0	0	4	4	2	Moderately-High
US Hwy 69 & Native Rd	0	0	0	4	4	2	Moderately-High
US Hwy 69 & Poplar Rd	0	0	0	7	7	2	Moderately-High
US Hwy 69 & Xavier Rd	0	0	0	3	3	2	Moderately-High
US Hwy 69 & Range Rd	0	0	0	23.37	8	4	Higher
US Hwy 69	0	0	0	1	1	1	Moderate
US Hwy 69 & Yellowstone Rd	0	0	0	18.37	3	4	Higher
US Hwy 69	0	0	0	2	2	2	Moderately-High
US Hwy 69 & Soldier Rd	0	0	0	2	2	2	Moderately-High
US Hwy 69 & Xavier Rd	0	0	0	3	3	2	Moderately-High
US Hwy 69	0	0	0	33.74	3	4	Higher
US Hwy 69 & Valley Rd	0	0	0	4	4	2	Moderately-High
US Hwy 69 & Yellowstone Rd	0	0	0	19.37	4	4	Higher
US Hwy 69 & Osage Rd	0	0	0	20.37	5	4	Higher
US Hwy 69 & Poplar Rd	0	0	0	7	7	2	Moderately-High
US Hwy 69 & Native Rd	0	0	0	4	4	2	Moderately-High
US Hwy 69 & Soldier Rd	0	0	0	2	2	2	Moderately-High
US Hwy 69	0	0	0	1	1	1	Moderate
US Hwy 69 & Range Rd	0	0	0	23.37	8	4	Higher
US Hwy 69	0	0	0	1	1	1	Moderate
US Hwy 69	0	0	0	1	1	1	Moderate
US Hwy 69	0	0	0	2	2	2	Moderately-High
US Hwy 54	0	0	0	1	1	1	Moderate
State Hwy 39	0	0	0	2	2	2	Moderately-High
State Hwy 39	0	0	0	2	2	2	Moderately-High
215th St	0	0	0	16.37	1	3	High
	0	0	0	16.37	1	3	High
Valley Rd	0	0	0	1	1	1	Moderate
Valley Rd	0	0	0	1	1	1	Moderate
175th St	0	0	0	1	1	1	Moderate
Wagon Rd	0	0	0	1	1	1	Moderate
Wagon Rd	0	0	0	1	1	1	Moderate
125th St	0	0	0	1	1	1	Moderate
Yale Rd	0	0	0	1	1	1	Moderate
Yale Rd & 85th St	0	1	0	64.05	1	4	Higher
Yale Rd	0	0	0	1	1	1	Moderate
240th St	0	0	0	1	1	1	Moderate
Native Rd	0	0	0	1	1	1	Moderate
240th St	0	0	0	1	1	1	Moderate
Native Rd	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
225th St	0	0	0	1	1	1	Moderate
E Oak St	0	0	0	1	1	1	Moderate
E Oak St	0	0	0	1	1	1	Moderate
Brown St	0	0	0	1	1	1	Moderate
N Washington St	0	0	0	1	1	1	Moderate
N Margrave St	0	0	0	1	1	1	Moderate
Walnut St	0	0	0	1	1	1	Moderate
Ivy St	0	0	0	1	1	1	Moderate
N Hill St	0	0	0	6	6	2	Moderately-High
N Franklin St	0	0	0	1	1	1	Moderate
N Broadway St	0	0	0	1	1	1	Moderate
S Lincoln St	0	0	0	1	1	1	Moderate
S Caldwell St	0	0	0	16.37	1	3	High

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
Van Fossen St	0	0	0	16.37	1	3	High
N National Ave	0	0	0	1	1	1	Moderate
Native Rd	0	0	0	16.37	1	3	High
215th St & State Hwy 7	0	1	0	99.79	6	5	Highest
E 1st St	0	0	0	2	2	2	Moderately-High
Old Fort Blvd	0	0	0	1	1	1	Moderate
N Main St	0	0	0	1	1	1	Moderate
	0	0	0	8	8	2	Moderately-High
E Wall St	0	0	0	8	8	2	Moderately-High
N Main St	0	0	0	2	2	2	Moderately-High
215th St	0	0	0	1	1	1	Moderate
N National Ave	0	0	0	1	1	1	Moderate
N National Ave	0	0	0	2	2	2	Moderately-High
Pine St	0	0	0	3	3	2	Moderately-High
Market	0	0	0	1	1	1	Moderate
N National Ave	0	0	0	20.37	5	4	Higher
Market	0	0	0	1	1	1	Moderate
W Wall St & N National Ave	0	0	0	20.37	5	4	Higher
S Main St	0	0	0	5	5	2	Moderately-High
N National Ave	0	0	0	1	1	1	Moderate
Market	0	0	0	1	1	1	Moderate
W Oak St	0	0	0	1	1	1	Moderate
Humbolt St	0	0	0	1	1	1	Moderate
Stringtown Rd	0	0	0	16.37	1	3	High
W 4th St	0	0	0	16.37	1	3	High
W 4th St	0	0	0	16.37	1	3	High
N Holbrook St	0	0	0	1	1	1	Moderate
N Eddy St	0	0	0	1	1	1	Moderate
Maple Rd	0	0	0	1	1	1	Moderate
W 4th St	0	0	0	1	1	1	Moderate
W 4th St	0	0	0	16.37	1	3	High
W 4th St	0	0	0	1	1	1	Moderate
195th St	0	0	0	16.37	1	3	High
Andrick St	0	0	0	1	1	1	Moderate
E 1st St	0	0	0	1	1	1	Moderate
E 2nd St	0	0	0	16.37	1	3	High
S Lincoln St	0	0	0	1	1	1	Moderate
E 4th St	0	0	0	1	1	1	Moderate
E 2nd St	0	0	0	16.37	1	3	High
S Broadway St	0	0	0	1	1	1	Moderate
S Broadway St	0	0	0	1	1	1	Moderate
Limestone Rd	0	0	0	1	1	1	Moderate
E 6th St	0	0	0	16.37	1	3	High
Andrick St	0	0	0	16.37	1	3	High
McCleverty St	0	0	0	16.37	1	3	High
S Barbee St	0	0	0	1	1	1	Moderate
E 6th St	0	0	0	1	1	1	Moderate
E 1st St	0	0	0	1	1	1	Moderate
S Caldwell St	0	0	0	1	1	1	Moderate
E 1st St	0	0	0	1	1	1	Moderate
E 7th St	0	0	0	1	1	1	Moderate
E 6th St	0	0	0	1	1	1	Moderate
S Clark St	0	0	0	1	1	1	Moderate
S Clark St & E 3rd St	0	0	0	22.37	7	4	Higher
S Wilson St	0	0	0	1	1	1	Moderate
S Main St	0	0	0	1	1	1	Moderate

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
S Clark St & E 3rd St	0	0	0	18.37	3	4	Higher
E 3rd St	0	0	0	4	4	2	Moderately-High
E 8th St	0	0	0	1	1	1	Moderate
Margrave St	0	0	0	16.37	1	3	High
Margrave St & E 6th St	0	0	1	37.74	7	4	Higher
Margrave St	0	0	0	16.37	1	3	High
E 5th St	0	0	0	2	2	2	Moderately-High
E 10th St	0	0	0	1	1	1	Moderate
Margrave St	0	0	0	1	1	1	Moderate
E 14th St	0	0	0	1	1	1	Moderate
Broadway	0	0	0	1	1	1	Moderate
Wilson St	0	0	0	1	1	1	Moderate
4th St	0	0	0	1	1	1	Moderate
E 14th St	0	0	0	1	1	1	Moderate
S Broadway St	0	0	0	1	1	1	Moderate
Margrave St	0	0	0	2	2	2	Moderately-High
Jenkins	0	0	0	1	1	1	Moderate
Margrave St	0	0	0	1	1	1	Moderate
E 5th St	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
4th St	0	0	0	1	1	1	Moderate
S Wilson St	0	0	0	1	1	1	Moderate
E 8th St	0	0	1	16.37	1	3	High
Wilson St	0	0	0	1	1	1	Moderate
E 4th St	0	0	0	1	1	1	Moderate
S Wilson St	0	0	0	1	1	1	Moderate
E 4th St	0	0	0	1	1	1	Moderate
E 5th St	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
E 6th St	0	0	0	2	2	2	Moderately-High
State St	0	0	0	1	1	1	Moderate
E 10th St	0	0	0	16.37	1	3	High
12th St & US Hwy 69	0	1	2	188.64	18	5	Highest
E 7th St	0	0	0	1	1	1	Moderate
E 6th St & Scott Ave	0	0	0	43.74	13	4	Higher
Margrave St	0	0	0	1	1	1	Moderate
S Main St	0	0	0	1	1	1	Moderate
State St	0	0	0	1	1	1	Moderate
S Main St	0	0	0	1	1	1	Moderate
E 3rd St	0	0	0	1	1	1	Moderate
E 2nd St & S National Ave	0	0	0	19.37	4	4	Higher
S Main St	0	0	0	1	1	1	Moderate
E 6th St	0	0	0	2	2	2	Moderately-High
Scott Ave	0	0	0	1	1	1	Moderate
E 3rd St	0	0	0	1	1	1	Moderate
W 7th St	0	0	0	1	1	1	Moderate
E 3rd St	0	0	0	1	1	1	Moderate
S National Ave	0	0	0	6	6	2	Moderately-High
S Main St	0	0	0	3	3	2	Moderately-High
State St	0	0	0	1	1	1	Moderate
S Main St	0	0	0	1	1	1	Moderate
E 12th St & E 12th St	0	1	2	154.9	15	5	Highest
S Main St	0	0	0	1	1	1	Moderate
S Main St	0	0	0	2	2	2	Moderately-High
Osbun St	0	0	0	1	1	1	Moderate
W 7th St	0	0	0	1	1	1	Moderate

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
W 5th St	0	0	0	1	1	1	Moderate
W 5th St	0	0	0	1	1	1	Moderate
W 5th St	0	0	0	1	1	1	Moderate
W 5th St	0	0	0	1	1	1	Moderate
S Eddy St	0	0	0	1	1	1	Moderate
W 6th St	0	0	0	2	2	2	Moderately-High
W 6th St	0	0	0	2	2	2	Moderately-High
S Holbrook St	0	0	0	1	1	1	Moderate
S National Ave	0	0	0	4	4	2	Moderately-High
S National Ave	0	0	0	4	4	2	Moderately-High
S National Ave	0	0	0	7	7	2	Moderately-High
S National Ave	0	0	0	1	1	1	Moderate
S National Ave	0	0	0	17.37	2	4	Higher
Jersey St	0	0	0	17.37	2	4	Higher
S National Ave	0	0	0	1	1	1	Moderate
S National Ave	0	0	0	2	2	2	Moderately-High
S National Ave & S National Ave	0	2	0	64.05	1	4	Higher
W 5th St	0	0	0	1	1	1	Moderate
W 5th St	0	0	0	17.37	2	4	Higher
W 5th St	0	0	0	17.37	2	4	Higher
Heylman St	0	0	0	1	1	1	Moderate
W 6th St	0	0	0	1	1	1	Moderate
W 6th St	0	0	0	1	1	1	Moderate
W 6th St	0	0	0	1	1	1	Moderate
W 6th St	0	0	0	16.37	1	3	High
Burke St	0	0	0	17.37	2	4	Higher
W 5th St	0	0	0	17.37	2	4	Higher
S National Ave	0	0	0	16.37	1	3	High
National Ave	0	0	0	16.37	1	3	High
W 7th St	0	0	0	1	1	1	Moderate
State St	0	0	0	16.37	1	3	High
15th St & S National Ave	0	2	0	64.05	1	4	Higher
S National Ave	0	0	0	4	4	2	Moderately-High
Heylman St	0	0	0	1	1	1	Moderate
S National Ave	0	0	0	3	3	2	Moderately-High
E 9th St	0	0	0	1	1	1	Moderate
S Crawford St	0	0	0	1	1	1	Moderate
S Crawford St	0	0	0	1	1	1	Moderate
S Crawford St	0	0	0	1	1	1	Moderate
S Crawford St	0	0	0	1	1	1	Moderate
S Horton St	0	0	0	16.37	1	3	High
Horton St	0	0	0	1	1	1	Moderate
Horton St	0	0	0	2	2	2	Moderately-High
Horton St	0	0	0	1	1	1	Moderate
W 9th St	0	0	0	1	1	1	Moderate
S Holbrook St	0	0	0	2	2	2	Moderately-High
15th St	0	0	0	1	1	1	Moderate
S Judson St	0	0	0	1	1	1	Moderate
15th St	0	0	0	2	2	2	Moderately-High
S Horton St	0	0	0	1	1	1	Moderate
W 12th St	0	0	0	1	1	1	Moderate
S Judson St	0	0	0	2	2	2	Moderately-High
Rosemary Ln	0	0	0	1	1	1	Moderate
Lakin Dr	0	0	0	2	2	2	Moderately-High
Lee Cir	0	0	0	16.37	1	3	High
Circle Dr	0	0	0	1	1	1	Moderate

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
S Eddy St	0	0	0	1	1	1	Moderate
Circle Dr	0	0	0	1	1	1	Moderate
W 15th St	0	0	0	1	1	1	Moderate
S Eddy St	0	0	0	1	1	1	Moderate
W 15th St	0	0	0	1	1	1	Moderate
Horton St	0	0	0	1	1	1	Moderate
Horton St & W 18th St	0	0	0	34.74	4	4	Higher
Hickory Lakes	0	0	0	1	1	1	Moderate
18th St	0	0	0	1	1	1	Moderate
185th St	0	0	0	2	2	2	Moderately-High
Soldier Rd	0	0	0	1	1	1	Moderate
265th St & Quail Rd	0	1	0	80.42	2	5	Highest
235th St	0	0	0	1	1	1	Moderate
265th St & 265th Rd	0	1	0	80.42	2	5	Highest
Quail Rd & Quail Rd	0	1	0	80.42	2	5	Highest
Osage Rd	0	0	0	2	2	2	Moderately-High
Osage Rd	0	0	0	2	2	2	Moderately-High
Poplar Rd	0	0	0	17.37	2	4	Higher
205th St	0	0	0	1	1	1	Moderate
240th St	0	0	0	1	1	1	Moderate
240th St	0	0	0	2	2	2	Moderately-High
205th St	0	0	0	1	1	1	Moderate
	0	0	0	16.37	1	3	High
Range Rd	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
255th St	0	0	0	1	1	1	Moderate
225th St	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
215th St	0	0	0	1	1	1	Moderate
215th St	0	0	0	1	1	1	Moderate
Jersey St	0	0	0	16.37	1	3	High
S National Ave	0	0	0	16.37	1	3	High
E 18th St	0	0	0	1	1	1	Moderate
E 18th St	0	0	0	1	1	1	Moderate
S Main St	0	0	0	1	1	1	Moderate
E National Ave	0	0	0	1	1	1	Moderate
Scott Ave	0	0	0	1	1	1	Moderate
235th St	0	0	0	1	1	1	Moderate
Richards Rd	0	0	0	1	1	1	Moderate
Liberty Bell Rd & Jayhawk Rd	0	0	0	50.11	4	4	Higher
S Horton St	0	0	0	1	1	1	Moderate
Horton St	0	0	0	1	1	1	Moderate
Horton St	0	0	0	1	1	1	Moderate
Horton St	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
S Horton St	0	0	0	1	1	1	Moderate
Horton St	0	0	0	1	1	1	Moderate
S Horton St	0	0	0	1	1	1	Moderate
S Horton St	0	0	0	2	2	2	Moderately-High
E Hudson Rd	0	0	0	2	2	2	Moderately-High
	0	0	0	1	1	1	Moderate
S Horton St	0	0	0	1	1	1	Moderate
W 23rd St & S Main St	0	0	0	58.11	12	4	Higher
Woodland Hills Blvd & US Hwy 69	0	0	0	21.37	6	4	Higher
E National Ave	0	0	0	2	2	2	Moderately-High
Westbury Ln	0	0	0	1	1	1	Moderate

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
Judson St	0	0	0	1	1	1	Moderate
S Eddy St	0	0	0	1	1	1	Moderate
19th St	0	0	0	1	1	1	Moderate
W 18th St & S Judson St	0	1	0	65.05	2	5	Highest
Horton St	0	0	0	16.37	1	3	High
Horton St	0	0	0	1	1	1	Moderate
Horton St	0	0	0	1	1	1	Moderate
Horton St	0	0	0	35.74	5	4	Higher
Indian Rd	0	0	0	16.37	1	3	High
S Huntington Blvd	0	0	0	16.37	1	3	High
19th St	0	0	0	1	1	1	Moderate
Horton St	0	0	0	1	1	1	Moderate
National Ave	0	0	0	1	1	1	Moderate
W 18th St	0	0	0	1	1	1	Moderate
Ironwood Rd	0	0	0	7	7	2	Moderately-High
Kansas Rd & 205th St	0	0	0	33.74	3	4	Higher
Kansas Rd	0	0	0	1	1	1	Moderate
Jayhawk Rd	0	0	0	2	2	2	Moderately-High
Jayhawk Rd	0	0	0	2	2	2	Moderately-High
Jayhawk Rd	0	0	0	2	2	2	Moderately-High
Jayhawk Rd	0	0	0	2	2	2	Moderately-High
240th St	0	0	0	1	1	1	Moderate
Jayhawk Rd	0	0	0	1	1	1	Moderate
205th St	0	0	0	16.37	1	3	High
Main St	0	0	0	1	1	1	Moderate
Holman St	0	0	0	1	1	1	Moderate
Main St	0	0	0	1	1	1	Moderate
263rd St	0	0	0	1	1	1	Moderate
195th St	0	0	0	2	2	2	Moderately-High
Jayhawk Rd	0	0	0	2	2	2	Moderately-High
263rd St	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
230th St	0	0	0	1	1	1	Moderate
230th St	0	0	0	1	1	1	Moderate
230th St	0	0	0	1	1	1	Moderate
245th St	0	0	0	1	1	1	Moderate
Eagle Rd	0	0	0	1	1	1	Moderate
Eagle Rd	0	0	0	16.37	1	3	High
Eagle Rd	0	0	0	1	1	1	Moderate
Holman St	0	0	0	1	1	1	Moderate
Eagle Rd	0	0	0	1	1	1	Moderate
263rd St	0	0	0	1	1	1	Moderate
Grand Rd	0	0	0	1	1	1	Moderate
State Hwy 7 & State Hwy 7	1	0	0	1198.46	2	5	Highest
Grand Rd	0	0	0	2	2	2	Moderately-High
	0	0	0	1	1	1	Moderate
240th St	0	0	0	1	1	1	Moderate
240th St	0	0	0	1	1	1	Moderate
Hickory Rd	0	0	0	19.37	4	4	Higher
Hackberry Rd	0	0	0	2	2	2	Moderately-High
Deer Rd	0	0	0	1	1	1	Moderate
215th St	0	0	0	1	1	1	Moderate
215th St	0	0	0	1	1	1	Moderate
195th St	0	0	0	2	2	2	Moderately-High
Indian Rd	0	0	0	1	1	1	Moderate
210th St	0	0	0	1	1	1	Moderate

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
210th St	0	0	0	1	1	1	Moderate
Jayhawk Rd	0	0	0	1	1	1	Moderate
215th St	0	0	0	1	1	1	Moderate
Jayhawk Rd	0	0	0	1	1	1	Moderate
155th St	0	0	0	17.37	2	4	Higher
Maple Rd	0	0	0	1	1	1	Moderate
Limestone Rd	0	0	0	1	1	1	Moderate
Maple Rd	0	0	0	1	1	1	Moderate
145th St & Maple Rd	0	1	0	82.42	4	5	Highest
Range Rd	0	0	0	1	1	1	Moderate
125th St	0	0	0	16.37	1	3	High
Tomahawk Rd	0	0	0	1	1	1	Moderate
125th St	0	0	0	16.37	1	3	High
115th St	0	0	0	1	1	1	Moderate
125th St	0	0	0	17.37	2	4	Higher
Osage Rd	0	0	0	17.37	2	4	Higher
125th St	0	0	0	2	2	2	Moderately-High
Poplar Rd	0	0	0	2	2	2	Moderately-High
155th St	0	0	0	2	2	2	Moderately-High
Osage Rd	0	0	0	2	2	2	Moderately-High
125th St	0	0	0	1	1	1	Moderate
165th St & 165th St	0	1	0	64.05	1	4	Higher
125th St	0	0	0	1	1	1	Moderate
135th Rd	0	0	0	16.37	1	3	High
135th Rd	0	0	0	16.37	1	3	High
Old Hwy 54	0	0	0	1	1	1	Moderate
75th	0	0	0	16.37	1	3	High
5th St	0	0	0	16.37	1	3	High
4th St	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
Hill St	0	0	0	16.37	1	3	High
4th St	0	0	0	1	1	1	Moderate
Hill St	0	0	0	1	1	1	Moderate
4th St	0	0	0	1	1	1	Moderate
Franklin St	0	0	0	1	1	1	Moderate
Maple Rd	0	0	0	3	3	2	Moderately-High
W Lake Rd	0	0	0	1	1	1	Moderate
Limestone Rd	0	0	0	1	1	1	Moderate
187th Ter	0	0	0	1	1	1	Moderate
165th St	0	0	0	1	1	1	Moderate
Indian Rd	0	0	0	1	1	1	Moderate
195th St & Maple Rd	0	1	0	64.05	1	4	Higher
Maple Rd	0	0	0	16.37	1	3	High
Maple Rd	0	0	0	17.37	2	4	Higher
165th St	0	0	0	1	1	1	Moderate
180th St	0	0	0	1	1	1	Moderate
165th St	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
180th St	0	0	0	1	1	1	Moderate
Kansas	0	0	0	16.37	1	3	High
180th St	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
Indian Rd	0	0	0	1	1	1	Moderate
180th St	0	0	0	1	1	1	Moderate
180th St	0	0	0	16.37	1	3	High

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
Fern Rd	0	0	0	1	1	1	Moderate
150th St	0	0	0	1	1	1	Moderate
Kansas	0	0	0	17.37	2	4	Higher
Kansas	0	0	0	17.37	2	4	Higher
Hackberry Rd	0	0	0	1	1	1	Moderate
Kansas Rd	0	0	0	1	1	1	Moderate
Kansas Rd	0	0	0	2	2	2	Moderately-High
Kansas Rd	0	0	0	1	1	1	Moderate
135th St	0	0	0	1	1	1	Moderate
120th St	0	0	0	17.37	2	4	Higher
120th St	0	0	0	17.37	2	4	Higher
Kansas Rd	0	0	0	17.37	2	4	Higher
Hackberry Rd	0	0	0	1	1	1	Moderate
130th St	0	0	0	1	1	1	Moderate
Maple Rd	0	0	0	16.37	1	3	High
Maple Rd	0	0	0	1	1	1	Moderate
105th St	0	0	0	1	1	1	Moderate
Fern Rd	0	0	0	1	1	1	Moderate
Quail Rd & 5000th St	0	1	0	64.05	1	4	Higher
Wright St & 5000th St	0	1	0	80.42	2	5	Highest
Poplar Rd & 25th St	0	0	0	18.37	3	4	Higher
Native Rd	0	0	0	2	2	2	Moderately-High
35th St	0	0	0	2	2	2	Moderately-High
Main St	0	0	0	1	1	1	Moderate
Cedar St	0	0	0	1	1	1	Moderate
100th Rd & State Hwy 7	0	0	0	1	1	1	Moderate
State Hwy 65	0	0	0	1	1	1	Moderate
65th St & State Hwy 65	0	0	0	1	1	1	Moderate
50th St & State Hwy 65	0	0	0	1	1	1	Moderate
State Hwy 7	0	0	0	3	3	2	Moderately-High
State Hwy 7	0	0	0	4	4	2	Moderately-High
State Hwy 7	0	0	0	1	1	1	Moderate
State Hwy 7	0	0	0	19.37	4	4	Higher
State Hwy 7	0	0	0	4	4	2	Moderately-High
State Hwy 7	0	0	0	1	1	1	Moderate
E 6th St & State Hwy 7	0	0	0	43.74	13	4	Higher
15th St & State Hwy 7	0	0	0	16.37	1	3	High
E 20th St & State Hwy 7	0	0	0	22.37	7	4	Higher
State Hwy 7	0	0	0	2	2	2	Moderately-High
State Hwy 7	0	0	0	58.11	12	4	Higher
State Hwy 7	0	0	0	19.37	4	4	Higher
19th St & State Hwy 7	0	0	0	21.37	6	4	Higher
E 3rd St & US Hwy 69	2	1	0	2483.4	29	5	Highest
State Hwy 7	0	0	0	19.37	4	4	Higher
E 6th St & State Hwy 39	0	0	0	43.74	13	4	Higher
E 3rd St & US Hwy 69	2	1	0	2482.4	28	5	Highest
12th St & US Hwy 69	0	1	2	188.64	18	5	Highest
15th St & State Hwy 39	0	0	0	16.37	1	3	High
E Wall St	0	0	0	8	8	2	Moderately-High
E Wall St	0	0	0	8	8	2	Moderately-High
E Wall St	0	0	0	8	8	2	Moderately-High
US Hwy 54	0	0	0	8	8	2	Moderately-High
E Wall St	0	0	0	1	1	1	Moderate
Brown St & E Wall St	0	0	0	1	1	1	Moderate
E Wall St	0	0	0	16.37	1	3	High
265th St & US Hwy 54	0	0	0	19.37	4	4	Higher

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
240th St & US Hwy 54	0	0	0	3	3	2	Moderately-High
N Lincoln St & E Wall St	0	0	0	1	1	1	Moderate
Locust Rd & US Hwy 54	0	0	0	16.37	1	3	High
N Cameron St & E Wall St	0	0	0	1	1	1	Moderate
245th St & US Hwy 54	0	0	0	2	2	2	Moderately-High
E Wall St & E Wall St	0	0	0	8	8	2	Moderately-High
E Wall St & US Hwy 54	0	0	0	8	8	2	Moderately-High
255th St & US Hwy 54	0	0	0	2	2	2	Moderately-High
E Wall St	0	0	0	1	1	1	Moderate
S Lincoln St & E Wall St	0	0	0	1	1	1	Moderate
E Hudson Rd & US Hwy 69	1	0	0	1203.46	7	5	Highest
State Hwy 7	0	0	0	17.37	2	4	Higher
Hickory Rd & State Hwy 7	0	0	0	19.37	4	4	Higher
Hackberry Rd & State Hwy 7	0	0	0	19.37	4	4	Higher
State Hwy 7	0	0	0	7	7	2	Moderately-High
Indian Rd & US Hwy 69	1	0	0	1203.46	7	5	Highest
US Hwy 69	0	0	0	1	1	1	Moderate
Hackberry Rd & US Hwy 69	0	0	0	19.37	4	4	Higher
US Hwy 69	0	0	0	2	2	2	Moderately-High
US Hwy 69	0	0	0	16.37	1	3	High
US Hwy 69	0	0	0	21.37	6	4	Higher
Grand Rd & US Hwy 69	0	0	0	3	3	2	Moderately-High
US Hwy 69	0	0	0	1	1	1	Moderate
US Hwy 69	0	0	0	2	2	2	Moderately-High
US Hwy 69	0	0	0	2	2	2	Moderately-High
Cavalry Rd & US Hwy 69	0	0	0	2	2	2	Moderately-High
Eagle Rd & US Hwy 69	0	0	0	1	1	1	Moderate
Birch Rd & US Hwy 69	0	0	0	1	1	1	Moderate
Fern Rd & US Hwy 69	0	0	0	2	2	2	Moderately-High
Grand Rd & US Hwy 69	0	0	0	3	3	2	Moderately-High
US Hwy 69	0	0	0	1	1	1	Moderate
Grand Rd & State Hwy 39	0	0	0	2	2	2	Moderately-High
Eagle Rd & State Hwy 39	0	0	0	1	1	1	Moderate
180th St & State Hwy 39	0	0	0	3	3	2	Moderately-High
170th St & State Hwy 39	0	0	0	6	6	2	Moderately-High
210th St & State Hwy 39	0	0	0	1	1	1	Moderate
200th St & State Hwy 39	0	0	0	1	1	1	Moderate
180th St & State Hwy 39	0	0	0	1	1	1	Moderate
Soldier Rd & 157th St	0	0	0	17.37	2	4	Higher
158th St & Range Rd	0	0	0	1	1	1	Moderate
Tomahawk Rd & Tomahawk Rd	0	0	0	1	1	1	Moderate
Old US Hwy 69	0	0	0	16.37	1	3	High
158th St & State Hwy 7	0	0	0	1	1	1	Moderate
State Hwy 7	0	0	0	2	2	2	Moderately-High
State Hwy 31	0	0	0	17.37	2	4	Higher
Stringtown Rd & State Hwy 7	0	0	0	7	7	2	Moderately-High
188th St & State Hwy 31	0	0	0	1	1	1	Moderate
State Hwy 7	0	0	0	1	1	1	Moderate
155th St & State Hwy 31	0	0	0	1	1	1	Moderate
State Hwy 31	0	0	0	2	2	2	Moderately-High
185th St & State Hwy 7	0	0	0	2	2	2	Moderately-High
195th St & State Hwy 7	0	0	0	18.37	3	4	Higher
State Hwy 7	0	0	0	1	1	1	Moderate
190th St & State Hwy 31	0	0	0	1	1	1	Moderate
205th St & State Hwy 7	0	0	0	6	6	2	Moderately-High
State Hwy 7	0	0	0	1	1	1	Moderate

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
Osage Rd & State Hwy 7	0	0	0	2	2	2	Moderately-High
Fern Rd & State Hwy 3	0	0	0	1	1	1	Moderate
State Hwy 3	0	0	0	1	1	1	Moderate
State Hwy 3 & US Hwy 54	0	0	0	18.37	3	4	Higher
35th St & State Hwy 3	0	0	0	2	2	2	Moderately-High
Musket Rd & State Hwy 3	0	0	0	1	1	1	Moderate
Kansas Rd & State Hwy 3	0	0	0	1	1	1	Moderate
Indian Rd & State Hwy 3	0	0	0	1	1	1	Moderate
Hackberry Rd & State Hwy 3	0	1	0	66.05	3	5	Highest
Eagle Rd & State Hwy 3	0	0	0	1	1	1	Moderate
State Hwy 3	0	0	0	1	1	1	Moderate
Hickory Rd & State Hwy 3	0	0	0	1	1	1	Moderate
Maple Rd & State Hwy 3	0	0	0	3	3	2	Moderately-High
Birch Rd & State Hwy 3	0	0	0	2	2	2	Moderately-High
Wright St & State Hwy 3	0	0	0	2	2	2	Moderately-High
State Hwy 3	0	0	0	1	1	1	Moderate
55th St & State Hwy 3	0	0	0	18.37	3	4	Higher
1st St & State Hwy 3	0	0	0	1	1	1	Moderate
State Hwy 3	0	0	0	2	2	2	Moderately-High
Quail Rd & State Hwy 3	0	0	0	2	2	2	Moderately-High
Clay St & Pine St	0	0	0	17.37	2	4	Higher
Randolph St & Pine St	0	0	0	2	2	2	Moderately-High
210th St & State Hwy 7	0	0	0	1	1	1	Moderate
State Hwy 7	0	0	0	1	1	1	Moderate
Cavalry Rd & State Hwy 7	0	0	0	2	2	2	Moderately-High
95th St & US Hwy 54	0	0	0	18.37	3	4	Higher
Musket Rd & US Hwy 54	0	0	0	1	1	1	Moderate
US Hwy 54	0	0	0	3	3	2	Moderately-High
145th St & US Hwy 54	0	0	0	3	3	2	Moderately-High
US Hwy 54	0	0	0	2	2	2	Moderately-High
State Hwy 39	0	0	0	2	2	2	Moderately-High
125th St & US Hwy 54	0	0	0	19.37	4	4	Higher
40th St & State Hwy 39	0	0	0	2	2	2	Moderately-High
US Hwy 54	0	0	0	1	1	1	Moderate
127th Ter & State Hwy 39	0	0	0	1	1	1	Moderate
120th St & State Hwy 39	0	0	0	1	1	1	Moderate
US Hwy 54	0	1	0	64.05	1	4	Higher
155th St & US Hwy 54	0	0	0	2	2	2	Moderately-High
115th St & US Hwy 54	0	0	0	1	1	1	Moderate
140th St & State Hwy 39	0	0	0	3	3	2	Moderately-High
110th St & State Hwy 39	0	0	0	2	2	2	Moderately-High
5000th St & US Hwy 54	0	1	0	80.42	2	5	Highest
US Hwy 54	0	0	0	3	3	2	Moderately-High
85th St & US Hwy 54	0	0	0	1	1	1	Moderate
130th St & State Hwy 39	0	0	0	19.37	4	4	Higher
165th St & US Hwy 54	0	0	0	2	2	2	Moderately-High
State Hwy 39	0	0	0	2	2	2	Moderately-High
129th St & State Hwy 39	0	0	0	1	1	1	Moderate
100th St & State Hwy 39	0	0	0	1	1	1	Moderate
US Hwy 54	0	0	0	16.37	1	3	High
75th St & US Hwy 54	0	0	0	34.74	4	4	Higher

Appendix E

Countermeasures Toolbox

COUNTERMEASURES for moving toward Vision Zero goals

Intersections

Roundabouts

Roundabouts can safely and efficiently move traffic. They reduce vehicle speed, provide entry yield control, and minimize conflict points.

Consistent Yellow & All-Red Timings

Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.

Improved Geometry

Positive offset of left turn lanes, skew elimination, or sight distance improvements can decrease the number of crashes in an intersection.

Improved Signal Phasing/ Timing Plans

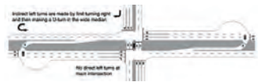
Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.

Reduced Conflict U-Turn (RCUT)

Cross-street traffic makes a right turn followed by a U-turn at a designated location—either signalized or unsignalized—to continue in the desired direction.

Median U-Turn (MUT)

Vehicles proceed through the main intersection, make a U-turn a short distance downstream, followed by a right turn at the main intersection.

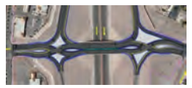


Turbo Roundabouts

Turbo roundabouts utilize different geometrics to address the conflicts associated with the common crash types in multilane roundabouts.

Diverging Diamond Interchange (DDI)

The crossing (or channelizing) of traffic on the crossroad to the left side between the ramp terminals is a variation of the diamond interchange.



Rectangular Rapid Flashing Beacon

Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.

Traffic Calming

Reduces vehicle speeds or volumes to improve quality of life by increasing the safety and comfort of walking and bicycling.

Backplates with Retroreflective Borders

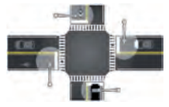
Backplates improve the visibility of a traffic signal with a controlled-contrast background. A 1-3 inch yellow retroreflective border makes it even more conspicuous.

Intersection Conflict Warning System

Drivers are informed of available gaps for turning or crossing. Vehicle detectors alert motorists of conflicting vehicles on an adjacent approach.

Street Lighting

At nighttime, lighting can be applied continuously along segments and at spot locations to increase visibility.



Flashing Beacons on Warning Signs

Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.

Dedicated Turn Lanes

Auxiliary turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.

Curves

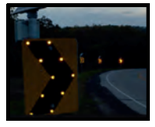
Advanced Warning Signs

Advanced warning signs around curves or other sight-limiting areas or where crash problems exist allow drivers time to make decisions based on changing conditions.

Install or Update Signage & Chevron Placement

Enhanced delineation and signage at horizontal curves can be implemented in advance of or within curves.

Speed Activated Flashers



Speed activated flashers on chevrons in a curve have shown huge decreases in crashes.

Retroreflective Strips on Signposts

Increasing the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increases viewability.

Superelevation Correction

Correcting and reshaping the roadway superelevation allows increased friction with the pavement.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Roadway Departures

Transverse Rumble Strips

Transverse rumble strips alert drivers to slow down, stop, or adjust to upcoming changes that may not be anticipated by an inattentive driver.

Clear Zones

These zones are unobstructed, traversable roadside areas that allow drivers to stop safely or regain control of a vehicle that has left the roadway.

High Friction Surface Treatment

Higher pavement friction helps motorists maintain better control in both wet and dry conditions.

Enhanced Signing & Delineation

Enhanced delineation treatments can alert drivers to upcoming curves, the direction and sharpness of the curve, and the appropriate operating speed.

Road Safety Audits (RSAs)

RSAs consider all road users, account for human factors and road user capabilities, are documented in a formal report, and require a formal response from the road owner.

6" Retroreflective Edgeline

Wider edge lines enhance the visibility of travel lane boundaries compared to traditional edge lines.

Flattening & Widening Foreslopes

Flattening and widening foreslopes allows a more recoverable slope and potentially can decrease the clear zone distance required.

Paved Shoulders

Paved shoulders allow better recovery for roadway departures and are often combined with edgeline rumble strips.

Median Barrier

Median barriers redirect vehicles striking either side of the barrier. They significantly reduce the number of cross-median crashes.

2' Paved Shoulder with Safety Edge

Eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.

6" Retroreflective Centerline

Wider centerlines enhance the visibility of travel lane boundaries compared to traditional edge lines.

On-Pavement Markings for Speed Control

Transverse pavement markings or chevrons placed progressively closer provide a visual illusion of increased speed causing drivers to slow down.

Post-Mounted Delineators

Improving curve delineations helps prevent roadway departures from the mainline pavement.

Improved Pavement Markings

Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.

Access Management

The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.

Longitudinal Rumble Strips

Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Pedestrians & Bicycles

Leading Pedestrian Intervals (LPI)

LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.

High-visibility Crosswalks

Patterns and reflective materials visible to both drivers and pedestrians from farther away, as well as lighting, signs, and pavement markings, improve visibility.

Vehicles Yield to Pedestrian Signage

Signage to increase driver awareness of high volume pedestrian movements works in a similar manner to LPIs.

Curb Extensions/Bulb Outs & Refuge Islands

These decrease the time pedestrians are in the roadway and increase pedestrian visibility.

Complete Streets/Designing for All Users

An approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people using them.

Pedestrian Crossing Signals

Pedestrians crossing signals allow traffic gaps to be forced by stopping traffic and allowing pedestrians to cross.

Raised Crosswalk/Raised Intersection/ Speed Table

These allow pedestrians to cross at grade with the sidewalk, reducing vehicle speeds and enhancing the pedestrian crossing environment.

Pedestrian Hybrid Beacons (PHB)

PHBs are traffic control devices that help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.

Multi-Use Paths

Shared-use paths supplement a system of on-road bike lanes, wide outside lanes, paved shoulders, and bike routes.

Shared Lane Markings

Sharrows are road markings that designate a space to be shared by both motorists and bicyclists.

Road Diet

A Road Diet reconfigures traditional four-lane undivided highways for improved safety, traffic calming, and better access for all road users.

Back-In Angle Parking

Back-in angle parking provides motorists with better vision of pedestrians, bicyclists, motor vehicles, and other road users as they exit a parking space and enter moving traffic.

Bike Lanes & Buffered Bike Lanes

Bike lanes can mitigate or prevent interactions between bicyclists and motor vehicles, and create a network of safer roadways for bicycling.

Bike Boulevards

Signs and pavement markings indicate that a roadway is intended as a shared, slow street, and reinforce the intention of priority for bicyclists along a given route.

Calibrated Bike Detection for Bike Lanes

Bicycle detection occurs either through the use of push buttons or by automated means. Inductive loop vehicle detection can be adjusted for bicycle metallic mass.

Access Control Through Medians

Management of the entry and exit points along a corridor can enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.

Cycle Tracks

Cycle tracks are bikeways that are at street level and use a variety of methods for physical protection from passing traffic.

Vulnerable Road User (VRU) Education

Share the Road programs aim to increase drivers' awareness of the rights of VRUs to improve the safety of all road users.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Improved ADA Accessibility

Curb Ramps

These provide access between the sidewalk and roadway for people using wheelchairs/wheeled devices and pedestrians with limited mobility.

Countdown Signals

These signals provide pedestrians with more information on the remaining crossing time.

Audible Pedestrian Signals

These devices provide auditory information to pedestrians who are blind or have low vision by signaling when it is safe to cross the roadway.

Education

Safe Routes to School (SRTS)

SRTS programs increase the amount of bicycling and walking to and from school while improving safety for children bicycling or walking to school.

Pedestrian Safety Zones

These zones target engineering, education, and enforcement measures to geographic areas and audiences where significant pedestrian crash problems exist.

Enforcement Communications & Outreach

Effective, high-visibility communications and outreach are an essential part of successful seat belt law High Visibility Enforcement programs.

Outreach Strategies for Low-Belt Use Groups

Communications and outreach directed at low-belt-use groups can be effective for targeted programs that support and are supported by enforcement.

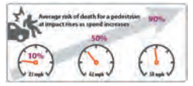
Enforcement

Reduce & Enforce Speed Limits

Reducing travel speeds increases reaction time for drivers and pedestrians to avoid crashes, as well as reduces the severity of pedestrian injuries when these crashes occur.

Communication & Outreach Supporting Enforcement

Effective, high-visibility communications and outreach are essential parts of successful speed and aggressive-driving enforcement programs.



High-Visibility Cell Phone/Text Messaging Enforcement

HVE can effectively deter cell phone use by increasing the perceived risk of a ticket.

Short Term, High-Visibility Seat Belt Law Enforcement

High-visibility seat belt law enforcement consists of short, intense, highly-publicized periods of increased enforcement using checkpoints, saturation patrols, or enforcement zones.

TRANSYSTEMS

Countermeasure	Description	CMF
Roadway Departure		
Advanced Warning Signs	Advanced warning signs around curves or other sight limiting areas or where crash problems exist all drivers more time to make decisions based on changing conditions.	0.65
Improved Pavement Markings	Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.	0.64-0.88 (6” edge line), 0.76 (4” edge line)
Longitudinal Rumble Strips	Longitudinal rumble strips are milled or raised elements on the pavement intended to alert drivers through vibration and sound that their vehicle has left the travel lane. They can be installed on the shoulder, edge line, or at or near the center line of an undivided roadway.	Varies
Transverse Rumble Strips	Transverse rumble strips are used to alert drivers of a need to slow down or stop, or to other upcoming changes that may not be anticipated by an inattentive driver. These rumble strips are placed in the travel lane perpendicular to the direction of travel.	0.66-0.73
Flattening and widening foreslopes	Flattening and widening foreslopes allows a more recoverable slope , and potentially can decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	Varies
2' paved shoulder with safety edge	The SafetyEdge^{SM} technology shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process. This safety practice eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability by reducing edge raveling of asphalt.	0.65 – 0.9

Relocating/Moving/shielding Fixed objects	Roadside Design Improvements to Provide for a Safe Recovery such as providing a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	0.56
Superelevation Correction	Correcting and reshaping the roadway superelvation to meet posted speed, or where crashes have occurred allows an increased friction with pavement.	Varies: Formula based
High Friction Surface Treatment	Pavement friction treatments, such as High Friction Surface Treatment (HFST), can be better targeted and result in more efficient and effective installations when using continuous pavement friction data along with crash and roadway data.	0.37
Post mounted delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers where the edge of shoulder is. This is also helpful at night.	0.72 – 0.82
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	.77 to .95
Reflective Strips on Posts	Retroreflective Strips on signposts increase the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increase viewability.	No yet determined

Countermeasure	Description	CMF
Intersection Related		
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	0.79
Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	0.86
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more conspicuous.	0.85
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	.6 (for LT) .75 (all)
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	.30 (for LT)
Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	0.9
Improved Geometry	Geometry improvements can have great effects on the safety of an intersection, positive offset of left turn lanes, Skew elimination, sight distance improvements all can have great effects on the number of crashes in the intersection.	Varies
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	0.4
Enhanced Stop Signs	Larger stop signs, use of flasher on sign or use of retroreflective markings to increase visibility of stop signs.	0.9

Countermeasure	Description	CMF
Vulnerable Road Users		
Rectangular Rapid Flashing Beacon	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	.53 (Ped)
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	.45 (Ped)
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	.92 (Ped)
Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	0.87
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	.11-.35 (Ped)
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	.60 (Ped)
Advance Yield or Stop markings	YIELD Here to Pedestrians" or "STOP Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk.	0.62 (Ped)
SRTS Program	The goal of Safe Routes to School programs is to increase the amount of bicycling and walking trips to and from school while simultaneously improving safety for children bicycling or walking to school.	***

Countermeasure	Description	NHTSA Star Rating
Unrestrained Occupant		
High Visibility Enforcement of Seatbelt	Both Short Term and Sustained Seat Belt Enforcement, including child passenger safety.	*****
Education Strategies	Employer based and Older Children programs.	***
Child Restraint Inspection Stations	Child Passenger Safety (CPS) Technician staffed Inspection Stations.	***

Countermeasure	Description	NHTSA Star Rating
Distracted Driving		
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.	Needs further evaluation
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

Countermeasure	Description	NHTSA Star Rating
Alcohol or Drug Related		
Enforcement of Drug and Alcohol Impaired Driving	Increased enforcement of impaired-driving laws can be a major factor in reducing impaired-driving deaths.	***
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

Appendix F

Project Sheets

North US-69

Bourbon County

Location:

US-69 from Near Wall Street to E 6th Street (0.6 miles)

Project Images:

Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	1 Serious Injury, 2 Fatalities
Description	Systemic Improvements, Location-Specific Improvements
Project Selection Criteria	Crash Data Analysis, High Injury Network (HIN), KDOT Drive to Zero Crash Data Dashboard, Public Input, Horizontal Curve Adjacent Emphasis Area, Speed Related Emphasis Area, Driver Distraction Emphasis Area
Short-Term Improvements	Install flashing warning signs, radar speed signs, enhance delineation on approaching curves to intersections, protected permissive left-turn signals (side street approaches), transverse rumble strips, turning movement pavement markings, signal timing, edge line rumble strips, enforcement and communications outreach

Project Cost:

Short-Term Improvements	$76,000

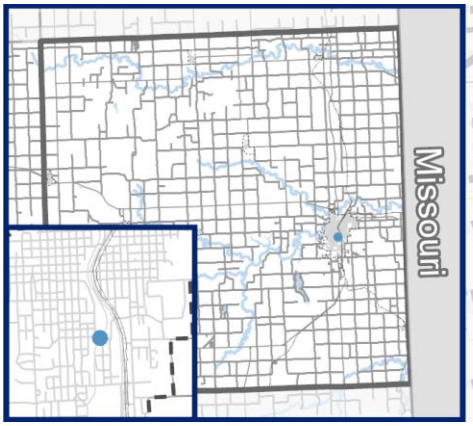
Central Fort Scott

Bourbon County

Location:

US-69 and E 12th Street Intersection

Project Images:



Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	1 Serious Injury
Description	Systemic Improvements, Location-Specific Improvements
Project Selection Criteria	Crash Data Analysis, High Injury Network (HIN), KDOT Drive to Zero Crash Data Dashboard, Public Input, Driver Distraction Emphasis Area, Impaired Driving Emphasis Area, Intersection Related Emphasis Area
Short-Term Improvements	Install protected only left turn signals, turning movement pavement markings, LPI signals, enhanced flashing warning signs, transverse rumble strips, enhance delineation on approaching horizontal curves, enforcement and communications outreach, signal timing

Project Cost:

Short-Term Improvements	$45,000

South Fort Scott

Bourbon County

Location:

US-69 from E National Avenue to E 20th Street (0.8 miles)

Project Images:

Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	1 Serious Injury, 1 Fatality
Description	Systemic Improvements, Location-Specific Improvements
Project Selection Criteria	Crash Data Analysis, High Injury Network (HIN), KDOT Drive to Zero Crash Data Dashboard, Public Input, Roadway Departure Emphasis Area, Speed Related Emphasis Area, Horizontal Curve Adjacent Emphasis Area, Impaired Driving Emphasis Area
Short-Term Improvements	Install center and edge rumble strips (north), wider edge lines, guardrails (east), enhanced delineation for horizontal curves, flashing intersection ahead warning sign, signal backplates with retro reflective borders, access management plan, reduce speed limit, radar speed signs, enforcement and communications outreach, transverse rumble strips
Long-Term Improvements	Improve Intersection Geometry (S National Ave & US-69), access control through medians, access point consolidation, road diet with VRU enhancements

Project Cost:

Short-Term Improvements	$250,000
Long-Term Improvements	$570,000

South US-69

Bourbon County

Location:

US-69 from Ironwood Road to Hickory Road (1.2 miles)

Project Images:

Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	1 Fatality
Description	Systemic Improvements, Location-Specific Improvements
Project Selection Criteria	Crash Data Analysis, High Injury Network (HIN), KDOT Drive to Zero Crash Data Dashboard, Public Input, Intersection Related Emphasis Area, Impaired Driving Emphasis Area
Short-Term Improvements	Install lighting, double & retro reflective flashing warning signage, pavement markings, animal warning signage, guardrails, enforcement and communications outreach

Project Cost:

Short-Term Improvements	$215,000

State Highway 7

Bourbon County

Location:

Hwy 7 from US-69/Hwy 7 Ramp to Eagle Road (4.4 miles)

Project Images:

Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	2 Serious Injuries, 2 Fatalities
Description	Systemic Improvements, Location-Specific Improvements
Project Selection Criteria	Crash Data Analysis, High Injury Network (HIN), KDOT Drive to Zero Crash Data Dashboard, Driver Distraction Emphasis Area, Horizontal Curve Adjacent Emphasis Area, Roadway Departure Emphasis Area
Short-Term Improvements	Install center and edge rumble strips, wider edge lines, enhanced delineation for horizontal curves, retro reflective flashing warning signage, enforcement and communications outreach, lighting, guardrails

Project Cost:

Short-Term Improvements	$1,684,000

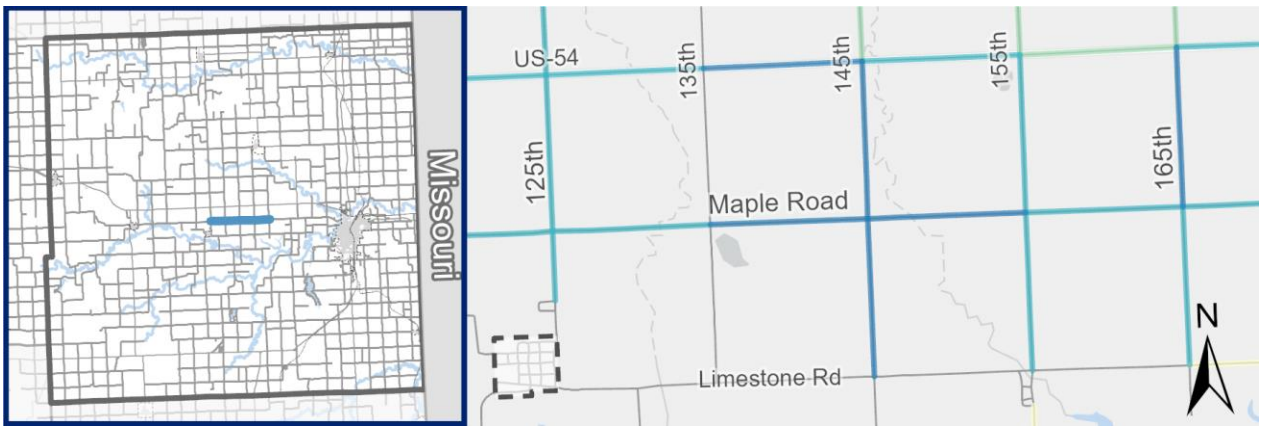
Maple Road

Bourbon County

Location:

Maple Road from 125th Street to 165th Street (3.5 miles)

Project Images:



Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	1 Serious Injury
Description	Systemic Improvements, Location-Specific Improvements
Project Selection Criteria	Local Road Safety Plan (LRSP), Public Input, Crash Data Analysis, High Injury Network (HIN), KDOT Drive to Zero Crash Data Dashboard, Speed Related Emphasis Area
Short-Term Improvements	Install pavement markings, center and edge rumble strips, delineate roadside hazards, intersection ahead warning signage, lighting, animal signage, and double flashing warning signage
Long-Term Improvements	Widen roadway, install 2-foot paved shoulder with Safety Edge, Horizontal Pavement Friction at intersections

Project Cost:

Short-Term Improvements	$415,000
Long-Term Improvements	$1,225,000

Mapleton

Bourbon County

Location:

Highway 31 from 135th Street to 155th Street (1.7 miles)

Project Images:

Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	2 Serious Injuries, 1 Fatality
Description	Systemic Improvements, Location-Specific Improvements
Project Selection Criteria	Crash Data Analysis, High Injury Network (HIN), KDOT Drive to Zero Crash Data Dashboard, Roadway Departure Emphasis Area
Short-Term Improvements	Install intersection ahead signage, center and edge rumble strips, wider edge lines, delineate roadside hazards, lighting, animal signage, remove fixed objects in clear zone
Long-Term Improvements	Install 2-foot paved shoulder with Safety Edge, widen roadway

Project Cost:

Short-Term Improvements	$525,000
Long-Term Improvements	$569,500

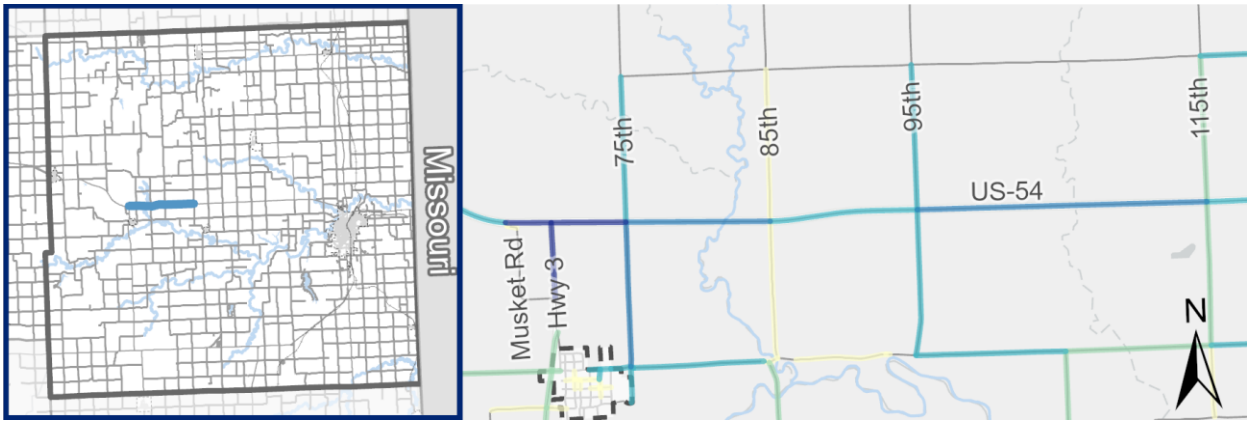
West US-54 Uniontown

Bourbon County

Location:

US-54 from Musket Road to 115th Street (4.3 miles)

Project Images:



Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	2 Serious Injuries, 1 Fatality
Description	Systemic Improvements, Location-Specific Improvements
Project Selection Criteria	Crash Data Analysis, High Injury Network (HIN), KDOT Drive to Zero Crash Data Dashboard, Public Input
Short-Term Improvements	Install animal signage, lighting, T-Intersection ahead signage, wider edge lines, edge-line rumble strips, delineate roadside hazards, improved pavement marking at intersections, flashing beacons on warning signs, transverse rumble strips
Long-Term Improvements	Install 2-foot paved shoulder with Safety Edge, Horizontal Pavement Friction at intersection

Project Cost:

Short-Term Improvements	$81,000
Long-Term Improvements	$1,440,500

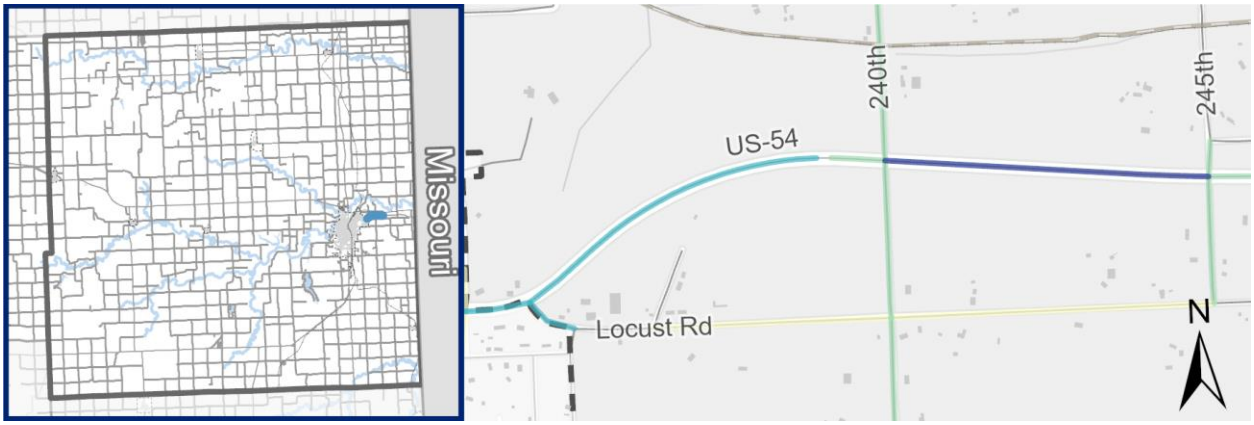
East US-54

Bourbon County

Location:

East US-54 from Locust Road to 245th Street (0.5 miles)

Project Images:



Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	2 Fatalities
Description	Systemic Improvements, Location-Specific Improvements
Project Selection Criteria	Crash Data Analysis, High Injury Network (HIN), KDOT Drive to Zero Crash Data Dashboard, Roadway Departure Emphasis Area
Short-Term Improvements	Install center rumble strips, animal signage, wider edge lines, enforcement and communications outreach
Long-Term Improvements	High Pavement Friction on horizontal curve and intersections

Project Cost:

Short-Term Improvements	$38,000
Long-Term Improvements	$721,000

West State Highway 39

Bourbon County

Location:

Highway 39 from 30th Street to 60th Street (1 mile)

Project Images:

Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	1 Serious Injury, 1 Fatality
Description	Systemic Improvements, Location-Specific Improvements
Project Selection Criteria	Crash Data Analysis, High Injury Network (HIN), KDOT Drive to Zero Crash Data Dashboard, Public Input, Roadway Departure Emphasis Area, Driver Distraction Emphasis Area, Impaired Driving Emphasis Area
Short-Term Improvements	Add center and edge rumble strips, wider edge lines, animal signage, lighting, delineate roadside hazards, enforcement and communications outreach
Long-Term Improvements	Install 2-foot paved shoulder with Safety Edge, widen roadway with passing lanes

Project Cost:

Short-Term Improvements	$ 72,000
Long-Term Improvements	$335,000

Southeast Kansas Comprehensive Safety Action Plan

Cherokee County, Kansas

Southeast Kansas Comprehensive Safety Action Plan
Cherokee County, Kansas

Southeast Kansas Regional Planning Commission (SEKRPC) | June 2025

The Southeast Kansas Regional Planning Commission (SEKRPC) would like to acknowledge the valuable contribution of its member jurisdictions and project partners. Their active participation and input throughout the planning process were essential to developing this Comprehensive Safety Action Plan (CSAP). Additionally, the SEKRPC extends its gratitude to stakeholders, community organizations, and members of the public whose valuable feedback and insights guided the development of the plan to help meet the safety needs and priorities of the 12-county Southeast Kansas region.

Regional Partners
Allen County
Anderson County
Bourbon County
Cherokee County
Coffey County
Crawford County
Labette County
Linn County
Montgomery County
Neosho County
Wilson County
Woodson County

County Partners
Cherokee County Sheriff's Office
City of Baxter Springs
City of Columbus
City of Galena
Baxter Springs USD 508
Columbus USD 493
Riverton USD 404

Southeast Kansas Regional Planning Commission
20 S. Highland
Chanute, KS 66720

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Consultant Team
TranSystems
2400 Pershing Road, Suite 400
Kansas City, MO 64108

TRANSYSTEMS

Kimley-Horn
805 Pennsylvania Avenue, Suite 150
Kansas City, MO 64105

Kimley»Horn

Wilson & Company
800 E. 101st Terrace, Suite 200
Kansas City, MO 64131

WILSON & COMPANY

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CHAPTER 1 | INTRODUCTION

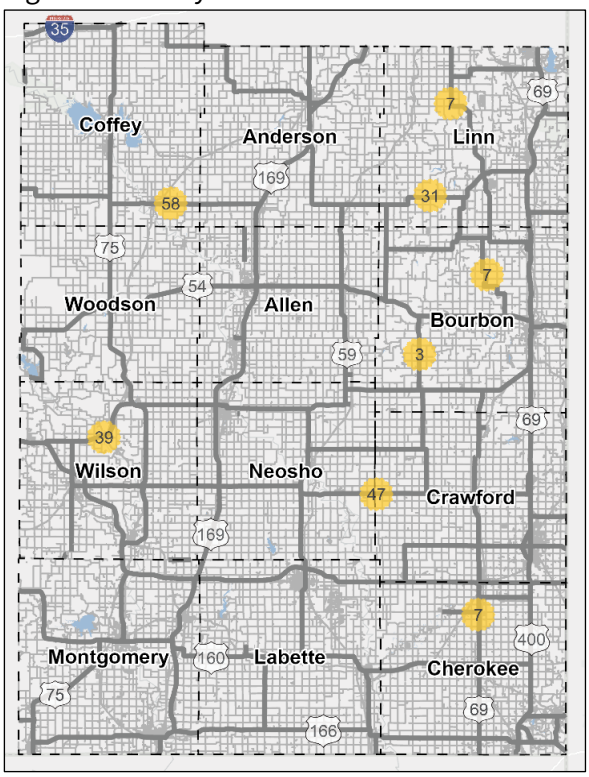
Roadway safety is an issue that impacts every person and every community in the United States. Every individual is exposed to risk on the roadway network whether a driver, passenger, transit user, bicyclist, or pedestrian. In the United States, roadway crashes account for large numbers of serious injuries and death. To combat this challenge, the U.S. Department of Transportation (USDOT) created the Safe Streets and Roads for All (SS4A) grant program to support safety initiatives designed to prevent roadway deaths and serious injuries.

In 2024, the Southeast Kansas Regional Planning Commission (SEKRPC) was awarded an SS4A Planning grant to study roadway safety in the 12-county region. This study would culminate in the development of a Comprehensive Safety Action Plan (CSAP) for each county to address the most significant transportation safety risks in the community with an emphasis on fatal and serious injury crashes.

The SEKRPC region includes Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas. The 12-county study area is shown in ***Figure 1.1***.

Over 39,000 crashes occurred in the SEKRPC region in the past 10 years (2014-2023). In Cherokee County, 4,177 crashes occurred during this period, including 39 fatal crashes, 88 serious injury crashes, and 4,050 injury and property damage only (PDO) crashes.

Figure 1.1: Study Area



1.1 Commitment to Safety

SEKRPC and Cherokee County recognize that one life lost is one too many and seek to develop a set of programs and projects that will reduce transportation safety risks and save lives. This Safety Action Plan outlines specific strategies and actions to reduce fatal and serious injury crashes in Cherokee County.

The success of this Safety Action Plan relies on the commitment and participation of all stakeholders in Cherokee County and the SEKRPC region. Development of the Safety Action Plan fostered collaboration among the counties and cities in the 12-county region. By bringing together residents, local government, law enforcement, transportation authorities, school districts, and community organizations, collective expertise and resources were leveraged to implement safety initiatives.

By working together, we can promote a culture of safety and work towards making our communities a safe place to live, work, and visit. A Safety Task Force with representatives from each county in the region is dedicated to fostering collaboration, innovation, and a proactive approach to addressing safety issues and making a positive impact on Southeast Kansas.

1.2 Safe System Approach

The SS4A program supports the USDOT National Roadway Safety Strategy and Cherokee County's goal of zero roadway deaths using a Safe System Approach. The SS4A program supports the development of a CSAP that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues.

The USDOT Safe System Approach is a comprehensive and proactive framework to reduce the number of fatalities and serious injuries on roadways. The Safe System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable and responsibility for roadway safety lies with multiple stakeholders.

Figure 1.2: Safe System Approach

The Safe System Approach has key elements as shown in ***Figure 1.2.*** Layering these together creates redundancy so that if one component fails, the others are still in place to prevent severe outcomes. Policies and projects recommended in this report focus on these five proven objectives to create safer conditions for all roadway users. The five objectives for the Safe System Approach are:

- **Safer Roads:** The design and maintenance of roadway environments to mitigate human mistakes and account for injury tolerances, encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

- **Safer Speeds:** Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate mitigation measures such as roadway design, targeted education, outreach campaigns, and enforcement.

- **Safer Road Users:** Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed by promoting a safety awareness culture through various outlets.

- **Safer Vehicles:** Expand the availability of vehicle systems and features that help prevent crashes and minimize the impact of crashes on both occupants and non-occupants. Additionally, encouraging other safety actions such as seat belt use, proper child seats, and proper vehicle maintenance.

- **Post Crash Care:** Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for first responders and preventing secondary crashes through robust traffic incident management practices.

1.3 Plan Organization

This Comprehensive Safety Action Plan is built on the following eight key components:

- **Leadership Commitment and Goal Setting:** An official public commitment by a high-ranking official and/or governing body to an eventual goal of eliminating roadway fatalities and serious injuries. *(Chapter 1)*
- **Planning Structure:** A committee, task force, or similar body charged with oversight of the Safety Action Plan development, implementation, and monitoring. *(Chapter 1)*
- **Engagement and Collaboration:** Robust engagement with the public and relevant stakeholders that allows for both community representation and feedback. Information received is analyzed and incorporated into the Safety Action Plan. *(Chapter 2)*
- **Safety Analysis:** A comprehensive analysis of existing conditions, historical trends, and risk factors that provides a baseline level of fatal and serious injuries. *(Chapter 3)*
- **Equity Considerations:** Plan development using inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners. *(Chapter 4)*
- **Strategy and Project Selection:** Identification of a comprehensive set of projects and strategies shaped by data, equity considerations, public and stakeholder input, and best practices to address the safety issues identified in the Safety Action Plan. *(Chapter 5-6)*
- **Policy and Process Changes:** Assessment of current policies, plans, guidelines, and standards to identify opportunities to improve how processes prioritize transportation safety. *(Chapter 6)*
- **Progress and Transparency:** A method to measure progress over time after the Safety Action Plan is developed or updated. *(Chapter 7)*

1.4 Leadership Commitment and Goal Setting

Committing to zero roadway deaths is ambitious and achieving this goal will be challenging for any community. Leadership from local officials on this issue is critically important as leadership sets the tone for the organization and the community. Elected leadership can steer the course of policy and secure the resources necessary to implement safety strategies. The commitment of elected leadership can also result in new local regulations, legislative support at the state or federal level, and better enforcement of existing laws.

Through participation in the planning process facilitated by SEKRPC, the participating counties formed a Safety Task Force. This regional leadership group shaped a shared vision to eliminate roadway fatalities. This vision employs Vision Zero elements and the Safe System Approach to develop a Safety Action Plan for each SEKRPC county. These plans seek to improve roadway safety outcomes, with the eventual goal of zero deaths across the Cherokee County transportation network by 2050. Cherokee County's commitment to this goal is demonstrated by the Vision Zero resolution passed by the Cherokee County Commission. The resolution is included in ***Appendix A.***

Vision

The Safety Task Force envisions the development of comprehensive transportation infrastructure that meets the needs of all residents in the SEKRPC region through transportation improvements, education, and community collaboration with a goal of zero traffic deaths and serious injuries.

Goals

SEKRPC and the Safety Task Force are committed to reducing the risk of fatal or serious injury crashes for all road users. The goals established and facilitated through this plan support this vision:

- Adopt and implement the Vision Zero resolution in each Southeast Kansas county to eliminate all fatal and serious injury crashes by 2050.
- Utilize a comprehensive data driven approach to address factors contributing to traffic crashes.
- Engage stakeholders, monitor progress, and allocate resources to ensure meaningful progress toward achieving the vision.

1.5 Planning Structure

SEKRPC received a SS4A Planning grant and facilitated the development of a Comprehensive Safety Action Plan for each county in the 12-county region: Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas.

The vision and goals described above were identified by a regional Safety Task Force consisting of representatives from each county. The Safety Task Force and the communities it represents are charged with oversight of plan development, project implementation, and monitoring. Follow-up meetings were also held with each county to facilitate more detailed discussions.

Safety Task Force

The Safety Task Force is a regional working group consisting of county staff, law enforcement, and school district representatives. Safety Task Force members served as representatives of their community to validate information and data, provide insight on potential focus areas, discuss safety strategies, and serve as community champions. The Safety Task Force played an integral role in the process by participating in a series of stakeholder meetings and directly informing the development of the Safety Action Plans. Members invited to participate in the Safety Task Force are identified in ***Appendix B***.

Expanded Stakeholder List

Due to the regional nature of the study, an expanded stakeholder list of over 300 organizations was also engaged through an online survey to provide additional input to the Safety Task Force. The expanded stakeholder list included additional city staff, emergency services, school districts, healthcare organizations, public transportation providers, business organizations, and transportation advocacy groups. Organizations in the expanded stakeholder list are also identified in ***Appendix B***.

CHAPTER 2 | ENGAGEMENT AND COLLABORATION

The Safety Action Plan included a robust engagement plan with the public and stakeholders that allowed for community representation and feedback. The plan used input from the engagement process to inform development of the plan.

2.1 Community Engagement Plan

The Community Engagement Plan in ***Appendix B*** was prepared as a guide to obtain meaningful input from study partners, community organizations, residents, and employees impacted by the transportation system. The Community Engagement Plan focused on the entire 12-county region but also provided flexibility to identify engagement needs specific to each county. Three primary opportunities to obtain public input were provided:

1. **Information and Communications:** Communicated information regarding the study background, process, methods, schedule, key messages, and project updates.
2. **Stakeholder Input:** Facilitated meetings with community leaders, elected and appointed officials, government staff, and other stakeholder groups to inform recommendations.
3. **Community Outreach:** Informed, educated, and engaged with community members with the intent of providing an interactive dialogue for input throughout the study.

Key Audiences

Many stakeholders were engaged in the process to provide a comprehensive perspective on the Safe System Approach and share unique insights for understanding transportation safety needs in Southeast Kansas. Residents, employees, and businesses provided insights into local transportation challenges, while local governments and school districts ensured alignment with community needs. First responders shared critical knowledge of safety risks and emergency response. Regional and state agencies contributed broader expertise and guidance to address transportation safety issues.

Key audiences in the 12-county Southeast Kansas region that provided input for the plan included:

- Residents, employees, and businesses
- Governmental units (county staff, city staff, school districts, elected officials)
- First responders (law enforcement, fire departments, emergency management, healthcare services)
- Community organizations (business organizations, transportation advocacy groups)
- Regional or statewide agencies (SEKRPC, KDOT, public transportation providers)

Community Engagement Methods

A variety of community engagement methods were utilized to promote meaningful involvement and gather input from stakeholders and the public. Targeted stakeholder discussions and Safety Task Force meetings provided expert insights and shaped the plan development, while surveys and public open house meetings offered opportunities for community members to highlight safety concerns and share feedback.

These approaches promoted inclusive participation, enhanced understanding of regional safety issues, and fostered collaboration in developing effective solutions.

- **Project Update Meetings:** Project updates were shared in-person and virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.

- **Stakeholder Meetings:** Three Safety Task Force meetings were held to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings were held in a hybrid format with both in-person and virtual attendance options.
- **Public Meetings:** One in-person open house style meeting was held within each county to inform the public of the study's progress, gather input regarding safety needs, and share features of the proposed plan.
- **Public Survey:** An online survey was distributed that allowed respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information was collected to monitor responses by location and socioeconomic characteristics.
- **Public Comments:** Public comments were compiled from meetings, online surveys, phone calls, and face-to-face conversations and incorporated into the plan.
- **Public Information:** Announcements for news media, websites, and social media outlets were provided to SEKRPC, the Safety Task Force, and the expanded stakeholder list for distribution.

2.2 Safety Task Force Meetings

The Safety Task Force participated in three meetings throughout the process to review crash data and help identify safety needs in the region. Safety Task Force members played an integral role in confirming challenges and opportunities, which directly influenced plan recommendations to align with the safety vision for the Southeast Kansas region. Meeting summaries are included in ***Appendix C***.

Safety Task Force Meeting #1

Safety Task Force Meeting #1 was held in October 2024 to introduce the study and the Safe System Approach, review crash data, and discuss safety concerns and potential solutions. The meeting also included an initial discussion of emphasis areas to provide direction for the planning process.

During the meeting, an interactive survey was conducted to better understand community needs. After crash data trends were presented, participants had an opportunity to select their top three emphasis areas for developing safety solutions. Based on this initial input, the selected emphasis areas were *roadway departures*, *distracted driving*, and *unrestrained occupants*. These stakeholder-selected areas helped provide focused direction for the planning process.

In addition to specific locations noted in ***Appendix C***, participants also noted the following concerns:

- **Seatbelt Usage:** In Crawford County, a SAFE (Seatbelts Are For Everyone) program began after students were involved in a fatal crash. This tragic event highlighted the need for enhanced education around seatbelt usage.
- **Distracted Driving:** Concerns were raised about distracted driving and cell phone use, including its prevalence among older adults.
- **Road Access and Truck Traffic:** Discussion highlighted the need for improved hard surface roads to medical centers and major employers, particularly areas with newly constructed or planned facilities.
- **Speeding on Gravel Roads:** Concerns were expressed about drivers traveling higher speeds on gravel roads and underestimating road conditions.

The following areas were potential solutions identified by stakeholders for improving roadway safety:

- **Driver Education Enhancements:** Online driver education programs and other similar initiatives that emphasize navigating unpaved roads and unmarked intersections.
- **Behavioral Interventions:** Increase citations to encourage safer driving behaviors and address misconceptions, such as the dangers of driving under the influence of marijuana.
- **Infrastructure Improvements:** Implement measures like road edging and clearing line-of-sight obstructions to improve visibility and reduce crashes.
- **Speed Management:** Lower speed limits on gravel roads to enhance safety.

Safety Task Force Meeting #2

Safety Task Force Meeting #2 was held in November 2024 to re-visit key emphasis areas and discuss proven effective countermeasures to address the emphasis areas. Based on crash patterns and a review of public input to date, the Safety Task Force built consensus around *roadway departures*, *intersection-related crashes*, and *unrestrained occupants* as the refined top emphasis areas. Other identified areas that would receive consideration were vulnerable road users, distracted driving, and alcohol or drug-related crashes.

In addition to specific locations noted in ***Appendix C***, an interactive survey allowed participants to discuss how potential countermeasures could be integrated into their communities to address the emphasis areas:

- **Roadway Departure:** Preferred improvements included 2-foot shoulders, edge line treatment, and removing fixed objects in the clear zone.
- **Intersections**: Preferred improvements for unsignalized intersections included retroreflective strips on warning signs, street lighting, dedicated turn signals, and roundabout designs for both passenger vehicles and trucks. Overhead lighting was emphasized as a cost-effective option due to franchise agreements with electric companies (as applicable).
- **Unrestrained Occupant:** Strategies discussed included behavior-changing programs, enforcement campaigns, and outreach, including targeting specific groups such as school age children or farmers.
- **Distracted Driving:** Strategies discussed included high-visibility cell phone/texting enforcement and targeted communications.
- **Vulnerable Road Users:** Preferred strategies for pedestrian improvements included high visibility crosswalks, raised crosswalks, curb extensions, and refugee islands. Bicycle improvements included multi-use paths, cycle tracks, and buffered bike lanes. Discussion also included challenges in school zones and strong support for Safe Routes to School programs.

Safety Task Force Meeting #3

Safety Task Force Meeting #3 was held in April 2025 to summarize the crash data analysis and public engagement efforts to date and discuss example project recommendations and potential countermeasures. Safety projects at specific locations were shown for *roadway departures*, *signalized intersections, unsignalized intersections,* and *vulnerable road users.* Programs, policies, and potential actions were also described to address education related to speeding, pedestrian and bicycle travel, and distracted driving. Steps to implement Vision Zero and potential funding opportunities for implementation were discussed as well.

2.3 Public Survey

To gather greater community input, an online public survey was distributed throughout the 12-county region and available from October 2024 to April 2025 – including distribution to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region as well as location-specific concerns, as summarized in ***Figure 2.1***. Survey results are summarized below with detailed survey responses included in ***Appendix D***.

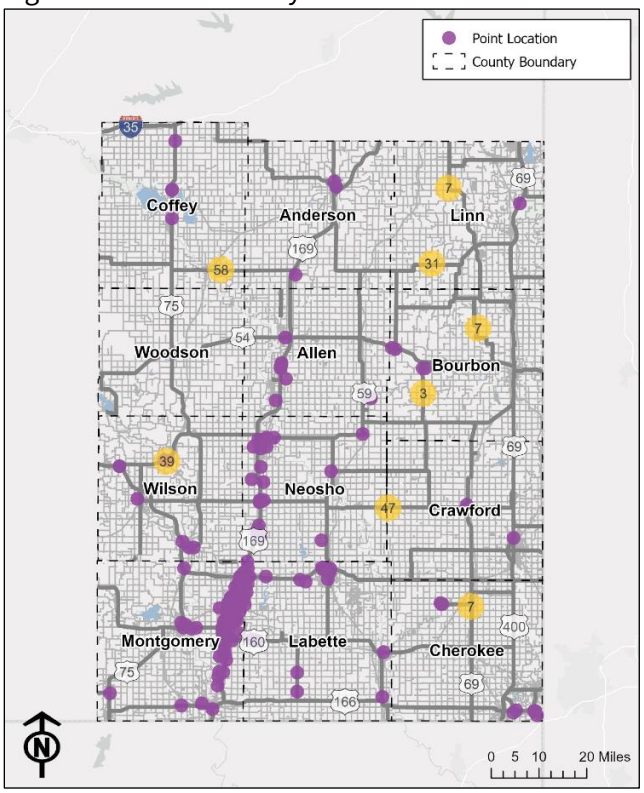
Safety Priorities

The survey results revealed a strong consensus that there are too many severe crashes and a need for prioritized investments. Participants expressed the most concern for Safer Roads and Safer People and identified distracted driving, speeding vehicles, and intersections as their top three emphasis areas. In support of increased safety, participants identified intersection improvements, infrastructure maintenance, and traffic maintenance as top funding priorities. Specific safety concern locations were concentrated along US-169.

County-Specific Concerns

Cherokee County survey participants expressed interest in improving pedestrian facilities, specifically at crossings, and increased enforcement to address driving behaviors such as speeding. The Old US-400 and K-26 intersection was mentioned as a location-specific concern in Cherokee County.

Figure 2.1: Public Survey Comment Locations

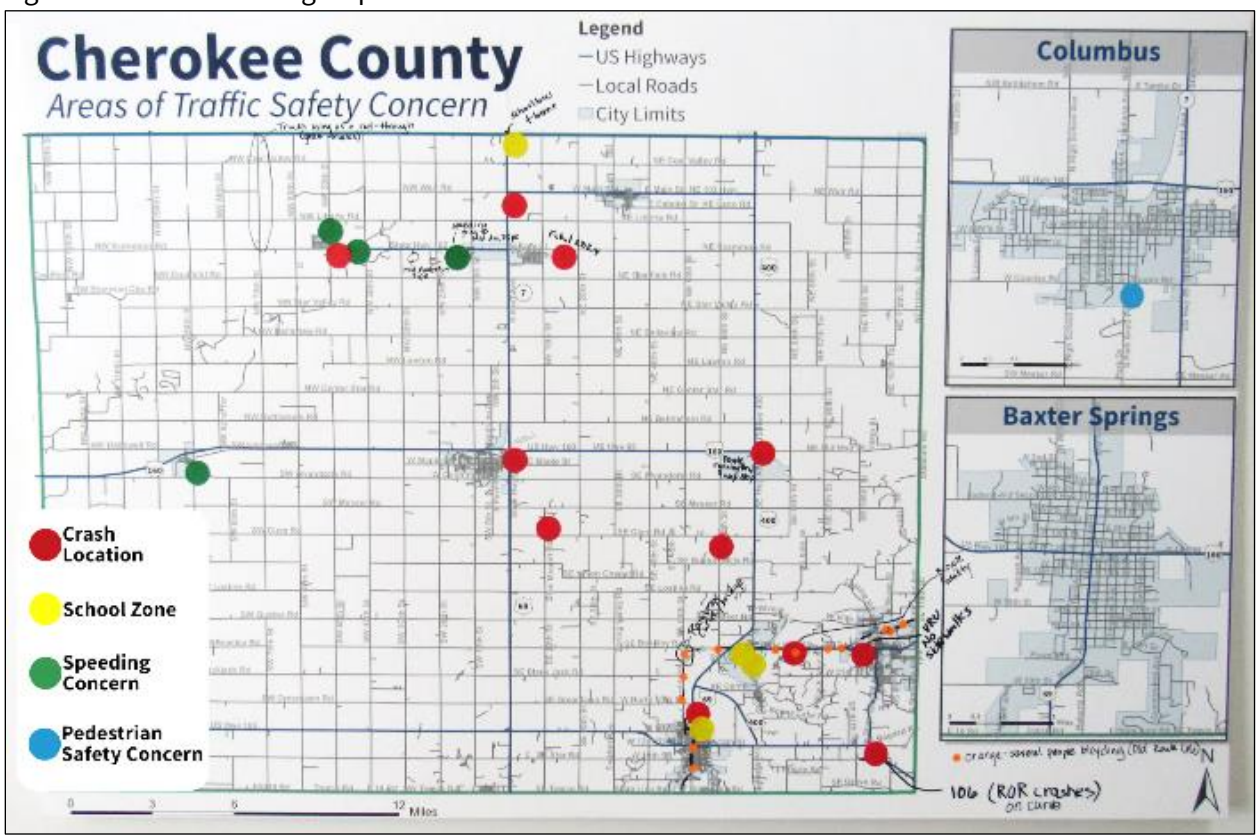


2.4 Public Meeting

An open house public meeting was held in each county to share project information and gather feedback from the public. Feedback was collected through multiple methods including comment cards, an interactive mapping activity, and conversations with attendees. The public meeting in Cherokee County was held on March 5, 2025 from 4:00-6:00pm in the Cherokee County 4-H Building and was attended by 12 community members.

As shown in ***Figure 2.2***, meeting attendees identified areas of traffic safety concern by placing color coded dots on a map of Cherokee County. Most concerns were concentrated in the northeast and north-central parts of the county, particularly in Baxter Springs, Galena, Scammon, and West Mineral. Concerns for vulnerable road user safety were identified in these areas as well. Speeding issues were noted in multiple locations within West Mineral and Scammon, while school zone safety concerns were reported in Baxter Springs and Riverton.

Figure 2.2: Public Meeting Map



CHAPTER 3 | EXISTING CONDITIONS ANALYSIS

3.1 Background

Southeast Kansas is a region characterized by a mix of rural landscapes, small towns, and urban centers, playing a critical role in the state's economy through agriculture, manufacturing, and transportation. The region is served by a network of highways, including eight U.S. Routes and many state routes, to facilitate the movement of people and goods across the region and beyond. These corridors provide vital connections between many of the larger communities in Southeast Kansas that offer major employment centers, agricultural markets, and growing industrial facilities. The network of city and county roadways, which includes both paved and unpaved roadways, then facilitates local connections to specific destinations.

Due to this context of a primarily rural region with interspersed activity centers, Southeast Kansas faces unique transportation challenges. These include addressing safety concerns at intersections on high-speed corridors, managing increased freight activity, and improving rural roadway conditions. Cherokee County has a population of nearly 19,000 people. The southeast corner of the county is included in the Joplin, Missouri Metropolitan Statistical Area. The US-69, US-160, US-400, and US-166 corridors provide important connections within and beyond the county.

3.2 Collaboration with Other Plans

A review of previously completed or ongoing studies was documented to help align the Safety Action Plan with existing plans and processes. ***Table 3.1*** summarizes relevant strategies identified through other planning efforts.

Table 3.1: Document Review

Document	Goals	Strategies	Application
KDOT Long Range Transportation Plan (2021)	Promote safety, security, and transportation system management	Adopt a systemic approach to safety and use education, enforcement, and engineering to reduce the severity of crashes and reduce the number of travel-related deaths	Provides information about KDOT's Strategic Safety Initiative and an overview of KDOT's safety priorities and processes
Kansas Strategic Highway Safety Plan (2020)	Achieve a fatal and injury crash rate of less than 35 crashes per 100 million vehicle miles travel by 2025	Use data to address roadway departures, impaired driving, teen drivers, older drivers, intersections, local roads, and pedestrians and cyclists	Provides a statewide safety framework to apply to local plans
US-69 Corridor Study (2011)	Improve safety, mobility, and economic growth on the US-69 corridor	Address connectivity between local communities by expanding US-69 to a four-lane expressway and planning for potential future freeway upgrades	Enhance regional traffic flow, access, and freight movement while preserving adaptability for future growth
Cherokee County Local Road Safety Plan (2024)	Help local jurisdictions select and prioritize roadway projects that will have the biggest impact on safety	Use education, enforcement, engineering, and emergency response to reduce the severity and number of crashes	Identifies high-priority road segments, curves, and intersections for safety improvements in unincorporated areas

3.3 Crash Analysis

The most recent ten years of crash data (2014-2023) was analyzed to evaluate crash trends within the Southeast Kansas region and Cherokee County. The crash analysis includes a hotspot analysis to identify where crashes are occurring but also reviews trends and emphasis areas to identify high-risk roadway characteristics. This approach allows the Safety Action Plan to offer a proactive approach to systemic issues that may affect the greater roadway network.

Within the crash data, crash severity is categorized using an injury scale that includes property damage only, possible injury, minor injury, serious injury, and fatal. To focus on the Vision Zero goal in Southeast Kansas, the crash analysis primarily focuses on the most severe crashes that result in serious injuries and/or fatalities.

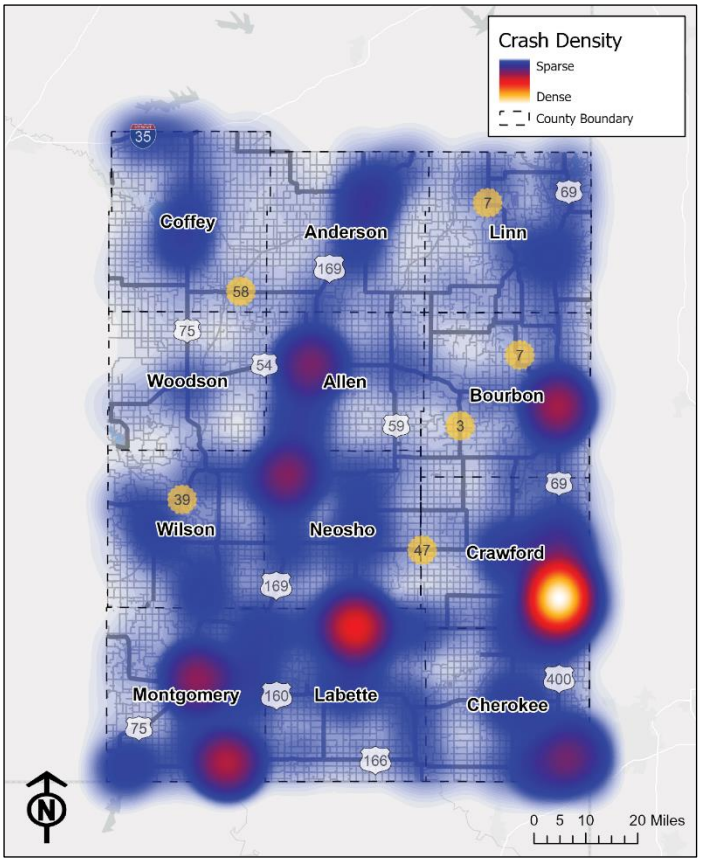
Note: The Federal Highway Administration (FHWA) required KDOT to change its serious injury definition in 2019, which resulted in a higher number of serious injury crashes from 2019-2023. The data also reflects changes in travel patterns during the COVID-19 pandemic from 2020-2022.

Regional Crash Summary

Data for the 12-county Southeast Kansas region provided a large sample size to identify regional crash trends. During the 10-year study period, there were 39,032 total crashes, including 351 fatal and 823 serious injury crashes. The remaining 37,858 crashes were injury or property damage only (PDO) crashes. These crashes occurred on the local road system, the county system, and the state system, underscoring the need for cross-agency collaboration and a systemic approach to improving roadway safety. A heat map of fatal and serious injury crashes in the Southeast Kansas region is shown in ***Figure 3.1***.

For all crashes in the 12-county region, the most common types of crashes were *roadway departure* and *intersection related* crashes. There were significantly fewer *unrestrained occupant* and *alcohol or drug related* crashes, but these crash types accounted for similar numbers of fatal and serious injury crashes, demonstrating the need to address these issues. Distracted driver-related crashes were also high in number but lower in fatal and serious injuries.

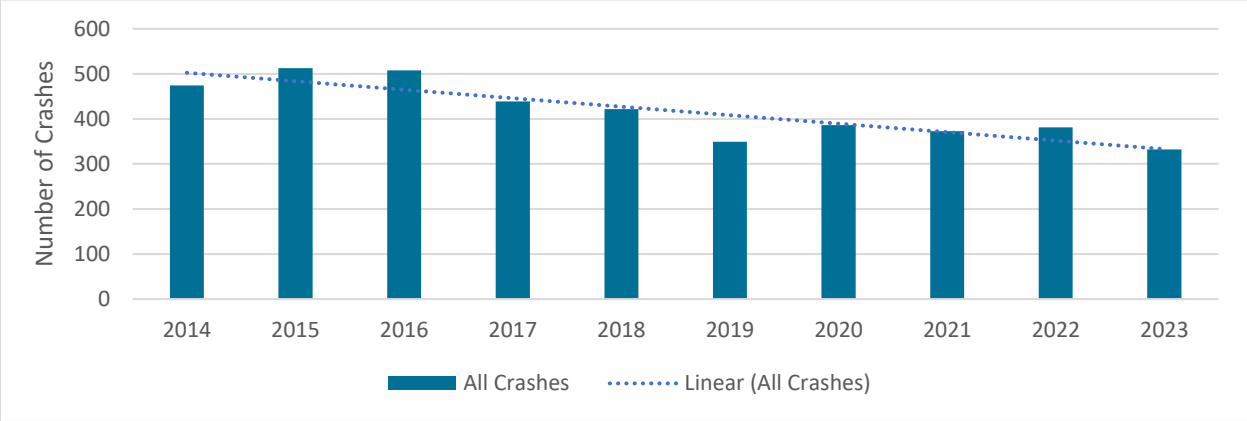
Figure 3.1: Heat Map of Fatal and Serious Injury Crashes in Southeast Kansas (2014-2023)



Crash Trend Analysis

In Cherokee County, 4,177 crashes occurred in the 10-year study period (2014-2023). The total number of crashes per year is shown in ***Figure 3.2***. The total number of crashes generally decreased over the study period with an average of 418 crashes per year.

Figure 3.2: Total Crashes by Year in Cherokee County (2014-2023)



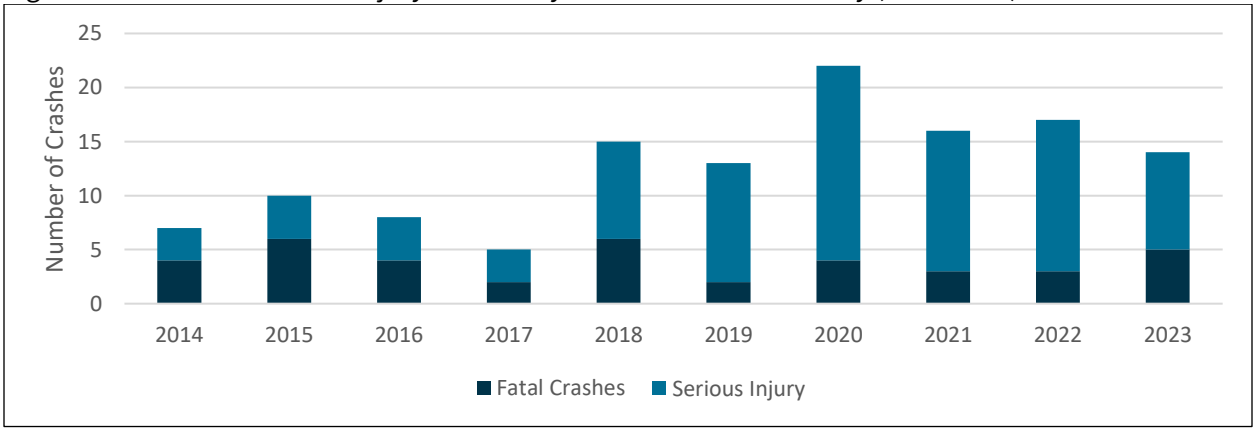
Crash Severity

As shown in ***Table 3.2***, approximately 3% of all crashes in Cherokee County resulted in a fatality or serious injury. Crash severity by year is shown in ***Figure 3.3***. With the exception of 2020 during the COVID-19 pandemic, the number of fatal crashes per year generally remained consistent. The number of serious injury crashes increased over the study period, but the increase also corresponds with the change in the serious injury crash definition that occurred in 2019.

Table 3.2: Crash Severity in Cherokee County (2014-2023)

Crash Severity	Crashes	Percent
Fatal	39	0.9%
Serious Injury	88	2.1%
Injury	498	11.9%
Property Damage Only	3,552	85.0%
Total	4,177	100.0%

Figure 3.3: Fatal and Serious Injury Crashes by Year in Cherokee County (2014-2023)



Crash Type

Crash type (e.g., collision with other vehicles, fixed object, pedestrian) analysis is a common method to understand crash characteristics and develop effective countermeasure solutions. As shown in ***Table 3.3***, the three most prevalent crash types were collisions with animals (38.5%), another motor vehicle (31.3%), and fixed objects (17.6%).

However, pedestrian, pedalcycle, and overturned crashes accounted for the highest percentage of fatalities and serious injuries (FSI) compared to the total number of crashes. While the total number of pedestrian and pedalcycle crashes is low, they account for significantly higher rates of severe injury due to their unprotected nature. Both crash frequency and percentage of fatal and serious injury crashes can be used to identify applicable improvement strategies for Vision Zero.

Table 3.3: Crash Type with Fatal/Serious Injury Percentage in Cherokee County (2014-2023)

Crash Type	Count	Percent	Fatal	Serious Injury	FSI Percent
Animal	1,605	38.5%	2	1	0%
Fixed Object	734	17.6%	10	21	4%
Other Motor Vehicle	1,305	31.3%	15	34	4%
Other Non-Collision	57	1.4%	0	1	2%
Other Object	93	2.2%	1	2	3%
Overturned	261	0.0%	6	23	11%
Parked Motor Vehicle	83	2.0%	0	0	0%
Pedalcycle	8	0.2%	2	0	25%
Pedestrian	18	0.4%	3	6	50%
Railroad/Train	3	0.1%	0	0	0%
Total[1]	4,167	100.0%	39	88	3%

[1] Total excludes crashes listed as “none” or “unknown” crash types.

KDOT crash data separates collisions with other vehicles into further breakdowns of type (e.g., angle-side impact, head-on). As shown in ***Table 3.4***, this data indicates that angle-side impact (40.4%) and sideswipe same direction (35.5%) collisions are the most common crash types with other motor vehicles. However, head on, angle-side impact, and sideswipe same direction collisions accounted for the highest number of fatalities and serious injuries (FSI) compared to the total number of crashes. The angle-side impact crashes are concerning due to both their high total number of crashes and higher FSI percent.

Table 3.4: Crash Type for Collisions with Other Motor Vehicle in Cherokee County (2014-2023)

Crash Type	Count	Percent	Fatal	Serious Injury	FSI Percent
Angle-Side Impact	527	40.4%	8	14	4.2%
Backed Into	63	4.8%	0	0	0.0%
Head On	79	6.1%	7	9	20.3%
Sideswipe: Opposite Direction	8	0.6%	0	0	0.0%
Sideswipe: Same Direction	462	35.5%	0	10	2.2%
Rear End	80	6.1%	0	1	1.3%
Other	84	6.4%	0	0	0.0%
Total	1,303	100.0%	15	34	3.8%

Crash Location (Intersection and Non-Intersection)

Approximately 31.7% of all crashes occurred at intersections and 68.3% of all crashes occurred at non-intersections. For fatal and serious injury crashes, the primary crash type at intersections was with other motor vehicles. At non-intersections, the most frequent crash types were collisions with fixed objects, collisions with other motor vehicles, and overturned vehicles – which highlights that many of the severe non-intersection crashes are likely due to roadway departures. Crash location and type for fatal and serious injury crashes is shown in ***Table 3.5***.

Table 3.5: Crash Type by Intersection Type in Cherokee County

Crash Type	Intersection				Non-Intersection			
	Fatal		Serious Injury		Fatal		Serious Injury	
	Count	Percent[1]	Count	Percent[1]	Count	Percent[1]	Count	Percent[1]
Animal	0	0%	0	0%	2	6%	1	1%
Fixed Object	0	6%	0	0%	10	31%	21	31%
Other Motor Vehicle	6	86%	17	80%	9	28%	17	25%
Other Object	0	0%	0	0%	0	0%	1	1%
Other Non-Collision	0	0%	0	0%	1	3%	2	3%
Overturned	1	14%	2	10%	5	16%	21	31%
Parked Motor Vehicle	0	0%	0	0%	0	0%	0	0%
Pedalcycle	0	0%	0	3%	2	6%	0	0%
Pedestrian	0	0%	2	10%	3	9%	4	6%
Railway Train	0	0%	0	0%	0	0%	0	0%
Unknown	0	0%	0	0%	0	0%	0	0%
Total	7	100%	21	100%	32	100%	67	100%

[1] Percent of fatal and serious injury crashes

Crash by Maintaining Authority

Crashes by the maintaining roadway authority are shown in ***Table 3.6***. Approximately 44% of all crashes occurred on city or county-owned roadways and the remaining 56% of crashes occurred on KDOT-maintained roadways. This average is approximately equal to the percentage of injury and property damage only crashes occurring on city and county roadways compared to state system roadways. However, 61.5% of fatalities occurred on KDOT-maintained roadways compared to 38.5% on non-KDOT-maintained roadways.

Table 3.6: Crashes by Maintaining Authority in Cherokee County

Maintaining Authority	Fatal		Serious Injury		Total	
	Count	Percent	Count	Percent	Count	Percent
State System	24	61.5%	41	46.6%	2,338	56.0%
Non-State System	15	38.5%	47	53.4%	1,838	44.0%
Total	39	100.0%	88	100.0%	4,177	100.0%

3.4 Identification of High Risk Locations

Heat maps provide a way to visualize data by identifying crash locations with color shading to indicate the concentration of crashes. ***Figure 3.4*** shows a heat map of all crashes in Cherokee County. ***Figure 3.5*** then shows a heat map of fatal and serious injury crashes only.

While the US. Route corridors remain crash hot spots on both maps, more distinct locations are prominent on the fatal and severe injury crash map. These hotspots tend to be concentrated at intersections along state highways including:

- US-400 & K-171
- US-166 & ALT-69 intersection
- US-400/US-69 corridor
- US-400 from K-26 to US-166 east of Baxter Springs
- US-166 corridor
- K-7 corridor

A vulnerable road user (VRU) is anyone on the road who is not protected by a vehicle shell, including pedestrians, cyclists, and roadway workers. While VRU crashes only make up 0.6% of crashes that occurred in Cherokee County, they represent a key demographic of the Vision Zero initiative as VRUs are at a higher risk of serious injury or death in a crash. As shown in ***Figure 3.6***, VRU crashes are concentrated within city limits, particularly in Baxter Springs and Columbus.

Figure 3.4: Heat Map for All Crashes in Cherokee County (2014-2023)

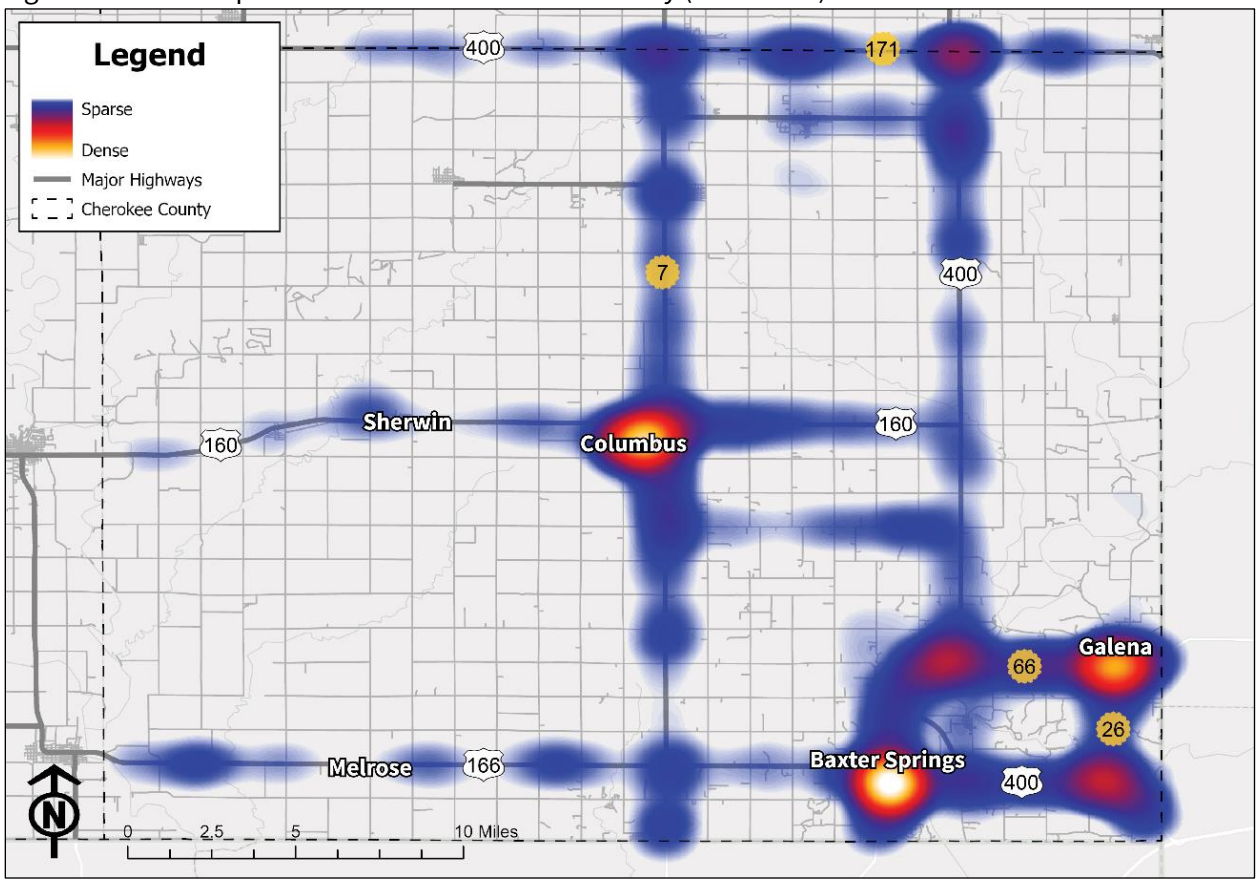


Figure 3.5: Heat Map for Fatal and Serious Injury Crashes in Cherokee County (2014-2023)

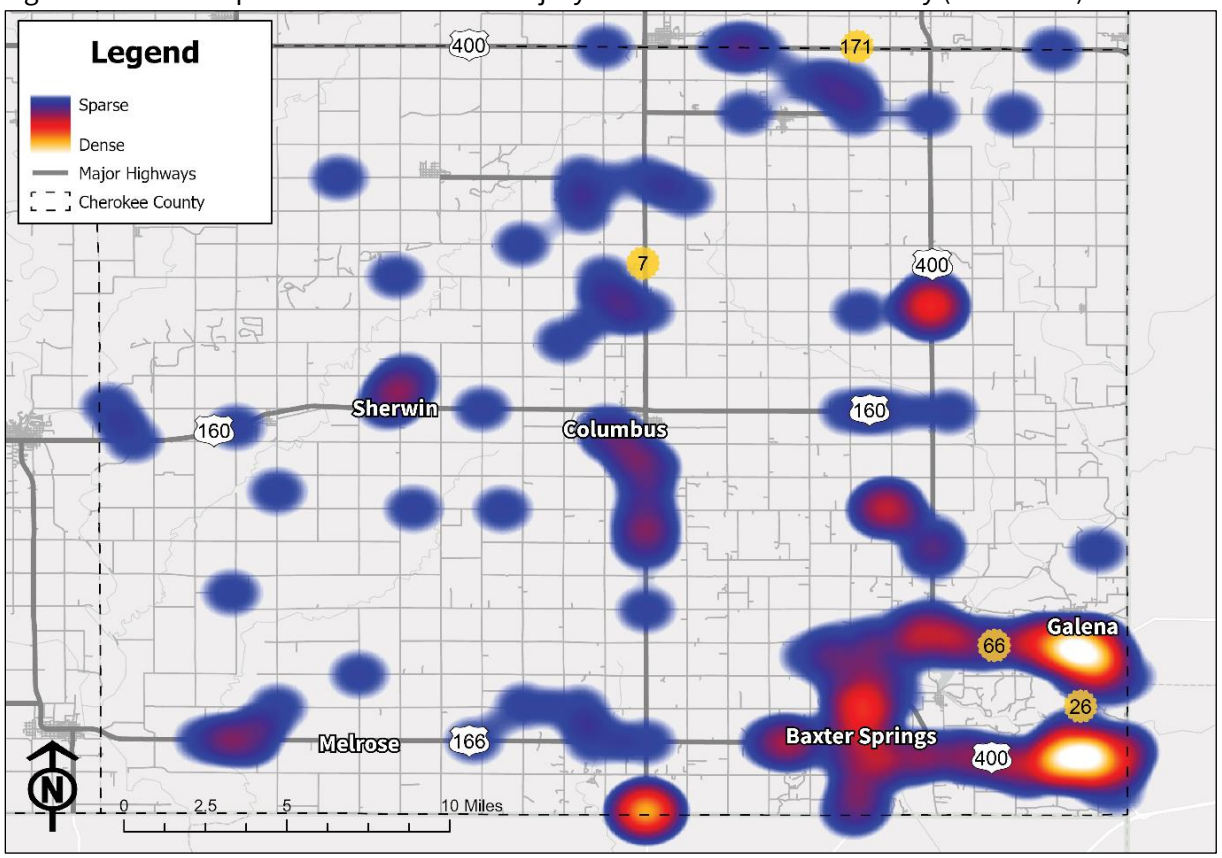
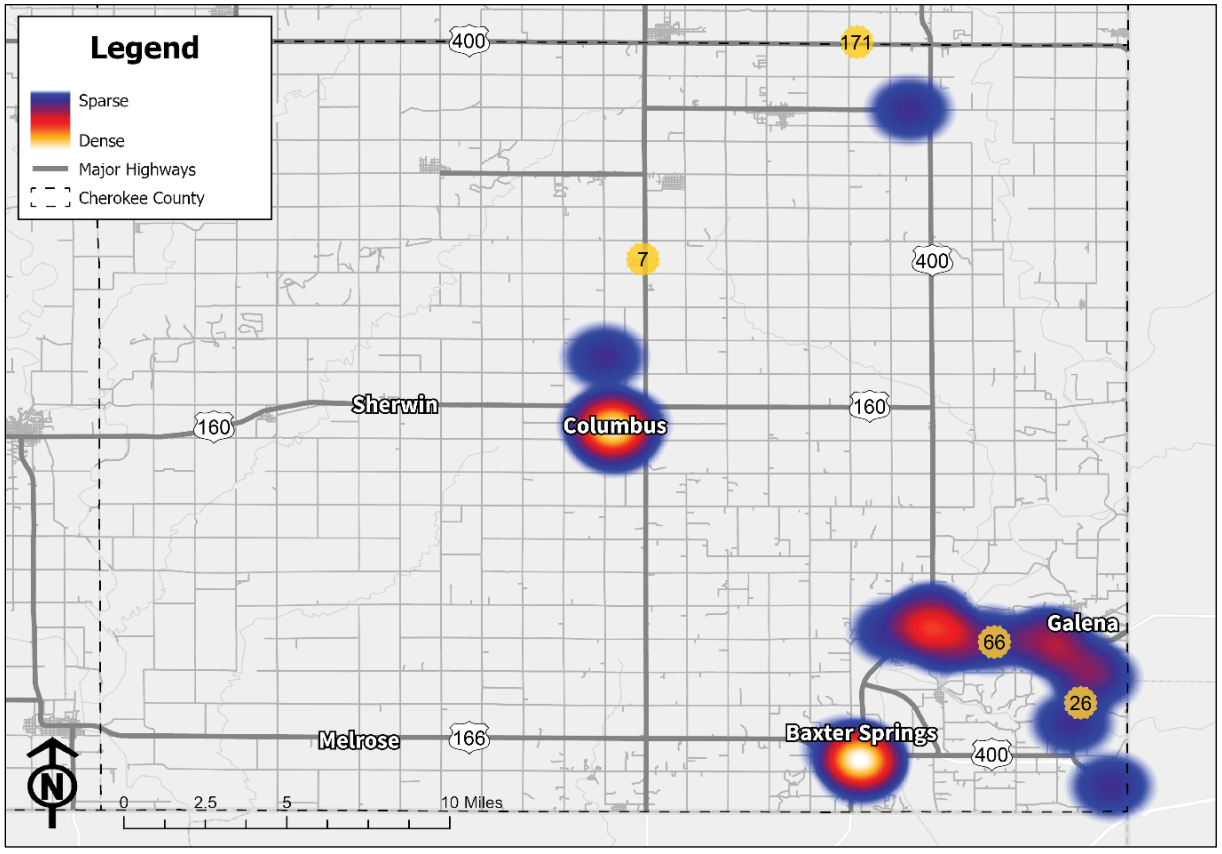


Figure 3.6: Heat Map for VRU Crashes in Cherokee County (2014-2023)



CHAPTER 4 | EQUITY ANALYSIS

Equity is a concept that centers on the idea of fairness and justice. Advancing the Safe System Approach and the Vision Zero goal of eliminating fatal and serious injury crashes requires providing safe transportation options that meet the needs of all community members. Therefore, the equity analysis identifies any populations that are underserved and/or under-resourced to help understand the implications of any safety risk disparities in the community.

The Safety Action Plan uses criteria for areas of persistent poverty and historically disadvantaged communities (as identified by USDOT) and the Social Vulnerability Index (as defined by the Centers for Disease Control and Prevention). The SS4A program defines an Underserved Community consistent with the USDOT definition of a disadvantaged community using two sources:

- **Equitable Transportation Community (ETC) Explorer:** The tool provides a percentile rank by census tract based on five components related to climate, environmental burden, health vulnerability, social vulnerability, and transportation factors.
- **Climate and Economic Justice Screening Tool (CEJST):** The tool identifies census tracts that demonstrate burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

4.1 Community Profile

The demographic profiles in ***Table 4.1*** and ***Table 4.2*** provide a snapshot of population characteristics and commuting patterns in Cherokee County. Based on the equity analysis, all census tracts in Cherokee County are designated as disadvantaged. This represents 100% of the county population and 100% of the land area in the county. The designation for each census tract is shown in ***Figure 4.1***.

The county also experiences health vulnerability due to an underinvestment in equitable transportation infrastructure. Health vulnerability is determined by assessing the prevalence of health conditions such as asthma or high blood pressure that may result from exposure to air, noise, and water pollution, as well as lifestyle factors such as poor walkability, car dependency, and long commute times.

Table 4.1: Demographic Profile in Cherokee County

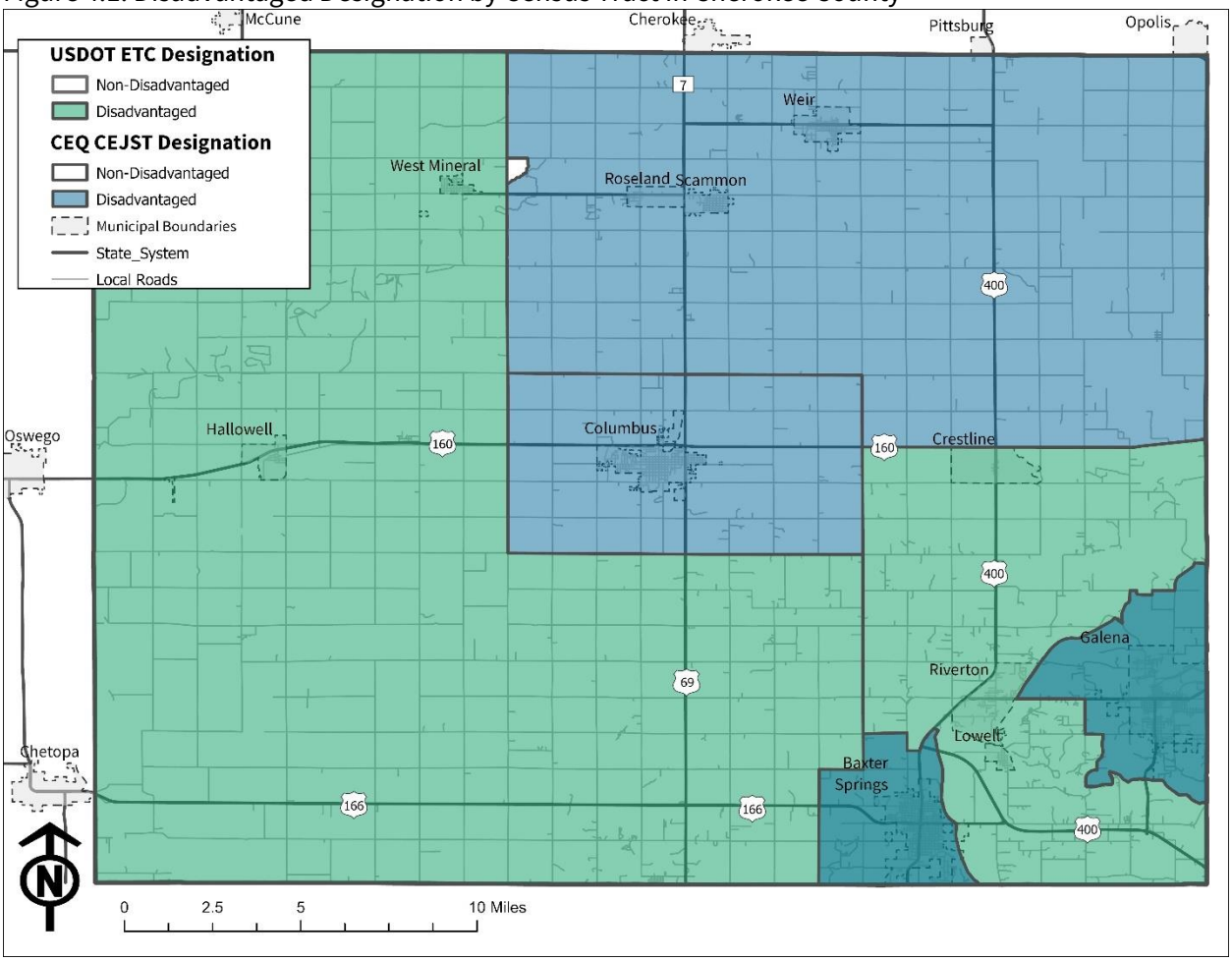
Characteristic	Cherokee County	12-County Region
Population	19,362	190,320
Median Household Income	$58,274	$57,904
Race and Ethnicity		
White	16,475	162,337
American Indian and Alaska Native	799	3,318
Asian	65	1,213
Black or African American	80	4,397
Hispanic or Latino	514	9,327
Native Hawaiian and Other Pacific Islander	26	275
Some Other Race	148	3,456
Population of Two or More Races	1,769	15,324

Table 4.2: Commuting Profile in Cherokee County

Characteristic	Cherokee County	12-County Region
Commuting Patterns		
Drove Alone	84.3%	79%
Carpool	7.5%	11%
Walked/Biked	1.9%	3%
Telecommute	5.0%	6%
Other	1.3%	1%
Average Travel Time to Work	20.5 minutes	20.7 minutes

Source: 2021-2022 American Community Survey 5-Year Estimates, 2020 Decennial Census

Figure 4.1: Disadvantaged Designation by Census Tract in Cherokee County



4.2 Equity Analysis

During the 10-year safety analysis study period (2014-2023), Cherokee County recorded 4,174 crashes with 100% of crashes occurring in disadvantaged communities. These areas also encompass most of the county's population, land area, and road miles. Therefore, the analysis did not indicate a disproportionate distribution of crashes.

Approximately 50% of the county population lives within an incorporated city and 30% of crashes occurred within city limits. Conversely, 70% of crashes took place in rural areas, despite lower population density. This disparity suggests that rural road users face a heightened safety risk, potentially due to factors such as higher speeds, or limited access to emergency response. A summary of the equity analysis is outlined in ***Table 4.3***.

Table 4.3: Equity Analysis Summary for Cherokee County

Crash Characteristics	Disadvantaged Communities		Non-Disadvantaged Communities	
	Count	Percent	Count	Percent
Crash Location				
Inside City Limits	1,260	30%	0	0%
Outside City Limits	2,914	70%	0	0%
Crash Severity				
Fatal	39	1%	0	0%
Serious Injury	88	2%	0	0%
Injury	497	12%	0	0%
Property Damage Only	3,550	85%	0	0%
Total Crashes	4,174	100%	0	0%

CHAPTER 5 | EMPHASIS AREAS

5.1 Background

Emphasis areas help focus crash reduction efforts on specific crash factors with the highest risk of serious injury or death, and greatest potential for improvement. By focusing on these areas, decision makers can address the most critical crash-related issues in their community, such as intersections with high crash rates or corridors with frequent roadway departures, leading to a more effective and targeted safety strategy. Additionally, emphasis areas provide a clear framework for measuring the success of a road safety strategy, allowing for data-driven decision-making and continuous improvement in crash prevention.

Grouping crashes together based on crash factors and location is a good basis for understanding which emphasis areas deserve extra consideration. Some emphasis areas are focused on engineering and design-related solutions (location or systemic-based crashes) while others rely on changing the behaviors associated with the crashes using enforcement, education, and/or emergency response.

Emphasis Area Methodology

Emphasis areas for the 12-county region were determined by understanding community concerns around roadway safety and through a review of 10 years of crash data. The review of local crash data sorted the emphasis areas by (1) frequency of emphasis area for all crashes and (2) frequency of emphasis area for fatal and serious injury crashes. Emphasis area crashes were clustered when four or more crashes occurred in the 10-year period within approximately 300 feet of each other. Fatal and serious injury crashes by emphasis area are shown in ***Figure 5.1*** with crash clusters mapped in ***Figure 5.2***. This review of the data revealed that roadway departure, intersection-related, and distracted driving were the most frequent crash types for all crashes. Roadway departure, unrestrained occupant, and intersection-related were the most frequent crash types for fatal and serious injury crashes.

Taking into consideration the results from the data analysis and community and stakeholder input, three key emphasis areas were selected by the regional Safety Task Force for review: *roadway departure*, *intersection-related*, and *unrestrained occupant* crashes. Other emphasis areas for consideration include vulnerable road users, distracted driving, and alcohol or drug-related crashes.

Figure 5.1: Fatal and Serious Injury Crashes by Emphasis Area in Southeast Kansas

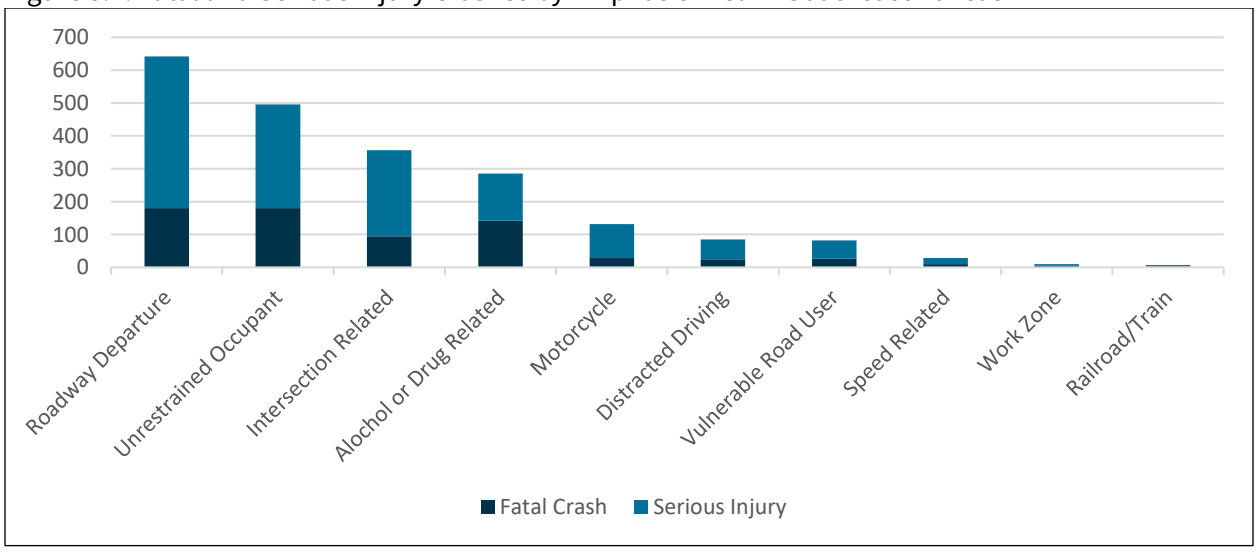
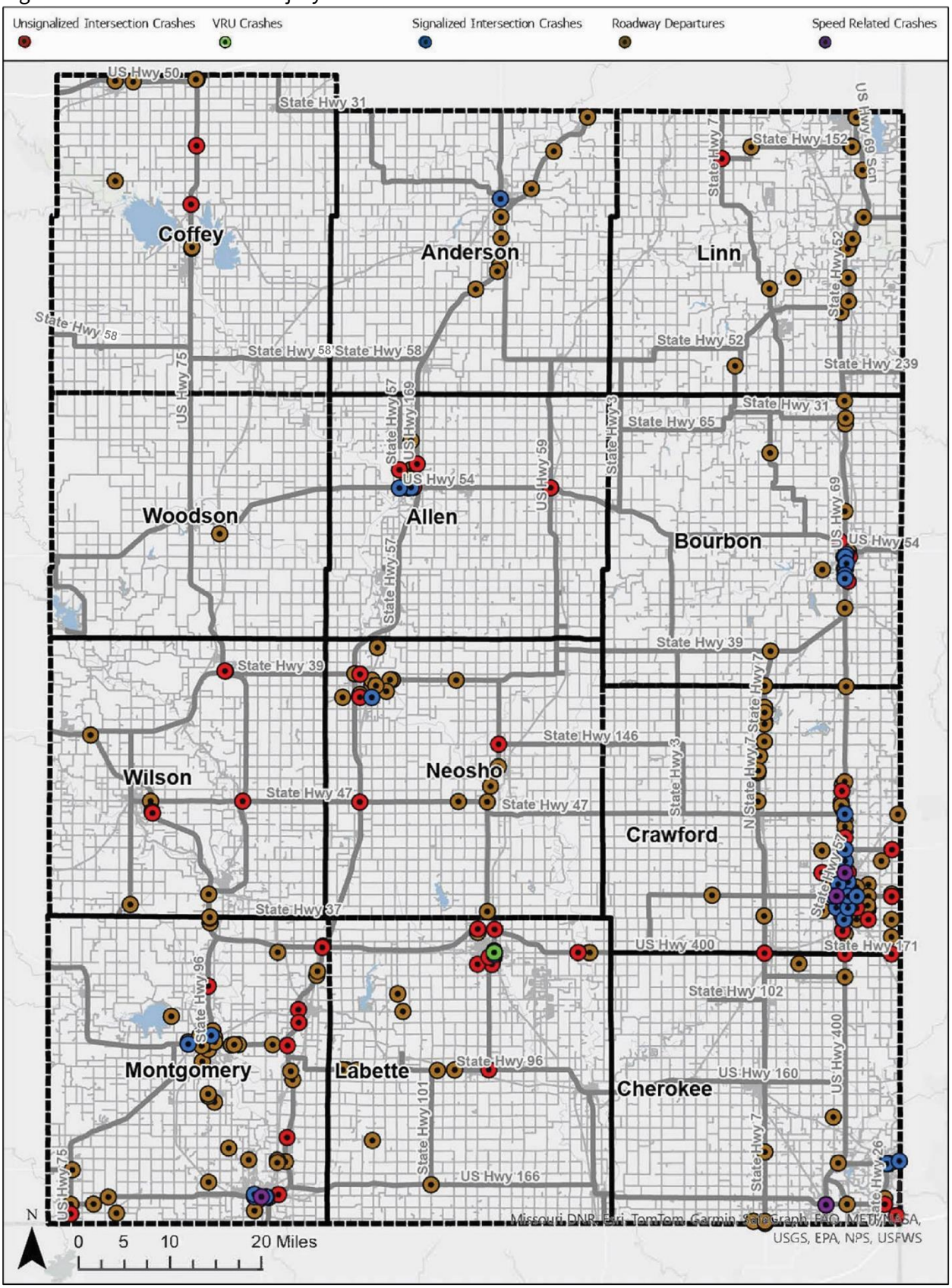


Figure 5.2: Fatal and Serious Injury Crash Clusters in Southeast Kansas



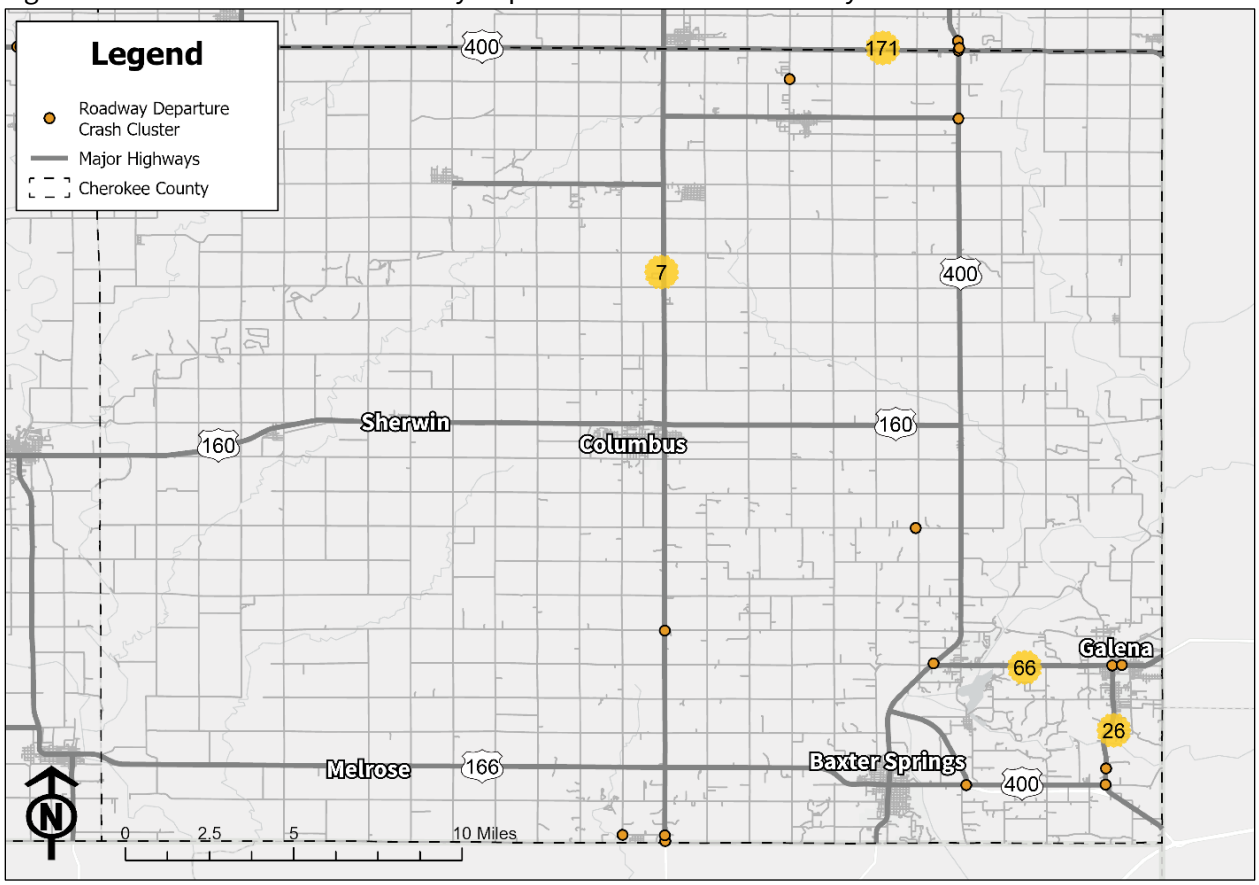
5.2 Top Crash Emphasis Areas

Roadway Departure

Roadway departure crashes are a leading cause of highway fatalities, accounting for over half of the deaths on roads in the United States each year. These crashes occur when a vehicle deviates out of its designated lane, either crossing the edge line or centerline. Roadway departures can include head-on collisions, rollovers, or collisions with objects such as utility poles, trees, or other objects located off the roadway. Factors contributing to these incidents include excessive speed, roadway geometry such as shoulder width and curve radii, impaired driving, distracted driving, and failure to use seatbelts. Addressing these factors is critical to reducing the frequency and impact of roadway departure crashes.

During the study period, there were 13 roadway departure crash clusters identified in Cherokee County. These clusters accounted for 1 fatal crash and 6 serious injury crashes, making it the most frequent fatal/serious injury emphasis area in the county. Clusters of roadway departure crashes in Cherokee County are displayed in ***Figure 5.3***.

Figure 5.3: Crash Clusters for Roadway Departures in Cherokee County



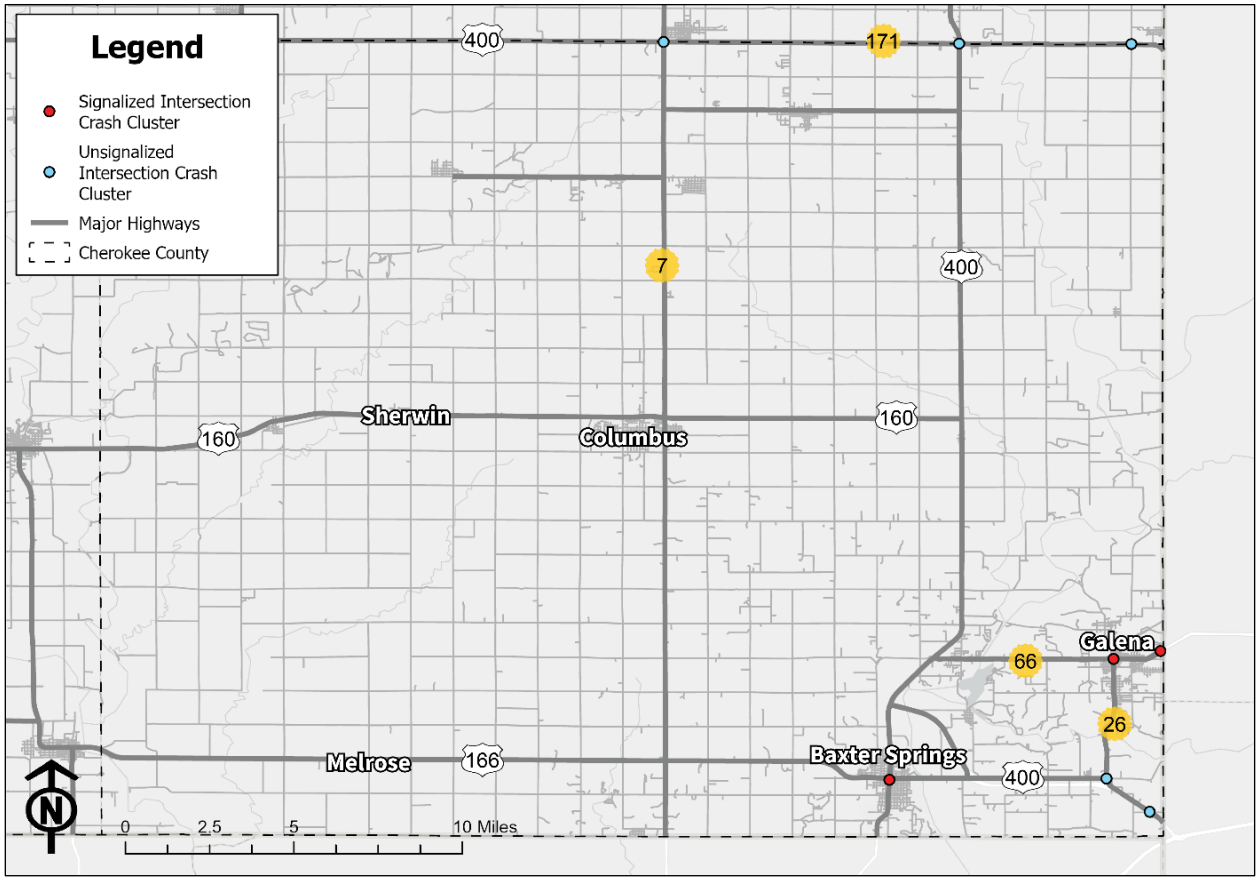
Intersection-Related

Intersections result in increased conflict points between roadway users. Approximately one-quarter of traffic fatalities and one-half of all traffic injuries in the United States are attributed to intersections. Unsignalized intersections are the most common type of intersection in Southeast Kansas and can include stop sign-controlled, yield sign-controlled, or uncontrolled intersections. Signalized intersections are more frequently used within urban areas or at the intersection of higher volume corridors. Almost any other crash type can occur at intersections, so intersection crashes may also be

attributed to other crash types or factors. Understanding which factors frequently contribute to crashes can help decision makers focus on effective countermeasures.

During the study period, there were 5 crash clusters related to intersection crashes. One (1) fatal crash and 2 serious injury crashes occurred within these intersection-related crash clusters, making intersection-related crashes the second most frequently occurring fatal/serious injury emphasis area in the county. Clusters of signalized and unsignalized intersection crashes in Cherokee County are displayed in ***Figure 5.4***.

Figure 5.4: Crash Clusters for Intersection-Related Crashes in Cherokee County



Unrestrained Occupant

Restraint devices such as seatbelts are critical to protecting vehicle occupants in a crash. The simple act of wearing a seatbelt is one of the most effective ways to reduce the risk of death or serious injury in a crash. This is especially evident in roadway departures and intersection crashes where unrestrained occupants are far more likely to suffer catastrophic outcomes, including being ejected from the vehicle.

The Safety Task Force indicated seatbelt use as a concern in Southeast Kansas and Cherokee County specifically. Statewide data from the National Highway Traffic Safety Administration (NHTSA) indicates that approximately 85% of Kansans wear a seat belt.

Note: For this analysis, crashes with unrestrained occupants are not mapped as the act of being unrestrained is not related to the cause or location of the crash.

5.3 Other Areas for Review

Vulnerable Roadway Users

A Vulnerable Road User (VRU) is a person using the transportation system that is unprotected, such as a pedestrian, cyclist, or roadway worker. Crashes between a VRU and a vehicle more frequently result in an injury or fatality. Common risk factors for VRU crashes include undivided four lane roads, roads with over 10,000 vehicles per day, roads with 30-35 mph speed limits, disadvantaged areas, and areas with higher levels of pedestrian activity.

Despite not being a major crash type in Cherokee County, VRU safety is a key component of the Vision Zero initiative to provide safe and convenient transportation options for all people regardless of mode of transportation. Therefore, it is a best practice to incorporate VRU safety strategies in specific areas such as near schools or downtown areas to help reduce crashes.

Speed-Related

Speeding – exceeding posted speed limits or traveling to fast for conditions – is a contributing factor to nearly one-third of fatal crashes in the United States. Speeding is one of the most dangerous crash factors as higher speeds can increase the risk of and severity of a crash. Managing speed is a complex issue involving engineering, driving behavior, education, and enforcement. It is likely that the number of fatal and serious injury crashes attributed to speeding in Southeast Kansas is underreported.

Distracted Driving

Distracted driving occurs when the driver of a vehicle performs any activity that takes their attention from driving. Ongoing education programs, as well as initiatives that promote safe driving habits, can reduce the number of distracted driving related crashes. Changes to the road environment that reduce the impact of other crash types – such as separating VRUs from motor vehicles or providing opportunities to recover from roadway departures – can also help minimize the effects of mistakes due to distracted driving. Like speeding, distracted driving may be underreported in crash data.

Alcohol or Drug Related

Impaired driving is when a vehicle is being operated under the influence of any substance or in any condition that may reduce the ability to drive safely. This includes driving under the influence of alcohol, drugs, or other controlled substances that diminish your mental or physical capabilities.

The Safety Task Force indicated driving under the influence as a significant concern in Southeast Kansas as drivers may overestimate their capacity or have limited alternative options to traveling home safely. The legalization of recreational marijuana in neighboring states was specifically mentioned by counties along state borders, including Cherokee County, as an increasingly challenging issue.

Overlapping Emphasis Areas

In many crashes, multiple emphasis areas are identified as contributing factors. Identifying contributing factors can help us understand why crashes occur and identify appropriate safety interventions. ***Table 5.1*** demonstrates overlapping circumstances among all crashes in Southeast Kansas during the 10-year study period.

Common crash patterns include:

- Crashes involving unrestrained occupants or alcohol and/or drug impairment are frequently also roadway departures.
- Crashes involving VRUs such as bicyclists or pedestrians typically occur at intersections.
- Crashes involving speeding tend to also be affected by distracted driving.

Table 5.1: Overlapping Emphasis Areas in Southeast Kansas

Step 2: Evaluate Overlapping Emphasis Area	Step 1: Select Emphasis Area: Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

CHAPTER 6 | SAFETY STRATEGIES AND PROJECTS

By understanding the priority emphasis areas for the Southeast Kansas region, and using the Safe System Approach as a framework, safety strategies can be identified to help reduce crashes and decrease crash severity.

6.1 Safety Countermeasures

Using national best practices, FHWA and the National Highway Traffic Safety Administration (NHTSA) developed a series of data-driven, proven safety countermeasures. Countermeasures to address the top emphasis areas in Southeast Kansas and Cherokee County are identified in ***Table 6.1*** to ***Table 6.6***. Each Safe System element (safe roads, safe speeds, safe road users, safe vehicles, and post-crash care) was considered when selecting these safety strategies. A comprehensive list of countermeasures is included in ***Appendix E***.

Table 6.1: Safety Countermeasures for **Roadway Departures**

Countermeasure	Description	Example
Advanced Warning Signs	Advanced warning signs around curves, sight limiting areas, or where crash problems exist provide drivers with additional time to make decisions.	
Improved Pavement Markings	Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.	
Longitudinal Rumble Strips	Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane. Commonly installed on the edge line, shoulder, and/or centerline.	

Post-Mounted Delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers the edge of shoulder in daytime and night conditions.	
Paved Shoulder with Safety Edge[SM]	Shapes the edge of pavement to eliminate the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.	
Flattening and Widening Foreslopes	Flattening and widening foreslopes allows for a more recoverable slope and may decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	
Clear Zones	Improvements to provide a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	
Superelevation Correction	Correcting and reshaping the roadway superelevation to meet posted speed or where crashes have occurred enables increased friction with pavement.	

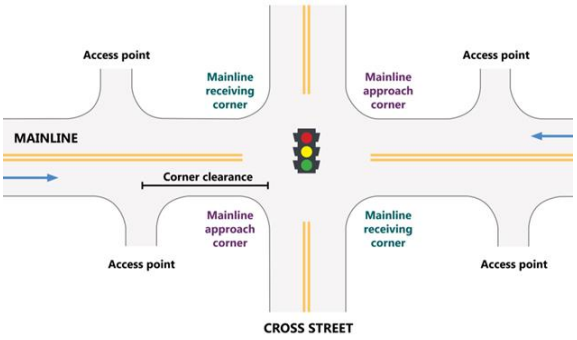
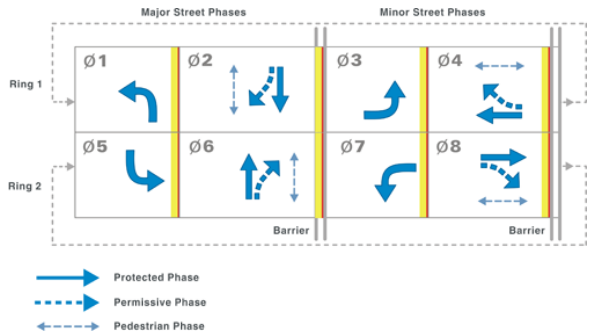
High Friction Surface Treatment	Higher pavement friction helps motorists maintain better control in both wet and dry conditions.	
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	

Table 6.2: Safety Countermeasures for **Intersection-Related**

Countermeasure	Description	Example
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	
Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	

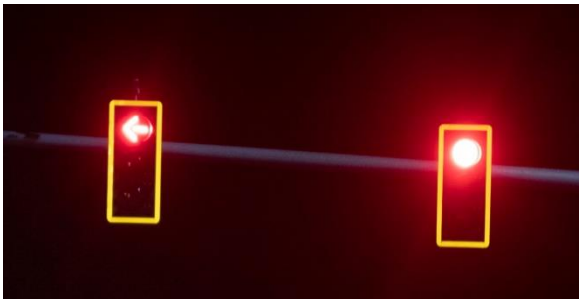
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more visible.	
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	
Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	
Enhanced Stop Sign	Larger stop signs, use of flasher on sign, or use of retroreflective markings to increase visibility of stop signs.	

Table 6.3: Safety Countermeasures for **Unrestrained Occupant**

Countermeasure	Description
Enforcement of Seatbelt Safety	Signage to promote higher visibility of seatbelt and child safety enforcement in both short-term situations and sustained seat belt enforcement.
Education Strategies	Employer-based and older children programs.
Child Restraint Inspections	Child Passenger Safety (CPS) technician staffed inspection stations.

Table 6.4: Safety Countermeasures for **Vulnerable Road Users (VRU)**

Countermeasure	Description	Example
Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	

Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	
Advance Yield or Stop Markings	“Yield Here to Pedestrians” and/or “Stop Here for Pedestrians” signs 20 to 50 feet in advance of a marked crosswalk.	

Table 6.5: Safety Countermeasures for **Distracted Driving**

Countermeasure	Description
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.
Phone/Text Messaging Enforcement	Signage to identify areas with higher cell phone use/text messaging enforcement to effectively deter cell phone use by increasing the perceived risk of a ticket.

Table 6.6: Safety Countermeasures for **Alcohol or Drug Related**

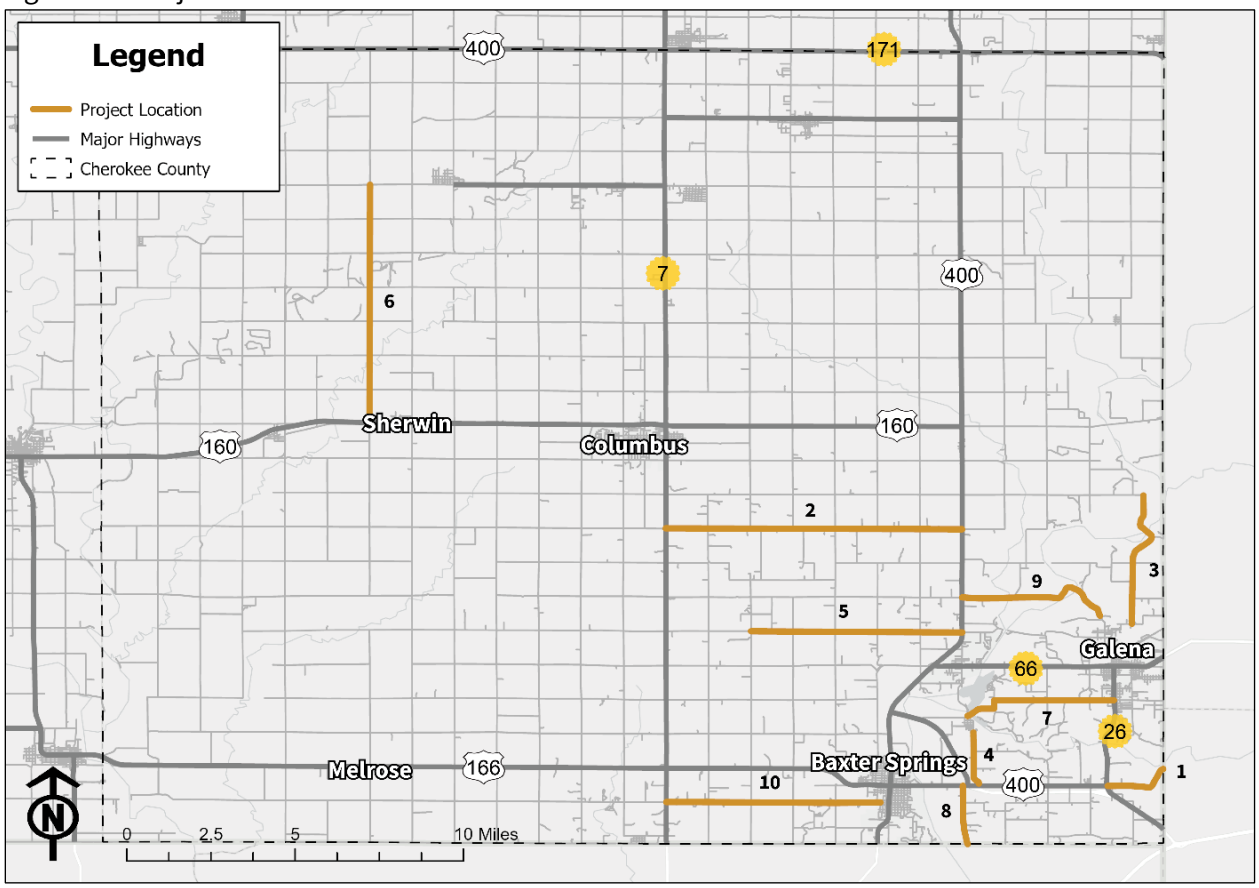
Countermeasure	Description
Enforcement of Drug and Alcohol Impaired Driving	Short-term enforcement checkpoints as well as sustained and consistent DUI enforcement, particularly in key areas.
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.

6.2 Project Recommendations

Projects were identified by locating fatal/serious injury emphasis area crash clusters within Cherokee County, considering systemic issues for top emphasis areas, reviewing past plans (including the Local Road Safety Plan), and incorporating feedback from public and stakeholder engagement.

The following list includes ten recommended projects in no priority order. Projects are shown in ***Figure 6.1*** with more detailed information for each project in ***Appendix F***. Other potential projects that are not within the top ten recommended list are also listed in ***Appendix F***. Implementation of any of these projects would contribute to a safer roadway system in Cherokee County.

Figure 6.1: Project Locations



Map ID	Project
1	SE Bagdad Road
2	SE Clem Road
3	SE 110th Street
4	SE 72nd Terrace
5	SE Quaker Road
6	NW 70th Street
7	SE 77th Terrace/Shoal Creek, SE Blackjack /21st Street
8	Five Mile Avenue
9	SE Lostine Road / Columbus Street
10	SE Star Road

Project 1: SE Bagdad Road

Project Limits: K-26 to State Line (1.7 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure, Intersection	Install center/edge line pavement markings, delineate roadside hazards, improve edge drop-off, and install center/edge line rumble strips. ($81,3000)	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten foreslopes, extend culverts, apply high friction safety treatment, install transverse rumble strips before curves, and improve superelevation on curves. ($1.6 million)

Project 2: SE Clem Road

Project Limits: US-69 to US-69 Alternate (7.0 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure, Intersection	Install center/edge line pavement markings, clear and grub 15 feet on each side of roadway, delineate roadside hazards, and improve edge drop-off. ($200,000)	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten foreslopes, install edge/center line rumble strips, install/upgrade guardrail, and extend culverts. ($5.5 million)

Project 3: SE 110th Street

Project Limits: Jackson Avenue (City of Galena) to SE Messer Road (4.1 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, clear and grub 15 feet on each side of roadway, delineate roadside hazards, improve edge drop-off, and improve/update curve warning signs. ($176,000)	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten foreslopes, install edge/center line rumble strips, install guardrail, extend culverts, install transverse rumble strips prior to curves, improve superelevation on curves. ($3.8 million)

Project 4: SE 72nd Terrace

Project Limits: US-166 to SE Waxwing Lane (Lowell) (1.6 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, clear and grub 15 feet on each side of roadway, delineate roadside hazards, improve edge drop-off, and improve/update curve warning signs. ($53,000)	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten foreslopes, install center/edge line rumble strips, install guardrail, extend culverts, install transverse rumble strips prior to curves, and improve superelevation on curves. ($1.3 million)

Project 5: SE Quaker Road

Project Limits: SE 20th Street to US-69 Alternate (5.0 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, clear and grub 15 feet on each side of roadway, delineate roadside hazards, and improve edge drop-off. ($147,000)	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten foreslopes, install edge/center line rumble strips, install guardrail, and extend culverts. ($3.5 million)

Project 6: NW 70th Street

Project Limits: US-160 to NW Scammon Road (7.0 miles)

Emphasis Area	Short-Term Improvements	Longe-Term Improvements
Roadway Departure	Install center/edge line pavement markings, clear and grub 15 feet on each side of roadway, delineate roadside hazards, and improve edge drop-off. ($208,000)	Install 18-inch aggregate shoulders, flatten foreslopes, install edge/center line rumble strips, install/upgrade guardrail, and extend culverts. ($2.9 million)

Project 7: SE 77th Terrace/SE Shoal Creek Road, SE Blackjack Road and W 21st Street

Project Limits: SE 71st Street to S Main Street (City of Galena) (3.8 miles)

Emphasis Area	Short-Term Improvements	Long Term Improvements
Roadway Departure	Install center/edge line pavement markings, clear and grub 15 feet on each side of roadway, delineate roadside hazards, improve edge drop-off, improve curve warning signs, and add in-lane curve warning pavement markings. ($130,000)	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten foreslopes, install center/edge line rumble strips, install/upgrade guardrail, and extend culverts. ($2.7 million)

Project 8: Five Mile Avenue

Project Limits: US-166 to State Line (1.75 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, clear and grub 15 feet on each side of roadway, delineate roadside hazards, improve edge drop-off, improve curve warning signs, and add in-lane curve warning pavement markings. ($82,000)	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten foreslopes, install center/edge line rumble strips, install/upgrade guardrail, apply high friction surface treatment, and extend culverts. ($1.4 million)

Project 9: SE Lostine Road / Columbus Street

Project Limits: US-69 Alternate to Galena city limits (3.9 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, clear and grub 15 feet on each side of roadway, delineate roadside hazards, improve edge drop-off, improve curve warning signs, and add in-lane curve warning pavement markings. ($175,000)	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten foreslopes, install center/edge line rumble strips, install/upgrade guardrail, extend culverts, and improve superelevation on curves. ($3.4 million)

Project 10: Star Road

Project Limits: US-69 to Baxter Springs city limits (5.0 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, clear and grub 15 feet on each side of roadway, delineate roadside hazards, and improve edge drop-off. ($143,000)	Install 18-inch aggregate shoulders, flatten foreslopes, install/upgrade guardrail, extend culverts, and improve superelevation on curves. ($2.0 million)

CHAPTER 7 | IMPLEMENTATION PLAN

7.1 Policy and Process Recommendations

Improving roadway safety in communities requires an examination of policies and processes currently in place that contribute to safety on our roadways. Current policies, guidelines, and standards were reviewed to identify opportunities to improve and prioritize transportation safety. The following policy and process recommendations support achieving the Safety Action Plan goals.

Vision Zero Resolution

The Vision Zero goal acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for all road users. Some programs, including the federal SS4A Implementation grant program, require jurisdictions to formally adopt this goal to be eligible for funding support. A Vision Zero resolution to target fatal and serious injury crashes was adopted by Cherokee County in 2025. The resolution is included in ***Appendix A***.

Advocate for Regional Initiatives

Many smaller communities find solving safety issues on state or federal highways to be difficult to address. State Department of Transportation's have many competing priorities, and smaller projects can easily fall down the priority list as the transportation network has emergent and pressing needs. One solution for this is to take a regional or corridor focused approach to improving state and federal highways. Taking a coalition approach with neighboring communities on the same highway corridors can increase visibility of these issues and help advocate for action. Working with impacted municipalities, counties, community groups, and/or regional planning organizations can increase the county's collective power to bring change. The SEKRPC Safety Task Force can be a vehicle for the coalition approach should the region or multiple counties in the region choose to advocate together for changes on Kansas highways.

*In particular, forming or refreshing a multi-county coalition to advocate for safety improvements along the **US-69/US-400 corridor** is supported by both data analysis and public input. Although likely a lower priority, a similar approach could be considered for the east-west **US-160 corridor**.*

Address Post-Crash Care

The timely arrival of emergency responders and well-trained Emergency Medical Services (EMS) providers is a major factor in ensuring an injured person receives the medical care they need to survive a crash. This is especially critical in rural communities, where response times are longer, and EMS resources may be more limited.

Therefore, post-crash care best practices include both advanced planning activities and safety countermeasures. Typical countermeasures include improving emergency medical dispatch and 911 protocols, providing timely on-scene care using model EMS clinical guidelines, providing timely transportation to a trauma center, and then measuring EMS performance over time are important to ensure EMS services are performing optimally.

Cherokee County has one healthcare facility with the ability to address traumatic injuries at Mercy Hospital - Columbus, which is a Level II trauma center. Additional hospitals are located in nearby Joplin, Missouri. Additional opportunities to explore to address post-crash care needs include:

- **EMS Telemedicine:** Jurisdictions have explored the use of eCare EMS telemedicine services to improve and expedite post-crash care in rural communities. The program allows first responders and paramedics to connect virtually 24/7 with certified physicians and nurses for peer-to-peer support in the field or during transport. Some agencies have been awarded SS4A funds to support pilot EMS telemedicine programs within their area.
- **Updating Best Practices and Training:** Ensuring first responders are regularly trained on the most up to date best practices in emergency response is critical to maintaining good response times. National resources such as EMS.gov and the National Center for Rural Roadway Safety can help your organization access the most up-to-date emergency response practices and training.

Update Design Policies

Roadway design policies, standards, and best practices change over time. An ongoing review and update of local roadway design policies is critical to ensuring roadway safety best practices are implemented when roadways are maintained, improved, or constructed.

Incorporate Safety into Project Development Process

Include systemic safety improvements in projects developed by Cherokee County and KDOT. Include a review of crashes and potential safety improvements when intersections or roadway segments are maintained or improved.

7.2 Next Steps

The Safety Action Plan is a dynamic document intended to be used by Cherokee County and other partners to continually advance transportation safety. In addition to the recommended projects and policy guidance, the Southeast Kansas region and Cherokee County can utilize these next steps to help achieve the Vision Zero goal.

Plan Leadership

Cherokee County assumes leadership of this plan and will support implementation within the county. As part of this role, Cherokee County will continue to use the Safety Task Force as a mechanism for regional collaboration and updates.

In partnership with SEKRPC, it is recommended that the Safety Task Force convene annually to discuss progress and updates related to the Safety Action Plan. Stakeholders should continue to:

- Be champions for safety in professional and personal roles
- Share information about transportation safety strategies with other organizations
- Assemble annually to share progress on safety activities

Leverage Resources and Funding Opportunities

Funding is critical to implementing the strategies and action items in this Safety Action Plan and may come from a blend of sources: federal, state, local, and private sector or non-profit partners. Some potential sources of funding include:

- **Safe Streets and Roads for All (SS4A) Program:** The Bipartisan Infrastructure Law (BIL) established the SS4A federal discretionary program that will provide over $5 billion in grants over the five-year program period (2022-2026). With completion of this Safety Action Plan, Cherokee County is eligible to apply for SS4A implementation funding.

- **State Coordination:** Coordinate with KDOT to administer annual safety grants funded by the state that are targeted at both roadway design solutions and behavioral programs, including education and enforcement programs.
    - **High Risk Rural Roads (HRRR) Program:** FHWA requires states to define and identify roadways "with significant safety risks" and sets aside federal funding for states to address these safety risks. Funds typically cover low-cost roadway improvements such as pavement markings, rumble strips, and other safety countermeasures. In Kansas, communities can apply for this funding through KDOT's Bureau of Local Projects.
    - **Safe Routes to School Program:** Many other types of agencies can apply for and receive Safe Routes to School funding. These include non-profits, schools and school districts, and regional transportation agencies, among others. In Kansas, communities can apply for this funding through KDOT's Active Transportation Program.
    - **Kansas Infrastructure Hub:** The Kansas Infrastructure Hub provides resources for Kansas communities seeking to improve infrastructure. Communities can apply to the Infrastructure Hub for grant writing assistance and grant matches.
- **Regional Coordination:** Coordinating closely with KDOT, and potentially adjacent counties, can be helpful to achieve safety goals for all involved parties. Taking a coalition approach to improvements may help all counties along a multi-county corridor advocate for funding and advance important safety goals.
- **Local Funding:** Local governments may choose to fund projects from local sources such as the annual budget, Capital Improvement Program (CIP), bonding, user fees, special assessments, or through partnerships with other local entities. Consideration of the Safety Action Plan during the annual budget process can be a cost-effective way of advancing safety goals, particularly for maintenance activities or other planned capital improvement projects where simple safety strategies can be incorporated.

Progress and Transparency

Progress toward meeting the Safety Action Plan goals should be measured over time in an open and transparent manner. Regular progress tracking creates accountability to the public and builds trust between the public and the cities, counties, and agencies that are responsible for roadway safety. This could include posting the Safety Action Plan online and annual reporting on progress toward reducing roadway fatalities and serious injuries.

Progress and transparency also help create an environment of informed decision making based on the effectiveness of selected safety strategies and the ability to modify the approach when necessary. Finally, progress and transparency provide a sense of direction and help document tangible outcomes made toward saving lives.

7.3 Summary

Cherokee County, in partnership with SEKRPC, has taken an important step to complete this Safety Action Plan and adopt a Vision Zero resolution to address fatal and serious injury crashes. The County will continue to build upon this progress to advance priority safety projects and collaborate with project partners to help save lives in Southeast Kansas.

Appendix A

Vision Zero Resolution

[Insert copy of adopted Vision Zero Resolution]

Appendix B

Community Engagement Plan

TRANSYSTEMS

Southeast Kansas: Comprehensive Safety Action Plan

Community Engagement Plan

Introduction

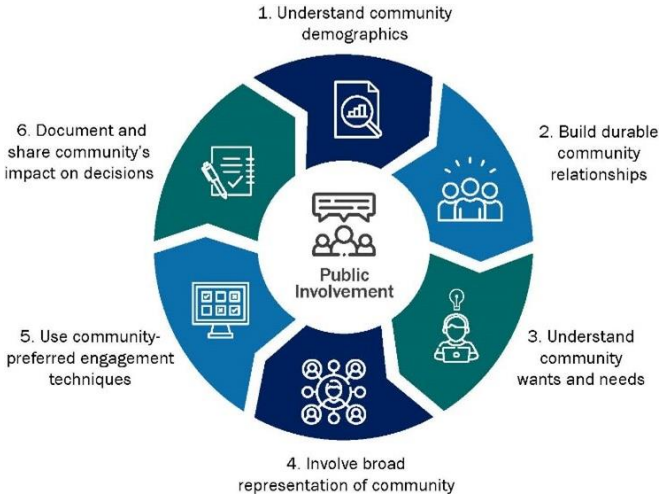
The Southeast Kansas Regional Planning Commission (SEKRPC) has partnered with twelve counties in Southeast Kansas to develop a Comprehensive Safety Action Plan. The twelve counties encompass Coffey, Anderson, Linn, Woodson, Allen, Borbon, Wilson, Neosho, Crawford, Montgonery, Labette, and Cherokee counties. The Comprehensive Safety Action Plan (CSAP) will identify an array of lifesaving measures to improve safety for motorists, pedestrians, cyclists, transit passengers, and other transportation users.

The Action Plan reviews roadway use trends, identifies issues, and then outlines steps to improve transportation safety. The Action Plan is aimed at reducing and eliminating serious injury and fatal crashes affecting transportation users. The eight components of the Action Plan are:

- Leadership commitment and goal setting
- Planning structure
- Safety analysis
- Engagement and collaboration
- Equity
- Policy and process changes
- Strategy and project selections
- Progress and transparency

The Action Plan will be developed using the U.S. Department of Transportation (USDOT) Safe System Approach. The Safey System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable. Rather than blaming road users for crashes, this approach recognizes that the responsibility for road safety lies with multiple stakeholders, including policymakers, road designers, vehicle manufacturers, law enforcement, and emergency response. By designing a forgiving road system that accommodates human error, the Safe System Approach aims to prevent fatal crashes and minimize the severity of injuries.

To create the Action Plan, information will be gathered from many sources, including study partners and the public to find solutions that address current and future issues that can be supported by most stakeholders. Varied methods of community engagement will help develop positive outcomes not only for this process but also instill a more inclusive transportation infrastructure decision-making process. The project team will use the UUSDOT model for meaningful public involvement.



Public Involvement

The project team will proactively seek meaningful public involvement from study partners, residents, and communities impacted by the past and current limitations of the roadway system and its users. Feedback and suggested improvements will be documented and presented in a draft Action Plan. Communication with interested parties will be ongoing throughout the study period with a final Comprehensive Safety Action Plan produced for each of the twelve counties in early 2025.

Three fundamental areas of project public involvement will be created:

1. ***Information and Communications:*** Information regarding the study background, process, methods, schedule, key messages, and project updates will be communicated.
2. ***Stakeholder Input:*** Community leaders, elected and appointed officials, government staff members, and other stakeholder groups will be engaged throughout the planning process.
3. ***Community Outreach:*** Community members will be informed, educated, and engaged with the intent of providing an interactive dialogue for input and considerations as the study evolves.

Key Audiences

Key audiences are anticipated to include:

- Residents of the twelve counties in the Southeast Kansas study area.
- Businesses and employees that use the transportation system in the study area.
- Governmental units for each of the twelve counties, including incorporated cities and unified school districts in the study area.
- First responders serving the study area including law enforcement, fire departments, emergency management, medical services, and others.
- Civic organizations interested in discussing transportation safety in their communities.
- Representatives of relevant regional or statewide agencies, such as SEKRPC and the Kansas Department of Transportation (KDOT).

Community Engagement Methods

Community engagement methods will include:

- ***Kick-Off Meeting:*** A project kick-off meeting with SEKRPC will outline the community engagement plan and process of creating a Safety Task Force team of key regional stakeholders to guide the study.
- ***Project Update Meetings:*** Monthly updates will be shared virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.
- ***Stakeholder Meetings:*** Three (3) Safety Task Force meetings will be organized to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings will be held in a hybrid format with both in-person and virtual attendance options.
- ***Public Meetings:*** One in-person open house style meeting will be held within each county to inform the public of the study's progress, gather public input regarding safety needs, and share features of the proposed Action Plan.
- ***Public Survey:*** An online survey will be distributed that allows respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information will be collected to assign responses to specific counties and/or communities.
- ***Public Comments:*** Public comments will be compiled from meetings, online surveys, phone calls, and face-to-face conversations as well as any written comments received during the study.
- ***Public Information:*** Updates and announcements for news media, county websites, and social media outlets will be provided to SEKRPC for distribution.
- ***Translation Services:*** Translation of project documents into Spanish is possible, if needed. Other language translations may be necessary. To ensure that people with disabilities and diverse needs and experiences are aware of and can participate in community engagement activities, a wide range of engagement tools will be used.

Schedule

The overall project schedule is included in the Project Management Plan. Highlights related to community engagement include:

- The project Community Engagement Plan was initially developed in July 2024 and will be updated as needed throughout the study.
- Safety Task Force meetings are planned for September 2024, November 2024, and January 2025. The project team will monitor the anticipated release of the Notice of Funding Opportunity for SS4A implementation funds and will adjust the schedule if needed.
- Open house public meetings are scheduled for November 2024 and early December 2025
- Public comments will be accepted and compiled throughout the study period.

Follow-Up Activities

- Assist SEKRPC, as needed, with meeting invitations, meeting notes, news release copy, public survey methods, website text, social media content, and a final Community Engagement report.

Study Contacts

SEKRPC Project Manager: Carey Spoon
TranSystems Project Manager: Deanne Winkelmann
TranSystems Project Lead: Slade Engstrom
TranSystems Communications Lead: Tom Hein

Updated: August 20, 2024

SAFETY TASK FORCE

County	Organization	Type	Contact Person	Title
Allen	Allen County	County Staff	Mitch Garner	Public Works Director
Allen	Allen County	Law Enforcement	Bryan Murphy	County Sheriff
Anderson	Anderson County	County Staff	Ethan Lickteig	Road Supervisor
Anderson	Anderson County	Law Enforcement	Vernon Valentine	County Sheriff
Bourbon	Bourbon County	County Staff	Eric Bailey	Public Works Director
Bourbon	Uniontown USD 235	Education*	Jim Mason	Uniontown High School
Bourbon	Bourbon County	Law Enforcement	Bill Martin	County Sheriff
Cherokee	Cherokee County	County Staff	Cody Zook	Road & Bridge Superintendent
Cherokee	Baxter Springs USD 508	Education*	Amanda Walker	Baxter Springs High School
Cherokee	Columbus USD 493	Education*	Anne Sharp	Columbus High School
Cherokee	Riverton USD 404	Education*	David Groves	Riverton High School
Cherokee	Cherokee County	Law Enforcement	Russ Harper	County Sheriff
Coffey	Coffey County	County Staff	Ryan Durst	Road & Bridge Superintendent
Coffey	Coffey County	Law Enforcement	Thomas Johnson	County Sheriff
Crawford	Crawford County	County Staff	Alyssa Edwards	Road & Bridge Superintendent
Crawford	Pittsburg State University	Education	Stu Hite	Police & Safety Executive Director
Crawford	Saint Mary's Colgan Catholic Schools	Education*	Amanda Minton	Title
Crawford	Frontenac USD 249	Education*	Anni Beasley	Frontenac High School
Crawford	Pittsburg USD 250	Education*	Chase Turner	Deputy - Pittsburg High School
Crawford	Southeast USD 247	Education*	Devin Ulerry	Deputy - Southeast High School
Crawford	Girard USD 248	Education*	Jeff McDonald	Assistant Chief - Girard High School
Crawford	Northeast USD 246	Education*	Kourtney Yantis	Northeast High School
Crawford	Crawford County	Law Enforcement	Danny Smith	County Sheriff
Labette	Labette County	County Staff	Sandy Krider	Public Works Director
Labette	Labette County	Law Enforcement	Darren Eichinger	County Sheriff
Linn	Linn County	County Staff	Shaun West	Public Works Director
Linn	Linn County	County Staff	Chasity Ware	Economic Development Director
Linn	Linn County	Law Enforcement	Kevin Murphy	County Sheriff
Montgomery	Montgomery County	County Staff	Brandon Beurksens	Assistant Public Works Director
Montgomery	Montgomery County	County Staff	Jim Wright	Public Works Director
Montgomery	Montgomery County	Law Enforcement	Ron Wade	County Sheriff
Neosho	Neosho County	County Staff	Mike Brown	Road & Bridge Director
Neosho	Erie USD 101	Education*	Chelcey Sexton	Erie High School
Neosho	Chanute USD 413	Education*	Leah Hoesli	Chanute High School
Neosho	Neosho County	Law Enforcement	Greg Taylor	County Sheriff
Wilson	Wilson County	County Staff	Kary Tatum	Highway Supervisor
Wilson	Wilson County	Law Enforcement	Jack Lucke	County Sheriff
Woodson	Woodson County	County Staff	Dane Onnen	Public Works Administrator
Woodson	Woodson County	County Staff	Gary Ward	Road Supervisor
Woodson	Woodson County	Law Enforcement	Jacob Morrison	County Sheriff

Others that have participated in Safety Task Force meetings:

County	Organization	Type	Contact Person	Title
Allen	USD 257 Transportation	Education	Katelyn Young	Operations Administrative Assistant
Allen	USD 257 Transportation	Education	Aaron Cole	Director of Operations
Allen	Allen County	Elected Official	John F Brocker	County Commissioner
Allen	Thrive Allen County	Advocacy	Vickie Moss	Director
Allen	City of Humboldt	City Staff	Cole Herder	City Administrator
Anderson	City of Garnett	City Staff	Kris Hix	Community Development Director
Anderson	City of Garnett	City Staff	Darin Wilson	Zoning Administrator
Anderson	Anderson County	Elected Official	Anthony Mersman	County Commissioner
Anderson	Anderson County	County Staff	Jessica Mills	Economic Development Director
Crawford	Crawford County	Elected Official	Bruce Blair	County Commissioner
Crawford	Pittsburg State University	Education	Jamie Lynn Blum	Director of Institutional Equity
Coffey	Coffey County Chamber of Commerce	Major Employers	Chari Bauman	Director
Coffey	Coffey County	County Staff	Jenny Tatman	Economic Development Director
Labette	Labette County	County Staff	Terry Weidert	County Commissioner
Linn	Linn County	County Staff	Chasity Ware	Economic Development Director
Montogomery	City of Cherryvale	Law Enforcement	Jimmy Holt	Chief of Police
Montgomery	City of Cherryvale	City Staff	Gracie Myers	Utility Clerk
Wilson	City of Neodesha	City Staff	Chris Bauman	City Administrator
Wilson	Wilson County	Elected Official	Kris Marple	County Commissioner
Multiple	Network Kansas	Economic Development	Janet Miller	Entrepreneurship Manager

EXPANDED STAKEHOLDER LIST

County	Organization	Type	Contact Person	Title
Allen	Thrive Allen County	Advocacy	Lisse Regehr	CEO
Allen	City of Savonburg	City Staff	Mike Vile	City Clerk
Allen	City of Moran	City Staff	Lori Evans	City Clerk
Allen	City of La Harpe	City Staff	Michelle Altis	City Clerk
Allen	City of Iola	City Staff	Corey Schinstock	Assistant City Administrator
Allen	City of Iola	City Staff	Jason Ellis	Street & Alley and Solid Waste Superintendent
Allen	City of Iola	City Staff	Matt Rehder	City Administrator
Allen	City of Humboldt	City Staff	Cole Herder	City Administrator
Allen	City of Gas	City Staff	Rhonda Hill	City Clerk
Allen	City of Elsmore	City Staff	Vera Isaacs	City Clerk
Allen	City of Basset	City Staff	Carol Crawford	City Clerk
Allen	Allen County	County Staff	Mitch Garner	Public Works Director
Allen	Allen County	County Staff	Shannon Patterson	County Clerk
Allen	Marmaton Valley USD 256	Education	Kim Ensminger	Superintendent
Allen	Iola USD 257	Education	Stacey Fager	Superintendent
Allen	Humboldt USD 258	Education	Amber Wheeler	Superintendent
Allen	Allen Community College	Education	John Materson	President (Interim)
Allen	Allen County	Elected Official	John Broker	County Commissioner
Allen	City of Iola	Emergency Services	Corey Isbell	Fire Chief
Allen	Allen County	Emergency Services	Michael Burnett	Emergency Medical Services Director
Allen	Allen County Regional Hospital (Saint Luke's)	Healthcare	Darren Bass	CEO
Allen	City of Iola	Law Enforcement	Jared Warner	Police Chief
Allen	Allen County	Law Enforcement	Bryan Murphy	County Sheriff
Allen	Iola Area Chamber of Commerce	Major Employers	Marie Barclay	Executive Director
Allen	Tri-Valley Developmental Services, Inc.	Transportation	Bill Fiscus	CEO
Allen	Southeast Kansas Mental Health Center	Transportation	Shana Bennett	Director of Support Services
Allen	Allen Regional Transit (ART)	Transportation	Jeff Keithly	President
Anderson	City of Westphalia	City Staff	Tonya Alumnbaugh	City Clerk
Anderson	City of Lone Elm	City Staff	Linda Lundlum	City Clerk
Anderson	City of Kincaid	City Staff	Marla Main	City Clerk
Anderson	City of Greeley	City Staff	Diana Feuerborn	City Clerk
Anderson	City of Garnett	City Staff	Donnie Dilley	Public Works Director
Anderson	City of Garnett	City Staff	Roy Salazar	Street Department Foreman
Anderson	City of Garnett	City Staff	Travis Wilson	City Manager
Anderson	City of Colony	City Staff	Phyllis Gettler	City Clerk
Anderson	Anderson County	County Staff	Michelle Miller	Deputy Director of Planning
Anderson	Anderson County	County Staff	Ethan Lickteig	Road Supervisor
Anderson	Anderson County	County Staff	Julie Wettstein	County Clerk
Anderson	Garnett USD 365	Education	Don Blome	Superintendent
Anderson	Crest USD 479	Education	Shane Walter	Superintendent
Anderson	Anderson County	Elected Official	Anthony Mersman	County Commissioner
Anderson	City of Garnett	Emergency Services	Wes Skillman	Fire Chief
Anderson	Anderson County	Emergency Services	Mark Locke	Emergency Management Director
Anderson	Anderson County Hospital (Saint Luke's)	Healthcare	Laurel Gifford	Media Relations Director
Anderson	City of Garnett	Law Enforcement	Kurt King	Police Chief
Anderson	Anderson County	Law Enforcement	Vernon Valentine	County Sheriff
Anderson	Garnett Area Chamber of Commerce	Major Employers	Jodie Beets	Executive Director
Anderson	Tri-Ko, Inc	Transportation	John Platt	Executive Director
Anderson	Anderson County Council on Aging	Transportation	Deanna Wolken	Business Office Manager
Bourbon	City of Uniontown	City Staff	Sally Johnson	City Clerk
Bourbon	City of Redfield	City Staff	Heather Guss-Hunt	City Clerk
Bourbon	City of Mapleton	City Staff	Name	Title
Bourbon	City of Fulton	City Staff	Carmen Beckford	City Clerk
Bourbon	City of Fort Scott	City Staff	Brad Matkin	City Manager
Bourbon	City of Fort Scott	City Staff	Jerry Morgan	Street Department Supervisor

Bourbon	City of Fort Scott	City Staff	Mary Wyatt	Community Development Director
Bourbon	City of Bronson	City Staff	John Stokes	City Superintendent
Bourbon	Bourbon County	County Staff	Eric Bailey	Public Works Director
Bourbon	Bourbon County	County Staff	Jennifer Hawkins	County Clerk
Bourbon	Bourbon County	County Staff	Robert Harrington	Economic Development Director
Bourbon	Uniontown USD 235	Education	Vance Eden	Superintendent
Bourbon	Fort Scott USD 234	Education	Charlie Hensley	Transportation Director
Bourbon	Fort Scott USD 234	Education	Destry Brown	Superintendent
Bourbon	Fort Scott Community College	Education	Sara Sutton	President (Interim)
Bourbon	Uniontown USD 235	Education*	Jim Mason	Uniontown High School
Bourbon	City of Fort Scott	Emergency Services	Dave Bruner	Fire Chief
Bourbon	Bourbon County	Emergency Services	Brian Allen	Emergency Management Director
Bourbon	Bourbon County Community Hospital	Healthcare	Name	Title
Bourbon	City of Fort Scott	Law Enforcement	Jason Pickert	Police Chief
Bourbon	Bourbon County	Law Enforcement	Bill Martin	County Sheriff
Bourbon	Fort Scott Area Chamber of Commerce & Tourism	Major Employers	Lindsay Madison	CEO
Cherokee	City of West Mineral	City Staff	Brandi Knowlen	City Clerk
Cherokee	City of Weir	City Staff	Amy Zortz	City Clerk
Cherokee	City of Scammon	City Staff	Tammy Duley	City Clerk
Cherokee	City of Galena	City Staff	Flora Charles	City Clerk
Cherokee	City of Galena	City Staff	Josh Reed	Public Works Director
Cherokee	City of Columbus	City Staff	Jake Ketner	City Administrator
Cherokee	City of Columbus	City Staff	Randy Coble	Public Works Superintendent
Cherokee	City of Columbus	City Staff	Ruth Hutley	City Clerk
Cherokee	City of Baxter Springs	City Staff	Sharon Clark	City Clerk
Cherokee	City of Baxter Springs	City Staff	Sheldon Bales	Public Works Director
Cherokee	Cherokee County	County Staff	Cody Zook	Road & Bridge Superintendent
Cherokee	Cherokee County	County Staff	Dave Helwig	Economic Development Director
Cherokee	Cherokee County	County Staff	Rebecca Brassart	County Clerk
Cherokee	Galena USD 499	Education	David Berry	Transportation Director
Cherokee	Galena USD 499	Education	Toby VanCleave	Superintendent
Cherokee	USD 247 Southeast Lancers	Education	Dr. Brad Miner	Superintendent
Cherokee	Baxter Springs USD 508	Education	Melissa Arnall	Baxter Springs High School
Cherokee	Riverton USD 404	Education*	David Groves	Riverton High School
Cherokee	Columbus USD 493	Education*	Anne Sharp	Columbus High School
Cherokee	Baxter Springs USD 508	Education*	Amanda Walker	Baxter Springs High School
Cherokee	Cherokee County	Elected Official	Lorie Johnson	County Commissioner
Cherokee	City of West Mineral	Emergency Services	Randy Johnson	Fire Chief
Cherokee	City of Galena	Emergency Services	Stephen Hall	Fire Chief
Cherokee	City of Columbus	Emergency Services	Steven Burton	Fire Chief
Cherokee	Cherokee County	Emergency Services	Matt Haviland	Emergency Management Director
Cherokee	City of Weir	Emergency Services	James Curtis	Fire Chief
Cherokee	City of Scammon	Emergency Services	Jason Spencer	Fire Chief
Cherokee	Mercy Hospital Columbus - Columbus	Healthcare	Jordan Larimore	Media Contact
Cherokee	City of Columbus	Law Enforcement	Kyle Clark	Police Chief
Cherokee	Cherokee County	Law Enforcement	Russ Harper	County Sheriff
Cherokee	City of Galena	Law Enforcement	Noble Dobkins	Chief of Police
Cherokee	City of Baxter Springs	Law Enforcement	Brian Henderson	Police Chief
Cherokee	Class LTD	Transportation	Bob Davis	Vice President of Operations
Coffey	City of Waverly	City Staff	Pattie Pfeifauf	City Clerk
Coffey	City of New Strawn	City Staff	Lana Johnson	City Clerk
Coffey	City of LeRoy	City Staff	Kim Alexander	City Clerk
Coffey	City of Lebo	City Staff	Carrie Sloan	City Clerk
Coffey	City of Gridley	City Staff	Teresa Budd	City Clerk
Coffey	City of Burlington	City Staff	Mark Davidson	Street Department
Coffey	City of Burlington	City Staff	Mary Mader	City Clerk
Coffey	Coffey County	County Staff	Angie Kirchner	County Clerk
Coffey	Coffey County	County Staff	Bobby Skipper	Economic Development Director

Coffey	Coffey County	County Staff	Ryan Durst	Road & Bridge Superintendent
Coffey	Southern Lyon County USD 252	Education	Ryan Muhlig	Superintendent
Coffey	LeRoy-Gridley USD 245	Education	Matt Thomsen	Superintendent
Coffey	Lebo-Waverly USD 243	Education	Duane Ford	Superintendent
Coffey	Burlington USD 244	Education	Craig Marshall	Superintendent
Coffey	Coffey County	Emergency Services	Amber Presley	Emergency Management Director
Coffey	Coffey County Hospital	Healthcare	Stacy Augustyn	CEO
Coffey	Coffey County	Law Enforcement	Thomas Johnson	County Sheriff
Coffey	City of Burlington	Law Enforcement	Doug Jones	Police Chief
Coffey	Coffey County Chamber of Commerce	Major Employers	Melissa Daily	Executive Director
Coffey	CrossWinds Counseling and Wellness	Transportation	Name	Title
Coffey	Coffey County Public Transportation	Transportation	Kara Reynolds	Transportation Director
Coffey	COF Training Services	Transportation	Joy Beatty	Community Relations Manager
Crawford	City of Walnut	City Staff	Saralyn Boyd	City Clerk
Crawford	City of Pittsburg	City Staff	Daron Hall	City Manager
Crawford	City of Pittsburg	City Staff	Jared Wetzel	Public Information Officer
Crawford	City of Pittsburg	City Staff	Jay Byers	Deputy City Manager/Chief Information Officer
Crawford	City of Pittsburg	City Staff	Kim Froman	Community Development Director
Crawford	City of Pittsburg	City Staff	Lonnie Wells	Street Superintendent
Crawford	City of Pittsburg	City Staff	Matt Bacon	Public Works Director
Crawford	City of Mulberry	City Staff	Cerokee Pelican	City Clerk
Crawford	City of McCune	City Staff	Weston Holdahl	City Superintendent
Crawford	City of Hepler	City Staff	Name	Title
Crawford	City of Girard	City Staff	Jackie Messer	Public Works Director
Crawford	City of Girard	City Staff	Johanna O'Brien	City Administrator
Crawford	City of Girard	City Staff	Karen E. Buck	City Clerk
Crawford	City of Frontenac	City Staff	John Zafuta	City Administrator
Crawford	City of Cherokee	City Staff	Pamela Tompkins	City Clerk
Crawford	City of Arma	City Staff	Bette Lessen	City Clerk
Crawford	City of Arcadia	City Staff	Name	Title
Crawford	Crawford County	County Staff	Alyssa Edwards	Road & Bridge Superintendent
Crawford	Crawford County	County Staff	Lisa Lusker	County Clerk
Crawford	Crawford County	County Staff	May Smith	Planning & Zoning Administrator
Crawford	Southeast USD 247	Education	Dustin Wheeler	Transportation Director
Crawford	Saint Mary's Colgan Catholic Schools	Education	Eric Wilson	Transportation and Maintenance Supervisor
Crawford	Saint Mary's Colgan Catholic Schools	Education	Kristen O'Brien	Principal (Grade K-6)
Crawford	Saint Mary's Colgan Catholic Schools	Education	Tim Conrad	Principal (Grade 7-12)
Crawford	Pittsburg USD 250	Education	J.B. Elliott	Superintendent
Crawford	Pittsburg State University	Education	Dan Shipp	President
Crawford	Pittsburg State University	Education	Hannah Eckstein	Student Government Association President
Crawford	Pittsburg State University	Education	Lindell Haverstic	University Architect and Director
Crawford	Pittsburg State University	Education	Stu Hite	Police & Safety Executive Director
Crawford	Northeast USD 246	Education	Deanne Harryman	Transportation Director
Crawford	Northeast USD 246	Education	Ray Streeter	Superintendent
Crawford	Girard USD 248	Education	Rick Neil	Transportation Director
Crawford	Girard USD 248	Education	Todd Ferguson	Superintendent
Crawford	Frontenac USD 249	Education	DJ McCarley	Transportation and Maintenance Director
Crawford	Frontenac USD 249	Education	Rick Simoncic	Superintendent
Crawford	Southeast USD 247	Education*	Devin Ulerry	Deputy - Southeast High School
Crawford	Saint Mary's Colgan Catholic Schools	Education*	Amanda Minton	Title
Crawford	Pittsburg USD 250	Education*	Chase Turner	Deputy - Pittsburg High School
Crawford	Northeast USD 246	Education*	Kourtney Yantis	Northeast High School
Crawford	Girard USD 248	Education*	Jeff McDonald	Assistant Chief - Girard High School
Crawford	Frontenac USD 249	Education*	Anni Beasley	Frontenac High School
Crawford	Crawford County	Elected Official	Bruce Blair	County Commissioner
Crawford	Crawford County	Emergency Services	Rusty Akins	Emergency Manager
Crawford	City of Pittsburg	Emergency Services	Taylor Cerne	Fire Chief
Crawford	City of Girard	Emergency Services	Justin Turner	Fire Chief

Crawford	City of Frontenac	Emergency Services	Jim Long	Fire Chief
Crawford	Crawford County Hospital District No. 1 - Girard	Healthcare	Ruth Duling	CEO
Crawford	Ascension Via Christi Hospital - Pittsburg	Healthcare	Joseph Impicciche	CEO
Crawford	Crawford County	Law Enforcement	Danny Smith	County Sheriff
Crawford	City of Pittsburg	Law Enforcement	Brent Narges	Police Chief
Crawford	City of Girard	Law Enforcement	Seirra Roberts	Police Chief
Crawford	City of Frontenac	Law Enforcement	Cody Milligan	Police Chief
Crawford	Pittsburg Area Chamber of Commerce	Major Employers	Blake Benson	President
Crawford	Girard Area Chamber of Commerce	Major Employers	Jessica Ripper	Executive Director
Crawford	Frontenac Chamber of Commerce	Major Employers	Name	Title
Crawford	Community Health Center of Southeast Kansas	Transportation	Dee Yount	Transportation Program Manager
Labette	City of Parsons	City Staff	Darrell Moyer	Public Works Director
Labette	City of Parsons	City Staff	Debbie Lamb	City Manager
Labette	City of Parsons	City Staff	Laura Moore	Community Development Director
Labette	City of Parsons	City Staff	Robyn Baker	City Clerk
Labette	City of Oswego	City Staff	Jennifer Hine	City Clerk
Labette	City of Mound Valley	City Staff	Tammie Logan	City Clerk
Labette	City of Chetopa	City Staff	Toni Crumrine	City Clerk
Labette	City of Bartlett	City Staff	Bobbie Harms	City Clerk
Labette	City of Altamont	City Staff	LeaAnn Myers	City Administrator
Labette	Labette County	County Staff	Gena Landis	County Clerk
Labette	Labette County	County Staff	Sandy Krider	Public Works Director
Labette	Labette County	County Staff	Terry Weidert	County Commissioner
Labette	Parsons USD 503	Education	Lori Ray	Superintendent
Labette	Parsons USD 503	Education	Rick Giefer	Transportation Director
Labette	Oswego USD 504	Education	Jeremiah Littlepage	Transportation Director
Labette	Oswego USD 504	Education	Mitchell Shaw	Superintendent
Labette	Labette County USD 506	Education	Dr. John Wyrick	Superintendent
Labette	Labette County USD 506	Education	Sharon Wolgamott	Transportation and Maintenance Secretary
Labette	Chetopa-St. Paul USD 505	Education	Craig Bagshaw	Superintendent
Labette	Labette County	Emergency Services	Charlie Morse	Emergency Management Director
Labette	City of Parsons	Emergency Services	Brad Boss	Fire Chief
Labette	Labette Health	Healthcare	Brian Williams	CEO
Labette	Labette County	Law Enforcement	Darren Eichinger	County Sheriff
Labette	City of Parsons	Law Enforcement	Robert Spinks	Police Chief
Labette	Parsons Chamber of Commerce	Major Employers	Liz Cochran	Executive Director
Labette	Oswego Chamber of Commerce	Major Employers	Patty Blair	President
Labette	Chetopa Chamber of Commerce	Major Employers	Scott Feagan	President
Linn	Mound City	City Staff	Shelby Murray	City Clerk
Linn	Mound City	City Staff	John Bruns	Public Works Superintendent
Linn	City of Prescott	City Staff	Kathy Wood	City Clerk
Linn	City of Pleasanton	City Staff	Becky Hegwald	City Administrator
Linn	City of Pleasanton	City Staff	John Harrington	Street Department Head
Linn	City of Linn Valley	City Staff	Corey Murrison	Public Safety Director
Linn	City of Linn Valley	City Staff	Mendi Cyr	City Clerk
Linn	City of La Cygne	City Staff	Dan Nasalroad	Public Works Superintendent
Linn	City of La Cygne	City Staff	Jodi Wade	City Clerk
Linn	City of Blue Mound	City Staff	Name	Title
Linn	Linn County	County Staff	Darin Wilson	Planning & Zoning Director
Linn	Linn County	County Staff	David Lamb	County Clerk
Linn	Linn County	County Staff	Jessica Hightower	Economic Development Director
Linn	Linn County	County Staff	Shaun West	Public Works Director
Linn	Prairie View USD 362	Education	Dr. Chris Johnson	Superintendent
Linn	Prairie View USD 362	Education	Laurie McCarthy	Transportation Director
Linn	Jayhawk USD 346	Education	Jaclyn Swearingen	Transportation Services
Linn	Jayhawk USD 346	Education	Shawn Thomas	Superintendent
Linn	Linn County	Emergency Services	Randy Hegwald	Emergency Management Director
Linn	City of Pleasanton	Emergency Services	Rob Dent	Fire Chief

Linn	City of La Cygne	Emergency Services	Dan Nasalroad	Fire Chief
Linn	Mound City	Law Enforcement	Clifford McKee	Police
Linn	Linn County	Law Enforcement	Kevin Murphy	County Sheriff
Linn	City of Pleasanton	Law Enforcement	Tristan Snyder	Chief of Police
Linn	City of Parker	Law Enforcement	Craig Haley	Police Chief
Linn	City of La Cygne	Law Enforcement	Zachary Mathies	Chief of Police
Linn	Mound City Chamber of Commerce	Major Employers	Al Hurt	President
Linn	Linn County Transportation	Transportation	Joyce Hall	Accounts Receivable
Montgomery	City of Tyro	City Staff	Janie Blakemore	City Clerk
Montgomery	City of Liberty	City Staff	Linda Berryman	City Clerk
Montgomery	City of Independence	City Staff	John Garris	Public Works Director
Montgomery	City of Independence	City Staff	Kelly Passauer	City Manager
Montgomery	City of Havana	City Staff	Judy Wade	City Clerk
Montgomery	City of Elk City	City Staff	Kevin Kneisley	City Clerk
Montgomery	City of Dearing	City Staff	Patricia Smith	City Clerk
Montgomery	City of Coffeyville	City Staff	Ben Brubaker	City Manager
Montgomery	City of Coffeyville	City Staff	Thomas Osborn	Public Works Director
Montgomery	City of Cherryvale	City Staff	Mike Passauer	Public Works Director
Montgomery	City of Cherryvale	City Staff	Name	City Administrator
Montgomery	City of Caney	City Staff	Kelley Zellner	City Administrator
Montgomery	Montgomery County	County Staff	Brandon Beurksens	Assistant Public Works Director
Montgomery	Montgomery County	County Staff	Charlotte Scott Schmidt	County Clerk
Montgomery	Montgomery County	County Staff	Jim Wright	Public Works Director
Montgomery	Montgomery County	County Staff	Jonathan Booe	County Administrator
Montgomery	Montgomery County	County Staff	Matt Debo	Planning & Zoning Director
Montgomery	Independence USD 446	Education	Jason McAfee	Superintendent
Montgomery	Independence USD 446	Education	Randy Burchett	Transportation Director
Montgomery	Independence Community College	Education	Dr. Jonathan D. Sadhoo	President
Montgomery	Coffeyville USD 445	Education	Craig Correll	Superintendent
Montgomery	Coffeyville Community College	Education	Dr. Marlon Thornburg	President
Montgomery	Cherryvale USD 447	Education	Dena Schicke	Transportation Director
Montgomery	Cherryvale USD 447	Education	Travis Githens	Superintendent
Montgomery	Caney Valley USD 436	Education	Blake Vargas	Superintendent
Montgomery	Caney Valley USD 436	Education	Shayne Hummer	Transportation Director
Montgomery	Montgomery County	Elected Official	Larry McManus	County Commissioner
Montgomery	Montgomery County	Emergency Services	Rick Whitson	Emergency Management Director
Montgomery	City of Independence	Emergency Services	Shawn Wallis	Fire Chief/EMS Director
Montgomery	City of Coffeyville	Emergency Services	Hal Bumgarner	Fire Chief
Montgomery	City of Cherryvale	Emergency Services	Joe Rexwinkle	Fire Chief
Montgomery	Coffeyville Regional Medical Center - Coffeyville	Healthcare	Name	Title
Montgomery	Montgomery County	Law Enforcement	Ron Wade	County Sheriff
Montgomery	City of Independence	Law Enforcement	David Hutchings	Police Chief (Interim)
Montgomery	City of Coffeyville	Law Enforcement	Kwin Bomley	Police Chief
Montgomery	City of Cherryville	Law Enforcement	Jimmy Holt	Police Chief
Neosho	City of Thayer	City Staff	Dusti Dyke	City Administrator
Neosho	City of Stark	City Staff	Carol Hill	City Clerk
Neosho	City of St. Paul	City Staff	Jeri Giefer	City Clerk
Neosho	City of Galesburg	City Staff	Carol Clevenger	City Clerk
Neosho	City of Erie	City Staff	Jake Tromsness	City Administrator
Neosho	City of Earlton	City Staff	Jennifer Green	City Clerk
Neosho	City of Chanute	City Staff	Steve Trestor	Community Services Director
Neosho	City of Chanute	City Staff	Todd Newman	City Manager
Neosho	City of Chanute	City Staff	Tony Vining	Street Supervisor
Neosho	Neosho County	County Staff	Heather Elsworth	County Clerk
Neosho	Neosho County	County Staff	Mike Brown	Road & Bridge Director
Neosho	Erie USD 101	Education*	Chelcey Sexton	Erie High School
Neosho	Chanute USD 413	Education*	Leah Hoesli	Chanute High School
Neosho	Neosho County	Elected Official	Paul Westhoff	County Commissioner

Neosho	Neosho County	Emergency Services	Melanie Kent-Culp	Emergency Management Director
Neosho	City of Chanute	Emergency Services	Jeff Mitchell	Fire Chief
Neosho	Neosho Memorial Regional Medical Center	Healthcare	Dennis Franks	CEO
Neosho	Neosho County	Law Enforcement	Greg Taylor	County Sheriff
Neosho	City of Chanute	Law Enforcement	Chris Pefley	Police Chief
Neosho	Erie Chamber of Commerce	Major Employers	Name	Title
Neosho	Chanute Area Chamber of Commerce	Major Employers	Amy Jensen	Executive Director
Statewide	KDOT	State Staff	Ann Katt	KDOT Safe Routes to School Coordinator
Statewide	KDOT	State Staff	Chris Bortz	Traffic Safety Manager
Statewide	KDOT	State Staff	Darrin Petrowsky	KDOT District Engineer
Statewide	KDOT	State Staff	Jenny Kramer	KDOT Active Transportation Manager
Statewide	KDOT	State Staff	Priscilla Petersen	KDOT Public Affairs Manager
Statewide	KDOT	State Staff	Vanessa Spartan	KDOT Transportation Safety Bureau Chief
Wilson	City of New Albany	City Staff	Norma Wood	City Clerk
Wilson	City of Neodesha	City Staff	Brogan Jones	City Administrator
Wilson	City of Neodesha	City Staff	Chris Bauman	Assistant to City Administrator (Planning)
Wilson	City of Neodesha	City Staff	Ryan Toms	Public Works Director
Wilson	City of Fredonia	City Staff	Shane Glover	Public Works Director
Wilson	City of Fredonia	City Staff	Wesley Young	City Administrator
Wilson	City of Coyville	City Staff	Debbie Marr	City Clerk
Wilson	City of Buffalo	City Staff	Traci Kuhn	City Clerk
Wilson	City of Benedict	City Staff	Name	Title
Wilson	City of Altoona	City Staff	Ronda Culbertson	City Clerk
Wilson	Wilson County	County Staff	Kary Tatum	Highway Supervisor
Wilson	Wilson County	County Staff	Kris Marple	County Coordinator
Wilson	Neodesha USD 461	Education	Juanita Erickson	Superintendent
Wilson	Neodesha USD 461	Education	Mark Heck	Bus Supervisor
Wilson	Fredonia USD 484	Education	Brian Smith	Superintendent
Wilson	Fredonia USD 484	Education	Chad Oneal	Transportation Director
Wilson	Altoona-Midway USD 387	Education	Jimmie Burke	Transportation Director
Wilson	Altoona-Midway USD 387	Education	John West	Superintendent
Wilson	Wilson County	Emergency Services	Terry Lyons	Emergency Manager
Wilson	City of Neodesha	Emergency Services	Keenan Fyfe	Fire Chief/EMS Director
Wilson	City of Fredonia	Emergency Services	Todd Harrelson	Fire Chief
Wilson	Wilson Medical Center	Healthcare	Tom Hood	CEO
Wilson	Wilson County	Healthcare	Amy Lell	Health Department Administrator
Wilson	Fredonia Regional Hospital	Healthcare	John Durrett	CEO
Wilson	Wilson County	Law Enforcement	Jack Lucke	County Sheriff
Wilson	City of Neodesha	Law Enforcement	Sam Tomlinson	Police Chief
Wilson	City of Fredonia	Law Enforcement	Bradley Pflueger	Police Chief
Wilson	Neodesha Area Chamber of Commerce	Major Employers	Karen Porter	Executive Director
Wilson	Fredonia Area Chamber of Commerce	Major Employers	Yvonne Hull	Executive Director
Wilson	Thanks Program, Inc	Transportation	Lynn Harding	Project Manager
Wilson	Four County Mental Health	Transportation	Randy Trotter	Transportation Coordinator
Woodson	City of Yates Center	City Council	Jason Cathard	Safety Committee Chair
Woodson	City of Yates Center	City Staff	Janet Thompson	City Clerk
Woodson	City of Yates Center	City Staff	Rodney Ryther	Street Department Supervisor
Woodson	City of Toronto	City Staff	Katy Damron	City Clerk
Woodson	Woodson County	County Staff	Amanda DeWitt	County Clerk
Woodson	Woodson County	County Staff	Dane Onnen	Public Works Administrator
Woodson	Woodson County	County Staff	Tim Dimick	Road Supervisor
Woodson	Woodson USD 366	Education	John Rice	Transportation Director
Woodson	Woodson USD 366	Education	Stephanie Splechter	Superintendent
Woodson	Woodson County	Elected Official	Justin Clark	County Commissioner
Woodson	Woodson County	Emergency Services	John Atkin	Emergency Management Director
Woodson	City of Yates Center	Emergency Services	Brandon Gaulding	Fire Chief
Woodson	Woodson County	Law Enforcement	Jacob Morrison	County Sheriff
Woodson	City of Yates Center	Law Enforcement	Michael Strode	Chief of Police

Appendix C

Safety Task Force Meetings

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #1

Date: October 3, 2024
Time: 11:00am - 1:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Introduction
  - Safe Systems Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

Attendees
Sandy Krider, Labette County Public Works Director (in-person)
Anne Sharp, Cherokee County Sheriff's Office and Columbus School (online)
Anni Beasley, Frontenac High School in Crawford County (online)
Brandon Beurskens, Montgomery County Assistant Public Works Director (online)
Eric Bailey, Bourbon County Public Works Director (online)
Shaun West, Linn County Public Works Director (online)

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Payton Smith, TranSystems
Nicole Hood, TranSystems
Tom Hein, TranSystems
Emma Habosky, TranSystems (online)
Tod Salfrank, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Introduction

- Federal Highway Administration (FHWA) encourages communities to adopt the Vision Zero concept and recently started incorporating the Safe Systems Approach. The SSA goal is to reduce death and serious injuries for all road users.
- Local Road Safety Plans (LRSP) have been completed or are nearly complete in 11 of the 12 counties. Woodson County does not have an LRSP.
- The Safe Streets for All (SS4A) Comprehensive Safety Action Plan (CSAP) incorporates traffic data analysis, stakeholder input, and public engagement into useable safety countermeasures. The CSAP provides information for future implementation funding for individual counties or the southeast Kansas region.
- A "Swiss cheese" model of redundancy is used in the Safe Systems Approach so that all safety systems in place help prevent a system failure resulting in a catastrophic event. Redundancy is a critical piece. Everyone makes mistakes and planning for that is key.
- The project timeline was outlined for August 2024 through February 2025 and includes three Safety Task Force meetings, a public meeting in each county, and a public survey contributing to a CSAP final report.

Role of the Safety Task Force

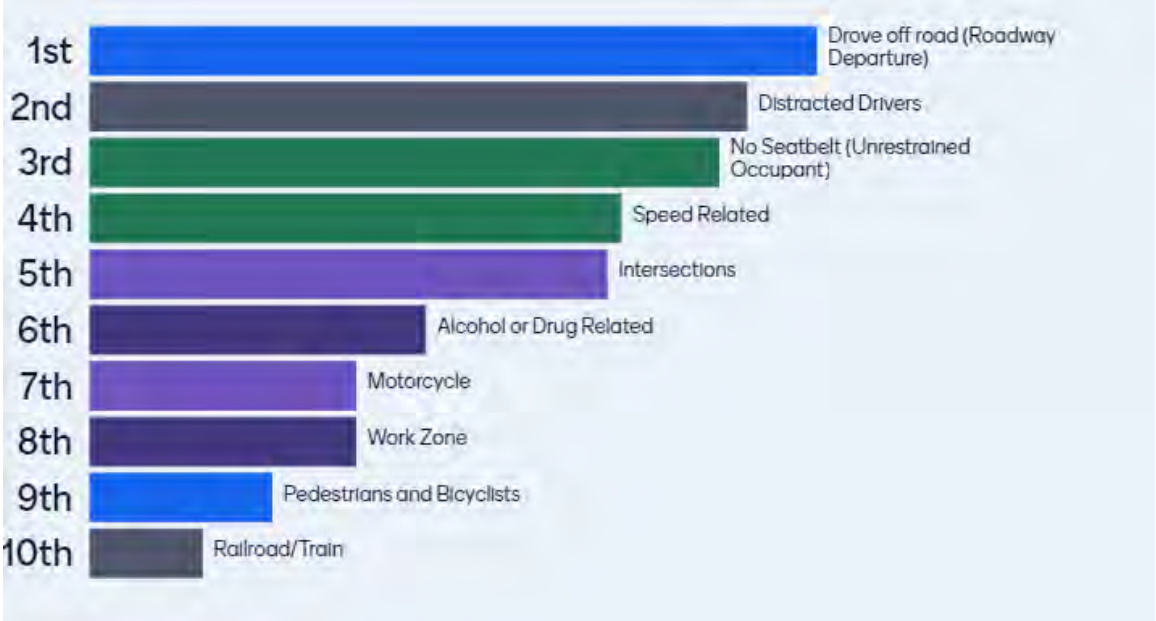
- The Safety Task Force validates information and data, provides insight on emphasis areas, drafts safety goals, represents the community, serves as a community champion, and evaluates performance measures.
- A public survey (https://arcg.is/1v1Pe00) will be sent to about 400 community organizations and members. It takes less than ten minutes to complete and Safety Task Force members can promote the survey in their communities. They survey also has a mapping component so users can identify specific locations of concern.
- Polling question #1 and discussion: **Why is transportation safety important to you?**
  - Anne Sharp (Cherokee County) said her daughter fell asleep while going home resulting in a crash. She shared, "When it's personal, it makes a big difference."

Crash Review

- Slade Engstrom (TranSystems) presented ten-year crash data showing hot spots in the twelve-county study area.
- There were approximately 400 fatalities in the region during that period with a total of 44,295 incidents that includes fatalities, injuries, property damage only crashes plus those involving pedestrians.
- While this is a preliminary overview, it reveals that the state highway system is where a lot of the serious and fatal crashes occur.
    - The Safety Task Force may need to decide whether to work with KDOT on concerns regarding the state highway system or focus in on their own individual communities (county, city, towns).

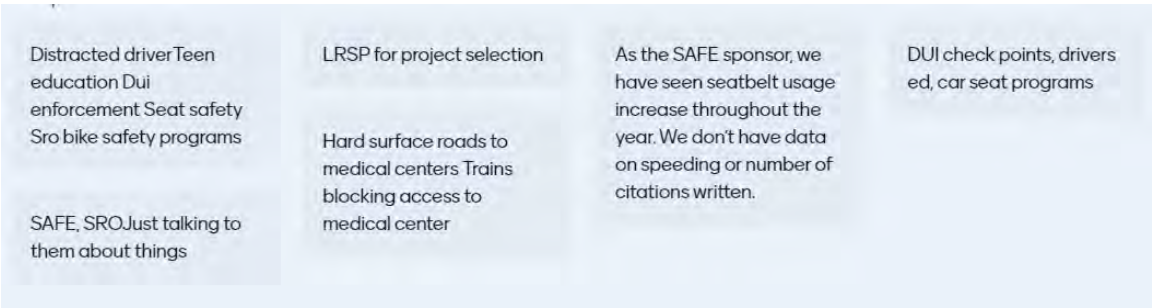
Emphasis Areas

- Crash emphasis charts showed Roadway Departure as the primary contributing factor followed (in numerical order) by Intersections, Distracted Driver, Unrestrained Occupant, Alcohol or Drug, Speed, Motorcycle, Work Zone, and Railroad.
- Anni Beasley (Crawford County) stated that a designated safety corridor had been established near Frontenac High School. She shared, “It is a scary intersection with big trucks that make crossing for students dangerous.”
- US-169 and US-69 were mentioned as a priority corridors.
- Polling question #2 and discussion**: As we focus on solutions, which of these crash types are most important to address?**

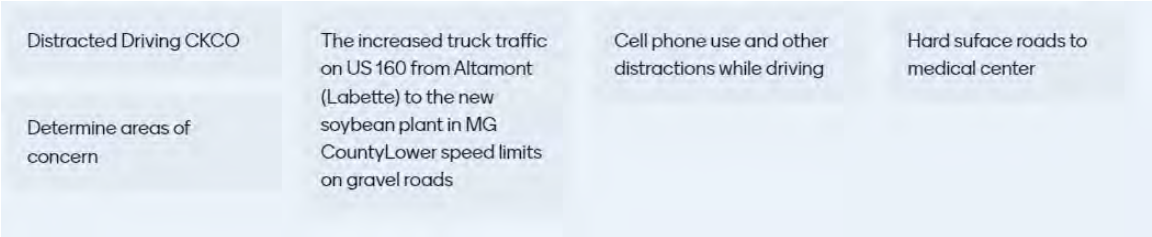


Discussion

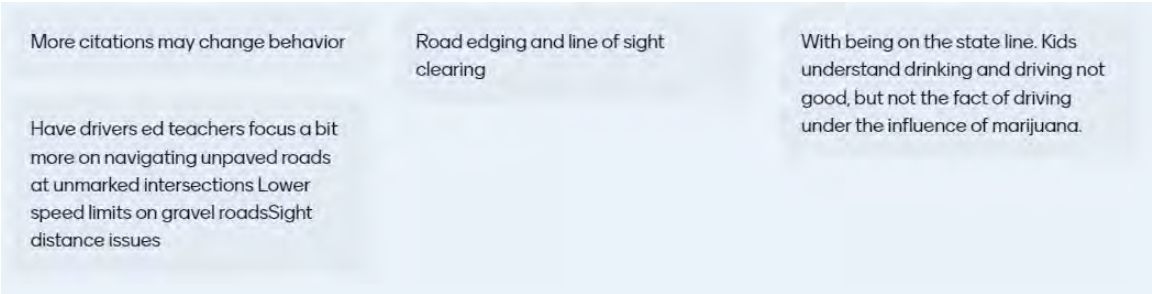
- Polling question #3 and discussion**: Tell us about what kinds of transportation related safety programs or involvement your communities have promoted. What went well? What would you improve?**
  - Sandy Krider (Labette County) mentioned driver's education should include teaching how to navigate on unmarked and gravel roads.



- Polling question #4 and discussion**: What transportation safety concerns have you heard from the community?**
  - Anni Beasley (Crawford County) said the SAFE (Seatbelts Are For Everyone) program started in Crawford County because students were in fatal accident.
  - Lots of ways to leverage data such as quick emergency response through alerts.
  - For reference, Nicole Hood (TranSystems) stated that Missouri Department of Transportation data shows cell usage is 70% older folks.



- Polling question #5 and discussion**: What would you like to see implemented in SEK to improve transportation safety?**
  - Online driver's education needed.
  - Slade Engstrom (TranSystems) commented that rumble strips can seem like a good idea but cannot always be implemented due to road conditions.



Next Steps

- Public survey will be sent within a few days following the meeting.
- Public meetings will be planned in each county.
- Safety Task Force Meetings
    - Meeting #2 on November 14, 2024 will focus on priorities and countermeasures.
    - Meeting #3 on January 23, 2025.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #1

October 3, 2024

AGENDA

- Introductions
- Project Introduction
  - Safe System Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

INTRODUCTIONS

- Southeast Kansas Regional Planning Commission
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

17 08 43 1

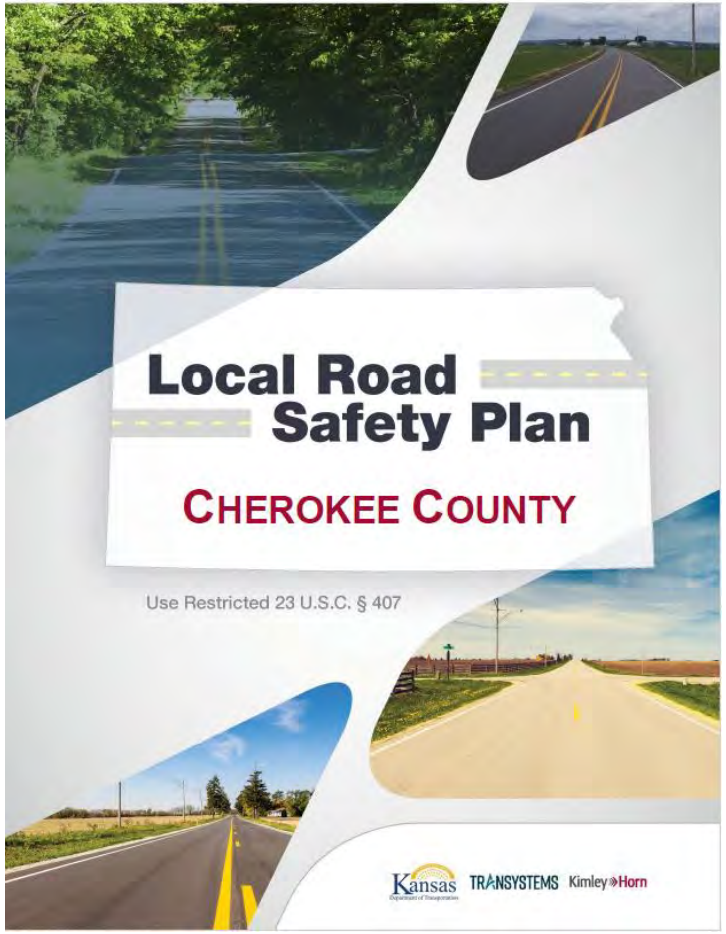
Enter your name, organization, and role.

Or use the QR code!

COMPREHENSIVE SAFETY ACTION PLAN

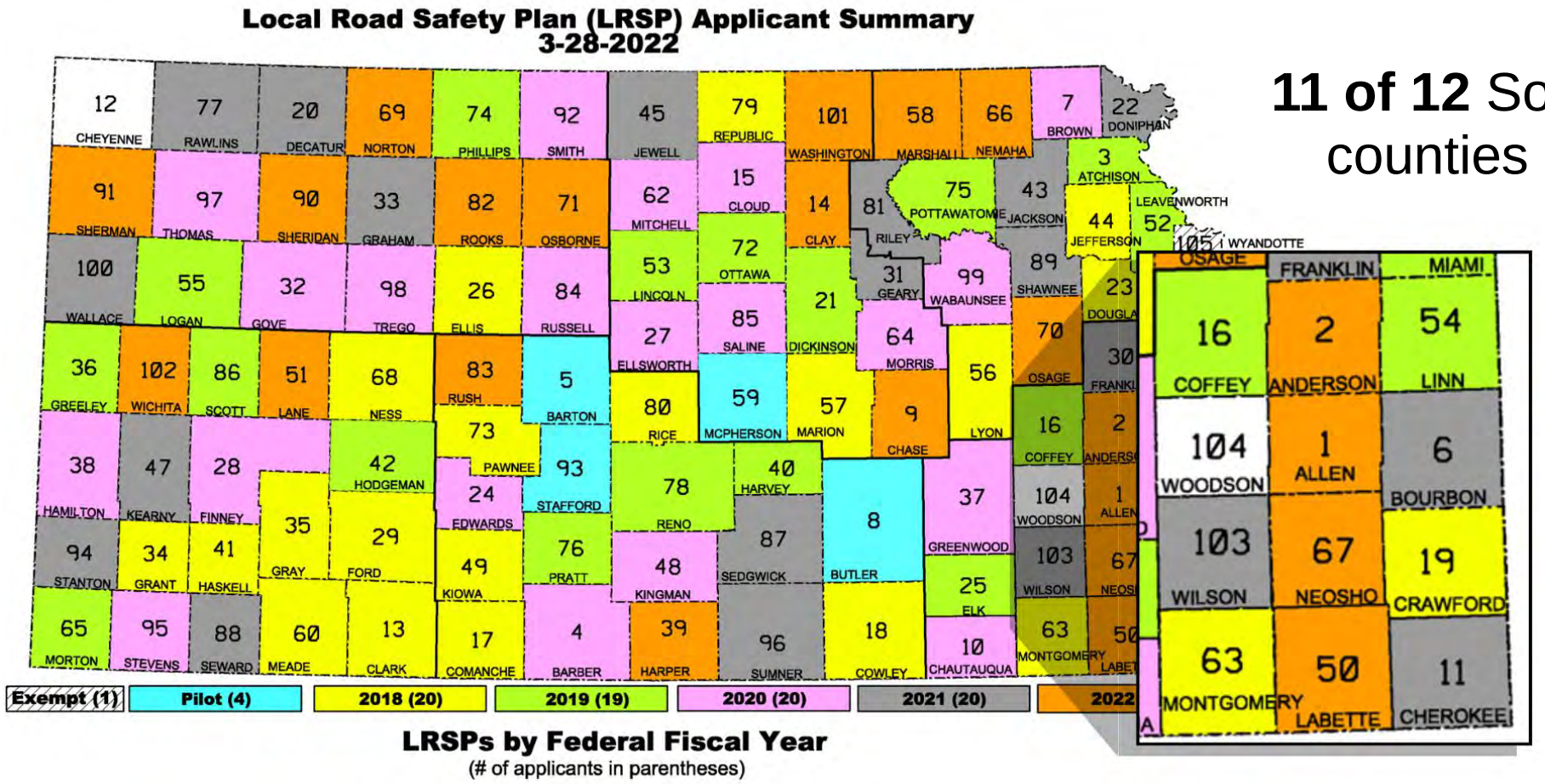
- Imagine and implement safe spaces for all road users
- Discuss safety priority areas and solutions
- Roadmap to reduce and prevent severe crashes
- Utilize plan to pursue funding for implementation to save lives

LOCAL ROAD SAFETY PLAN



- Local Road Safety Plans (LRSPs) provide a framework for identifying safety improvements on local roads
- LRSPs included roadways in unincorporated areas that are classified as collectors or higher
  - Did not include roadways within city limits
  - Did not include rural local roads

LOCAL ROAD SAFETY PLAN



11 of 12 Southeast Kansas counties have a LRSP.

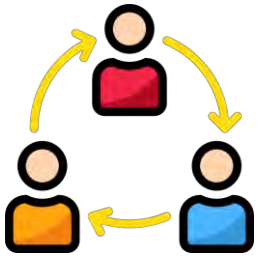
SS4A builds upon LRSPs to include cities and provide a comprehensive look at the entire study area.

FROM PLAN TO ACTION

Planning Grant

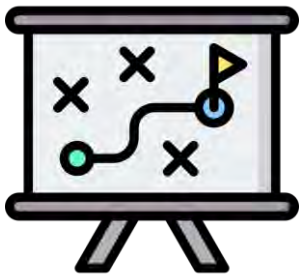
Implementation Grant

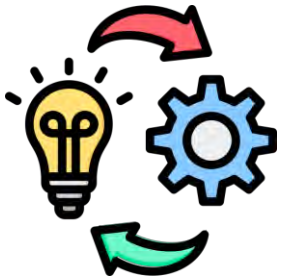
Data Analysis



Engage Stakeholders

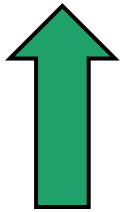
Strategy and Actions





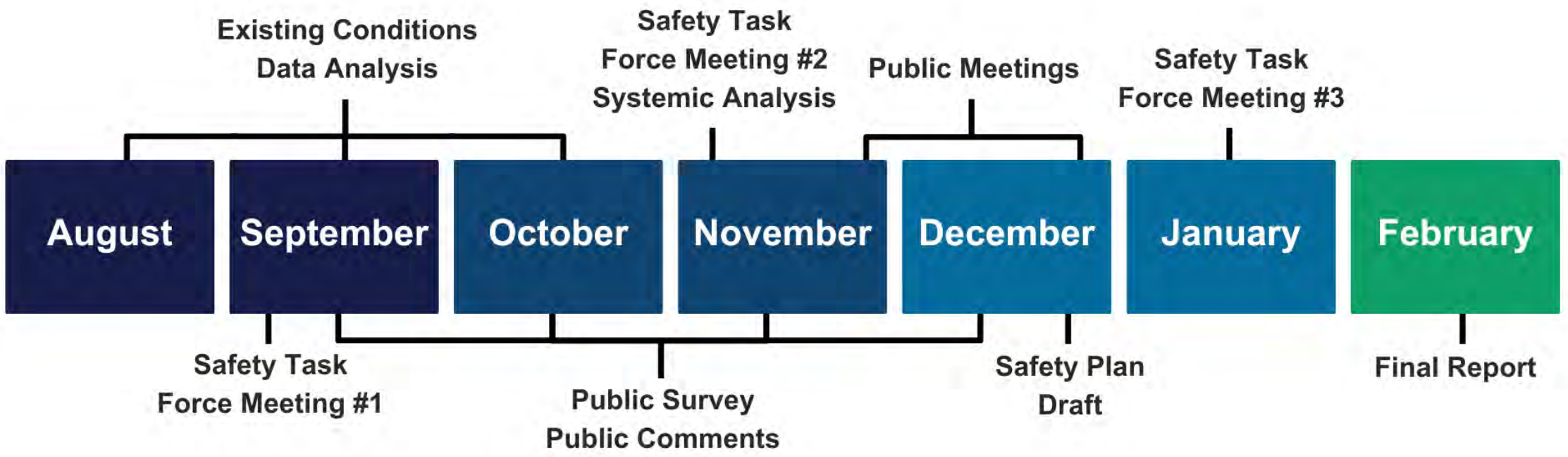
Recommendations

Implementation



We are here!

PROJECT TIMELINE



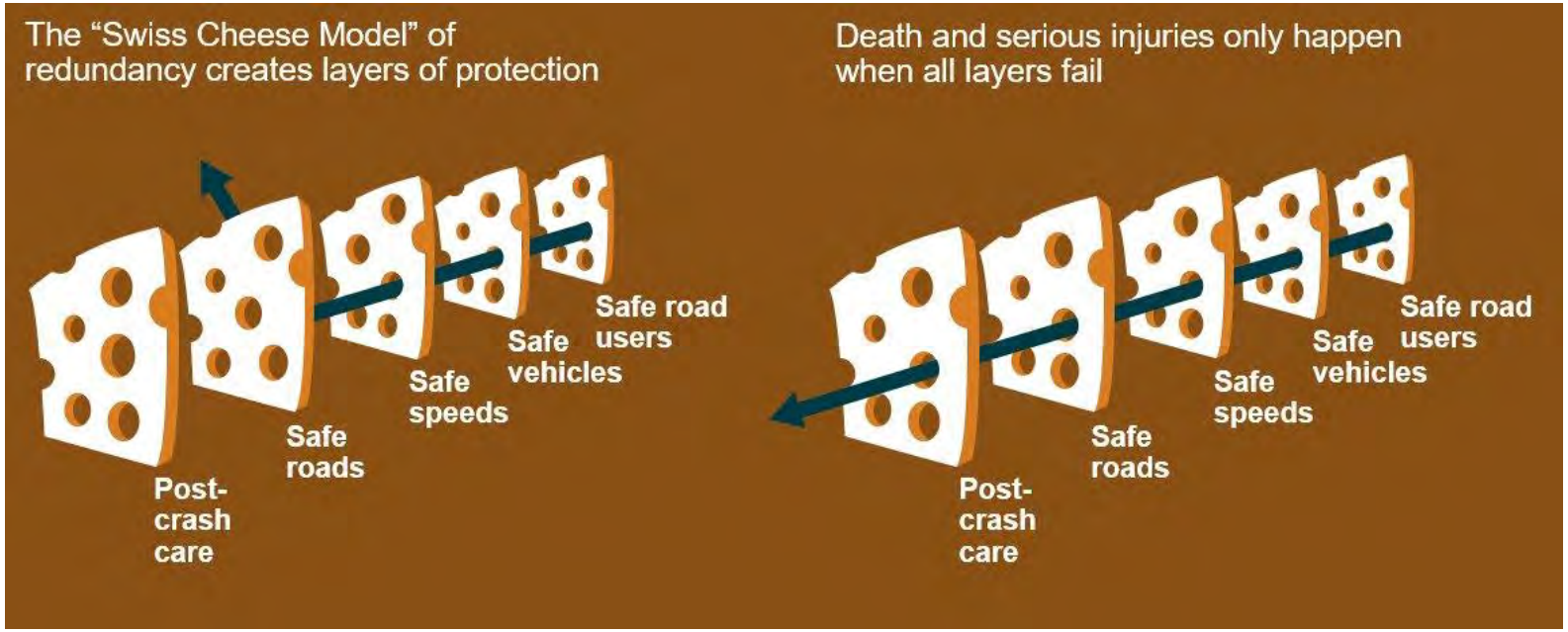
SAFE SYSTEMS APPROACH

- **Safer Road Users:** Encourage safe and responsible user behavior
- **Safer Vehicles:** Expand innovation and technology features to enhance safety
- **Safer Speeds:** Promote context-appropriate design, speed setting, and speed enforcement
- **Safer Roads:** Design roadways to mitigate human mistakes and facilitate safe travel for the most vulnerable users
- **Improved Post-Crash Care:** Enhance access to emergency medical care and prevent secondary crashes

NATIONAL ROADWAY SAFETY STRATEGY

Vision for roadway safety is <u>zero</u> fatalities and severe injuries.

- Adopts the **Safe System Approach** to achieve results
- Seeks opportunities to address safety, equity, and climate simultaneously



DISCUSSION

Why is transportation safety **important** to you?

Join at menti.com

Enter code: **17 08 43 1**

SAFETY TASK FORCE

Safety Task Force Role

- Validate information and data
- Provide insight on emphasis areas
- Draft the vision and goals for safety in the region
- Represent the community and solicit feedback
- Serve as trusted community champions
- Evaluate performance measures

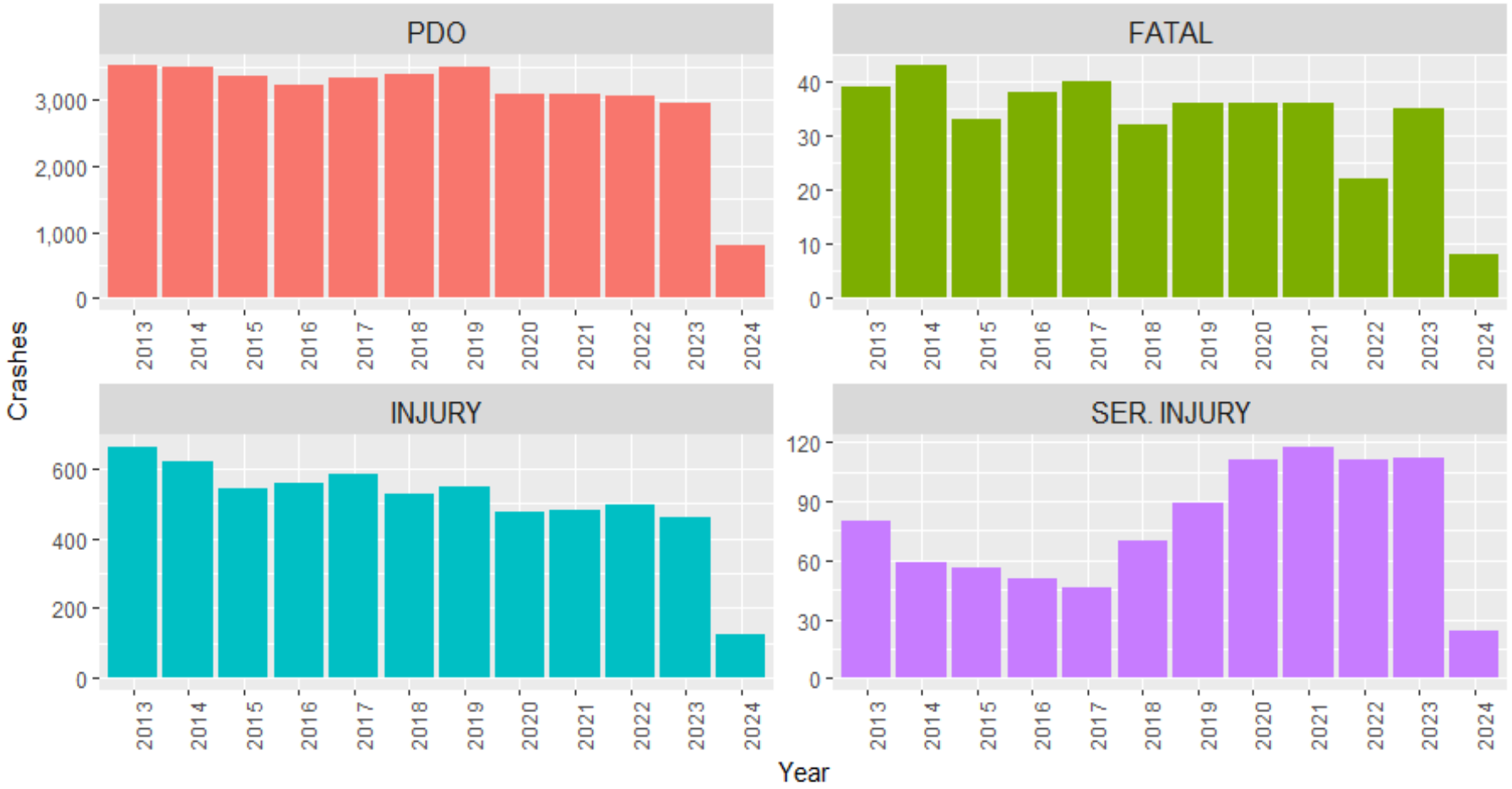
PUBLIC SURVEY

Advocate in Your Community!

- Press release and survey link will be sent to the Safety Task Force and an extended stakeholder list for greater promotion
- Takes about 5-10 minutes to complete
- Allows respondents to submit location-specific concerns

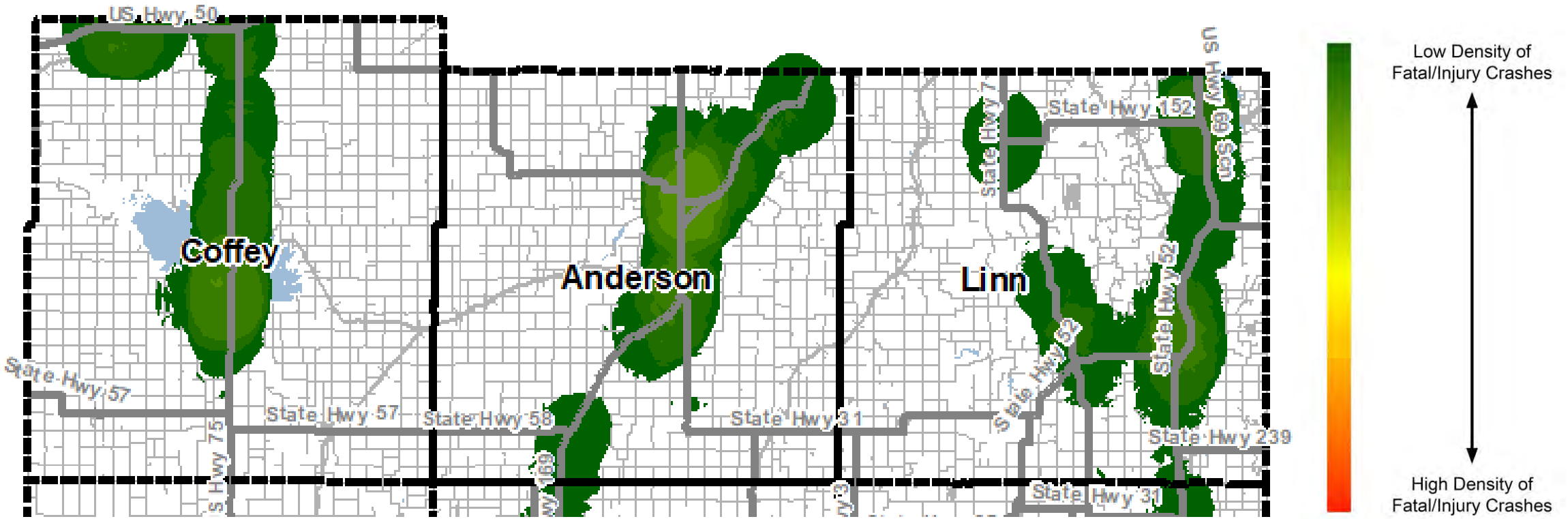
https://arcg.is/1v1Pe00

CRASH REVIEW

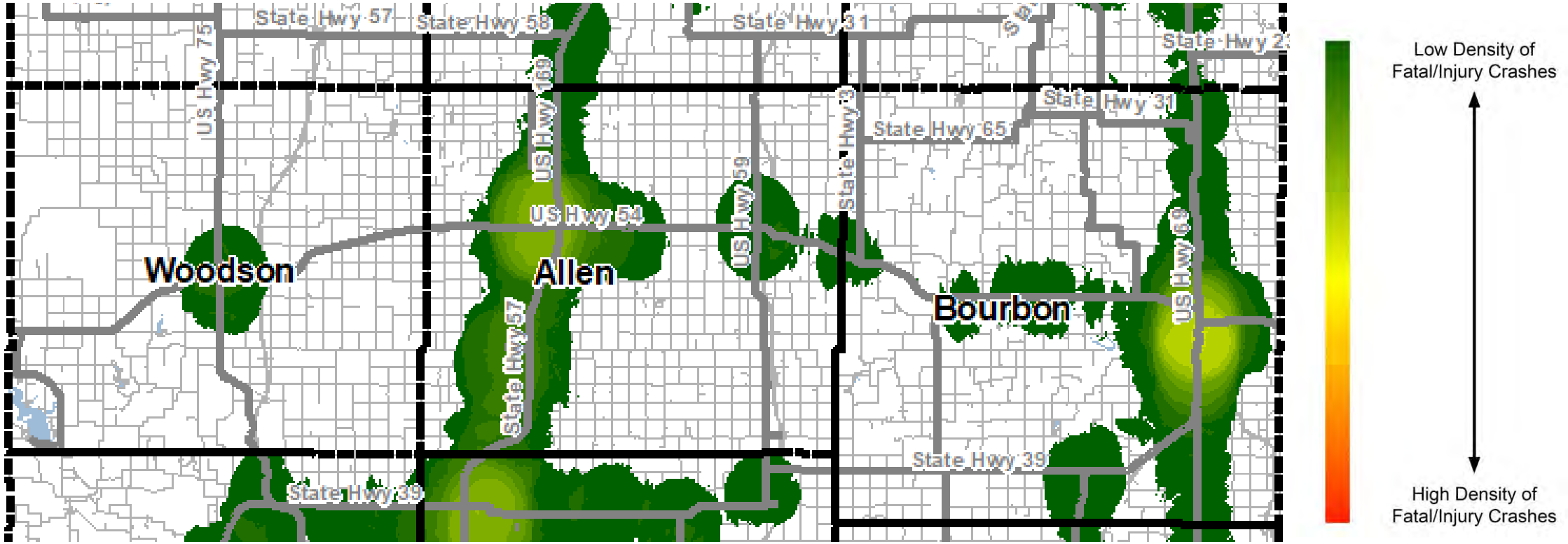


Crash Type	Count
Fatal	398
Injury	7014
PDO	36883
Pedestrian	295
Total	44,295

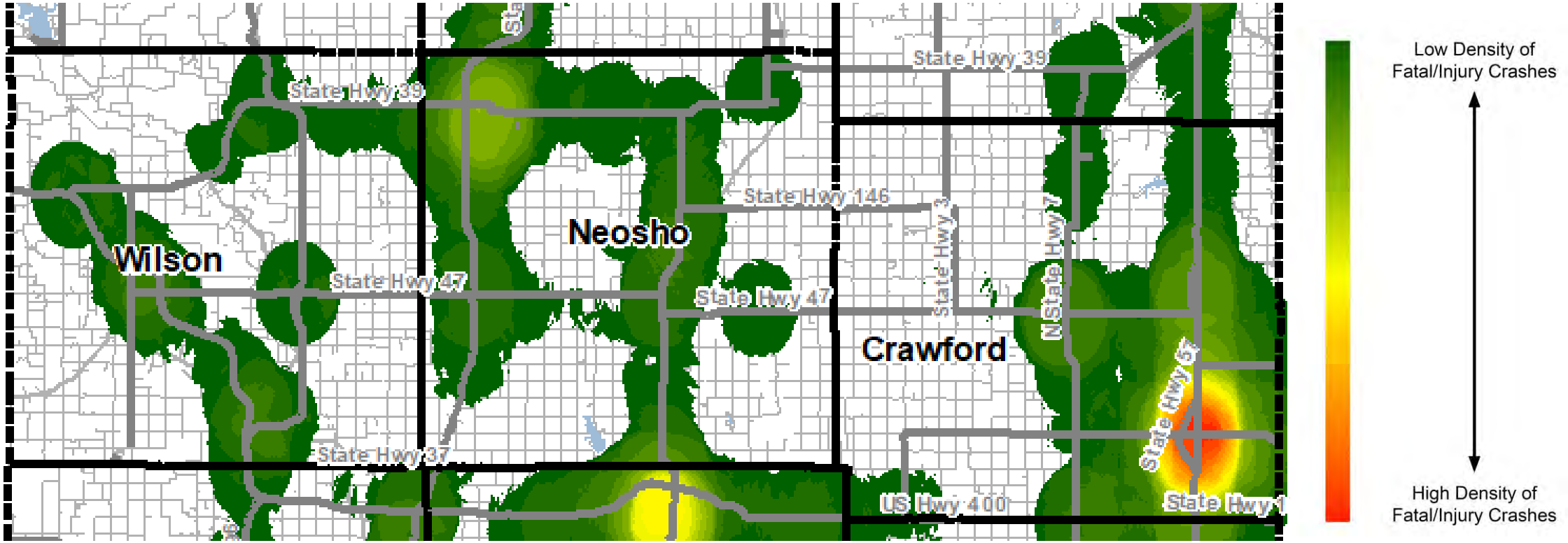
CRASH REVIEW



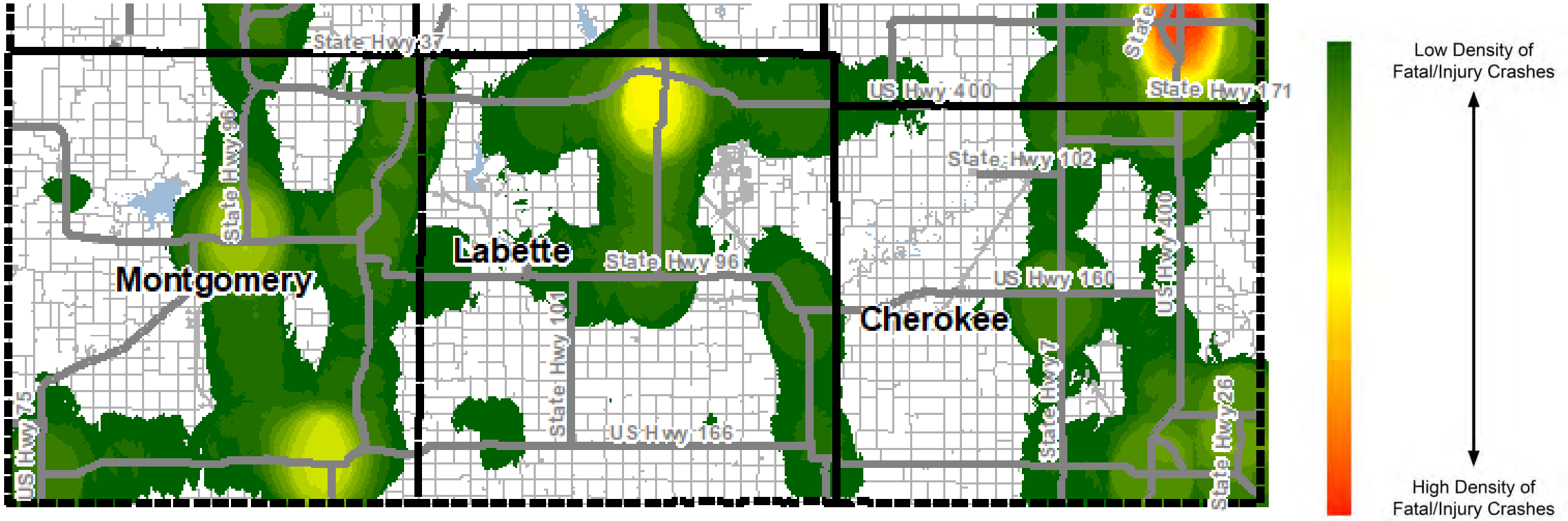
CRASH REVIEW



CRASH REVIEW



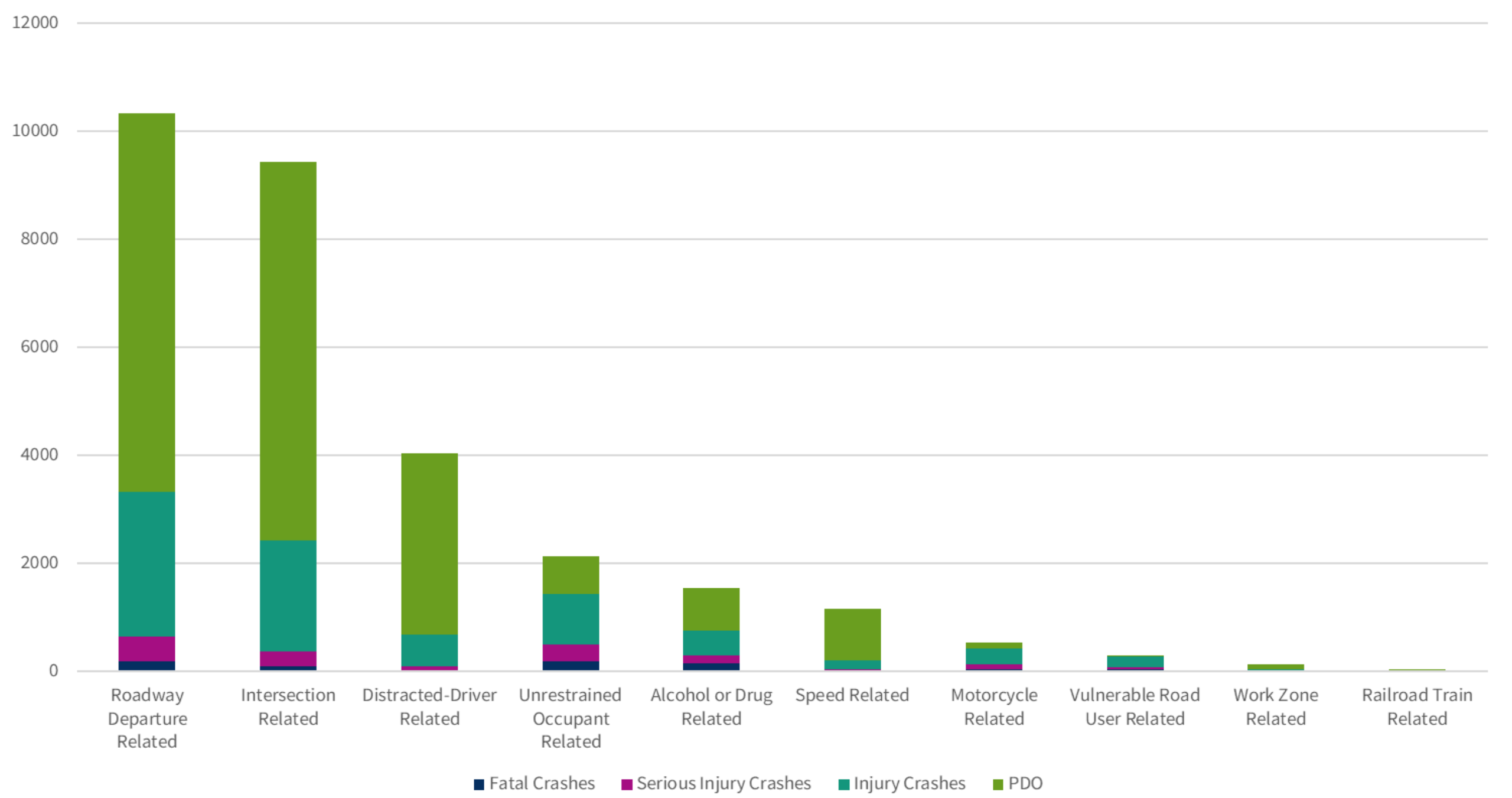
CRASH REVIEW



CRASH REVIEW

Crashes	Fatal	Serious Injury	Injury	Non-Injury (PDO)	Total
State System	249	445	2,645	17,608	20,947
County	116	274	1,527	8,486	10,403
City	33	208	1,915	10,789	12,945
Total	**398**	**927**	**6,087**	**36,883**	**44,295**

BREAK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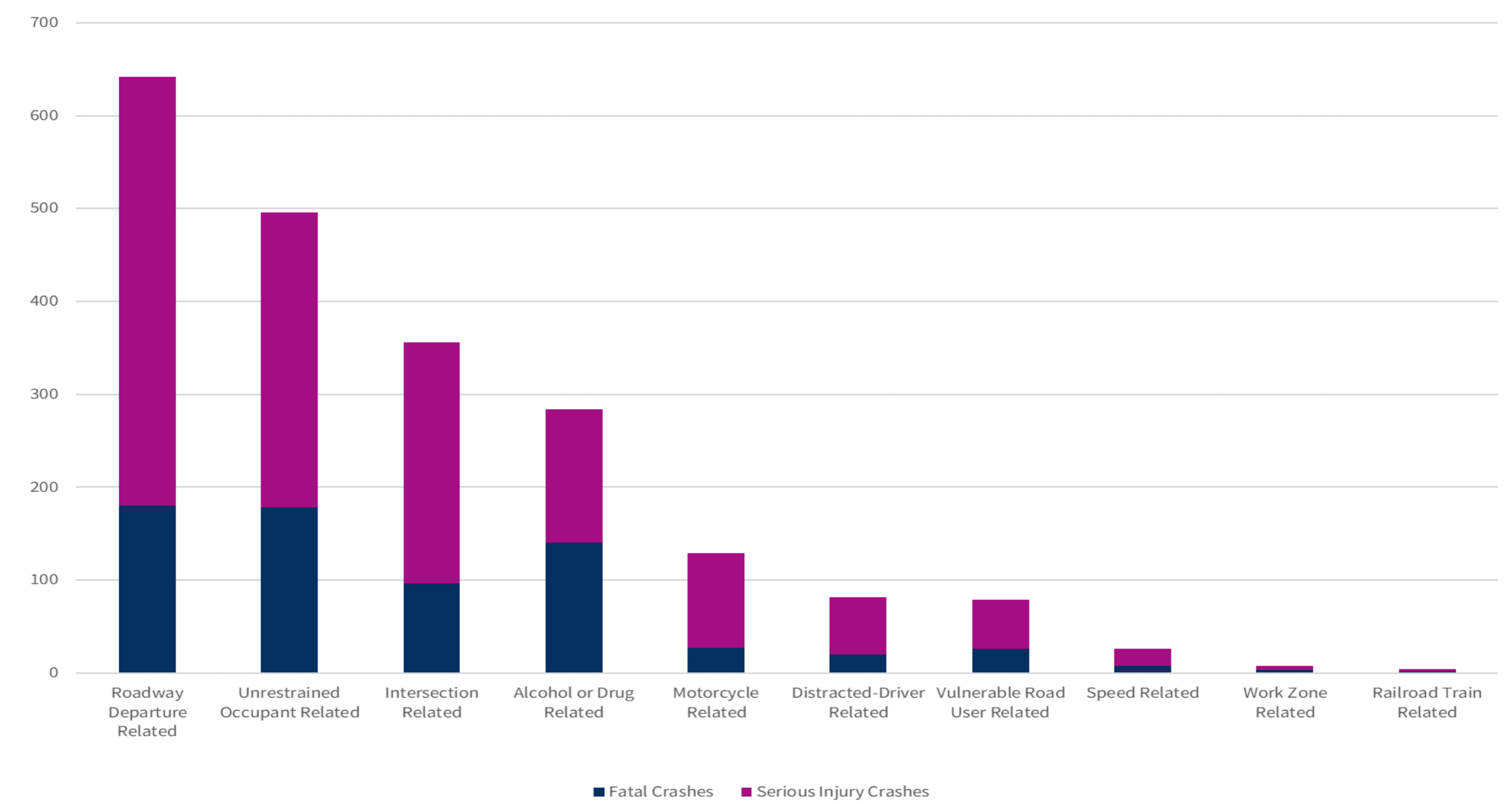
Roadway Departure Related
Intersection Related
Distracted-Driver Related
Unrestrained Occupant Related
Alcohol or Drug Related
Speed Related
Motorcycle Related
Vulnerable Road User Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes
Injury Crashes
PDO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Roadway Departure Related
Unrestrained Occupant Related
Intersection Related
Alcohol or Drug Related
Motorcycle Related
Distracted-Driver Related
Vulnerable Road User Related
Speed Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes

Step 1: Select Emphasis Area

Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

DISCUSSION

As we focus on solutions, which of these crash types are most important to address?

- Drove Off Road
- No Seatbelt
- Intersections
- Alcohol or Drug Related
- Distracted Drivers
- Pedestrians and Bicyclists
- Speed Related
- Motorcycle
- Work Zone
- Railroad/Train

Join at menti.com

Enter code: **17 08 43 1**

DISCUSSION

Tell us about what kinds of transportation related **safety programs or involvement** your communities have promoted.

What went well?

What would you improve?

Join at menti.com

Enter code: **17 08 43 1**

DISCUSSION

What transportation
safety concerns have you heard
from the community?

Join at menti.com

Enter code: **17 08 43 1**

DISCUSSION

What would you like to see **implemented** in Southeast Kansas to improve transportation safety?

Join at menti.com

Enter code: **17 08 43 1**

NEXT STEPS

- Public Survey
- Public Meetings
- Safety Task Force Meeting #2: November 14, 2024
- Safety Task Force Meeting #3: January 23, 2025
- Safety Priority/Cluster Areas
- Countermeasure Review

THANK YOU!

Next Meeting: November 14, 2024

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #2

Date: November 14, 2024
Time: 12:00pm - 2:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Task Force Meeting #1 Overview
- Public Survey Information and Update
- Crash Emphasis Areas
- Countermeasure Review
- Next Steps

Attendees
Kris Hix, City of Garnett Community Development Director
Darin Wilson, City of Garnett Planning & Zoning Administrator
Chasity Ware, Linn County Economic Development
Terry Weidert, Labette County Commission
Jamie Lynn Blum, Pittsburg State University (online)
Katelyn Young, USD 257 Transportation (Iola) (online)
Aaron Cole, USD 257 Transportation (Iola) (online)
Jessica Hightower, SEKRPC

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Payton Smith, TranSystems
Taylor Cunningham, TranSystems
Nicole Hood, TranSystems (online)
Tod Salfrank, TranSystems (online)
Jeff McKerrow, Kimley-Horn (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Per the project schedule, the consultant team has partially completed the data analysis and targeting February 2025 for completion.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Federal funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Task Force Meeting #1 Overview

- The Safe Systems Approach and the "Swiss Cheese Model" of safety redundancy was reviewed. An ordinance adopted by local governments supporting Vision Zero is needed to apply for future SS4A federal funding.
- A graph showing fatal and serious injury crash numbers was shown and compared to the top three emphasis areas selected by the Safety Task Force: roadway departure, unrestrained occupant, and distracted driving.

Public Survey Information and Update

- A public survey (https://arcg.is/1v1Pe00) was sent to about 300 community stakeholders and groups. To date, about 55 responses have been received. The survey is scheduled to stay open until January when public meetings are anticipated to be held in each county.
- Emphasis areas identified by survey participants to date include intersections, alcohol or drug related, distracted driving, and speed.
- To blend the input from the crash analysis, Safety Task Force, and public survey, the proposed emphasis areas are roadway departure, intersection related, and unrestrained occupant. Other areas for review are Vulnerable Road Users (VRU), distracted driving, and alcohol or drug related.

Crash Emphasis Areas

- A map of clustered crash occurrences was presented with color-coded dots showing multiple occurrences for signalized Intersections, unsignalized Intersections, VRUs, roadway departures, and speed related incidents.
- Specific cluster maps will be developed for each of the 12 counties.
- Follow-up meetings will be scheduled to discuss these with city and/or county stakeholders.

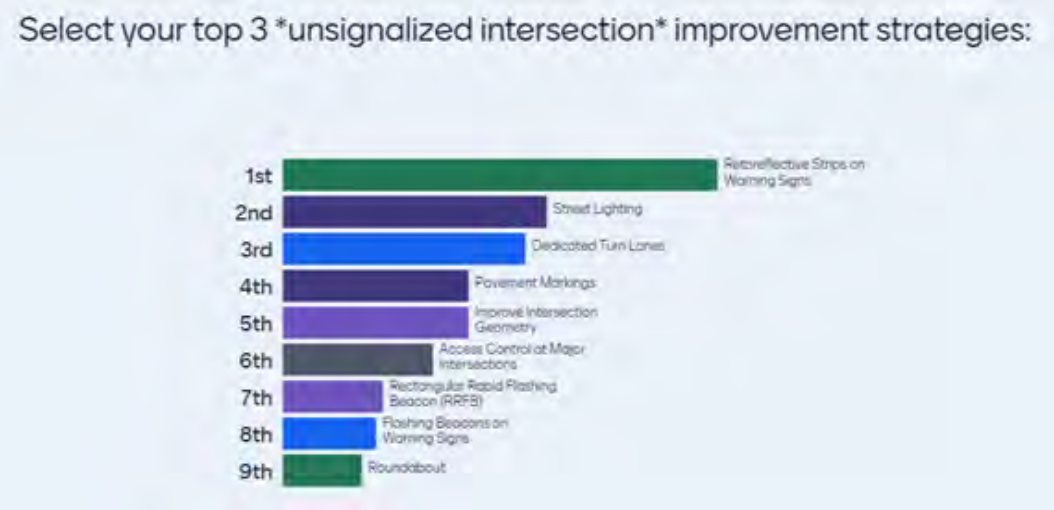
Countermeasure Review

- Countermeasure for **roadway departure** include edge-line and centerline treatments, curve signage, various delineators, clear zone obstruction removal, improved pavement markings, and a two-foot shoulder.
    - Polling question: **Select your top roadway departure improvement strategies.**
    - Additional overhead lighting could be helpful. Franchise agreements with electric companies sometimes make placement free.
    - Terry Weidert (Labette County) shared information about a 90-degree curve that was created with US-400 construction at old US-59 near Parsons. Adjacent to the curve is a pond on private land. Four weeks ago, a young driver missed the curve and crashed but could not be found. He was underwater in the pond. There have been five incidents in this location including this fatal crash. Shawn Turner (TranSystems) said a similar situation occurred on US-169 and KDOT purchased and filled the borrow pit.

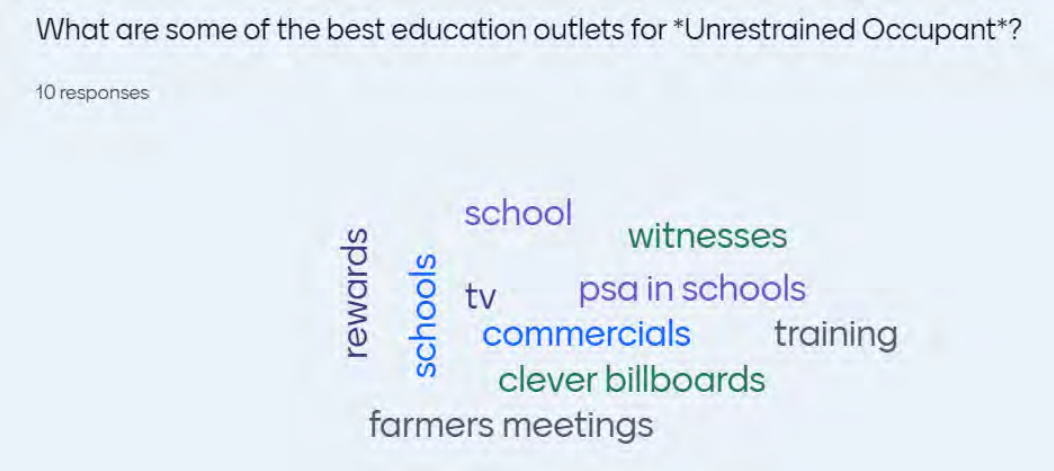
- Countermeasures for **signalized intersections** include signal backplates with retroreflective borders, protected left turns (some with flashing yellow arrows), and improvements for signal phasing and timing plans.

- Countermeasures for **unsignalized Intersections** include flashing beacons on warning signs, retroreflective strips on warning signs, Rectangular Rapid Flashing Beacons (RRFB), improved pavement markings, access control at major intersections, dedicated turn lanes, roundabouts, improved intersection geometry, and overhead lighting.
    - Polling question: **Select your top unsignalized intersection improvement strategies.**
    - The group discussed roundabout functionality and geometry. Slade Engstrom (TranSystems) indicated that larger roundabouts, low curbs, or roundabouts with colored concrete aprons can help large trucks navigate them easier.

- The group discussed diverging diamond interchanges (DDI). Slade Engstrom (TranSystems) said geometry is important and DDIs must fit the individual situation of the interchange. They are useful where lots of left turn traffic exists. There are currently seven in Kansas with more coming. Future improvements to K-96 in northeast Wichita will have DDIs.

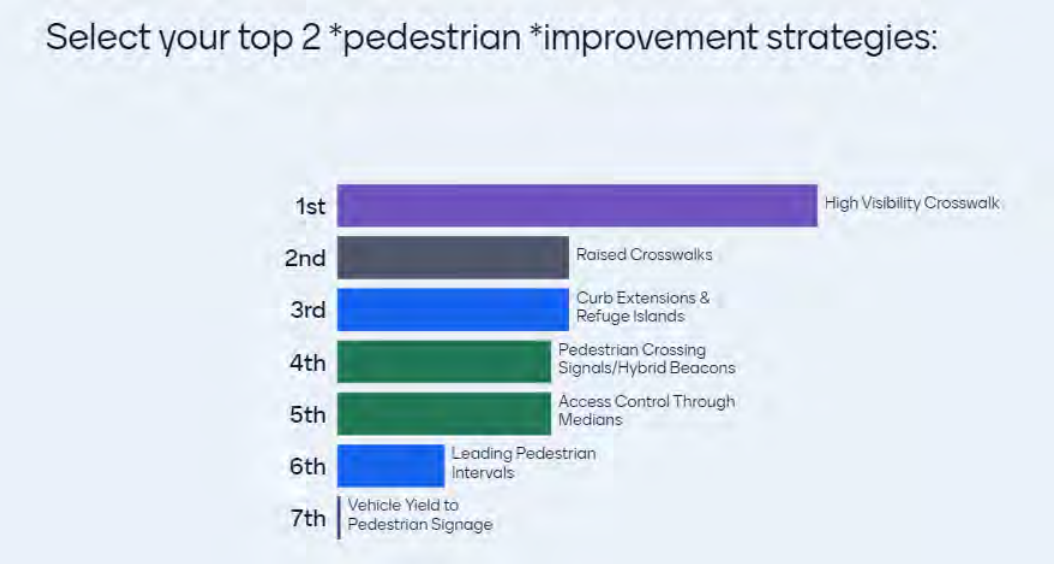


- Countermeasures for **unrestrained occupant** include behavior changing programs and enforcement communications and outreach.
  - Polling question: **What are some of the best education outlets for unrestrained occupants?**
  - The group discussed successful campaigns that play to human emotions regarding family, friends, and pets.
  - Large employers can implement safety programs at work. Cornejo in Wichita has trouble keeping CDL drivers so they offer a company-wide free Uber service. Farmers' meetings are another good place for outreach because farmers generally work alone and socialize with others at meetings.

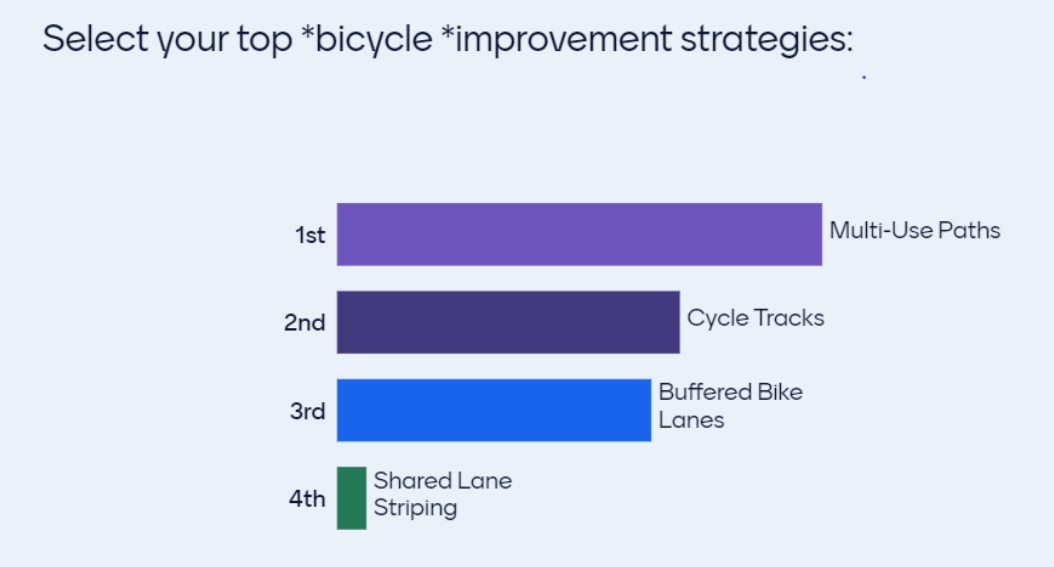


- Countermeasures for distracted driving include high-visibility cell phone and texting enforcement and enforcement communications and outreach.
    - Polling question: **What are some of the best education outlets for distracted driving?**

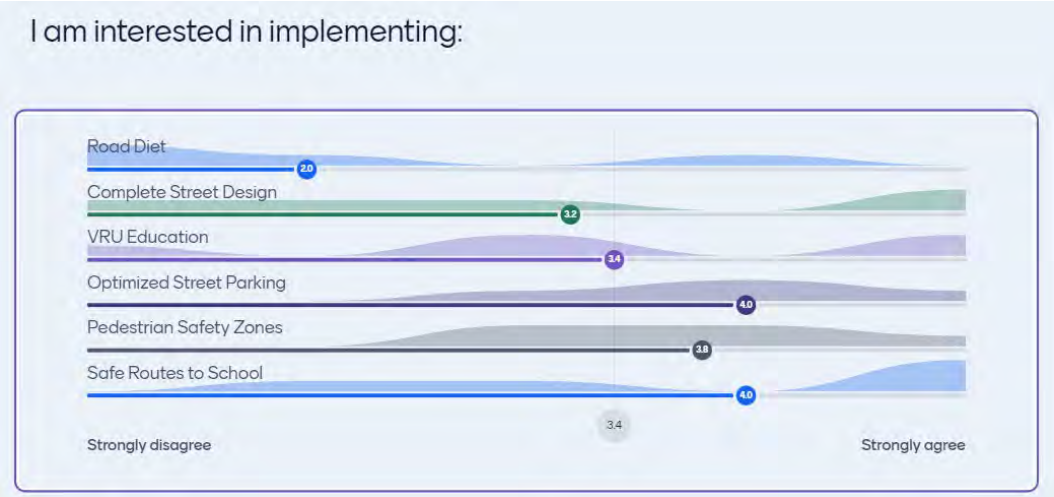
- Countermeasures for **pedestrian safety** include Leading Pedestrian Intervals (LPIs) at intersections, pedestrian crossing signals/hybrid beacons, high visibility crosswalks, signage for vehicles yield to peds, raised crosswalks or intersections, curb extensions or refuge islands, and access control with medians.
    - Polling question: **Select your top pedestrian safety improvement strategies.**



- Countermeasures for **bicycle safety** include buffered bike lanes, shared lanes, multi-use paths, and cycle tracks.
    - Polling question: **Select your top bicycle safety improvement strategies.**



- Countermeasures for both **bicycle and pedestrian safety** include road diet, Complete Street design, VRU education, optimized street parking, pedestrian safety Zznes, and Safe Routes to School programs.
    - Polling question: **How interested are you in implementing these strategies?**
    - The group mentioned that the Safe Routes to Schools program is popular.
    - Drivers to schools include young (high school) drivers and parents making multiple trips through the day, sometimes to multiple schools.



Next Steps

- Consultant team will follow-up to schedule 1-on-1 conversations with city and county representatives for more detailed discussions. Safety Task Force Meeting #3 is anticipated in late January 2025.
- Public survey will continue to be available until public meetings in each county. The public meetings are anticipated to be planned in coordination with standing County Commission meetings.
- Consultant team continues to monitor the political and funding landscape for future funding announcements.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #2

November 14, 2024

AGENDA

- Welcome and Introductions
- Task Force Meeting #1 Overview
- Public Survey Results
- Emphasis Areas
- Countermeasures
- Next Steps

INTRODUCTIONS

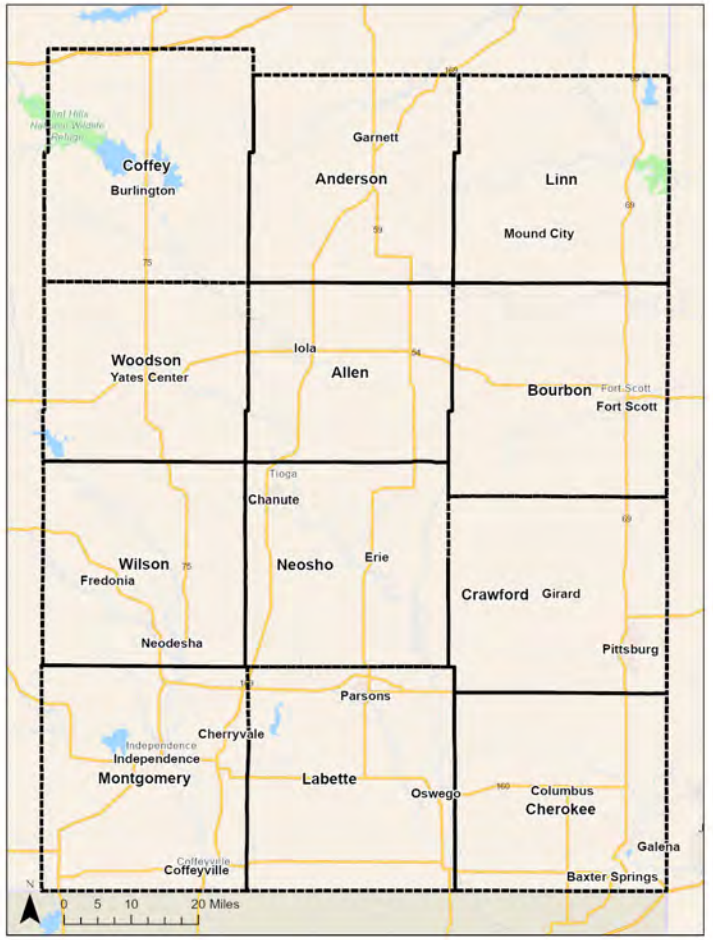
- Southeast Kansas Regional Planning Commission (SEKRPC)
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

4399 8087

Enter your name, organization, and role.

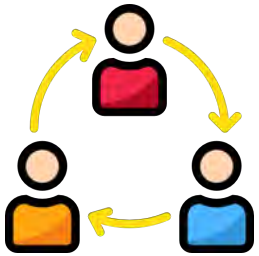
Or use the QR code!

FROM PLAN TO ACTION

Planning Grant

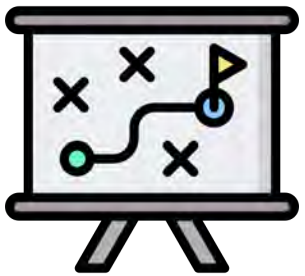
Implementation Grant

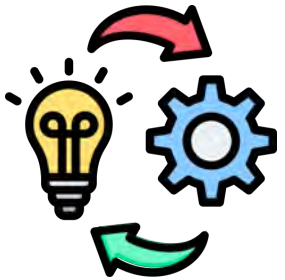
Data Analysis



Engage Stakeholders

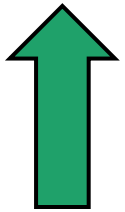
Strategy and Actions





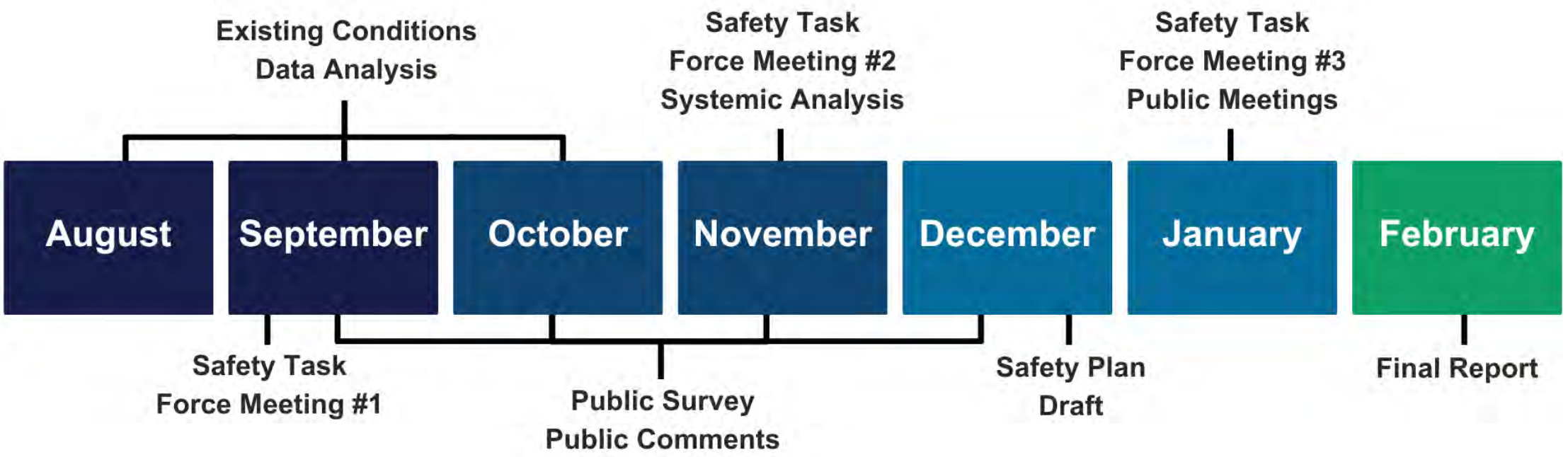
Recommendations

Implementation



We are here!

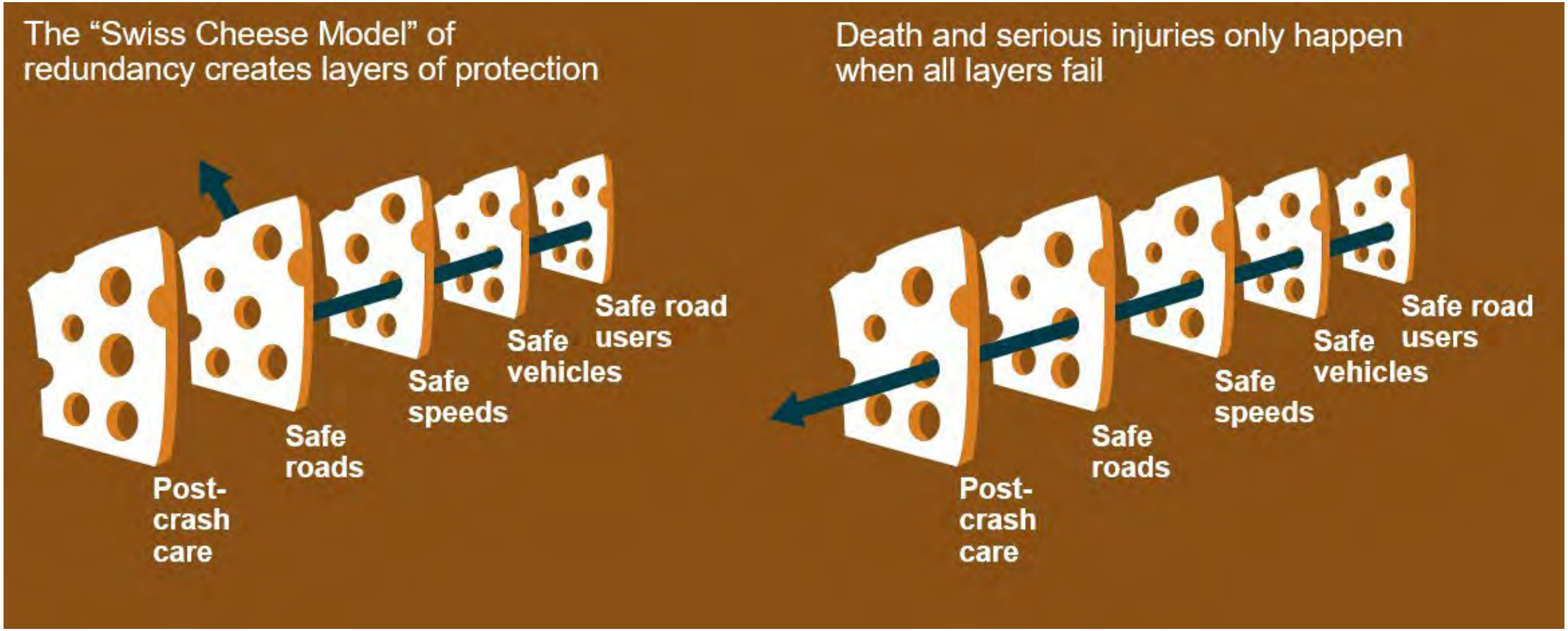
PROJECT TIMELINE



MEETING #1 OVERVIEW

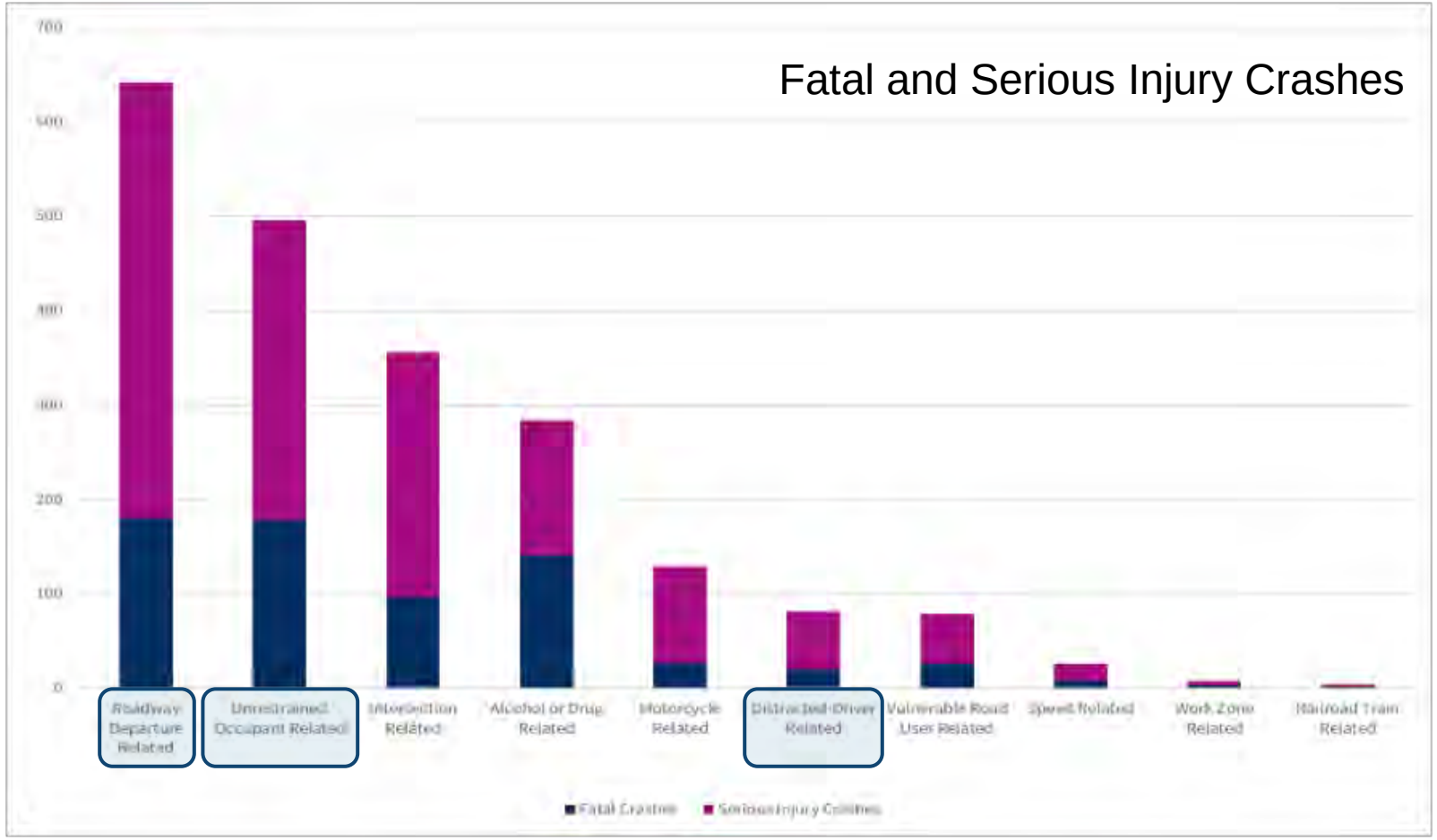
- SS4A Background
  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public survey will guide study outcomes

MEETING #1 OVERVIEW



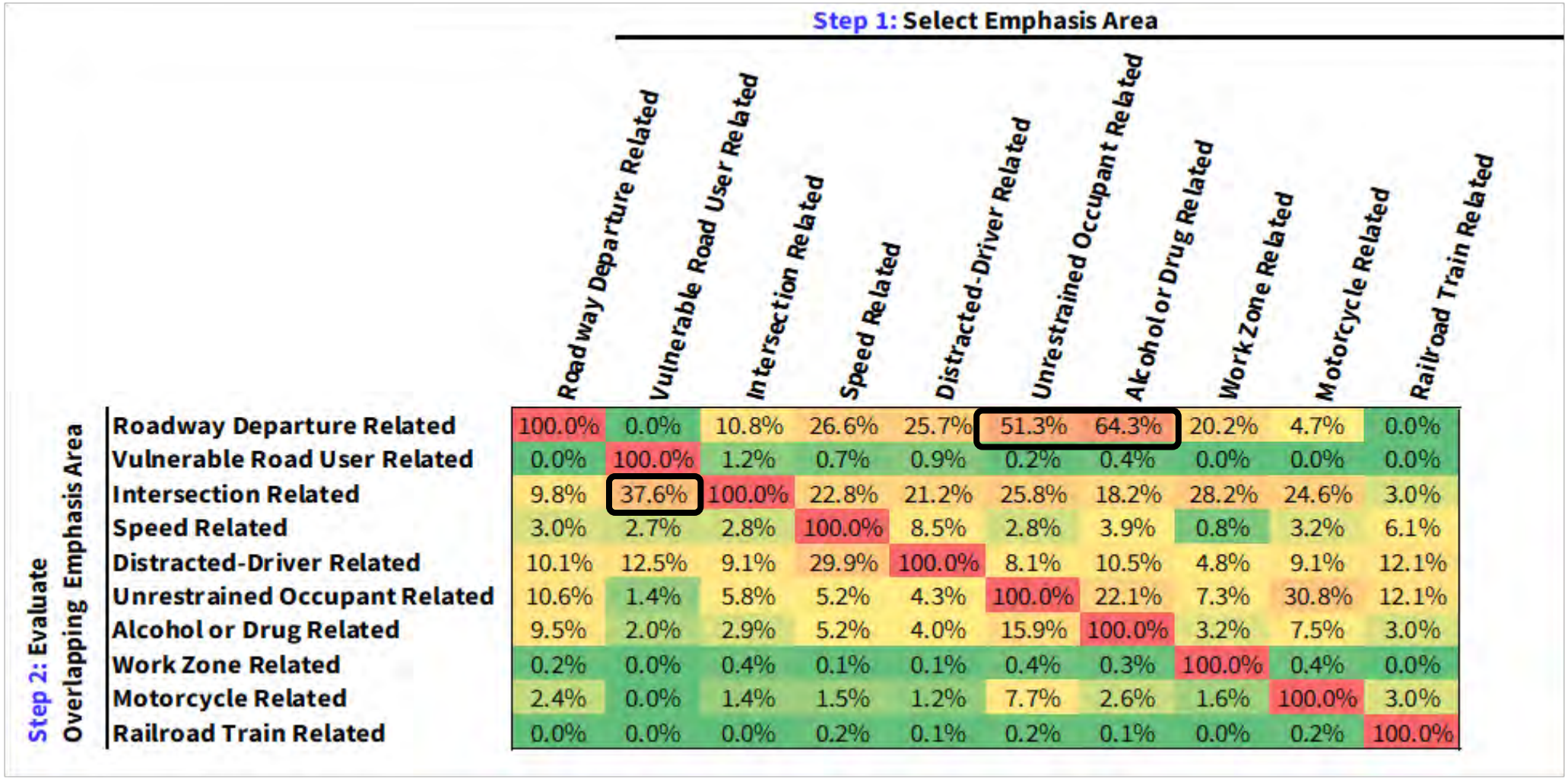
MEETING #1 OVERVIEW

- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

MEETING #1 OVERVIEW



Step 1: Select Emphasis Area

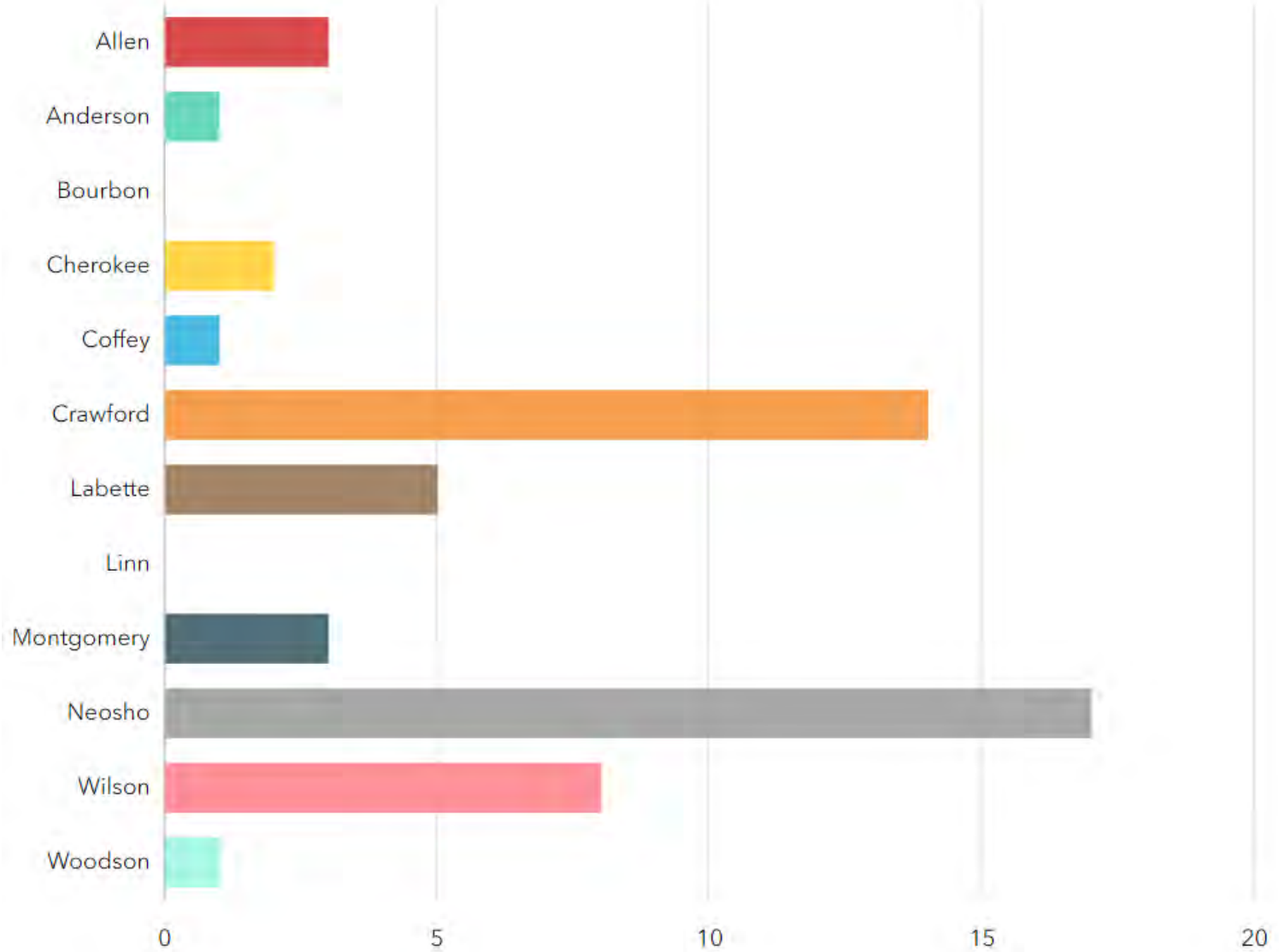
Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

PUBLIC SURVEY RESULTS

- Press release and survey was sent to the Safety Task Force and an extended stakeholder list for greater promotion
- About 55 survey responses to date*
  - Survey reminder to be sent this month
  - Survey to remain open until public meetings in January

Survey Respondents By County



*Responses as of 11/7/24

PUBLIC SURVEY RESULTS

What are your safety concerns?

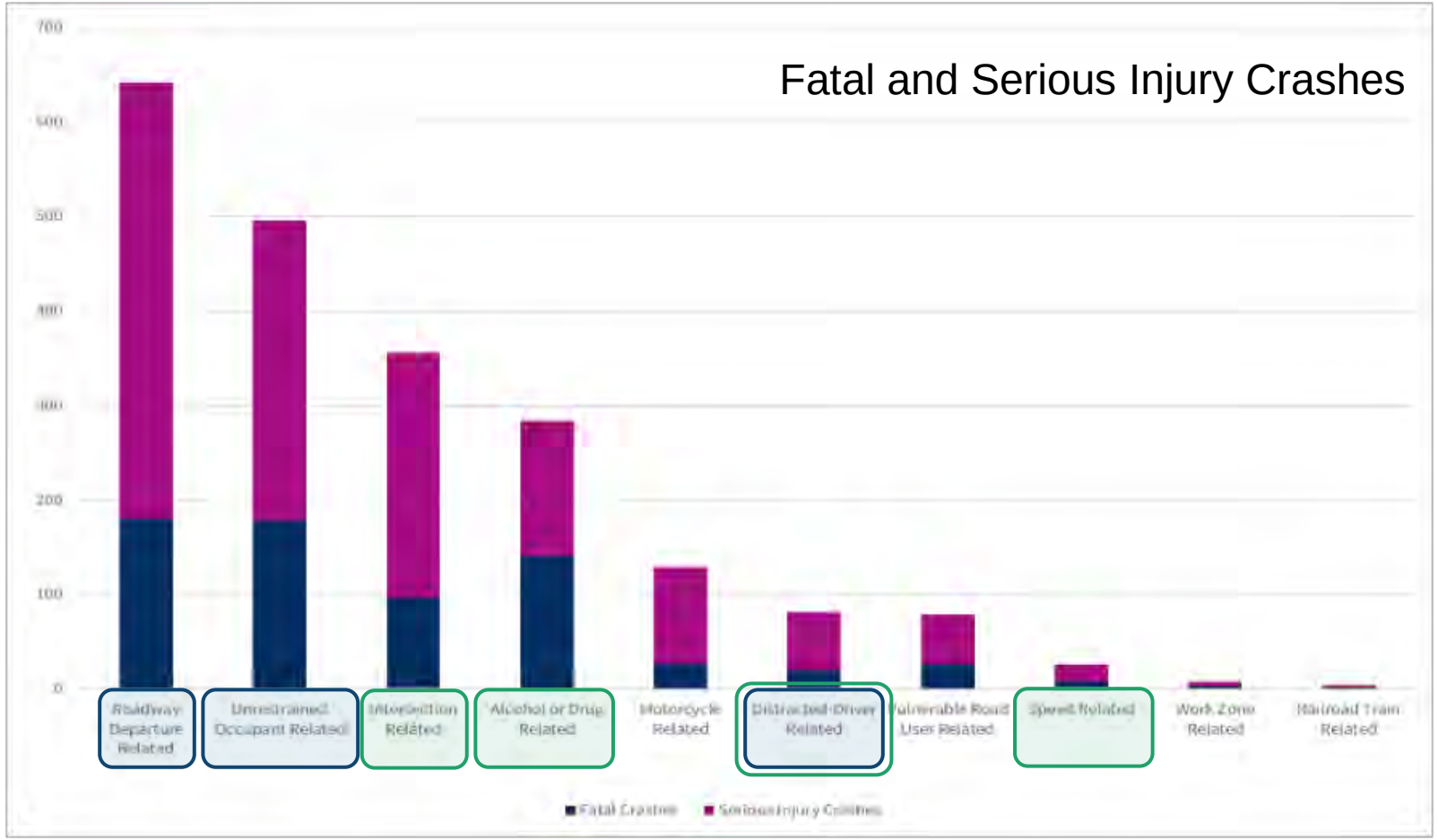
- Infrastructure maintenance
  - Poor roadway conditions
  - Narrow roadways
- Intersection improvements
  - Turn lanes
  - Unsafe unsignalized intersections
- Pedestrian and bicyclist safety
- Safe routes to school
- Speeding

https://arcg.is/1v1Pe00

PUBLIC SURVEY RESULTS

Emphasis Areas

- Roadway Departure
- Unrestrained Occupant
- Intersection Related
- Alcohol or Drug Related
- Distracted Driving
- Speed Related



= *Emphasis areas prioritized by task force*

= *Emphasis areas prioritized by survey respondents*

WHAT WE HEARD FROM YOU:

Proposed Key Emphasis Areas

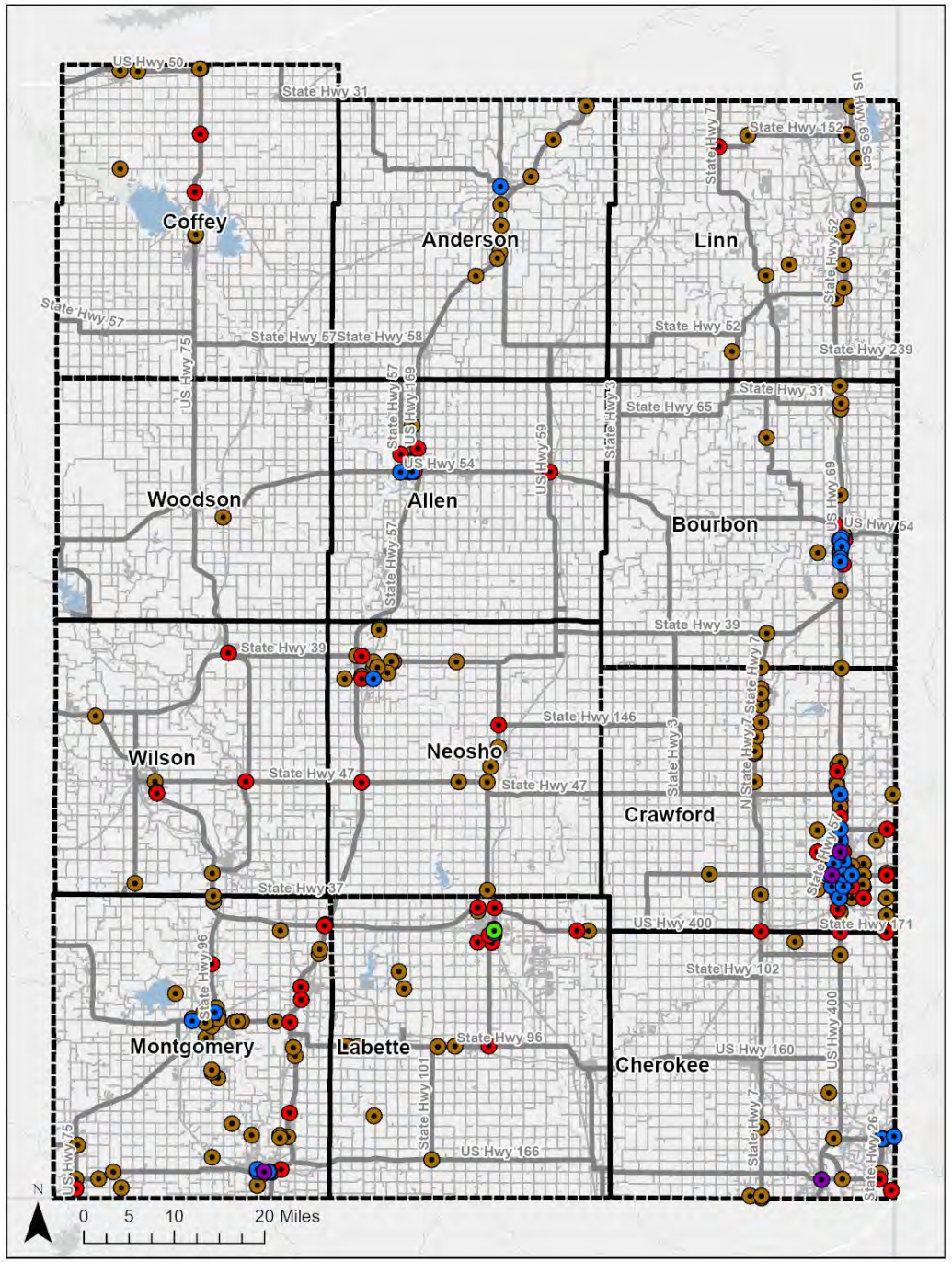
Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

LOCATION-BASED EMPHASIS AREAS

- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Specific cluster maps will be developed for each county
- Follow-up 1-on-1 meetings with county and/or city representatives



COUNTERMEASURE DISCUSSION

COUNTERMEASURES: *Roadway Departure*

Edgeline Treatment

Centerline Treatment

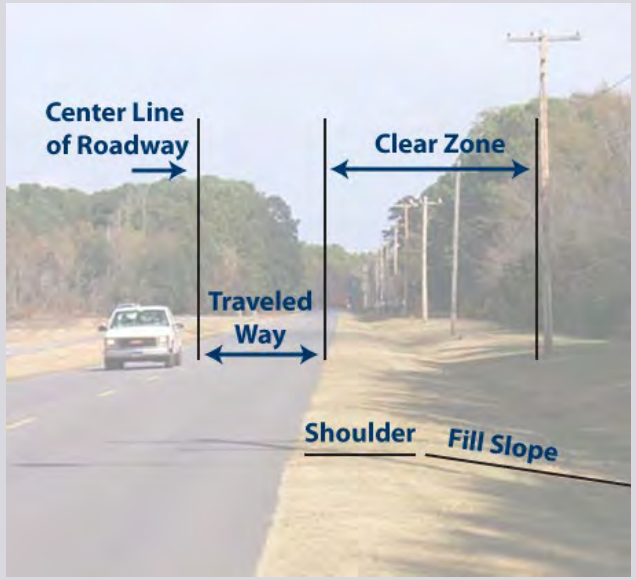
Curve Signage

COUNTERMEASURES: *Roadway Departure*

Post-Mounted Delineators

Delineate Roadside Hazards

Remove Fixed Objects in Clear Zone



COUNTERMEASURES: *Roadway Departure*

Improved Pavement Markings

2-Foot Shoulder

POLLING INSTRUCTIONS

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4399 8087

Enter your name, organization, and role.

Or use the QR code!

COUNTERMEASURES: *Signalized Intersection*

Signal Backplates with Retroreflective Borders

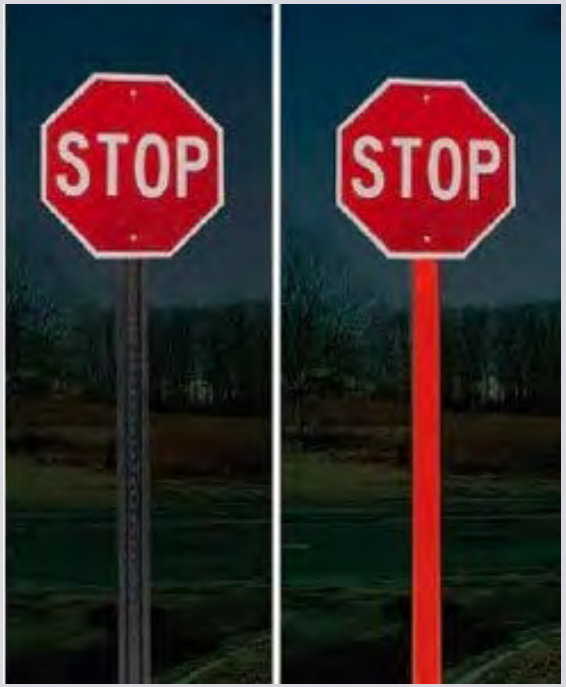
Protected Left Turns and Flashing Yellow Arrows

Improve Signal Phasing and Timing Plans

COUNTERMEASURES: *Unsignalized Intersection*

Install Flashing Beacons on Warning Signs

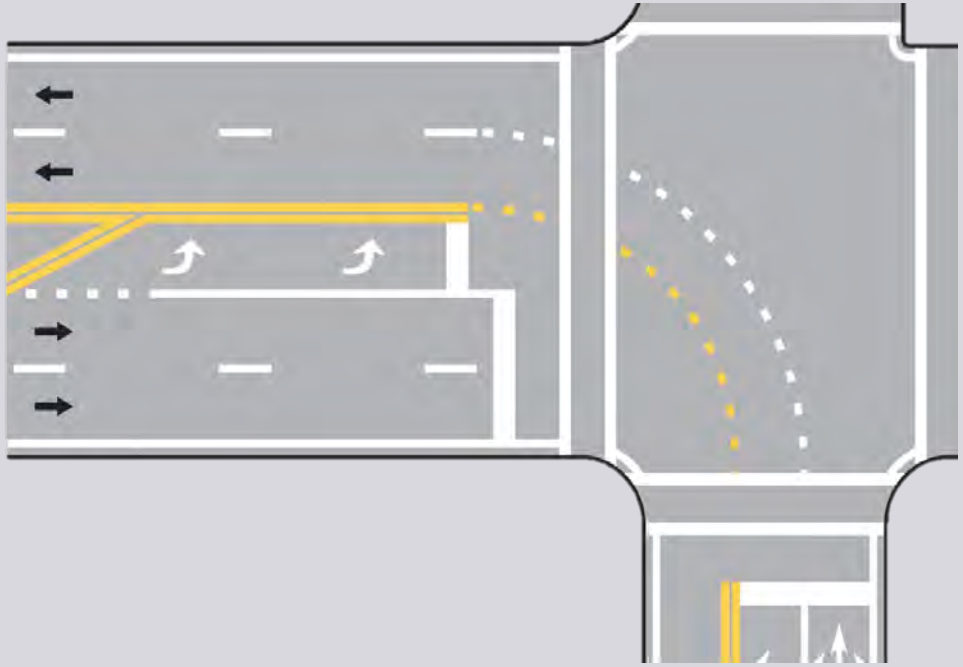
Install Retroreflective Strips on Warning Signs



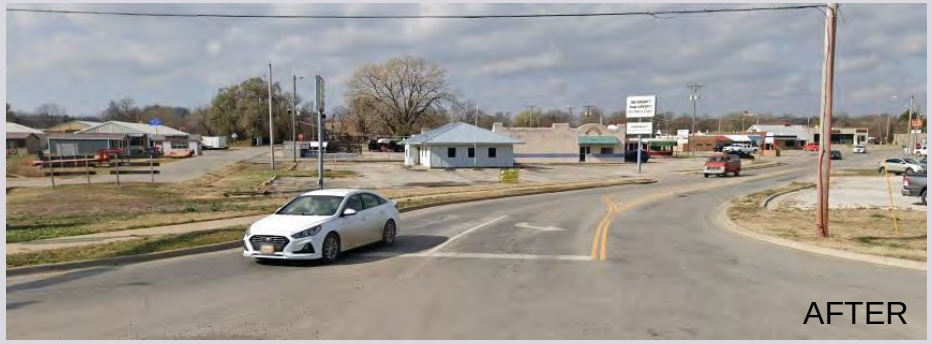
Rectangular Rapid Flashing Beacon (RRFB)

COUNTERMEASURES: *Intersections*

Pavement Markings



Access Control At Major Intersections



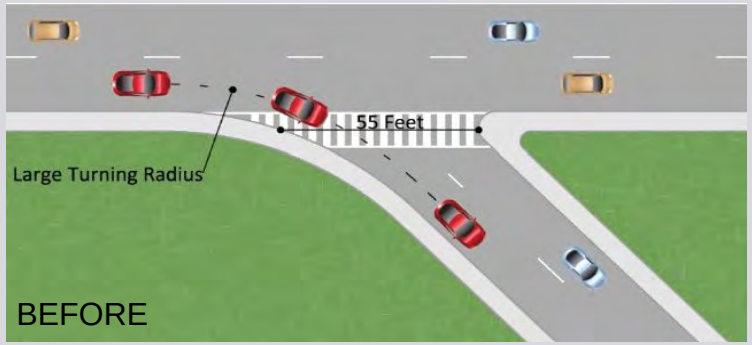
COUNTERMEASURES: *Intersections*

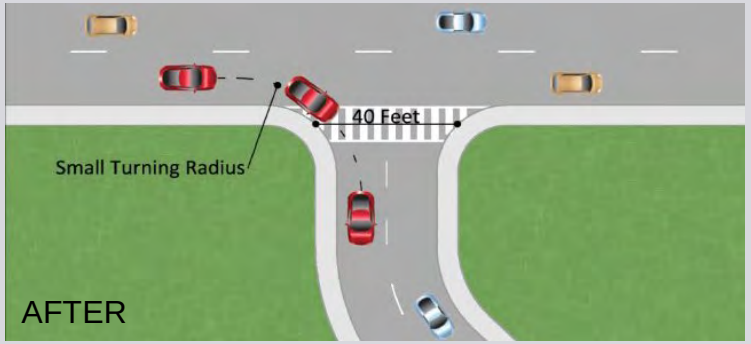
Install Dedicated Turn Lanes

Install Roundabout

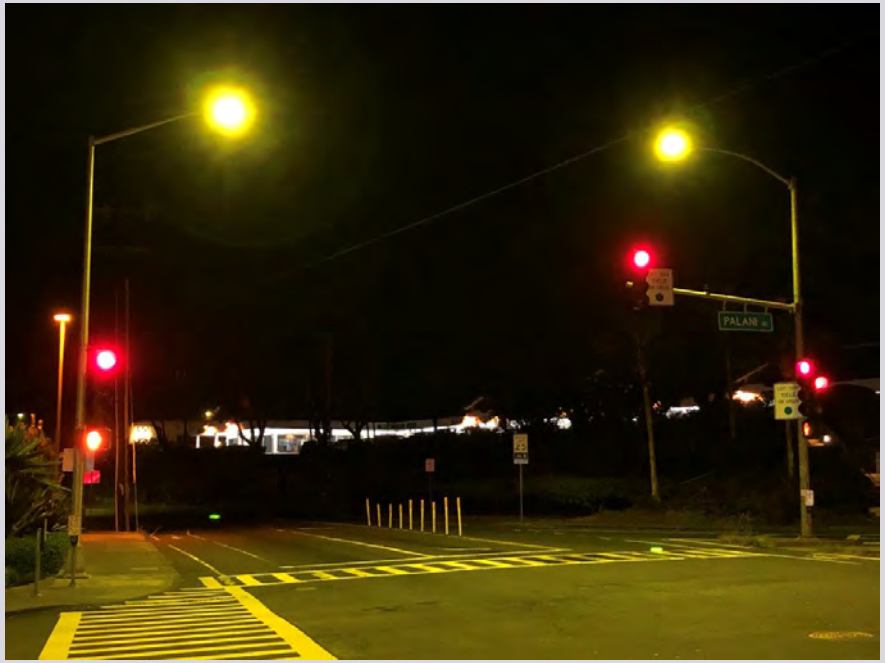
COUNTERMEASURES: *Intersections*

Improve Intersection Geometry





Install Street Lighting



POLLING INSTRUCTIONS

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COUNTERMEASURES: *Unrestrained Occupant*

Behavior Change Programs

Enforcement Communications and Outreach

POLLING INSTRUCTIONS

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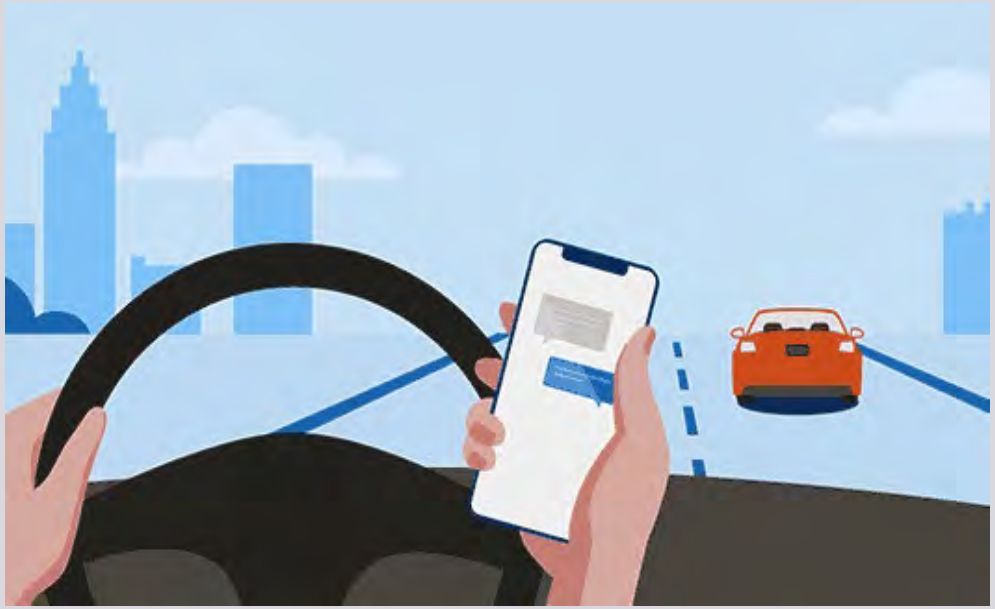
COUNTERMEASURES: *Distracted Driving*

High-Visibility Cell Phone/ Text Messaging Enforcement



Enforcement Communications and Outreach

POLLING INSTRUCTIONS

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COUNTERMEASURES: *Pedestrians*

Leading Pedestrian Intervals (LPIs)

Pedestrian Crossing Signals/ Hybrid Beacons

COUNTERMEASURES: *Pedestrians*

High Visibility Crosswalks

Vehicle Yield to Pedestrian Signage

Raised Crosswalks or Intersections

COUNTERMEASURES: *Pedestrians*

Curb Extensions and Refuge Islands

Access Control Through Medians

POLLING INSTRUCTIONS

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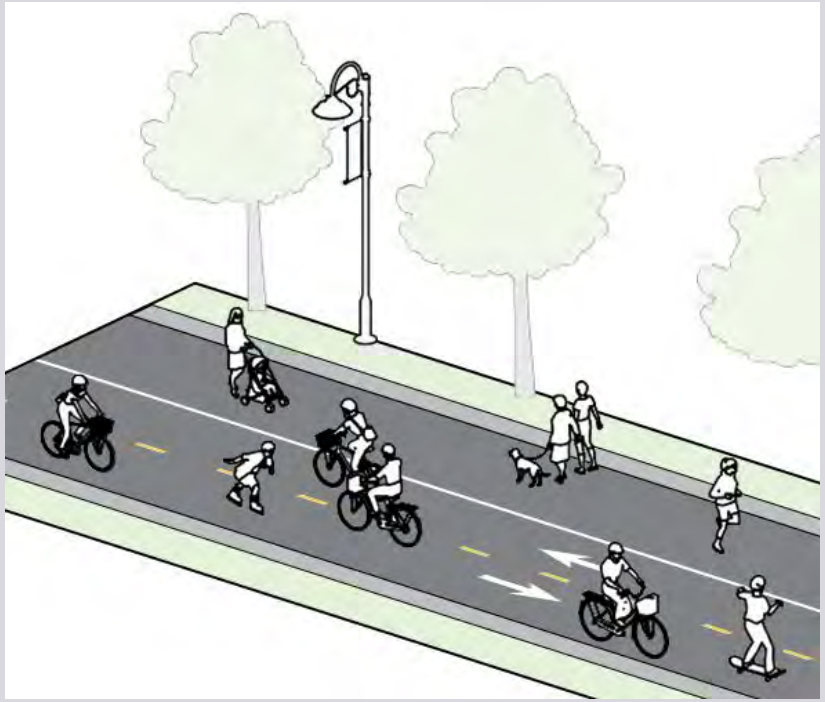
COUNTERMEASURES: *Bicyclists*

(Buffered) Bike Lanes

Shared Lanes

COUNTERMEASURES: *Bicyclists*

Multi-Use Paths



Cycle Tracks

POLLING INSTRUCTIONS

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COUNTERMEASURES: *Bicycle & Pedestrian*

Road Diet

Complete Street Design

COUNTERMEASURES: *Bicycle & Pedestrian*

Vulnerable Road User Education

Optimized Street Parking

COUNTERMEASURES: *Bicycle & Pedestrian*

Pedestrian Safety Zones

Safe Routes to School Program

POLLING INSTRUCTIONS

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NEXT STEPS

- Follow-up 1-on-1 meetings: November and December 2024
- Public Open House in each county: January 2025
- Safety Task Force Meeting #3: January 23, 2025
  - Review draft recommendations
  - Discuss generalized vs. spot improvements
- Final Plans: February 2025
  - Monitoring funding cycle for SS4A Implementation Funds

THANK YOU!

Next Meeting: January 23, 2025

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #3

Date: April 24, 2025
Time: 10:30am - 12:00pm
Format: Memorial Building, 101 S. Lincoln, Chanute Kansas or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

Attendees
Carey Spoon, SEKRPC
Terry Weidert, Labette County
Chari Bauman, Coffey County
Cole Herder, City of Humboldt
Jenny Tatman, Coffey County
Chris Bauman, City of Neodesha
Janet Miller, Network Kansas
Jimmy Holt, City of Cherryvale
Gracie Myers, City of Cherryvale
Anthony Mersman, Anderson County
Bruce Blair, Crawford County
Bill Kavanaugh, Crawford County
Kris Marple, Wilson County
Jessica Mills, Anderson County
Vickie Moss, Thrive Allen County
Paul Westhoff, Neosho County
John Brocker, Allen County
Brandon Beurskens, Montgomery County (online)
Eric Bailey, Bourbon County (online)

Consultant Team
Deanne Winkelmann, TranSystems
Payton Smith, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Nicole Hood, TranSystems (online)
Matt Davis, TranSystems (online)
Taylor Cunningham, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Emily Pietrantone, Kimley-Horn (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)
Rachel Thomas, Wilson & Company (online)
Brian Ortiz, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Review of the project format with three consulting firms working together. Explanation of the Safe System Approach, Vision Zero, and the role of the Safety Task Force and public input via meetings and survey.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Draft versions of the 12 CSAPs will be sent out in May. Funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Crash Data Summary

- The three priorities from the Safety Task Force (STF) input were shown: Roadway Departures, Unrestrained Occupants, and Distracted Driving.
- Hotspot locations were categorized as signalized intersections, unsignalized intersections, vulnerable road users (VRUs), roadway departures, and speed related. Follow-up one-on-one meetings were held with various officials from each of the 12 counties to identify new and confirm known hotspot locations.

Public Engagement Summary

- The public survey generated 899 total responses. The majority of responses were from Montgomery County. The areas of emphasis identified in the survey were Distracted Driving, Speed, and Intersections. Importance of using tax dollars for intersection improvements, enforcement strategies, and traffic enforcement was identified in the survey responses. The survey was open from late 2024 until mid-April 2025.
- Open house public meetings were held in each county. Personal discussions were held as members of the public identified areas of concern in their county. The colored dots on specific locations and their suggestions were noted. Examples of public comments included the lack of adequate sidewalks, especially near schools, specific crash locations, roadway and infrastructure characteristics that need improvement, and lack of lighting in some areas.
- In summary, the public meetings and survey reinforced findings from the crash data analysis. The data showed emphasis needs in Roadway Departures, Intersections, and Unrestrained Occupants plus other areas to review include VRUs, Distracted Driving, and Alcohol/Drug-related crashes.

Project Types

- Each county will be provided with a potential project list that addresses hotspots and emphasis areas. Many align with those identified in previous studies such as Local Road Safety Plans (LRSP) and other comprehensive studies.

- Valuable input was also received from county sheriffs and other law enforcement agencies, county officials, and the public.
- Some on the list have a blend of jurisdictions. Where local and state routes intersect are common areas of concern and will require discussions with the Kansas Department of Transportation (KDOT).
- Examples of specific projects plus short-term and long-term solutions:
    - Roadway departures in Crawford County east of Pittsburg
    - Roadway departures in Wilson County
    - Signalized intersections in Mongomery County
    - Unsignalized intersections in Montgomery County
    - VRUs in Anderson County
    - USBR / KDOT bike routes

Policy Recommendations

- Advocate via regional coalitions (i.e. US-169 Corridor).
- Update design policies and incorporate safety into maintenance programs and projects.
- Enforcement campaigns for behavioral changes including Seat Belts for Everyone (SAFE) and other saturation enforcement programs.

Next Steps

- Project team representative will share each county's specific projects sheets in the next 1-2 weeks.
- Draft Safety Action Plans are nearing completion. Each county will receive a draft plan for review in May.
    - Anderson, Allen, Neosho, and Labette counties are in the last cycle of the LRSP program and the project team aligning those efforts with the Safety Action Plans. Therefore, project sheets and draft plans for those four counties may be on a slightly slower timeline to finalize.
- A resolution adopted by local governments supporting Vision Zero is required for future Federal project funding. The project team will provide draft resolutions to each county.
- The current SS4A funding cycle has a submittal deadline of June 26, 2025. Another funding cycle will occur next year and is anticipated in March 2026.
- Other funding opportunities include Kansas Infrastructure Hub, Highway Safety Improvement Program (HSIP), Safe Routes to Schools, and partnering with community health organizations.

Carey Spoon (SEKRPC) commented that counties should identify their pet projects and work on passing the Vision Zero resolution.

Deanne Winkelmann (TranSystems) stated that Safety Action Plans can be accelerated if a county is planning to pursue SS4A implementation funds this cycle. Please notify us if this is the case for your jurisdiction.

Questions

- **Who will receive the draft report to review?** County Public works directors, Safety Task Force members, and larger city representatives. We will include Commissioners on the SEKRPC Board.
- **What does funding look like in Kansas this year?** Kansas has a local matching program that tries to help with up to 20% of the local match if certain criteria is met. It helps if applications are multi-jurisdictional and possibly within identified equity areas.
- **Regarding the federal SS4A program, has there been a shift in funding or eligibility?** There is an increased set-aside of funding in rural funds and less of an emphasis on equity.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #3

April 24, 2025

AGENDA

- Welcome and Introductions
- Safe Systems Approach
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

INTRODUCTIONS

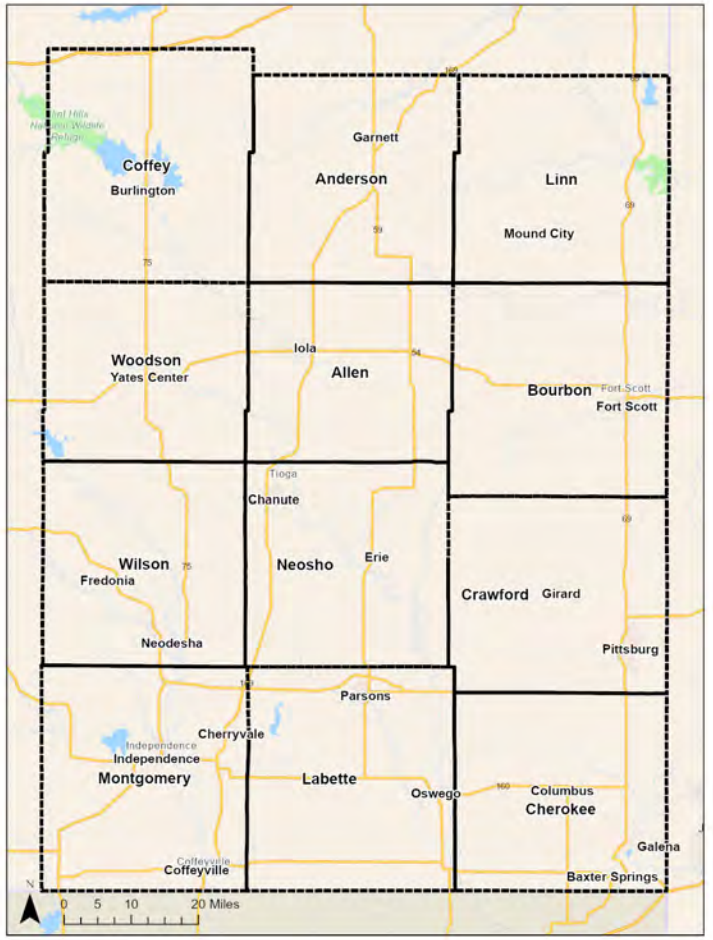
- Southeast Kansas Regional Planning Commission (SEKRPC)
- Consultant Teams
  - TranSystems
  - Kimley-Horn
  - Wilson & Company
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



SAFE SYSTEM APPROACH

- SS4A Background
  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public input helps guide study outcomes

PLAN TO ACTION

Planning Grant

Implementation Grant

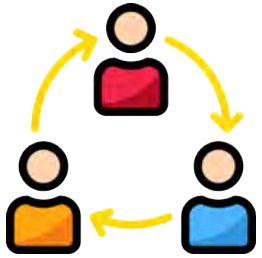
Data Analysis

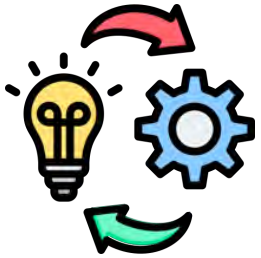
Public Engagement

Strategy and Actions

Projects and Policies

Advance Implementation

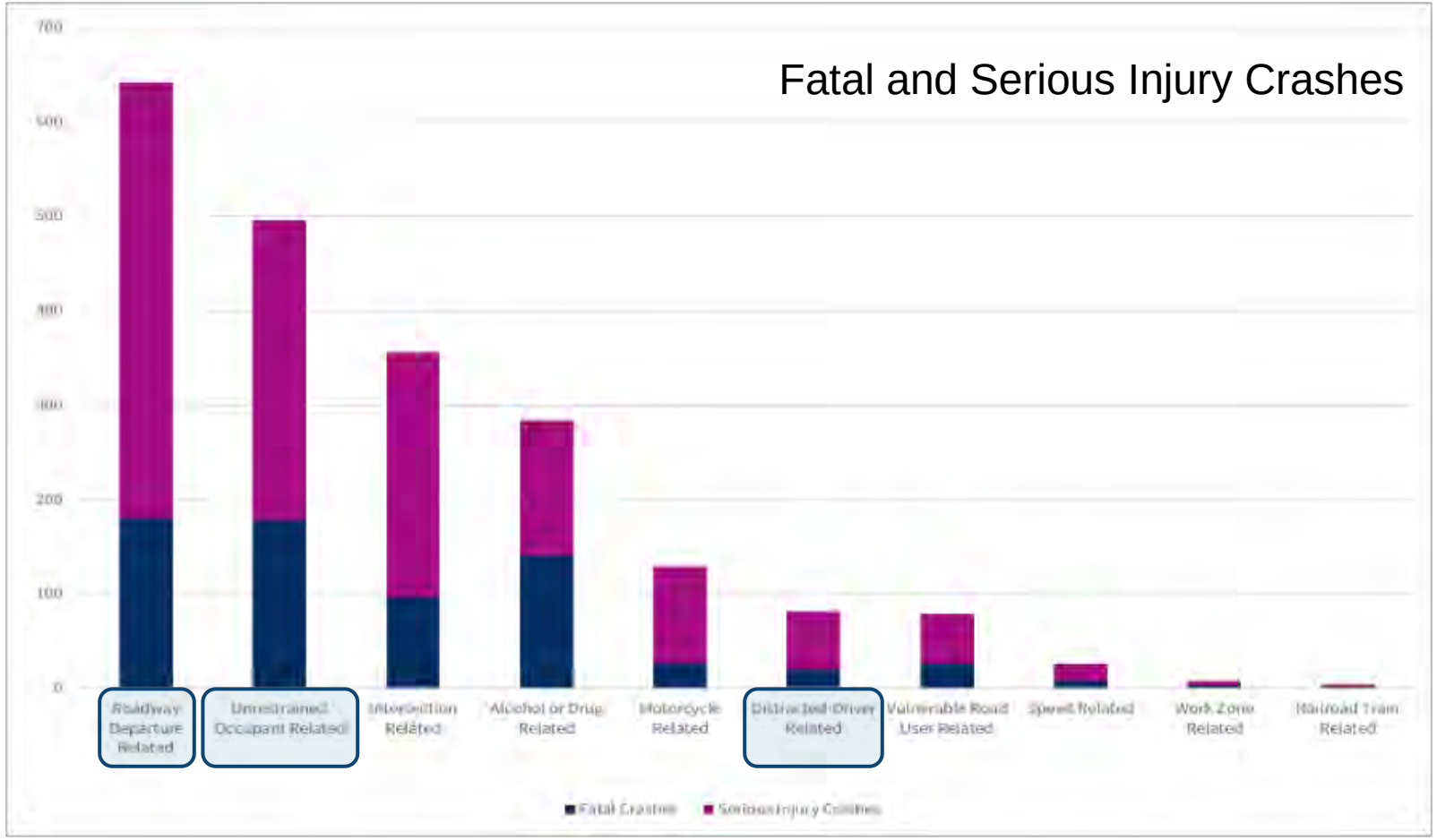




We are here!

CRASH DATA: Emphasis Areas

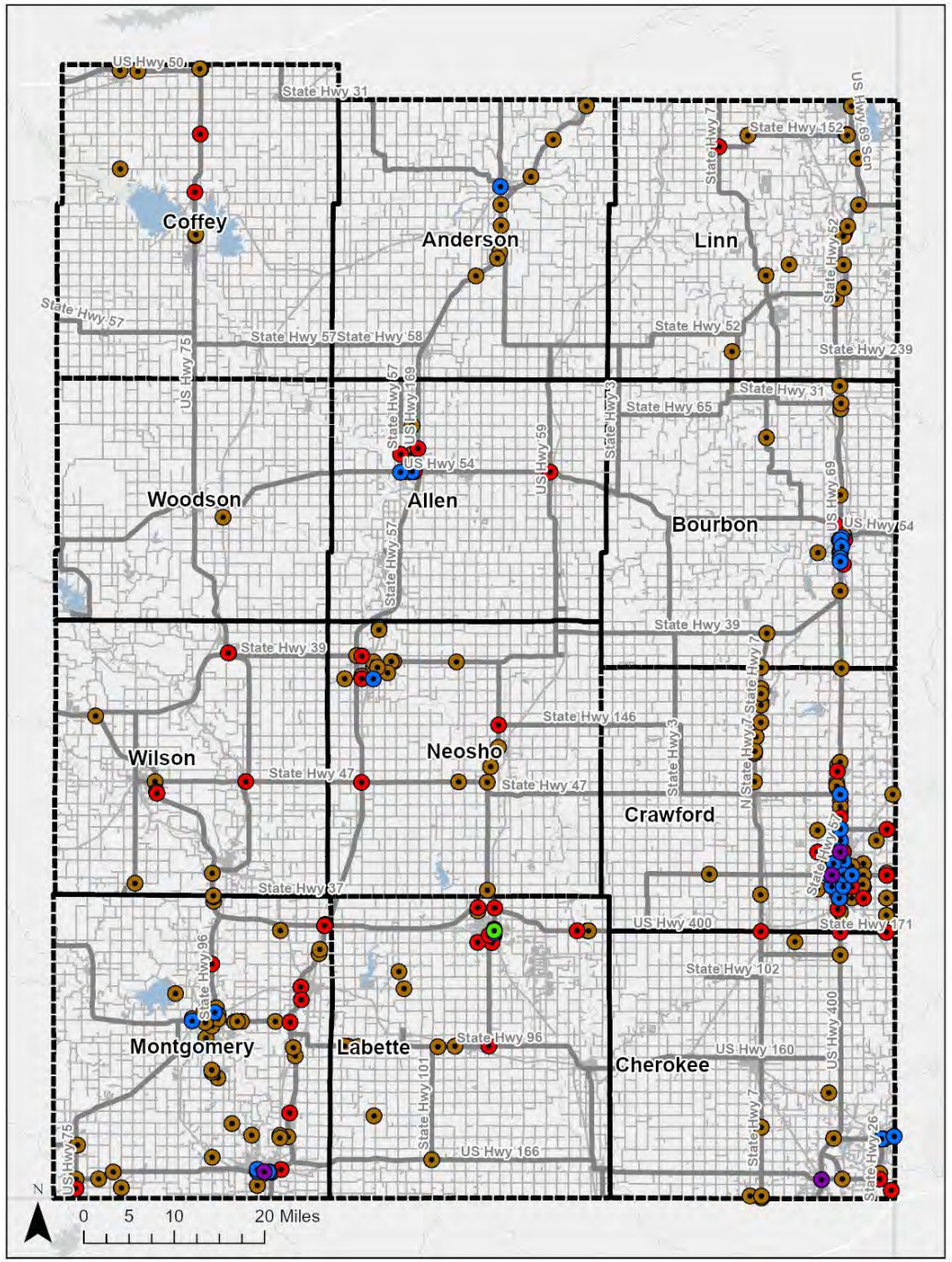
- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

CRASH DATA: Hotspot Locations

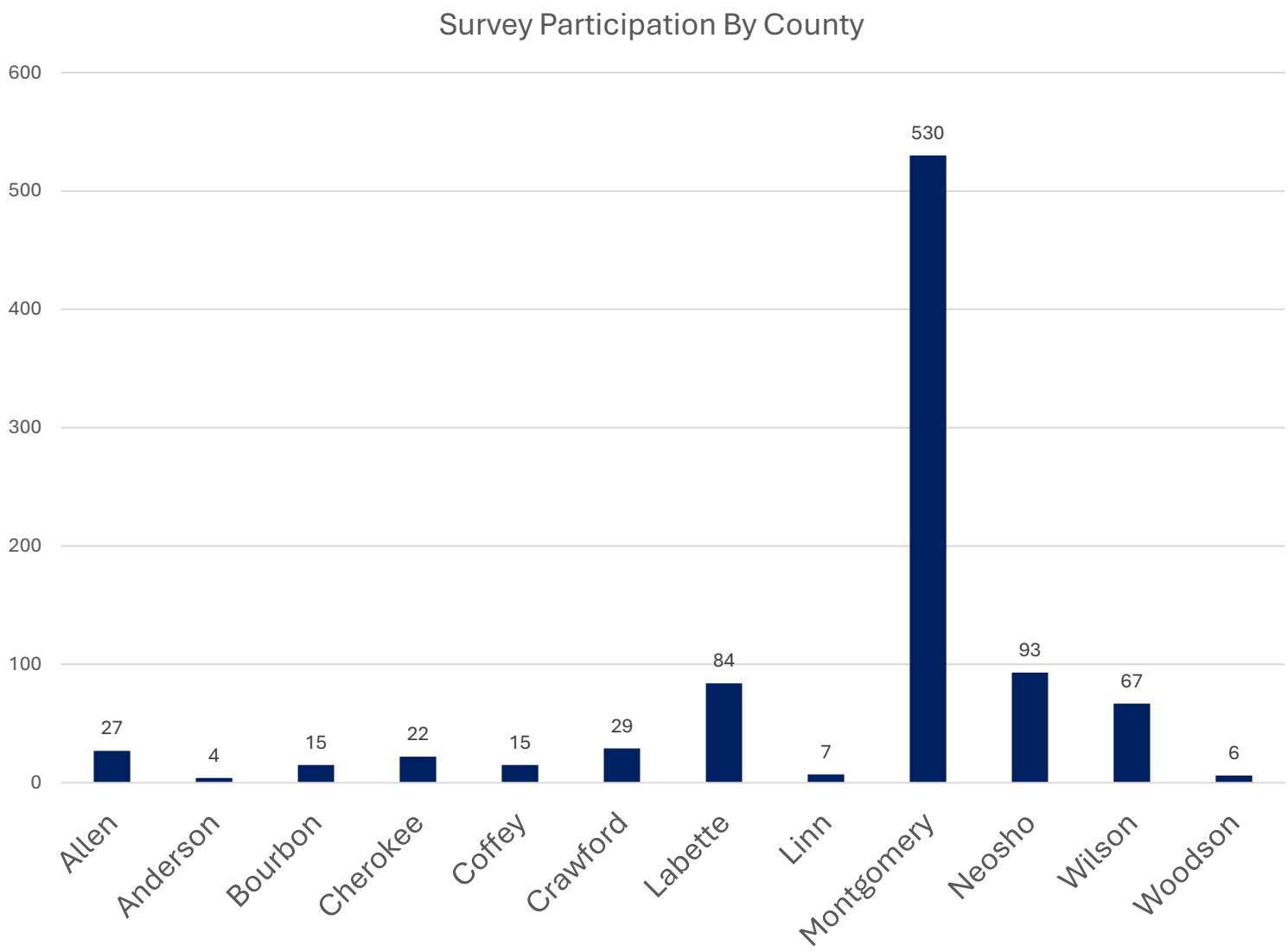
- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Follow-up 1-on-1 meetings with county and/or city representatives



PUBLIC INPUT: Survey Results

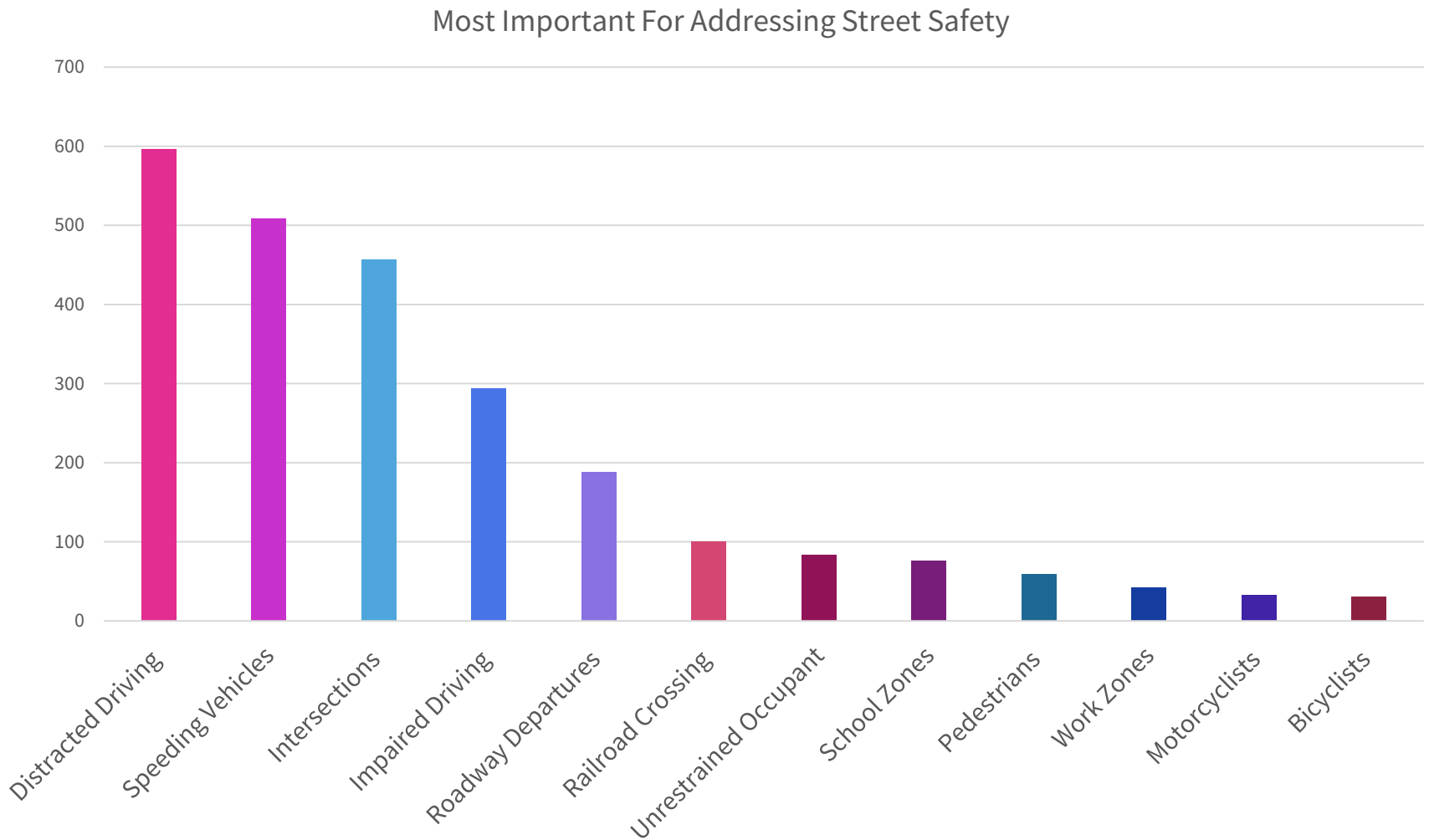
- Press release and survey were sent to the Safety Task Force and an extended stakeholder list for greater promotion
- 899 total survey responses

Survey Respondents By County



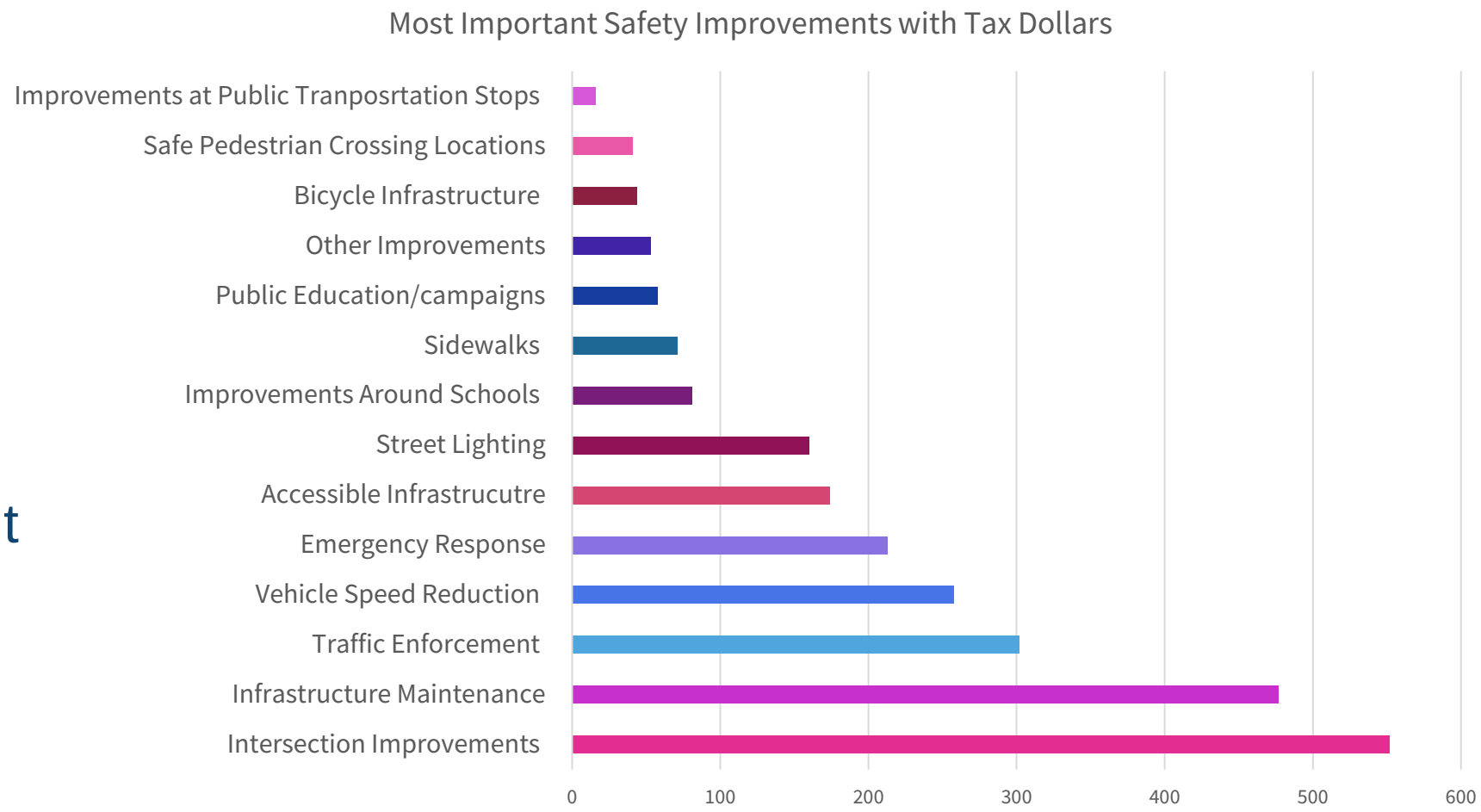
PUBLIC INPUT: Emphasis Areas

- Public Survey Input
  - Distracted Driving
  - Speeding Vehicles
  - Intersections



PUBLIC INPUT: Safety Improvements

- Public Survey Input
  - Intersection Improvements
  - Infrastructure Maintenance
  - Traffic Enforcement

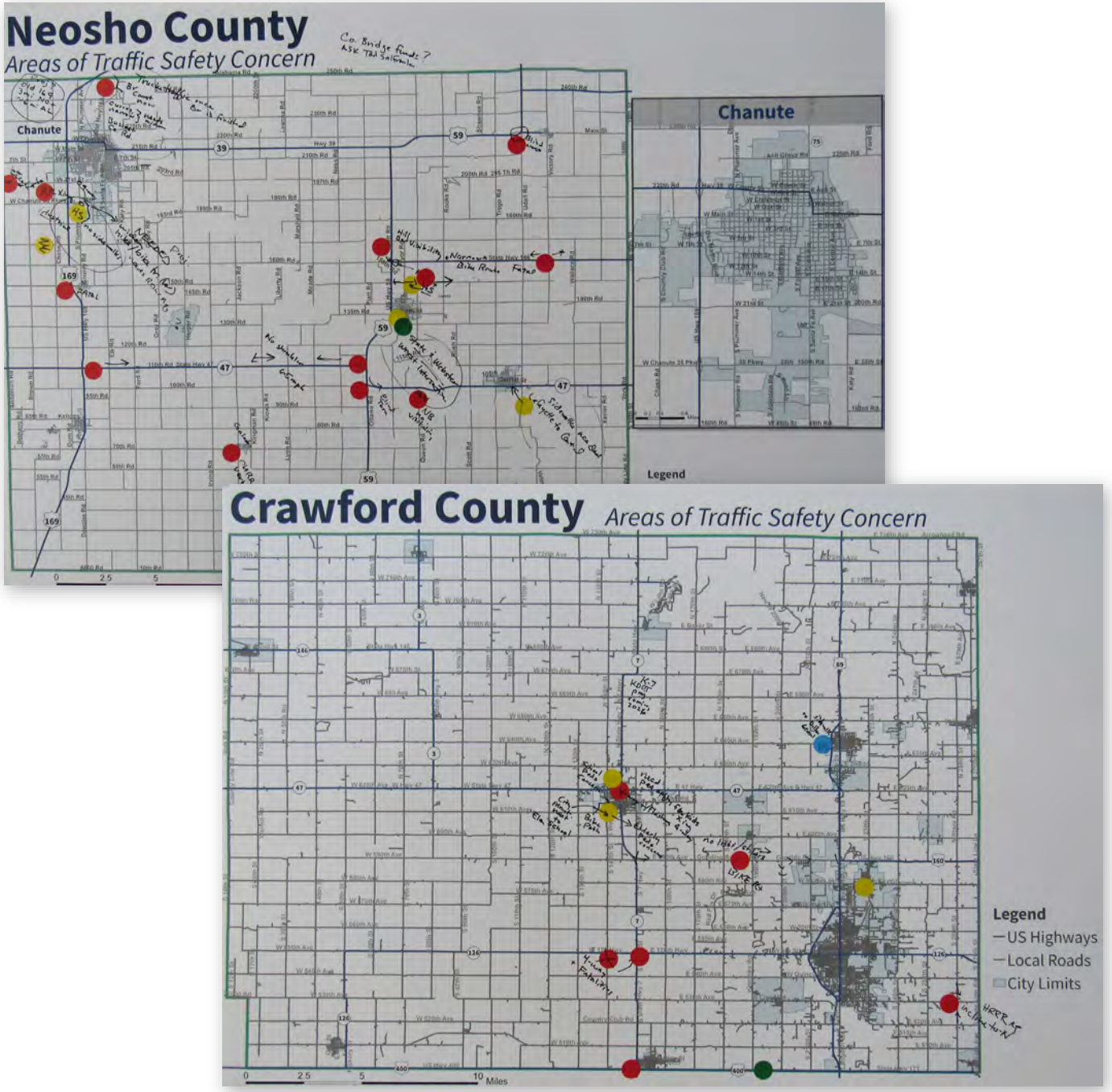


PUBLIC INPUT: Public Meetings

- 12 Public Open House meetings held from February to April 2025.
- Gather feedback through public comment cards and mapping activity.

PUBLIC INPUT: Public Meetings

- Public Feedback and Safety Concerns
  - VRU safety (bicycle and pedestrian facilities, school zones)
  - State highway system and intersections
  - Guardrails, narrow shoulders, visibility and lighting concerns



SUMMARY

Proposed Key Emphasis Areas

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	●
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

PROJECTS AND POLICIES

PROJECT TYPES

- Prioritization Methodology
  - Key Emphasis Area
  - Crash Hotspot on Heat Map
  - Identified in Related Document (ex: LRSP)
  - Local Priority from Stakeholder Interview
  - Public Input
  - Consideration for Local vs. State Routes
- Project Type Examples
  - Roadway Departure
  - Signalized and Unsignalized Intersections
  - Vulnerable Road Users (VRU)

PROJECT TYPE: Roadway Departure

Project	S. 260th Street
Limits	US-160 to K-126 (4.0 miles)
Location	Crawford County
Short-Term	Delineate roadside hazards Install edge/center rumble strips
Long-Term	Install 2-foot paved shoulders Flatten and widen foreslopes Install/upgrade guardrail Extend culverts Consider KDOT intersections

PROJECT TYPE: Roadway Departure

Project	New Albany Road
Limits	Decatur Road to Mill Street (0.1 miles)
Location	Wilson County
Short-Term	Add pavement markings Install edge/center rumble strips Improve curve warning signage Add post-mounted delineators
Long-Term	Add aggregate shoulder Add transverse rumble strips Improve curve superelevation

PROJECT TYPE: Signalized Intersection

Project	8th Street & Buckeye Street
Limits	Intersection
Location	Montgomery County (Coffeyville)
Short-Term	Install high-visibility backplates Add high-visibility pavement markings Add crosswalk markings
Long-Term	Upgrade traffic signals Reconfigure traffic signal with Leading Pedestrian Intervals (LPIs)

PROJECT TYPE: Unsignalized Intersection

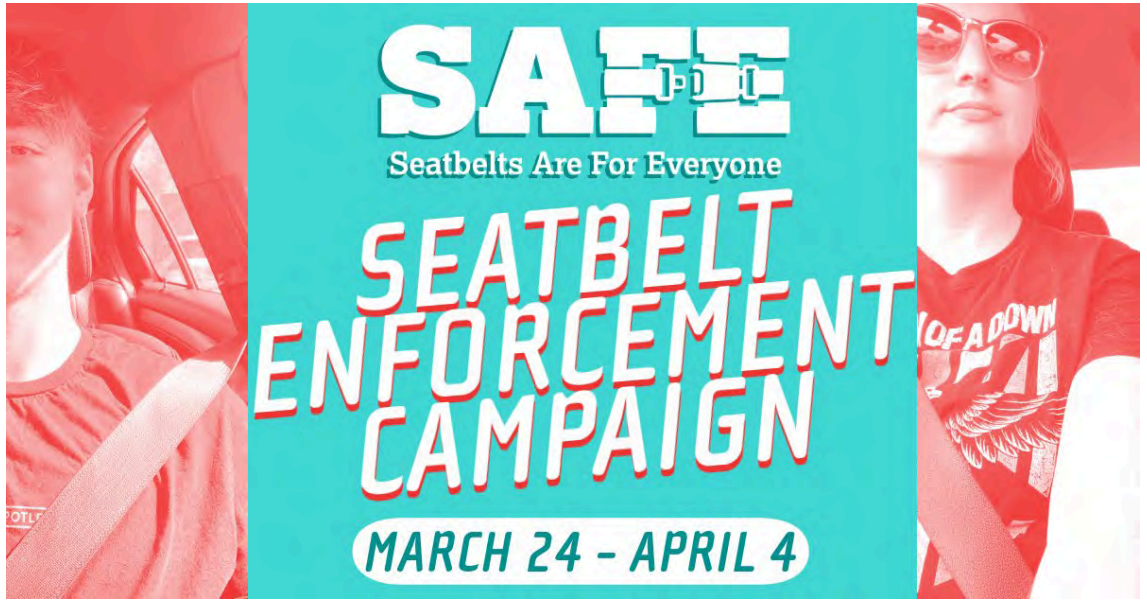
Project	4700 Road & 1450 Road
Limits	Intersection
Location	Montgomery County
Short-Term	Update signage Add retroflective strips to sign posts Upgrade pavement markings
Long-Term	Reconstruct intersection

PROJECT TYPE: Vulnerable Road Users

Project	Prairie Spirit Trail Crossings
Limits	4th Avenue & Main Street
Location	Anderson County (Garnett)
Short-Term	Increase signage Upgrade crosswalk markings Add pedestrian crossing signal
Long-Term	Reconfigure roadway to reduce crossing width

POLICIES

- Advocate with Regional Coalitions
  - US-169 in Anderson, Allen, Neosho, Labette, and Montgomery counties
- Update Design Policies
- Incorporate Safety into Maintenance Programs
- Enforcement Campaigns for Behavioral Changes

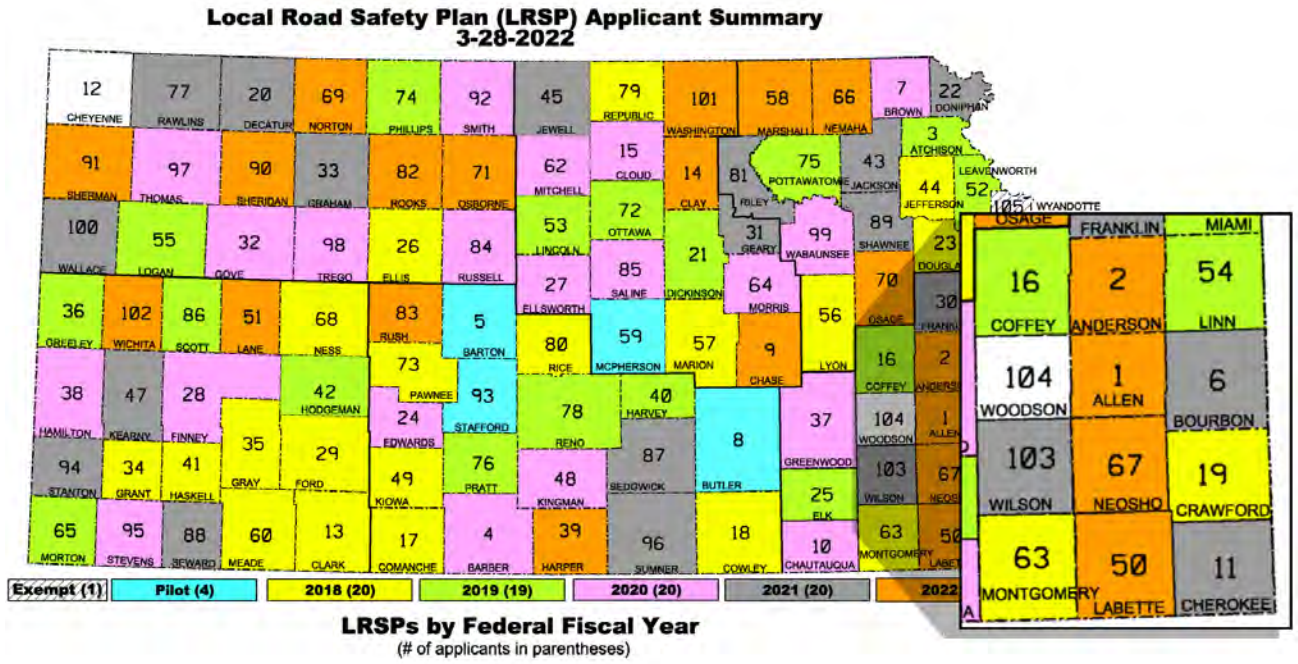


NEXT STEPS

NEXT STEPS: Draft Plans

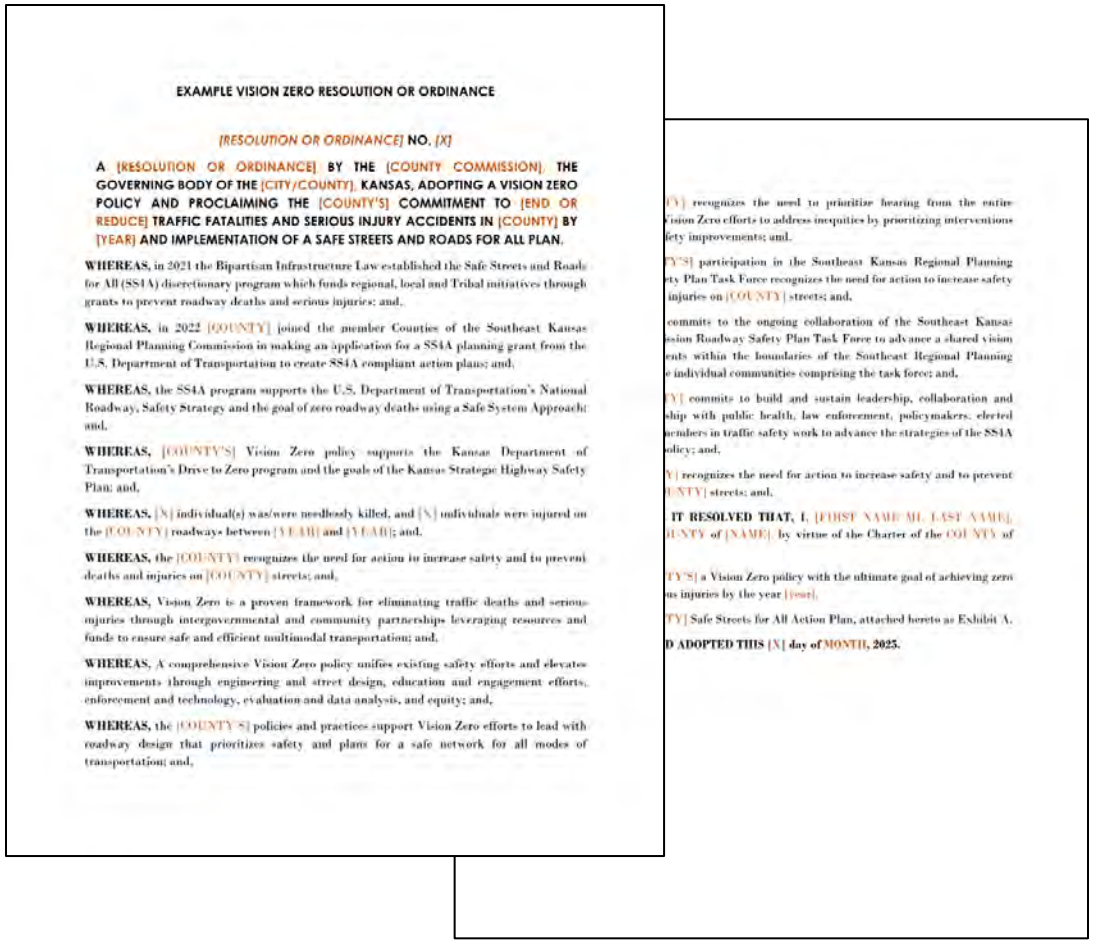
- Priority Projects: A project team representative will contact each county in the next 1-2 weeks to share your draft project list.

- Safety Action Plans
  - Draft plans will be completed in May and sent for review.
  - Efforts are being aligned in counties with an active LRSP project.



NEXT STEPS: Vision Zero Resolution

- Regional commitment to the goal of zero roadway fatalities and serious injuries
- Vision Zero Resolution
  - Percentage reduction goal by a specific date
  - Target date for achievement of zero roadway fatalities and serious injuries



EXAMPLE VISION ZERO RESOLUTION OR ORDINANCE

[RESOLUTION OR ORDINANCE] NO. *[X]*

A [RESOLUTION OR ORDINANCE] BY THE [COUNTY COMMISSION], THE GOVERNING BODY OF THE [CITY/COUNTY], KANSAS, ADOPTING A VISION ZERO POLICY AND PROCLAIMING THE [COUNTY'S] COMMITMENT TO [END OR REDUCE] TRAFFIC FATALITIES AND SERIOUS INJURY ACCIDENTS IN [COUNTY] BY [YEAR] AND IMPLEMENTATION OF A SAFE STREETS AND ROADS FOR ALL PLAN.

WHEREAS, in 2021 the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program which funds regional, local and Tribal initiatives through grants to prevent roadway deaths and serious injuries; and,

WHEREAS, in 2022 [COUNTY] joined the member Counties of the Southeast Kansas Regional Planning Commission in making an application for a SS4A planning grant from the U.S. Department of Transportation to create SS4A compliant action plans; and,

WHEREAS, the SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and the goal of zero roadway deaths using a Safe System Approach; and,

WHEREAS, [COUNTY'S] Vision Zero policy supports the Kansas Department of Transportation's Drive to Zero program and the goals of the Kansas Strategic Highway Safety Plan; and,

WHEREAS, [X] individual(s) was/were needlessly killed, and [X] individuals were injured on the [COUNTY] roadways between [YEAR] and [YEAR]; and,

WHEREAS, the [COUNTY] recognizes the need for action to increase safety and to prevent deaths and injuries on [COUNTY] streets; and,

WHEREAS, Vision Zero is a proven framework for eliminating traffic deaths and serious injuries through intergovernmental and community partnerships leveraging resources and funds to ensure safe and efficient multimodal transportation; and,

WHEREAS, A comprehensive Vision Zero policy unifies existing safety efforts and elevates improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis, and equity; and,

WHEREAS, the [COUNTY'S] policies and practices support Vision Zero efforts to lead with roadway design that prioritizes safety and plans for a safe network for all modes of transportation; and,

[Y] recognizes the need to prioritize hearing from the entire Vision Zero efforts to address inequities by prioritizing interventions fety improvements; and.

Y'S] participation in the Southeast Kansas Regional Planning ty Plan Task Force recognizes the need for action to increase safety injuries on [COUNTY] streets; and,

commits to the ongoing collaboration of the Southeast Kansas sion Roadway Safety Plan Task Force to advance a shared vision ents within the boundaries of the Southeast Regional Planning e individual communities comprising the task force; and,

Y] commits to build and sustain leadership, collaboration and ship with public health, law enforcement, policymakers, elected mbers in traffic safety work to advance the strategies of the SS4A olicy; and,

] recognizes the need for action to increase safety and to prevent UNTY] streets; and,

IT RESOLVED THAT, I, [FIRST NAME MI. LAST NAME], UNTY of [NAME], by virtue of the Charter of the COUNTY of

TY'S] a Vision Zero policy with the ultimate goal of achieving zero us injuries by the year [year].

TY] Safe Streets for All Action Plan, attached hereto as Exhibit A.

D ADOPTED THIS [X] **day of** MONTH, **2025.**

NEXT STEPS: Implementation Funding

- Safe Streets and Roads for All (SS4A) Program
  - A Safety Action Plan and Vision Zero Resolution make you eligible
  - Deadline: June 26, 2025
  - Additional round of funding available in 2026 under the current federal infrastructure bill

- Use the Kansas Infrastructure Hub as a resource

- Other Funding Mechanics
  - High Risk Rural Roads (HRRR)
  - Highway Safety Improvement Program - Intersections (HSIP)
  - Safe Routes to School
  - Community Health programs

THANK YOU!

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Appendix D

Public Survey Results

Safe Streets for All

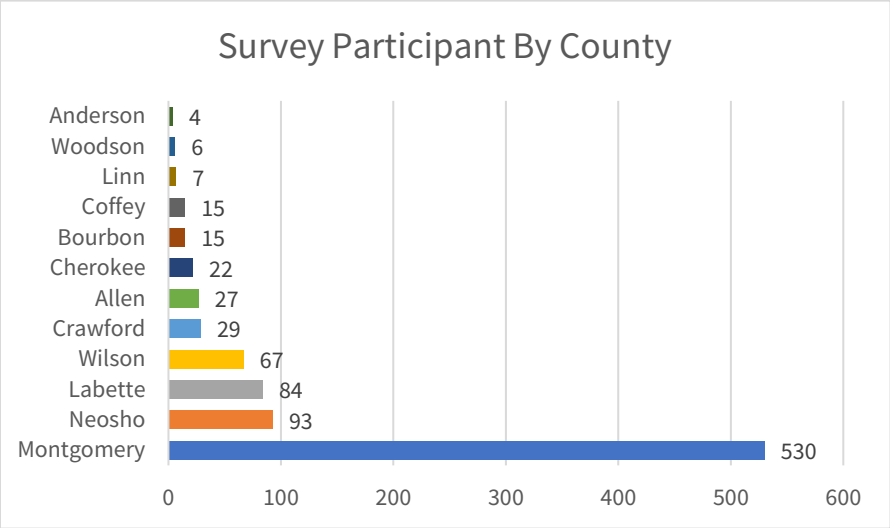
Southeast Kansas Comprehensive Safety Action Plan

Public Survey

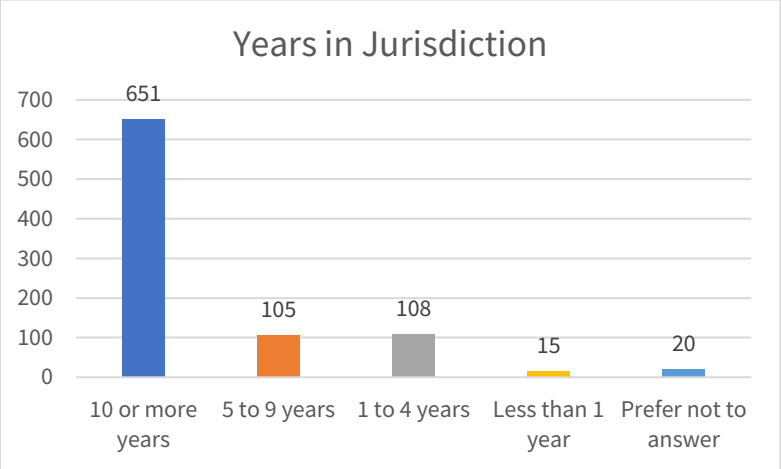
To gather greater community input, an online public survey was distributed throughout the 12-county region from October 2024 to April 2025, including distribution to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region and specific jurisdictions.

The survey was distributed through city and county websites, social media, and advertised at public engagement events. This approach ensured broad participation and diverse perspectives resulting in a total of 899 survey respondents from across the 12-county region.

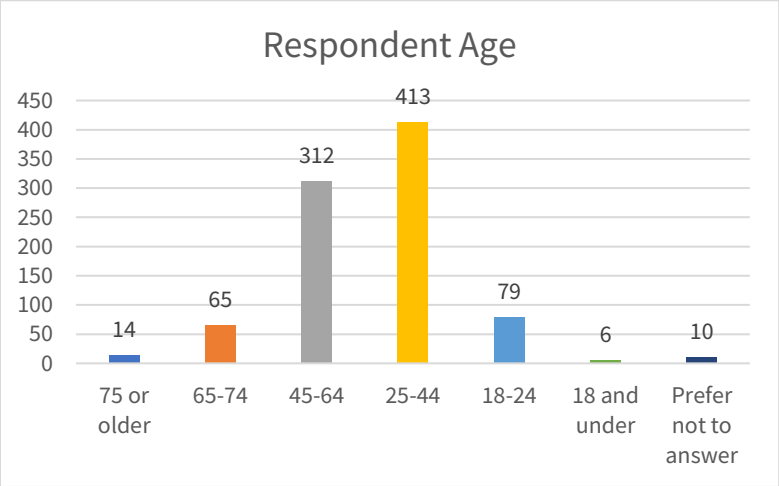
What county do you live in?



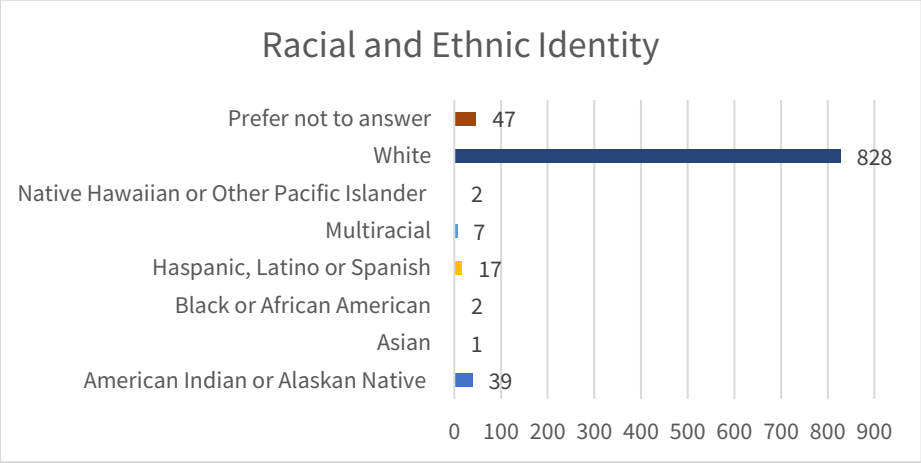
How long have you lived in your jurisdiction?



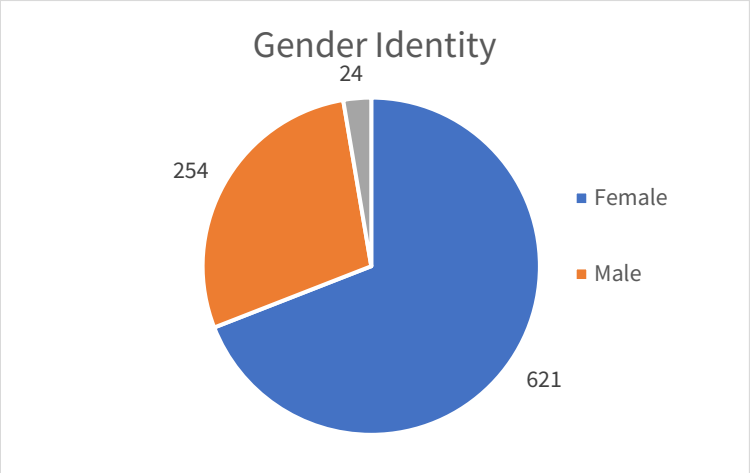
What is your age?



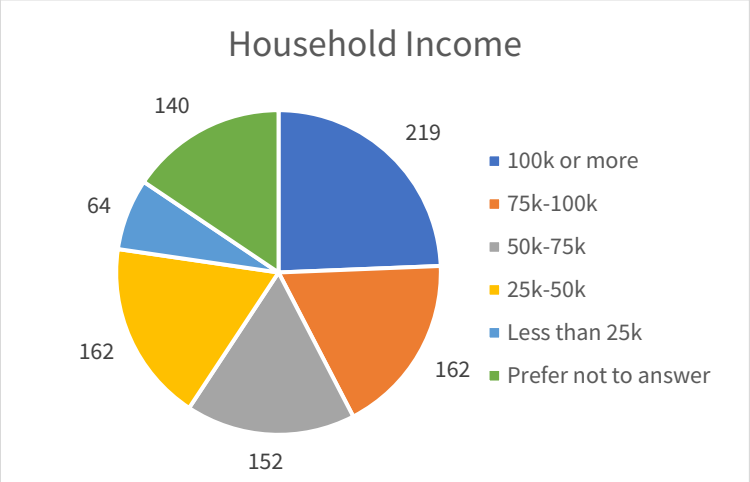
Select the racial or ethnic group with which you identify.



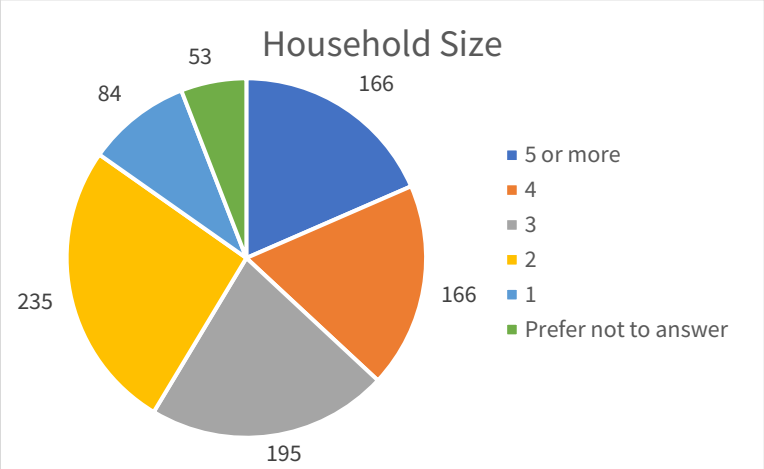
What is your gender identity?



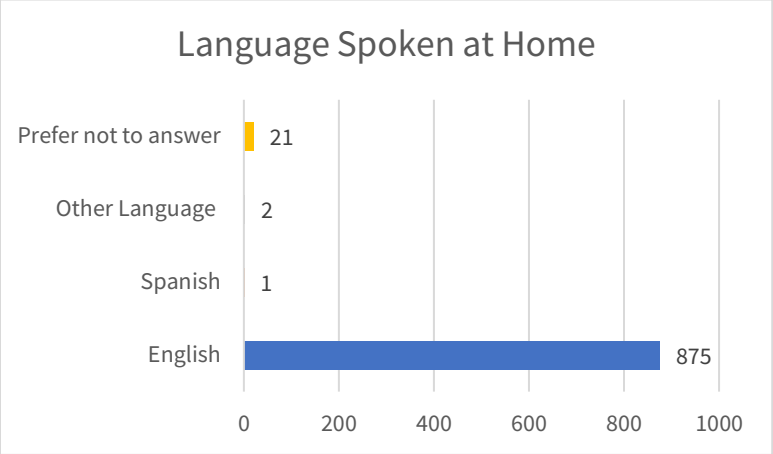
What is your household income?



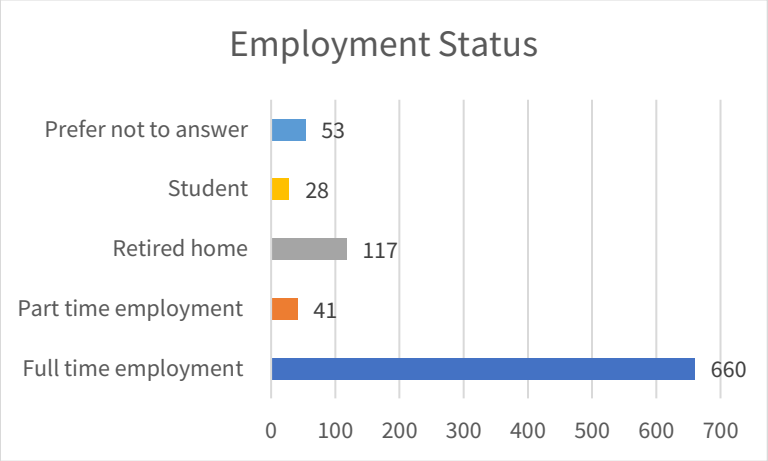
Including yourself, how many people live in your household?



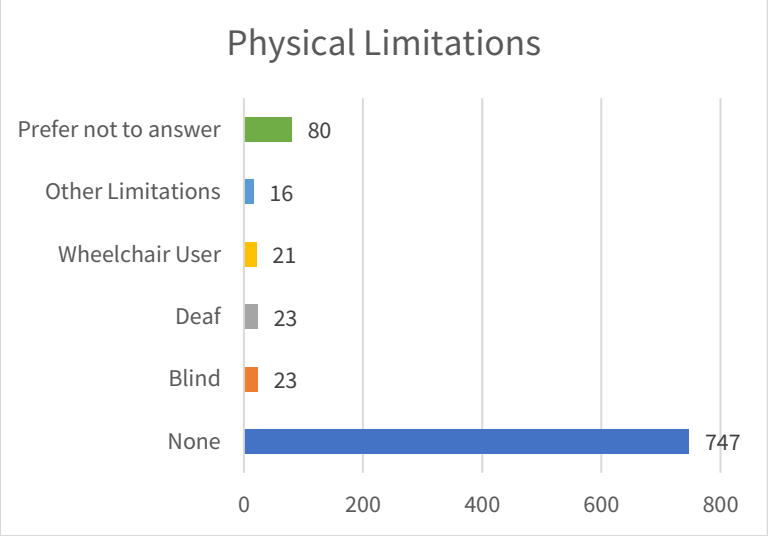
What is the primary language spoken at home?



Select the option that best fits your current occupation:

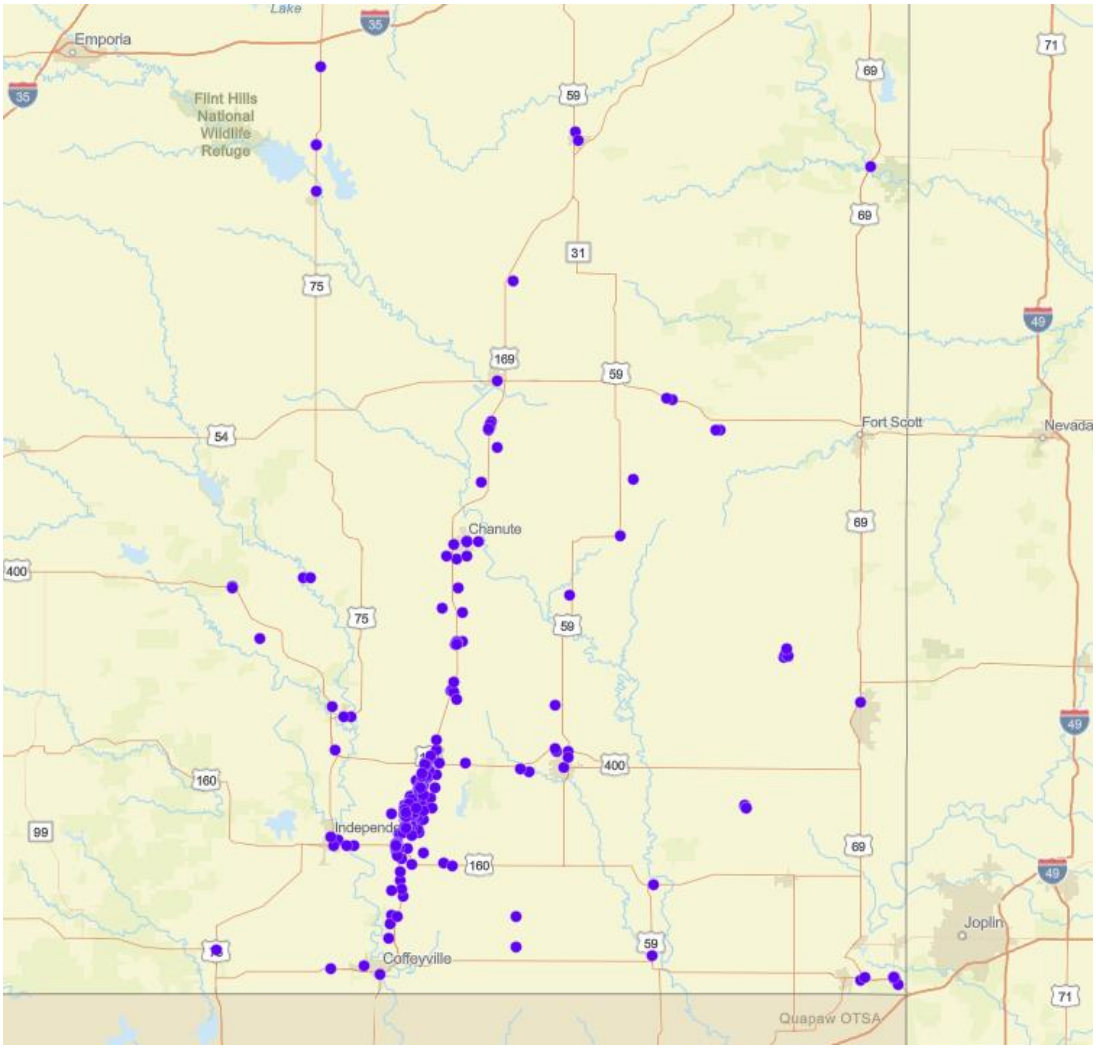


Do you have any physical limitations? (Select all that apply)

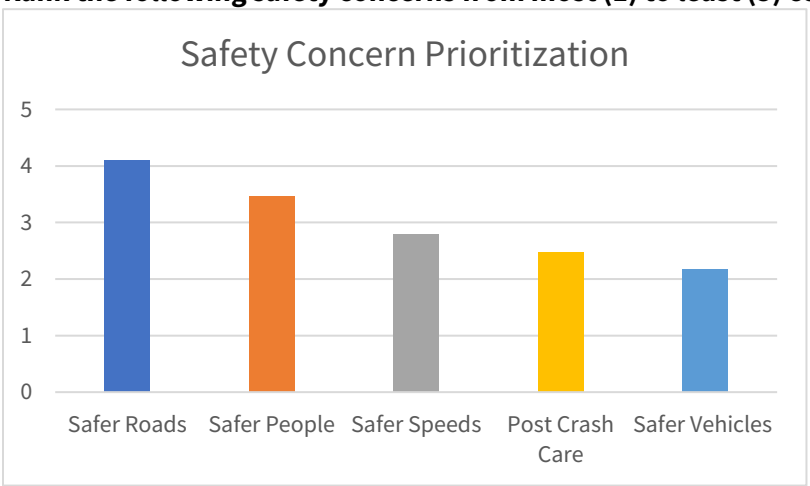


Mapping Activity

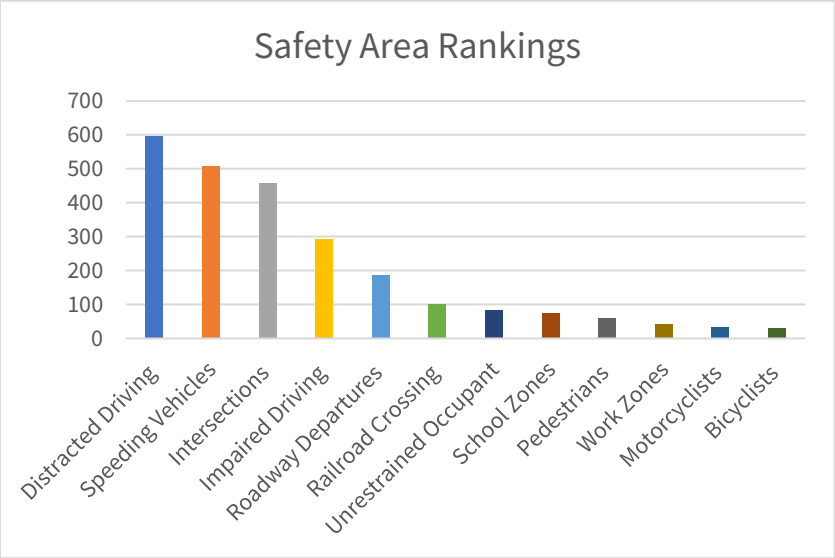
Each dot corresponds with a location-specific safety concern or comment.



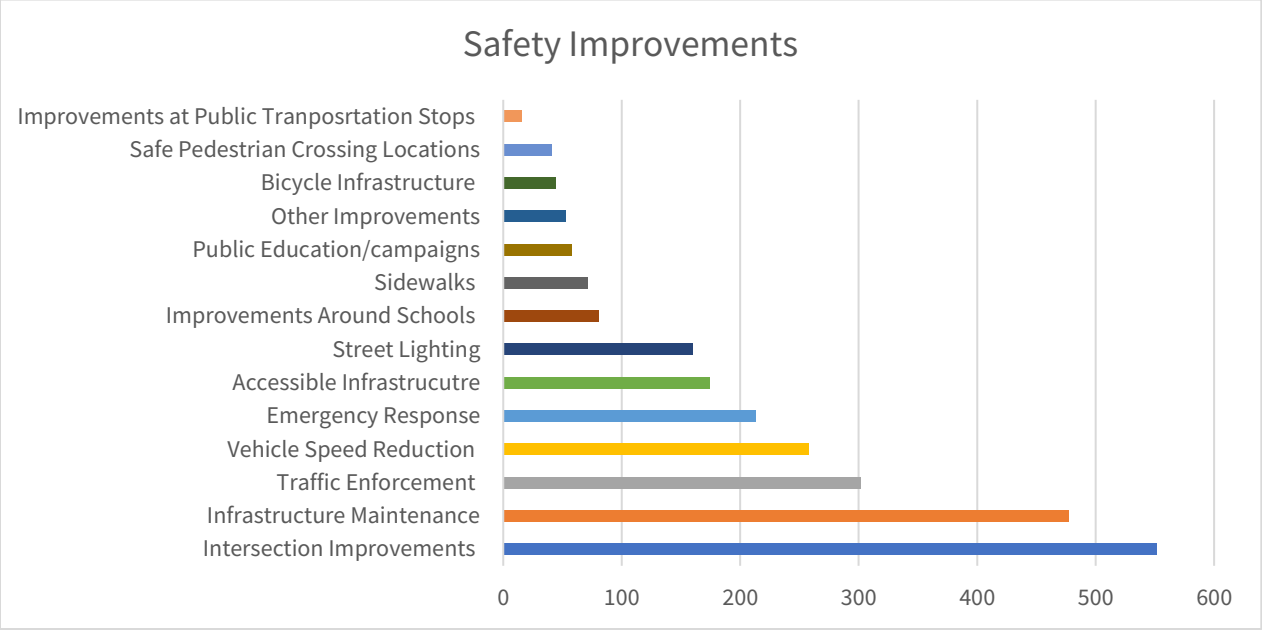
Rank the following safety concerns from most (1) to least (5) concerned.



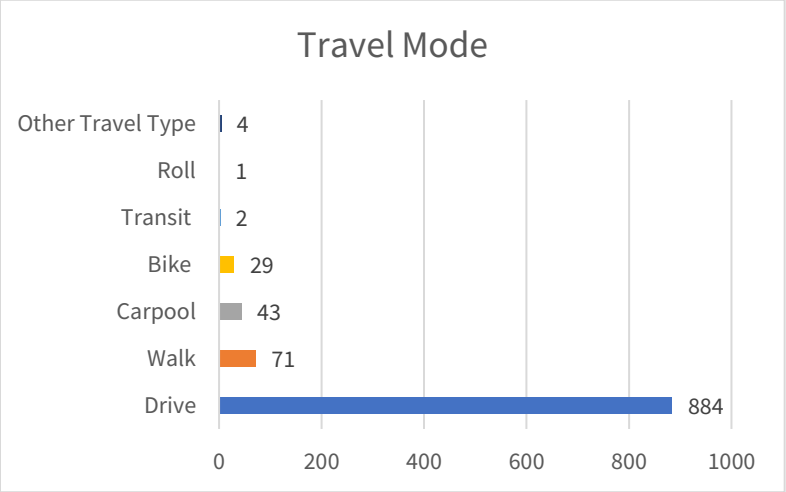
What safety areas are the most important to you in addressing street safety? (Select the top 3)



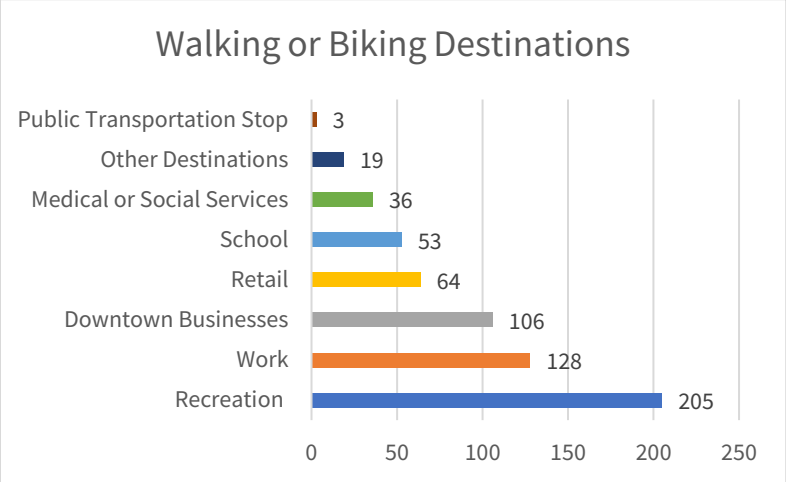
Pick the three most important safety improvements that your tax dollars help pay for, which affect your safety in the transportation system.



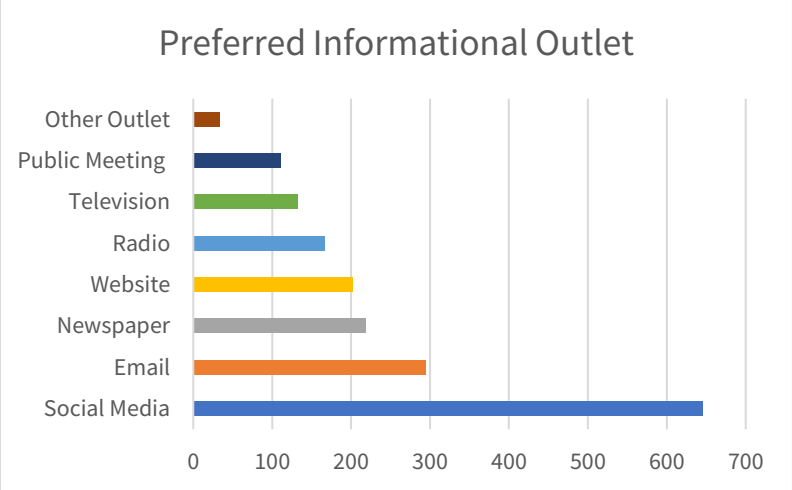
How do you usually travel in a typical week? (Select all that apply)



If you walk or bike in your jurisdiction, what is your destination?



What outlets would you prefer to receive transportation safety Information? (Select all that apply)



Appendix E

Countermeasures Toolbox

COUNTERMEASURES for moving toward Vision Zero goals

Intersections

Roundabouts

Roundabouts can safely and efficiently move traffic. They reduce vehicle speed, provide entry yield control, and minimize conflict points.

Consistent Yellow & All-Red Timings

Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.

Improved Geometry

Positive offset of left turn lanes, skew elimination, or sight distance improvements can decrease the number of crashes in an intersection.

Improved Signal Phasing/ Timing Plans

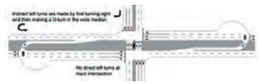
Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.

Reduced Conflict U-Turn (RCUT)

Cross-street traffic makes a right turn followed by a U-turn at a designated location—either signalized or unsignalized—to continue in the desired direction.

Median U-Turn (MUT)

Vehicles proceed through the main intersection, make a U-turn a short distance downstream, followed by a right turn at the main intersection.

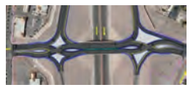


Turbo Roundabouts

Turbo roundabouts utilize different geometrics to address the conflicts associated with the common crash types in multilane roundabouts.

Diverging Diamond Interchange (DDI)

The crossing (or channelizing) of traffic on the crossroad to the left side between the ramp terminals is a variation of the diamond interchange.



Rectangular Rapid Flashing Beacon

Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.

Traffic Calming

Reduces vehicle speeds or volumes to improve quality of life by increasing the safety and comfort of walking and bicycling.

Backplates with Retroreflective Borders

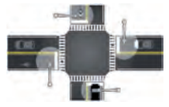
Backplates improve the visibility of a traffic signal with a controlled-contrast background. A 1-3 inch yellow retroreflective border makes it even more conspicuous.

Intersection Conflict Warning System

Drivers are informed of available gaps for turning or crossing. Vehicle detectors alert motorists of conflicting vehicles on an adjacent approach.

Street Lighting

At nighttime, lighting can be applied continuously along segments and at spot locations to increase visibility.



Flashing Beacons on Warning Signs

Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.

Dedicated Turn Lanes

Auxiliary turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.

Curves

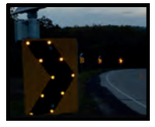
Advanced Warning Signs

Advanced warning signs around curves or other sight-limiting areas or where crash problems exist allow drivers time to make decisions based on changing conditions.

Install or Update Signage & Chevron Placement

Enhanced delineation and signage at horizontal curves can be implemented in advance of or within curves.

Speed Activated Flashers



Speed activated flashers on chevrons in a curve have shown huge decreases in crashes.

Retroreflective Strips on Signposts

Increasing the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increases viewability.

Superelevation Correction

Correcting and reshaping the roadway superelevation allows increased friction with the pavement.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Roadway Departures

Transverse Rumble Strips

Transverse rumble strips alert drivers to slow down, stop, or adjust to upcoming changes that may not be anticipated by an inattentive driver.

Clear Zones

These zones are unobstructed, traversable roadside areas that allow drivers to stop safely or regain control of a vehicle that has left the roadway.

High Friction Surface Treatment

Higher pavement friction helps motorists maintain better control in both wet and dry conditions.

Enhanced Signing & Delineation

Enhanced delineation treatments can alert drivers to upcoming curves, the direction and sharpness of the curve, and the appropriate operating speed.

Road Safety Audits (RSAs)

RSAs consider all road users, account for human factors and road user capabilities, are documented in a formal report, and require a formal response from the road owner.

6" Retroreflective Edgeline

Wider edge lines enhance the visibility of travel lane boundaries compared to traditional edge lines.

Flattening & Widening Foreslopes

Flattening and widening foreslopes allows a more recoverable slope and potentially can decrease the clear zone distance required.

Paved Shoulders

Paved shoulders allow better recovery for roadway departures and are often combined with edgeline rumble strips.

Median Barrier

Median barriers redirect vehicles striking either side of the barrier. They significantly reduce the number of cross-median crashes.

2' Paved Shoulder with Safety Edge

Eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.

6" Retroreflective Centerline

Wider centerlines enhance the visibility of travel lane boundaries compared to traditional edge lines.

On-Pavement Markings for Speed Control

Transverse pavement markings or chevrons placed progressively closer provide a visual illusion of increased speed causing drivers to slow down.

Post-Mounted Delineators

Improving curve delineations helps prevent roadway departures from the mainline pavement.

Improved Pavement Markings

Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.

Access Management

The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.

Longitudinal Rumble Strips

Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Pedestrians & Bicycles

Leading Pedestrian Intervals (LPI)

LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.

High-visibility Crosswalks

Patterns and reflective materials visible to both drivers and pedestrians from farther away, as well as lighting, signs, and pavement markings, improve visibility.

Vehicles Yield to Pedestrian Signage

Signage to increase driver awareness of high volume pedestrian movements works in a similar manner to LPIs.

Curb Extensions/Bulb Outs & Refuge Islands

These decrease the time pedestrians are in the roadway and increase pedestrian visibility.

Complete Streets/Designing for All Users

An approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people using them.

Pedestrian Crossing Signals

Pedestrians crossing signals allow traffic gaps to be forced by stopping traffic and allowing pedestrians to cross.

Raised Crosswalk/Raised Intersection/ Speed Table

These allow pedestrians to cross at grade with the sidewalk, reducing vehicle speeds and enhancing the pedestrian crossing environment.

Pedestrian Hybrid Beacons (PHB)

PHBs are traffic control devices that help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.

Multi-Use Paths

Shared-use paths supplement a system of on-road bike lanes, wide outside lanes, paved shoulders, and bike routes.

Shared Lane Markings

Sharrows are road markings that designate a space to be shared by both motorists and bicyclists.

Road Diet

A Road Diet reconfigures traditional four-lane undivided highways for improved safety, traffic calming, and better access for all road users.

Back-In Angle Parking

Back-in angle parking provides motorists with better vision of pedestrians, bicyclists, motor vehicles, and other road users as they exit a parking space and enter moving traffic.

Bike Lanes & Buffered Bike Lanes

Bike lanes can mitigate or prevent interactions between bicyclists and motor vehicles, and create a network of safer roadways for bicycling.

Bike Boulevards

Signs and pavement markings indicate that a roadway is intended as a shared, slow street, and reinforce the intention of priority for bicyclists along a given route.

Calibrated Bike Detection for Bike Lanes

Bicycle detection occurs either through the use of push buttons or by automated means. Inductive loop vehicle detection can be adjusted for bicycle metallic mass.

Access Control Through Medians

Management of the entry and exit points along a corridor can enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.

Cycle Tracks

Cycle tracks are bikeways that are at street level and use a variety of methods for physical protection from passing traffic.

Vulnerable Road User (VRU) Education

Share the Road programs aim to increase drivers' awareness of the rights of VRUs to improve the safety of all road users.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Improved ADA Accessibility

Curb Ramps

These provide access between the sidewalk and roadway for people using wheelchairs/wheeled devices and pedestrians with limited mobility.

Countdown Signals

These signals provide pedestrians with more information on the remaining crossing time.

Audible Pedestrian Signals

These devices provide auditory information to pedestrians who are blind or have low vision by signaling when it is safe to cross the roadway.

Education

Safe Routes to School (SRTS)

SRTS programs increase the amount of bicycling and walking to and from school while improving safety for children bicycling or walking to school.

Pedestrian Safety Zones

These zones target engineering, education, and enforcement measures to geographic areas and audiences where significant pedestrian crash problems exist.

Enforcement Communications & Outreach

Effective, high-visibility communications and outreach are an essential part of successful seat belt law High Visibility Enforcement programs.

Outreach Strategies for Low-Belt Use Groups

Communications and outreach directed at low-belt-use groups can be effective for targeted programs that support and are supported by enforcement.

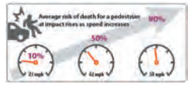
Enforcement

Reduce & Enforce Speed Limits

Reducing travel speeds increases reaction time for drivers and pedestrians to avoid crashes, as well as reduces the severity of pedestrian injuries when these crashes occur.

Communication & Outreach Supporting Enforcement

Effective, high-visibility communications and outreach are essential parts of successful speed and aggressive-driving enforcement programs.



High-Visibility Cell Phone/Text Messaging Enforcement

HVE can effectively deter cell phone use by increasing the perceived risk of a ticket.

Short Term, High-Visibility Seat Belt Law Enforcement

High-visibility seat belt law enforcement consists of short, intense, highly-publicized periods of increased enforcement using checkpoints, saturation patrols, or enforcement zones.

TRANSYSTEMS

Countermeasure	Description	CMF
Roadway Departure		
Advanced Warning Signs	Advanced warning signs around curves or other sight limiting areas or where crash problems exist all drivers more time to make decisions based on changing conditions.	0.65
Improved Pavement Markings	Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.	0.64-0.88 (6” edge line), 0.76 (4” edge line)
Longitudinal Rumble Strips	Longitudinal rumble strips are milled or raised elements on the pavement intended to alert drivers through vibration and sound that their vehicle has left the travel lane. They can be installed on the shoulder, edge line, or at or near the center line of an undivided roadway.	Varies
Transverse Rumble Strips	Transverse rumble strips are used to alert drivers of a need to slow down or stop, or to other upcoming changes that may not be anticipated by an inattentive driver. These rumble strips are placed in the travel lane perpendicular to the direction of travel.	0.66-0.73
Flattening and widening foreslopes	Flattening and widening foreslopes allows a more recoverable slope , and potentially can decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	Varies
2' paved shoulder with safety edge	The SafetyEdge^{SM} technology shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process. This safety practice eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability by reducing edge raveling of asphalt.	0.65 – 0.9

Relocating/Moving/shielding Fixed objects	Roadside Design Improvements to Provide for a Safe Recovery such as providing a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	0.56
Superelevation Correction	Correcting and reshaping the roadway superelvation to meet posted speed, or where crashes have occurred allows an increased friction with pavement.	Varies: Formula based
High Friction Surface Treatment	Pavement friction treatments, such as High Friction Surface Treatment (HFST), can be better targeted and result in more efficient and effective installations when using continuous pavement friction data along with crash and roadway data.	0.37
Post mounted delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers where the edge of shoulder is. This is also helpful at night.	0.72 – 0.82
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	.77 to .95
Reflective Strips on Posts	Retroreflective Strips on signposts increase the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increase viewability.	No yet determined

Countermeasure	Description	CMF
Intersection Related		
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	0.79
Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	0.86
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more conspicuous.	0.85
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	.6 (for LT) .75 (all)
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	.30 (for LT)
Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	0.9
Improved Geometry	Geometry improvements can have great effects on the safety of an intersection, positive offset of left turn lanes, Skew elimination, sight distance improvements all can have great effects on the number of crashes in the intersection.	Varies
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	0.4
Enhanced Stop Signs	Larger stop signs, use of flasher on sign or use of retroreflective markings to increase visibility of stop signs.	0.9

Countermeasure	Description	CMF
Vulnerable Road Users		
Rectangular Rapid Flashing Beacon	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	.53 (Ped)
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	.45 (Ped)
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	.92 (Ped)
Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	0.87
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	.11-.35 (Ped)
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	.60 (Ped)
Advance Yield or Stop markings	YIELD Here to Pedestrians" or "STOP Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk.	0.62 (Ped)
SRTS Program	The goal of Safe Routes to School programs is to increase the amount of bicycling and walking trips to and from school while simultaneously improving safety for children bicycling or walking to school.	***

Countermeasure	Description	NHTSA Star Rating
Unrestrained Occupant		
High Visibility Enforcement of Seatbelt	Both Short Term and Sustained Seat Belt Enforcement, including child passenger safety.	*****
Education Strategies	Employer based and Older Children programs.	***
Child Restraint Inspection Stations	Child Passenger Safety (CPS) Technician staffed Inspection Stations.	***

Countermeasure	Description	NHTSA Star Rating
Distracted Driving		
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.	Needs further evaluation
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

Countermeasure	Description	NHTSA Star Rating
Alcohol or Drug Related		
Enforcement of Drug and Alcohol Impaired Driving	Increased enforcement of impaired-driving laws can be a major factor in reducing impaired-driving deaths.	***
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

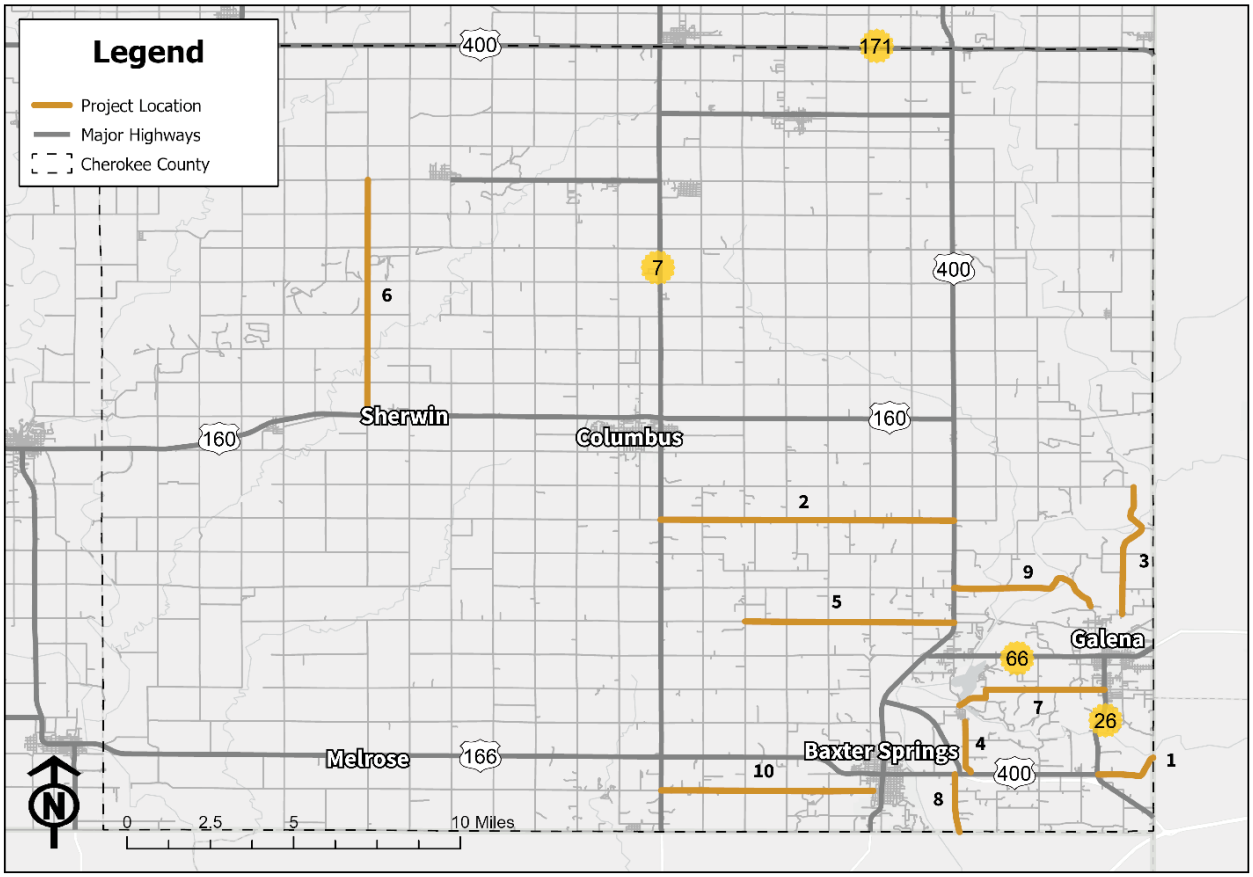
Appendix F

Project Sheets

Cherokee County

Priority Project List

Map ID	Project	Type
1	SE Bagdad Road	Systemic Roadway
2	SE Clem Road	Systemic Roadway
3	SE 110th Street	Systemic Roadway
4	SE 72nd Terrace	Systemic Roadway
5	SE Quaker Road	Systemic Roadway
6	NW 70th Street	Systemic Roadway
7	SE 77th Terrace/Shoal Creek, SE Blackjack /21st Street	Systemic Roadway
8	Five Mile Avenue	Systemic Roadway
9	SE Lostine Road / Columbus Street	Systemic Roadway
10	SE Star Road	Systemic Roadway



SE Bagdad Road

Cherokee County

Location: SE Bagdad Road from K-26 to State Line (1.7 miles)

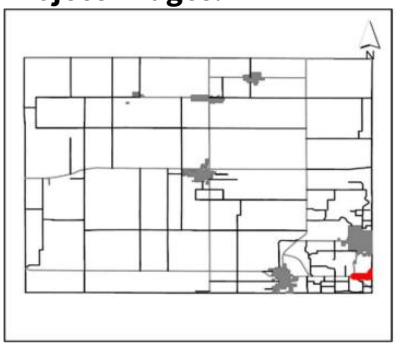
Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, High Public Interest, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Install center/edge line pavement markings, delineate roadside hazards, improve edge drop-off, and install center/edge line rumble strips.
Long-Term Improvements	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten foreslopes, extend culverts, apply high friction safety treatment, install transverse rumble strips before curves, and improve superelevation on curves.

Project Cost:

Short-Term Improvements	$81,000
Long-Term Improvements	$1.6 million

Project Images:



SE Clem Road

Cherokee County

Location: SE Clem Road from US-69 to US-69 Alternate (7.0 miles)

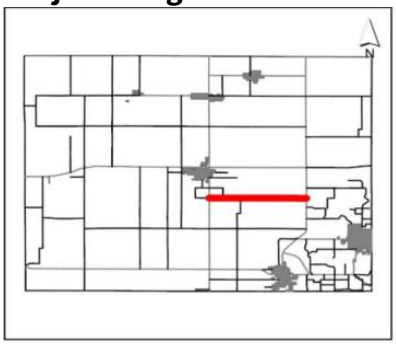
Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, High Public Interest, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Install center/edge line pavement markings, clear and grub 15 feet on each side of roadway, delineate roadside hazards, and improve edge drop-off.
Long-Term Improvements	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten foreslopes, install edge/center line rumble strips, install/upgrade guardrail, and extend culverts.

Project Cost:

Short-Term Improvements	$200,000
Long-Term Improvements	$5.5 million

Project Images:



SE 110th Street

Cherokee County

Location: SE 110th Street (N Wood Street) from Jackson Avenue (City of Galena) to SE Messer Road (4.1 miles)

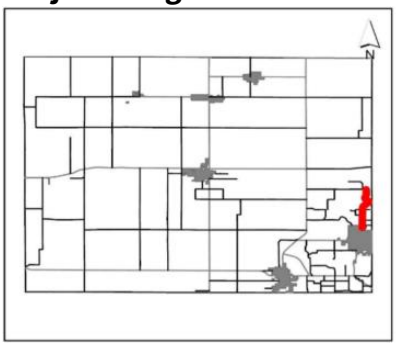
Project Information:

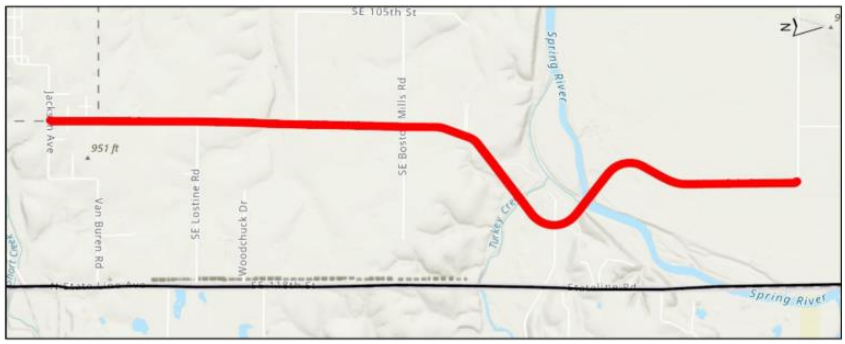
Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Install center/edge line pavement markings, clear and grub 15 feet on each side of roadway, delineate roadside hazards, improve edge drop-off, and improve/update curve warning signs.
Long-Term Improvements	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten foreslopes, install edge/center line rumble strips, install/upgrade guardrail, extend culverts, install transverse rumble strips prior to curves, improve superelevation on curves.

Project Cost:

Short-Term Improvements	$176,000
Long-Term Improvements	$3.8 million

Project Images:





SE 72nd Terrace

Cherokee County

Location: SE 72nd Terrace from US-166 to SE Waxwing Lane (Lowell) (1.6 miles)

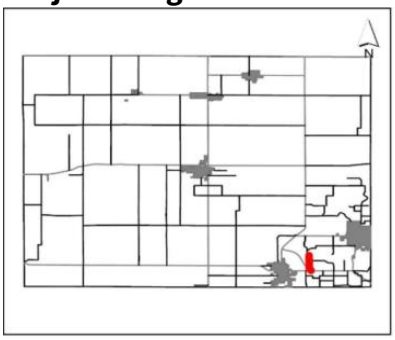
Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP)
Short-Term Improvements	Install center/edge line pavement markings, clear and grub 15 feet on each side of roadway, delineate roadside hazards, improve edge drop-off, and improve/update curve warning signs.
Long-Term Improvements	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten foreslopes, install center/edge line rumble strips, install/upgrade guardrail, extend culverts, install transverse rumble strips prior to curves, and improve superelevation on curves.

Project Cost:

Short-Term Improvements	$53,000
Long-Term Improvements	$1.3 million

Project Images:



SE Quaker Road

Cherokee County

Location: SE Quaker Road from SE 20th Street to US-69 Alternate (5.0 miles)

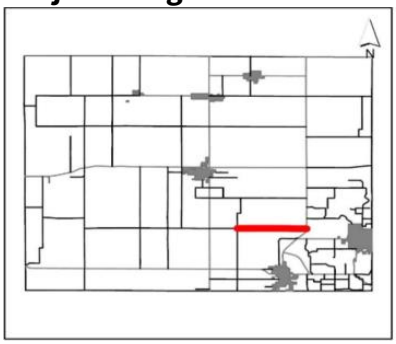
Project Information:

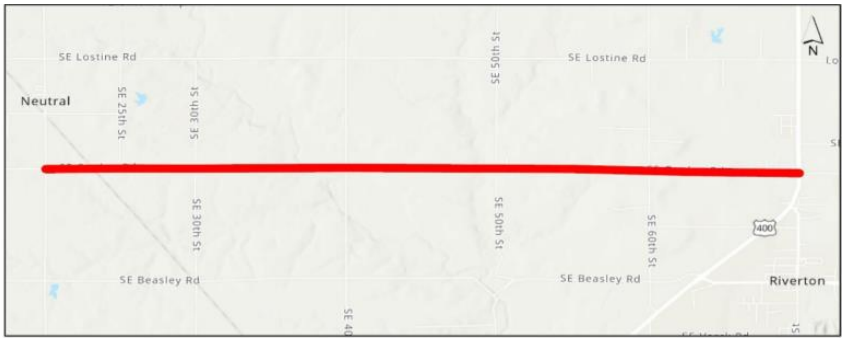
Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Install center/edge line pavement markings, clear and grub 15 feet on each side of roadway, delineate roadside hazards, and improve edge drop-off.
Long-Term Improvements	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten foreslopes, install edge/center line rumble strips, install/upgrade guardrail, and extend culverts.

Project Cost:

Short-Term Improvements	$147,000
Long-Term Improvements	$3.5 million

Project Images:





NW 70th Street

Cherokee County

Location: NW 70th Street from US-160 to NW Scammon Road (7.0 miles)

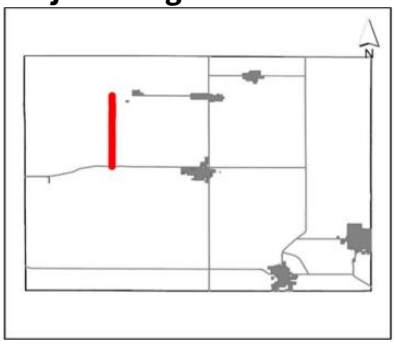
Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Install center/edge line pavement markings, clear and grub 15 feet on each side of roadway, delineate roadside hazards, and improve edge drop-off.
Long-Term Improvements	Install 18-inch aggregate shoulders, flatten foreslopes, install edge/center line rumble strips, install/upgrade guardrail, and extend culverts.

Project Cost:

Short-Term Improvements	$208,000
Long-Term Improvements	$2.9 million

Project Images:



SE 77th Terrace / Shoal Creek Road, SE Blackjack Road / 21st Street

Cherokee County

Location: SE 77th Terrace / SE Shoal Creek Road, SE Blackjack Road / W 21st Street from SE 71st Street to S Main Street (City of Galena) (3.8 miles)

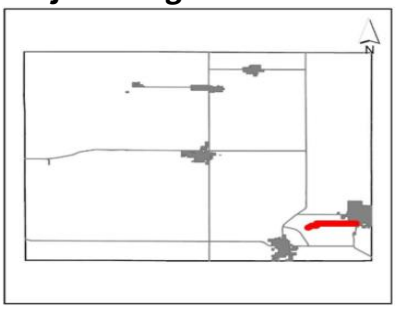
Project Information:

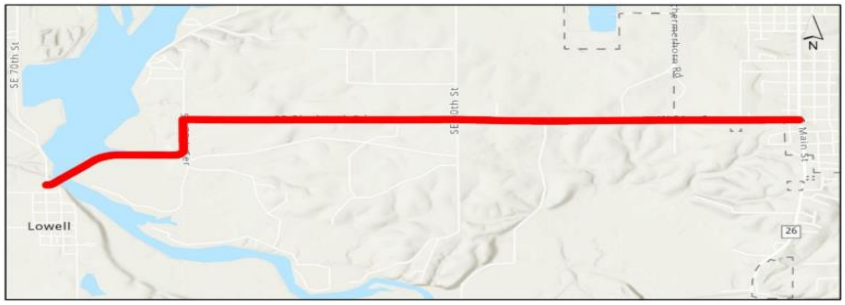
Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP)
Short-Term Improvements	Install center/edge line pavement markings, clear and grub 15 feet on each side of roadway, delineate roadside hazards, improve edge drop-off, improve curve warning signs, and add in-lane curve warning pavement markings.
Long-Term Improvements	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten foreslopes, install center/edge line rumble strips, install/upgrade guardrail, and extend culverts.

Project Cost:

Short-Term Improvements	$130,000
Long-Term Improvements	$2.7 million

Project Images:





Five Mile Avenue

Cherokee County

Location: Five Mile Avenue from US-166 to State Line (1.75 miles)

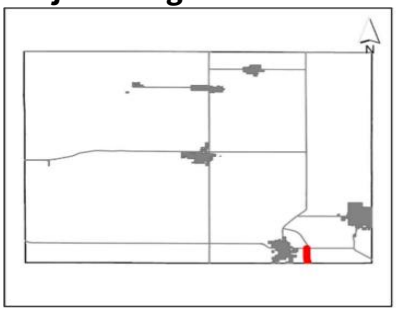
Project Information:

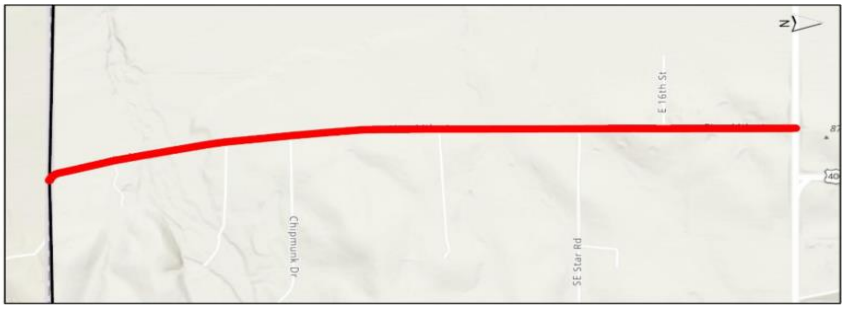
Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP)
Short-Term Improvements	Install center/edge line pavement markings, clear and grub 15 feet on each side of roadway, delineate roadside hazards, improve edge drop-off, improve curve warning signs, and add in-lane curve warning pavement markings.
Long-Term Improvements	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten foreslopes, install center/edge line rumble strips, install/upgrade guardrail, apply high friction surface treatment, and extend culverts.

Project Cost:

Short-Term Improvements	$82,000
Long-Term Improvements	$1.4 million

Project Images:





SE Lostine Road / Columbus Street

Cherokee County

Location: SE Lostine Road / Columbus Street from US-69 Alternate to Galena city limits (3.9 miles)

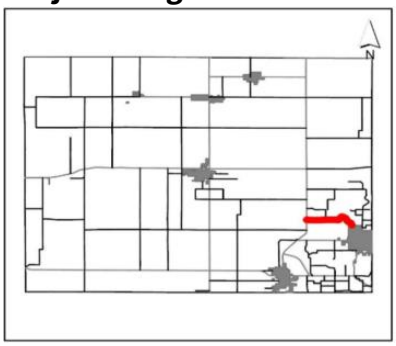
Project Information:

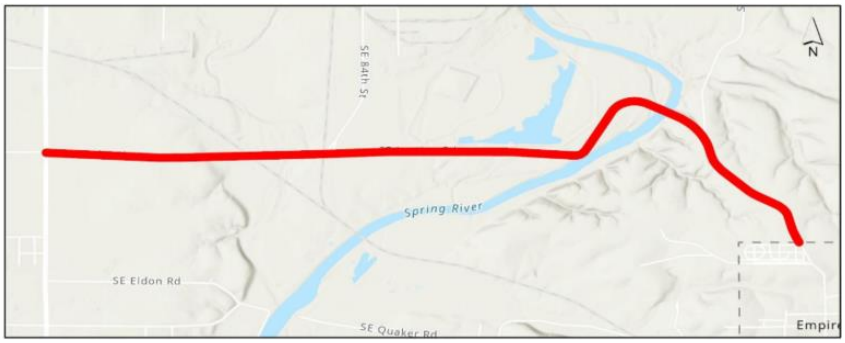
Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP)
Short-Term Improvements	Install center/edge line pavement markings, clear and grub 15 feet on each side of roadway, delineate roadside hazards, improve edge drop-off, improve curve warning signs, and add in-lane curve warning pavement markings.
Long-Term Improvements	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten foreslopes, install center/edge line rumble strips, install/upgrade guardrail, extend culverts, and improve superelevation on curves.

Project Cost:

Short-Term Improvements	$175,000
Long-Term Improvements	$3.4 million

Project Images:





SE Star Road

Cherokee County

Location: SE Star Road (W 19th Street) from US-69 to Baxter Springs city limits (5.0 miles)

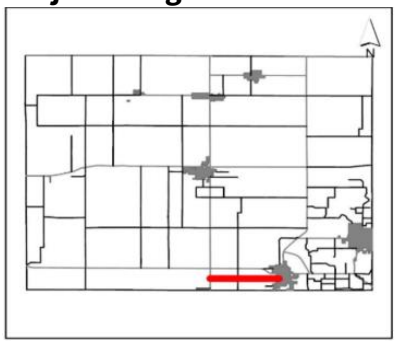
Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP)
Short-Term Improvements	Install center/edge line pavement markings, clear and grub 15 feet on each side of roadway, delineate roadside hazards, and improve edge drop-off.
Long-Term Improvements	Install 18-inch aggregate shoulders, flatten foreslopes, install/upgrade guardrail, extend culverts, and improve superelevation on curves.

Project Cost:

Short-Term Improvements	$143,000
Long-Term Improvements	$2.0 million

Project Images:



Location	Type	County/City	Description	Source	KDOT Facility	Notes
SE Bagdad Road	Segment, Intersection	Cherokee County	install/upgrade pavement markings, delineate roadside hazards, add 2' paved shoulder with safety edge, flatten foreslopes, extend culverts, apply high friction surface treatment, improve superelevation, install transverse rumble strips prior to curves, install edge and center rumble strips (additional cost for reconfiguration of intersection at K-26)	LRSP, 1-on-1	No	1.7 miles, 1 fatal, 3 serious injury, and 6 injury crashes 2016-2020, crashes have increased due to changes in the control of the intersection at Bagdad Road and K-26, 1 fatal and 7 injury crashes 2014-2023 at intersection
SE Clem Road from US-69 to US-69 Alternate	Segment, Intersection	Cherokee County	install/upgrade pavement markings, delineate roadside hazards, add 2' paved shoulder with safety edge, install/upgrade guardrail, flatten foreslopes, extend culverts, install edge and center rumble strips	LRSP, Cluster, 1-on-1	No	7 miles, 3 serious injury and 7 injury crashes 2016-2020, intersections at 10th and 60th Street are of special interest for sight distance
SE 110th Street (N Wood Street) from Jackson Avenue to SE Messer Road	Segment	Cherokee County, Galena	install/upgrade pavement markings, update curve signage, delineate roadside hazards, add 2' paved shoulder with safety edge, flatten foreslopes, install/upgrade guardrail, extend culverts, apply high friction surface treatment, improve superelevation, install transverse rumble strips prior to curves, install edge and center rumble strips	LRSP	No	4.1 miles, 5 injury crashes 2016-2020
SE 72nd Terrace from US-166 to SE Waxwing Lane	Segment	Cherokee County, Lowell	install/upgrade pavement markings, update curve signage, delineate roadside hazards, add 2' paved shoulder with safety edge, flatten foreslopes, install/upgrade guardrail, extend culverts, improve superelevation, install transverse rumble strips prior to curves, install edge and center rumble strips	LRSP	No	1.6 miles, 1 serious injury and 1 injury crash 2016-2020
SE Quaker Road from SE 20th Street to US-69 Alternate	Segment	Cherokee County	install/upgrade pavement markings, delineate roadside hazards, add 2' paved shoulder with safety edge, flatten foreslopes, install/upgrade guardrail, extend culverts, install edge and center rumble strips	LRSP	No	5 miles, 2 injury crashes 2016-2020
NW 70th Street from US-160 to NW Scammon Road	Segment	Cherokee County	install/upgrade pavement markings, delineate roadside hazards, add 18" aggregate shoulder, flatten foreslopes, install/upgrade guardrail, extend culverts	LRSP	No	7 miles, 1 injury crash 2016-2020

SE 77th Terrace/SE Shoal Creek Road, SE Blackjack Road and W 21st Street from SE 71st Street to S Main Street	Segment	Cherokee County, Galena	install/upgrade pavement markings, update curve signage, delineate roadside hazards, add 2' paved shoulder with safety edge, flatten foreslopes, install/upgrade guardrail, extend culverts, install transverse rumble strips prior to curves, install edge and center rumble strips	LRSP	No	3.8 miles, 2 injury crashes 2016-2020
Five Mile Avenue from US-166 to Oklahoma state line	Segment	Cherokee County	install/upgrade pavement markings, update curve signage, delineate roadside hazards, add 2' paved shoulder with safety edge, flatten foreslopes, install/upgrade guardrail, extend culverts, apply high friction surface treatment, improve superelevation, install transverse rumble strips prior to curves, install edge and center rumble strips	LRSP	No	1.75 miles, 2 injury crashes 2016-2020
SE Lostine Road and Columbus Street from US-69 Alternate to Galena north city limits	Segment	Cherokee County, Galena	install/upgrade pavement markings, delineate roadside hazards, add 2' paved shoulder with safety edge, flatten foreslopes, install/upgrade guardrail, extend culverts, install edge and center rumble strips, improve superelevation, add in-lane curve warning pavement markings	LRSP	No	3.9 miles, 1 injury crash 2016-2020
SE Star Road (W 19th Street) from US-69 to Baxter Springs west city limits	Segment	Cherokee County, Baxter Springs	install/upgrade pavement markings, delineate roadside hazards, add 18" aggregate shoulder, flatten foreslopes, install/upgrade guardrail, extend culverts	LRSP	No	5 miles, 1 injury crash 2016-2020
K-7 and US-400 Intersection	Intersection	Cherokee County, Crawford County	study for reconfiguration, update signing, install transverse rumble strips	Cluster	Yes	2 serious injury, 8 injury crashes 2014-2023

Southeast Kansas Comprehensive Safety Action Plan: *Coffey County*

July 2025

Developed in partnership by:
Southeast Kansas Regional Planning Commission
Coffey County

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safe Streets and Roads for All (SS4A) Program

ACKNOWLEDGEMENTS

The Southeast Kansas Regional Planning Commission (SEKRPC) would like to acknowledge the valuable contribution of its member jurisdictions and project partners. Their active participation and input throughout the planning process were essential to developing the Comprehensive Safety Action Plan (CSAP). Additionally, the SEKRPC extends its gratitude to stakeholders, community organizations, and members of the public whose valuable feedback and insights guided the development of the plan to help meet the safety needs and priorities of the 12-county Southeast Kansas region.

Regional Partners
Southeast Kansas Regional Planning Commission
Allen County
Anderson County
Bourbon County
Cherokee County
Coffey County
Crawford County
Labette County
Linn County
Montgomery County
Neosho County
Wilson County
Woodson County

County Partners
Ryan Durst, Coffey County Road-Bridge Superintendent
Ryan Muhlig, Coffey County/USD 252 Superintendent
Amber Presley, Coffey County Emergency Management Director

Consultant Team
Gannett Fleming TranSystems (GFT)
Kimley-Horn
Wilson & Company

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EXECUTIVE SUMMARY

Coffey County, in partnership with the Southeast Kansas Regional Planning Commission, developed a Comprehensive Safety Action Plan with the intent to improve transportation safety throughout the County across all modes of transportation. Projects and policies within the action plan build upon the Safe Systems Approach elements and principles. On XX/XX/20XX, the Coffey County Board of Commissioners adopted the Action Plan alongside a Vision Zero resolution to eliminate roadway fatalities throughout the County by 2050. The Action Plan emphasizes a data-driven, collaborative, and equitable approach to creating a safer transportation system for all road users. Key components of the Action Plan are outlined below. By incorporating these key components, the Action Plan outlines a comprehensive roadmap for achieving its ambitious goal of eliminating roadway fatalities.

1. ***Leadership Commitment and Goal Setting*** – Coffey County Board of Commissioners recognize the need for action to increase safety and to prevent deaths and injuries on Coffey County streets and committed to eliminating roadway fatalities and serious injuries by year 2050.
2. ***Planning Structure*** – A Safety Task Force was established to oversee the development, implementation, and monitoring of the Action Plan.
3. ***Engagement and Collaboration*** – Robust public engagement, including online surveys and stakeholder discussions, provided opportunities for the public to identify transportation safety issues and provide input on proposed solutions. Feedback was collected, analyzed, and incorporated into the Action Plan.
4. ***Equity Considerations*** – In addition to inclusive and representative engagement processes, the project team used USDOT tools to evaluate over-represented crash types in underserved communities.
5. ***Safety Analysis*** – A comprehensive safety analysis was conducted to identify high-crash locations and emphasis areas. Then, the Safety Task Force evaluated the results of the safety analysis alongside public comments.
6. ***Policy and Process Changes*** – Current policies and plans were reviewed, and then policy and process changes were recommended to improve safety.
7. ***Strategy and Project Selection*** – A comprehensive set of projects was prioritized based on data analysis and public input, including projects to address road safety emphasis areas.
8. ***Progress and Transparency*** – A process was established to measure progress over time, as the Action Plan is implemented and updated.

CHAPTER 1 | INTRODUCTION

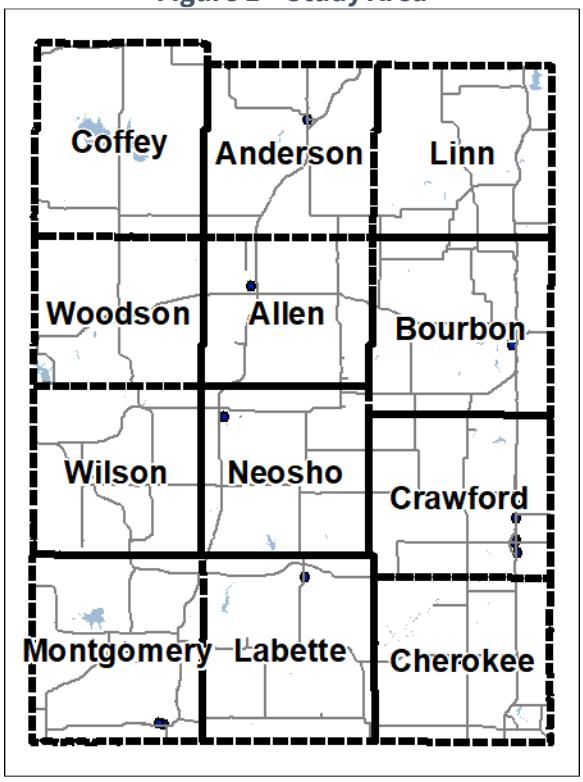
Roadway safety is an issue that impacts every person and every community in the United States. Every individual is exposed to risk on the roadway network whether a driver, passenger, transit user, bicyclist, or pedestrian. In the United States, roadway crashes account for large numbers of serious injuries and death. To combat this challenge, the U.S. Department of Transportation (USDOT) created the Safe Streets and Roads for All (SS4A) grant program to support safety initiatives designed to prevent roadway deaths and serious injuries.

The Southeast Kansas Regional Planning Commission (SEKRPC) was awarded a SS4A Planning grant to develop a Comprehensive Safety Action Plan (CSAP) for the 12-county region. A Comprehensive Safety Action Plan develops strategies to address the most significant transportation safety risks in a community with an emphasis on fatal and serious injury crashes.

In partnership with SEKRPC, a Comprehensive Safety Action Plan was developed for each county in the 12-county region: Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas. The 12-county study area is shown in **Figure 1**.

Over 44,000 crashes occurred in the Southeast Kansas region in the past 10 years. In particular, for this specific plan, **Coffey County experienced 2,428 crashes, including 14 fatal crashes and 309 injury crashes over that 10-year period.**

Figure 1 – Study Area



1.1 Commitment to Safety

SEKRPC and Coffey County recognize that one life lost is one too many and in response, developed a set of programs and projects to save lives and reduce transportation safety risks. This Safety Action Plan outlines a 10-year action plan detailing the strategies and next steps to achieve these safety objectives.

The success of this Safety Action Plan relies on the commitment and participation of all stakeholders in Coffey County and the Southeast Kansas region. Development of the Safety Action Plan fostered collaboration among the counties and cities in the 12-county region. By bringing together residents, local government, law enforcement, transportation authorities, school districts, and community organizations, collective expertise and resources were leveraged to implement targeted safety initiatives.

By working together, we can promote a culture of safety and work towards making our communities a safe place to live, work, and visit. The Safety Task Force assembled for this effort is dedicated to fostering collaboration, innovation, and a proactive approach to addressing safety issues and making a positive impact on Southeast Kansas.

1.2 Safe System Approach

The SS4A program supports the USDOT National Roadway Safety Strategy and Coffey County's goal of zero roadway deaths using a Safe System Approach. The SS4A program supports the development of a Safety Action Plan that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues.

The USDOT Safe System Approach is a comprehensive and proactive framework to reduce the number of fatalities and serious injuries on roadways. The Safe System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable and responsibility for roadway safety lies with multiple stakeholders.

Figure 2 – Safe Systems Approach

The Safe Systems Approach has key elements as shown in **Figure 2**. Layering these together creates redundancy so that if one component fails, the others are still in place to prevent severe outcomes. The five objectives for the Safe System Approach are:

- **Safer Roads:** Design and maintain roadway environments to mitigate human mistakes and account for injury tolerances, encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

- **Safer Speeds:** Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate mitigation measures such as roadway design, targeted education, outreach campaigns, and enforcement.

- **Safer Road Users:** Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed by promoting a safety awareness culture through various outlets.

- **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. Additionally, encouraging other safety actions such as seat belt use, proper child seats, and proper vehicle maintenance.

- **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.

Recommended policies and projects focus on these five proven objectives to create safer conditions for all roadway users.

1.3 Plan Organization

This Comprehensive Safety Action Plan is built on the following eight key components:

1. **Leadership Commitment and Goal Setting:** An official public commitment by a high-ranking official and/or governing body to an eventual goal of eliminating roadway fatalities and serious injuries.
2. **Planning Structure:** A committee, task force, implementation group, or similar body charged with oversight of the Safety Action Plan development, implementation, and monitoring.
3. **Engagement and Collaboration:** Robust engagement with the public and relevant stakeholders that allows for both community representation and feedback. Information received is analyzed and incorporated into the Safety Action Plan.
4. **Safety Analysis:** A comprehensive analysis of existing conditions, historical trends, and risk factors that provides a baseline level of fatal and serious injuries.
5. **Equity Considerations:** Plan development using inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners.
6. **Policy and Process Changes:** Assessment of current policies, plans, guidelines, and standards to identify opportunities to improve how processes prioritize transportation safety.
7. **Strategy and Project Selection:** Identification of a comprehensive set of projects and strategies shaped by data, equity considerations, public and stakeholder input, and best practices to address the safety issues identified in the Safety Action Plan.
8. **Progress and Transparency:** A method to measure progress over time after the Safety Action Plan is developed or updated.

1.4 Leadership Commitment and Goal Setting

Committing to zero roadway deaths is ambitious, and achieving this goal will be challenging for any community. Leadership from local officials on this issue is critically important, as leadership sets the tone for the organization and the community. Elected leadership can steer the course of policy and secure the resources necessary to implement the safety strategies. The commitment of elected leadership can also result in new local regulations, legislative support at the state or federal level, and better enforcement of existing laws.

Through participation in the planning process facilitated by SEKRPC, Coffey County's vision and goals are rooted in Vision Zero elements and the Safe System Approach. The resulting plan enhances safety outcomes, with the eventual goal of zero deaths across the Coffey County transportation network by 2050. Coffey County's commitment to this goal is demonstrated by the resolution passed by the Coffey County Commission. The resolution is included in **APPENDIX A.**

Vision

Coffey County envisions the development of comprehensive transportation infrastructure that meets the needs of all residents through transportation improvements, education, and community collaboration with a goal of zero traffic deaths and serious injuries.

Goals

Coffey County is committed to reducing the risk of a fatal or serious injury to all road users. The goals established and facilitated through this plan support this vision:

- Adopt and implement the Vision Zero Resolution to eliminate all fatality and serious injury crashes by 2050.
- Utilize a comprehensive data driven approach to address factors contributing to traffic crashes.
- Engage stakeholders, monitor progress, and allocate resources to ensure meaningful progress toward achieving the vision.

1.5 Planning Structure

SEKRPC received a SS4A Planning grant and facilitated the development of a Safety Action Plan for each county in the 12-county region: Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas.

The Southeast Kansas vision, goals, and recommendations were identified and prioritized through coordination with a regional Safety Task Force with representatives from each county. The Safety Task Force was charged with oversight of plan development, implementation, and monitoring. Follow-up meetings were also held with each county to facilitate more detailed discussions.

Safety Task Force

The Safety Task Force was a regional working group consisting of county staff, law enforcement, and school district representatives. Safety Task Force members served as representatives of their community to validate information and data, provide insight on potential focus areas, discuss safety strategies, and serve as community champions. The Safety Task Force played an integral role in the process by participating in a series of stakeholder meetings and directly informing the development of the Safety Action Plans. Members invited to participate in the Safety Task Force are identified in **APPENDIX F**.

Expanded Stakeholder List

Due to the regional nature of the study, an expanded stakeholder list of over 300 organizations was also engaged through an online survey to provide additional input to the Safety Task Force. The expanded stakeholder list included additional city staff, emergency services, school districts, healthcare organizations, public transportation providers, business organizations, and transportation advocacy groups. Organizations in the expanded stakeholder list are also identified in **APPENDIX D**.

CHAPTER 2 | ENGAGEMENT AND COLLABORATION

The Safety Action Plan included a robust engagement plan with the public and stakeholders that allowed for community representation and feedback. The plan used input from the engagement process to inform development of the plan.

2.1 Community Engagement Plan

The Community Engagement Plan in **APPENDIX D** was prepared as a guide to obtain meaningful input from study partners, community organizations, residents, and employees impacted by the transportation system. The Community Engagement Plan focused on the entire 12-county region but also provided flexibility to identify engagement needs specific to each county. Three primary opportunities to obtain project public input were provided:

1. **Information and Communications:** The project team communicated information regarding the study background, process, methods, schedule, key messages, and project updates.
2. **Stakeholder Input:** The project team facilitated meetings with community leaders, elected and appointed officials, government staff, and other stakeholder groups to inform recommendations.
3. **Community Outreach:** The project informed, educated, and engaged with community members with the intent of providing an interactive dialogue for input throughout the study.

2.1.1 Key Audiences

Many stakeholders were engaged in the process to provide a comprehensive perspective on the Safe Systems Approach and share unique insights for understanding transportation safety needs in Southeast Kansas. Residents, employees, and businesses provided insights into local transportation challenges, while local governments and school districts ensured alignment with community needs. First responders shared critical knowledge of safety risks and emergency response. Regional and state agencies contributed broader expertise and guidance to address transportation safety issues.

Key audiences in the 12-county Southeast Kansas region that provided input for the plan included:

- Residents, employees, and businesses
- Governmental units (county staff, city staff, school districts, elected officials)
- First responders (law enforcement, fire departments, emergency management, healthcare services)
- Community organizations (business organizations, transportation advocacy groups)
- Regional or statewide agencies (SEKRPC, KDOT, public transportation providers)

2.1.2 Community Engagement Methods

A variety of community engagement methods were utilized to promote meaningful involvement and gather input from stakeholders and the public. Targeted stakeholder discussions and Safety Task Force meetings provided expert insights and shaped the plan development, while surveys and public open-house meetings offered opportunities for community members to highlight safety concerns and share feedback.

These approaches promoted inclusive participation, enhanced understanding of regional safety issues, and fostered collaboration in developing effective solutions.

- **Project Update Meetings:** Project updates were shared in-person and virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.

- **Stakeholder Meetings:** Three Safety Task Force meetings were held to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings were held in a hybrid format with both in-person and virtual attendance options.
- **Public Meetings:** One in-person open house style meeting was held within each county to inform the public of the study's progress, gather input regarding safety needs, and share features of the proposed plan.
- **Public Survey:** An online survey was distributed that allowed respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information was collected to monitor responses by location and socioeconomic characteristics.
- **Public Comments:** Public comments were compiled from meetings, online surveys, phone calls, and face-to-face conversations and incorporated into the plan.
- **Public Information:** Announcements for news media, websites, and social media outlets were provided to SEKRPC, the Safety Task Force, and the expanded stakeholder list for distribution.

2.2 Safety Task Force Meetings

The Safety Task Force participated in three meetings throughout the process to review crash data and help identify safety needs in the region. Safety Task Force members played an integral role in confirming challenges and opportunities, which directly influenced plan recommendations to align with the safety vision for the Southeast Kansas region. Meeting summaries are included in **APPENDIX F**.

Safety Task Force Meeting #1

Safety Task Force Meeting #1 was held in October 2024 to introduce the planning effort and the Safe Systems Approach, review crash data, and discuss safety concerns and potential solutions. The meeting also included an initial discussion of emphasis areas to provide direction for the planning process.

During the meeting, an interactive survey was conducted to better understand community needs. After crash data trends were presented, participants had an opportunity to select their top three emphasis areas for developing safety solutions. Based on this initial input, the selected emphasis areas were *roadway departures*, *distracted driving*, and *unrestrained occupants*. These stakeholder-selected areas helped provide focused direction for the planning process.

In addition to specific locations noted in **APPENDIX F**, participants also noted the following concerns:

- **Seatbelt Usage:** In Linn County, a SAFE (Seatbelts Are For Everyone) program began after students were involved in a fatal crash. This tragic event highlighted the need for enhanced education around seatbelt usage. *Note that Coffey County does not currently have any schools involved in the SAFE Program as of 2024-2025.*
- **Distracted Driving:** Concerns were raised about distracted driving and cell phone use, including its prevalence among older adults.
- **Road Access and Truck Traffic:** Discussion highlighted the need for improved hard surface roads to medical centers and major employers, particularly areas with newly constructed or planned facilities.

- **Speeding on Gravel Roads:** Concerns were expressed about drivers traveling higher speeds on gravel roads and underestimating road conditions.

The following areas were potential solutions identified by stakeholders for improving roadway safety:

- **Driver Education Enhancements:** Online driver education programs and other similar initiatives that emphasize navigating unpaved roads and unmarked intersections.
- **Behavioral Interventions:** Increase citations to encourage safer driving behaviors and address misconceptions, such as the dangers of driving under the influence of marijuana.
- **Infrastructure Improvements:** Implement measures like road edging and clearing line-of-sight obstructions to improve visibility and reduce crashes.
- **Speed Management:** Lower speed limits on gravel roads to enhance safety.

Safety Task Force Meeting #2

Safety Task Force Meeting #2 was held in November 2024 to re-visit key emphasis areas and discuss proven effective countermeasures to address the emphasis areas. Based on crash patterns and a review of public input to date, the Safety Task Force built consensus around *roadway departures*, *intersection-related crashes*, and *unrestrained occupants* as the refined top emphasis areas. Other identified areas that would receive consideration were vulnerable road users (VRU), distracted driving, and alcohol or drug-related crashes.

In addition to specific locations noted in **APPENDIX F**, an interactive survey allowed participants to discuss how potential countermeasures could be integrated into their communities to address the emphasis areas:

- **Roadway Departure:** Preferred improvements included 2-foot shoulder, edgeline treatment, and removing fixed objects in the clear zone.
- **Intersections**: Preferred improvements for unsignalized improvements included retroreflective strips on warning signs, street lighting, dedicated turn signals, and roundabout designs for both passenger vehicles and trucks. Overhead lighting was emphasized as a cost-effective option due to franchise agreements with electric companies (as applicable).
- **Unrestrained Occupant:** Strategies discussed included behavior-changing programs, enforcement campaigns, and outreach, including targeting specific groups such as school age children or farmers.
- **Distracted Driving:** Strategies discussed included high-visibility cell phone/texting enforcement and targeted communications.
- **Vulnerable Road Users:** Preferred strategies for pedestrian improvements included high visibility crosswalks, raised crosswalks, curb extensions, and refugee islands. Bicycle improvements included multi-use paths, cycle tracks, and buffered bike lanes. Discussion also included challenges in school zones and strong support for Safe Routes to School programs.

Safety Task Force Meeting #3

Safety Task Force Meeting #3 was held in April 2025 to revisit the crash data analysis and public engagement efforts that have taken place so far and discuss example project recommendations and potential countermeasures. Safety projects at specific locations were shown for *roadway departures*, *signalized intersections, unsignalized intersections,* and *vulnerable road users.* Programs, policies, and

potential actions were also described to address education related to speeding, pedestrian and bicycle travel, and distracted driving. Steps to implement Vision Zero, and potential funding opportunities for implementation were discussed as well.

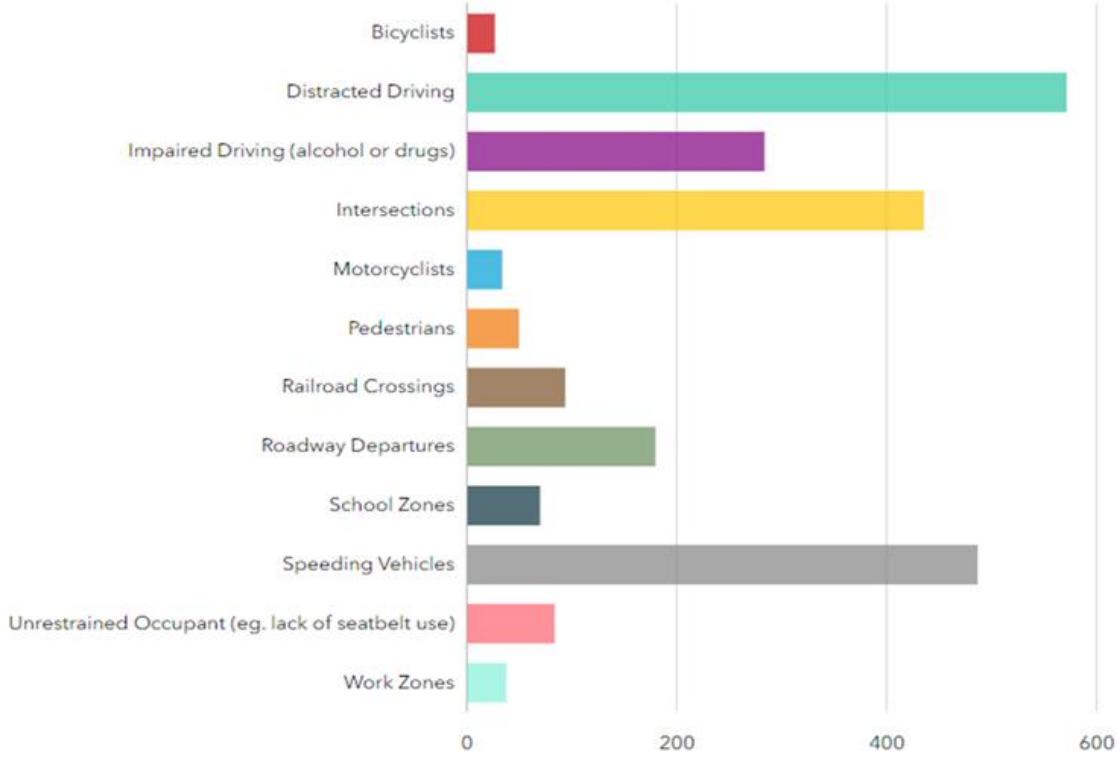
2.3 Public Survey

To gather greater community input, an online public survey was distributed throughout the 12-county region and available from October 2024 to April 2025 – including distribution to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region and specific jurisdictions. A detailed breakdown of the survey results is included in **APPENDIX E**.

Regional survey responses regarding the biggest road safety concerns are provided as **Figure 3**. Top responses include infrastructure issues and driver behavior concerns.

- Within Coffey County, survey responses generally align with regional concerns; top concerns in Coffey County include distracted driving, impaired driving, speeding, and intersections.
- The safety improvements which are most important to Coffey County residents include accessible infrastructure, bicycle infrastructure and infrastructure maintenance.

Figure 3 – Biggest Road Safety Concerns (12-County Region)



2.4 Public Meeting

An open house public meeting was held in each county to share project information and gather feedback from the public. Feedback was collected through multiple methods including comment cards, an interactive mapping activity, and conversations with attendees. The public meeting in Coffey County was held on April 7, 2025 in the Coffey County Board of Commissioners chambers. During the public meeting, we heard stakeholders mention US-75 at 17th Road as being particularly

dangerous due to the confluence of US-75 through traffic and local traffic accessing the Wolf Creek Environmental Education Area. US-75 at 22nd Road was also mentioned as dangerous due to high speeds and no turn lanes present.

CHAPTER 3 | SAFETY ANALYSIS

3.1 Background

Southeast Kansas is a region characterized by a mix of rural landscapes, small towns, and urban centers, playing a critical role in the state's economy through agriculture, manufacturing, and transportation. The region is served by a network of highways, including eight U.S. Routes and many state routes, to facilitate the movement of people and goods across the region and beyond. These corridors provide vital connections between many of the larger communities in Southeast Kansas that offer major employment centers, agricultural markets, and growing industrial facilities. The network of city and county roadways, which includes both paved and unpaved roadways, then facilitates local connections to specific destinations.

Due to this context of a primarily rural region with interspersed activity centers, Southeast Kansas faces unique transportation challenges. These include addressing safety concerns at intersections on high-speed corridors, managing increased freight activity, and improving rural roadway conditions. Regional safety analysis and emphasis areas are provided as **APPENDIX C**.

3.2 Crash Analysis

The most recent 10 years of crash data (2014-2023) was analyzed to evaluate crash trends within the Southeast Kansas region and Coffey County. The crash analysis includes a hotspot analysis to identify where crashes are occurring but also reviews trends and emphasis areas to identify high-risk roadway characteristics. This approach allows the Safety Action Plan to offer a proactive approach to systemic issues that may affect the greater roadway network.

Within the crash data, crash severity is categorized using an injury scale that includes property damage only (PDO), possible injury, minor injury, serious injury, and fatal. To focus on the Vision Zero goal in Southeast Kansas, the crash analysis primarily focuses on the most severe crashes that result in serious injuries and/or fatalities.

Equity Analysis

Equity is a concept that centers on the idea of fairness and justice. Advancing the Vision Zero goal of eliminating severe and fatal crashes requires providing safe transportation options that meet the needs of all community members. Therefore, the regional equity analysis identified any populations within Areas of Persistent Poverty (APP), as identified by USDOT, to understand the implications of any safety risk disparities in the community. Note that there are no APP census tracts in Coffey County. Therefore, for this plan, there is no comparison between APP and non-APP census tracts provided.

Crash Trend Analysis

A trend analysis was conducted to identify emphasis areas and a spatial analysis was conducted to identify high-crash locations. Identifying these high-risk areas facilitated the development of effective safety countermeasures, targeted interventions, and strategic resource allocation to improve safety throughout Coffey County. The trend of all crash frequency (including PDO crashes) over time is provided as **Table 1**. The trend of fatal and injury crash frequency over time is provided as **Figure 4**. A heat map of all crashes (including PDO crashes) is provided as **Figure 5**.

Table 1 – Coffey County Crash Frequency by Severity and Year (All Crashes)

Year	Fatal	Serious Injury	Injury	PDO	Total
2014	1	6	28	199	234
2015	1	2	33	209	245
2016	1	2	20	194	217
2017	2	2	24	190	218
2018	3	1	23	214	241
2019	1	4	29	224	258
2020	1	3	29	183	216
2021	1	8	24	229	262
2022	0	5	39	245	289
2023	3	4	23	218	248
Total	14	37	272	2105	2428
Annual Average	1.4	3.7	27.2	210.5	242.8

Figure 4 – Coffey County Crash Frequency by Severity and Year (Fatal and Injury Crashes)

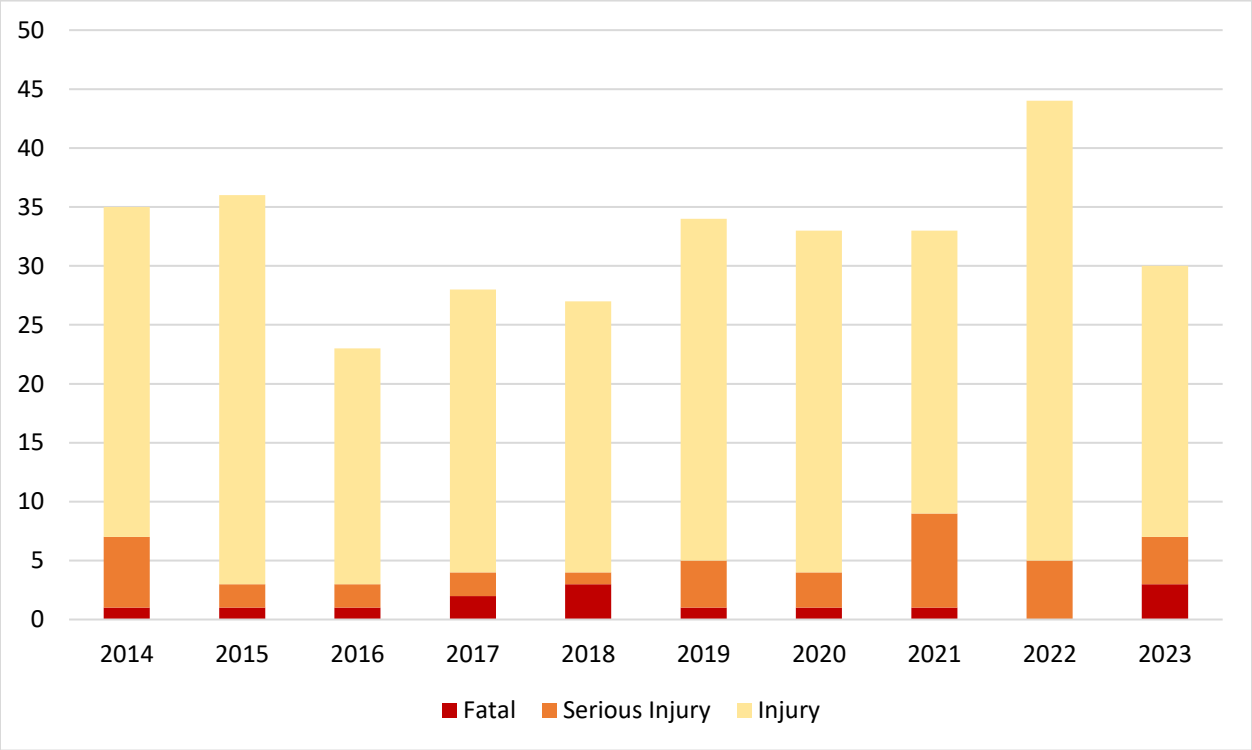
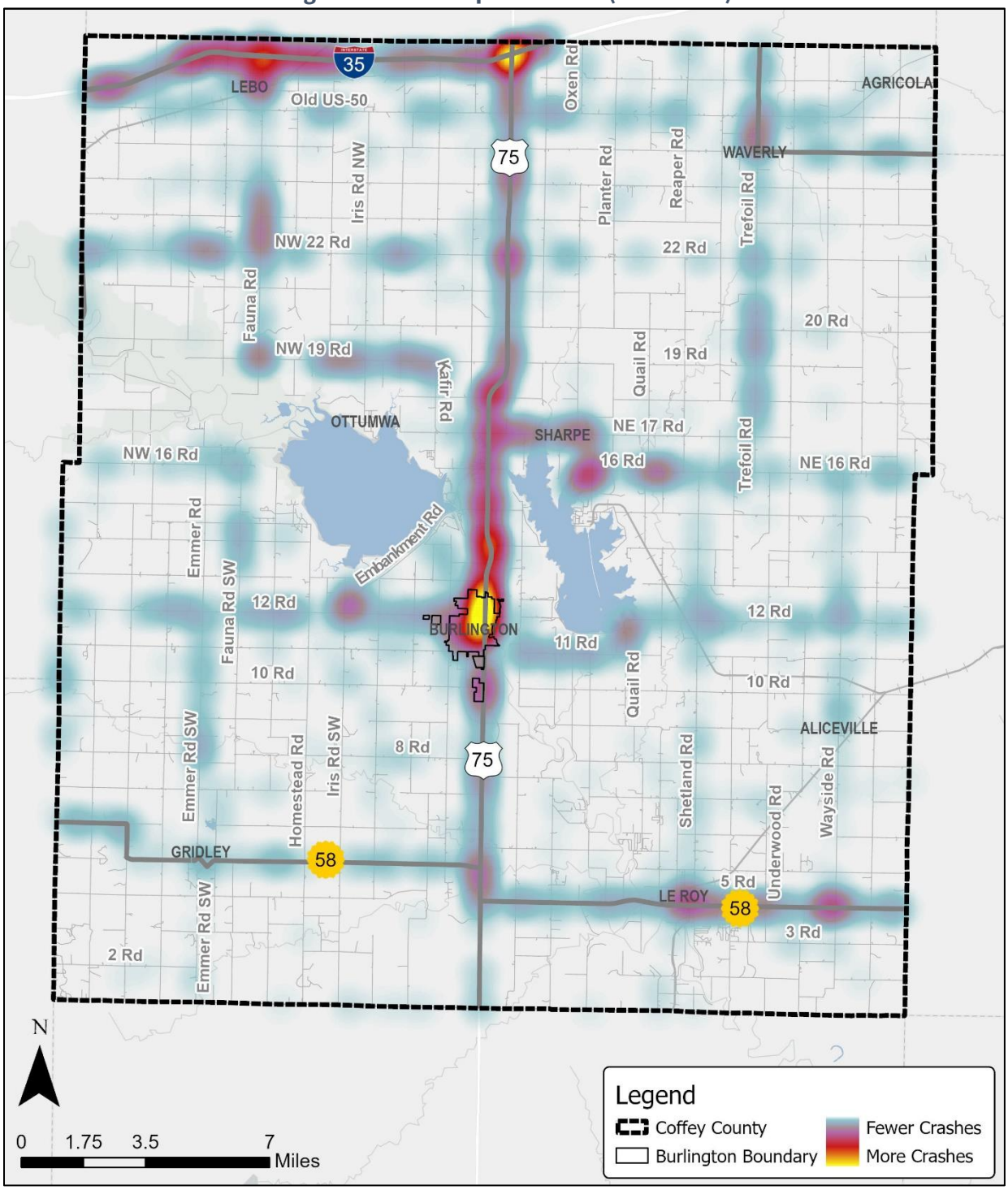


Figure 5 – Heat Map of Crashes (2014-2023)



Note: includes all crash severities.

3.3 Network Screening

Emphasis Areas

Emphasis areas help prioritize efforts and resources toward specific areas with the highest risk and greatest potential for improvement. By focusing on these areas, decisions makers can address the most pressing issues, such as intersections with high crash rates or corridors with frequent speeding violations, leading to a more effective and targeted safety strategy. Additionally, emphasis areas provide a clear framework for measuring the success of road safety strategies, allowing for data-driven decision-making and continuous improvement in crash prevention.

Emphasis areas are the focal points around which safety recommendations are built, thus providing the biggest impacts to preventing crashes. Some emphasis areas are more focused on engineering design-related solutions (location or systemic-based crashes) while others rely on changing the behaviors associated with the crashes often using enforcement, education, and/or emergency response.

Emphasis areas were determined based on crash data analysis, input from the Safety Task Force (STF), and public survey results. A summary of STF and public input is provided in the previous chapter. Fatal and serious injury crash history, categorized by emphasis area, are provided as **Figure 6**. The top three infrastructure emphasis areas and behavioral emphasis areas are provided below.

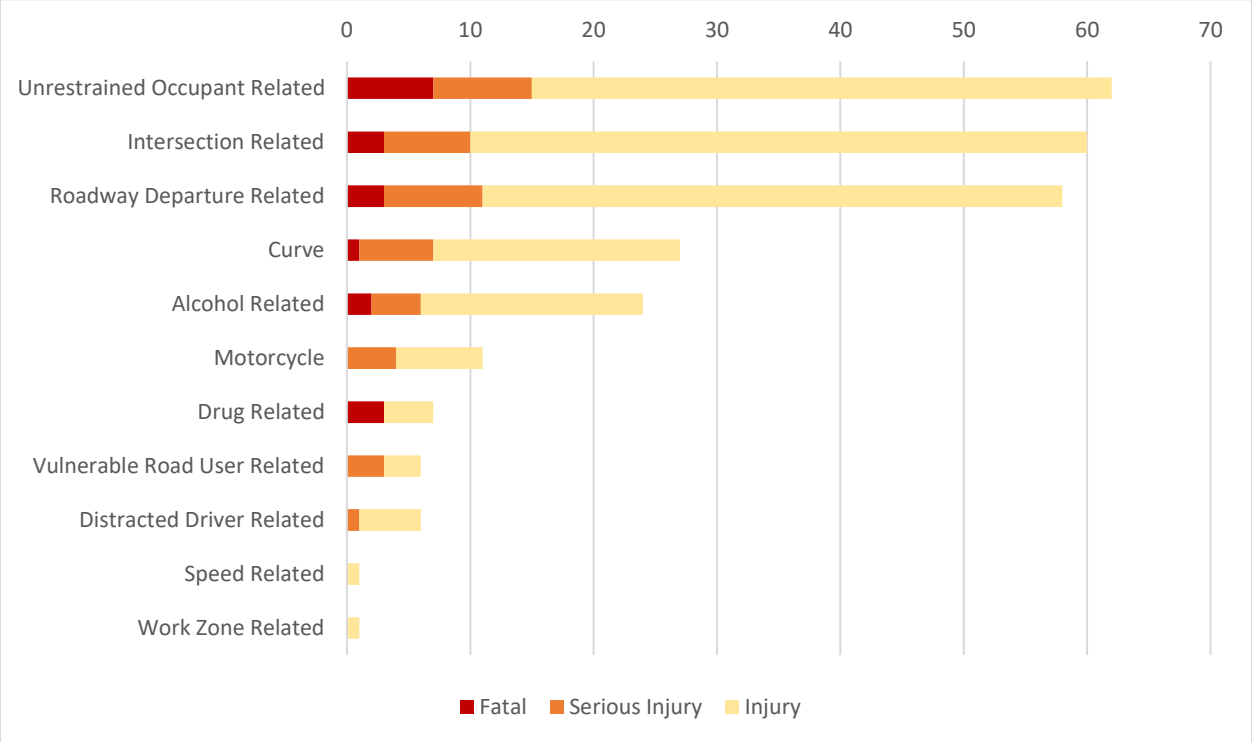
Infrastructure Emphasis Areas:

- Intersection-related
- Roadway departure
- Curve-related

Driver Behavior Emphasis Areas:

- Unrestrained Occupant
- Alcohol-related (Impaired Driving)
- Motorcycle

Figure 6 – Number of Fatal / Serious Injury Crashes in Coffey County by Emphasis Area (2014-2023)

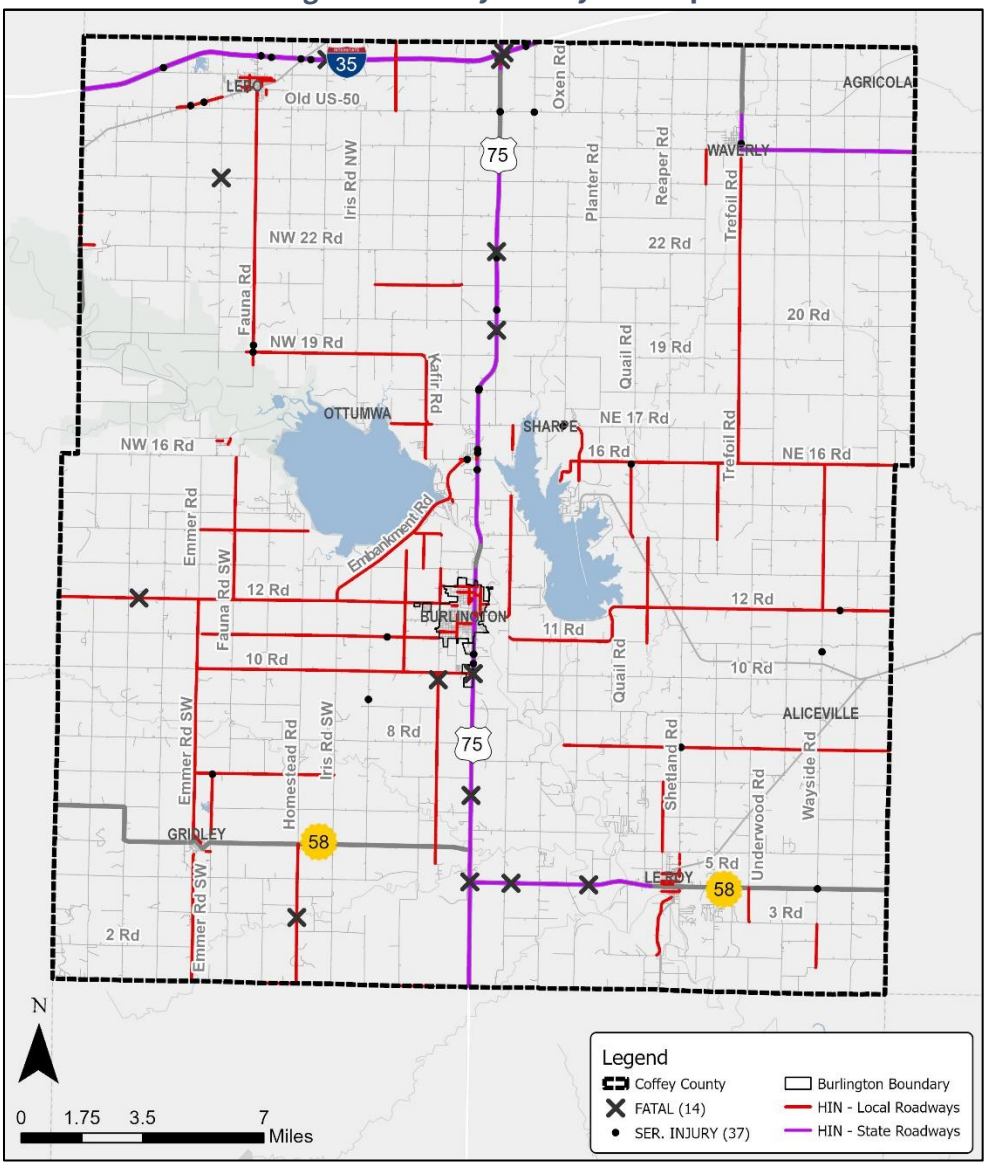


High-Crash Locations

All public roadways within Coffey County (without regard to ownership) were reviewed through a network screening process to develop a High-Injury Network (HIN). A HIN is a geospatially defined subset of roadways which account for a large percentage of crashes. Crashes were spatially joined to individual roadway segments. Equivalent Property Damage Only crashes (EPDO) was selected as the key indicator because EPDO functions as a relative severity index, which accounts for the severity and frequency of crashes. Road segments with a high EPDO per mile report high-severity crashes, a large number of crashes, or some combination. Iterative sensitivity testing was performed to define an EPDO threshold which captures high-crash segments on a small minority of roadway miles. A separate EPDO threshold was assigned based on road owner: state or local. A HIN map is provided as **Figure 7**.

- For local roads, the HIN was defined by EPDO per centerline mile greater than 5. The local HIN is the top 18% highest crash roads, which account for 89% of crashes.
- For state roads, the HIN was defined by EPDO per centerline mile greater than 80. The state HIN is the top 17% highest crash roads, which account for 87% of crashes.

Figure 7 – Coffey County HIN Map



CHAPTER 4 | SAFETY STRATEGIES AND PROJECTS

By understanding the priority emphasis areas for the Southeast Kansas region, and using the Safe System Approach as a framework, safety strategies can be identified to help reduce crashes and decrease crash severity.

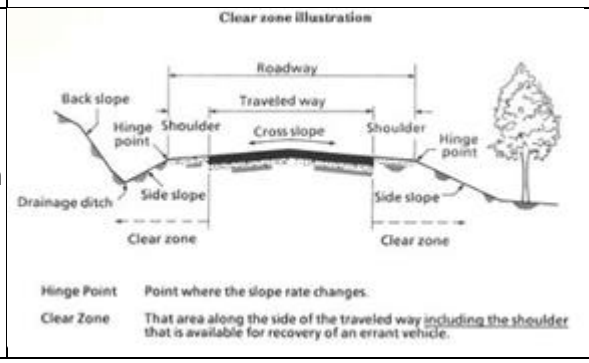
The previous chapter documented locations and emphasis areas within potential for safety improvements within Coffey County – based on a detailed analysis of historical crash data and input from County stakeholders and the public. This chapter provides a discussion of countermeasures, or a "menu" of strategies that can be applied proactively throughout the County, as well as targeted safety projects at specific high-crash locations where safety improvements are needed most.

4.1 Safety Countermeasures

Using national best practices, FHWA and the National Highway Traffic Safety Administration (NHTSA) have developed a series of data-driven, proven safety countermeasures. Countermeasures to address the top emphasis areas in Southeast Kansas and Coffey County are identified in **Table 2** to **Table 7**. Each Safe System element (safe roads, safe speeds, safe road users, safe vehicles, and post-crash care) was considered when selecting these safety strategies. A comprehensive list of countermeasures is included in **APPENDIX C**.

Table 2 – Safety Countermeasures for Roadway Departures

Countermeasure	Description	Example
Advanced Warning Signs	Advanced warning signs around curves, sight limiting areas, or where crash problems exist provide drivers with additional time to make decisions.	
Improved Pavement Markings	Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.	

Longitudinal Rumble Strips	Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane. Commonly installed on the edge line, shoulder, and/or centerline.	
Post-Mounted Delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers the edge of shoulder in daytime and night conditions.	
Paved Shoulder with Safety Edge	Shapes the edge of pavement to eliminate the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.	
Flattening and Widening Foreslopes	Flattening and widening foreslopes allows for a more recoverable slope and may decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	
Clear Zones	Improvements to provide a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	

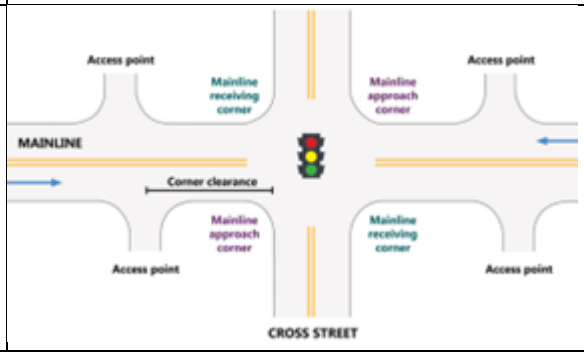
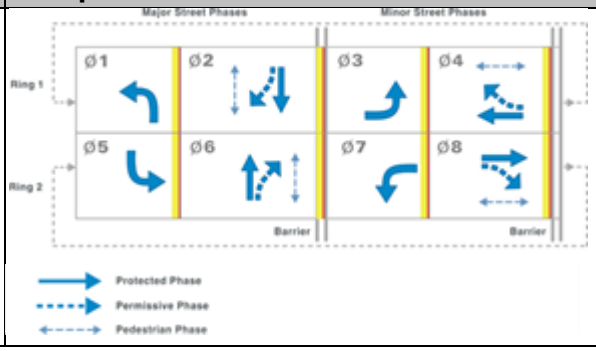
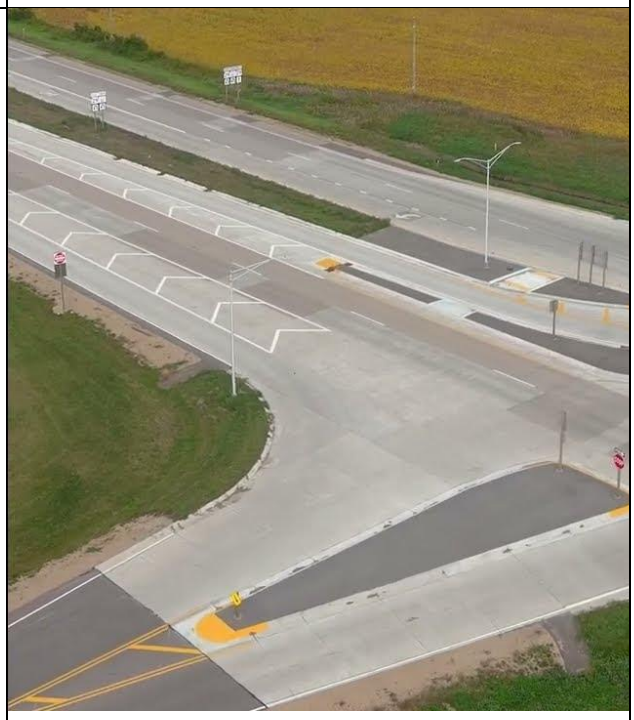
Superelevation Correction	Correcting and reshaping the roadway superelvation to meet posted speed or where crashes have occurred enables increased friction with pavement.	
High Friction Surface Treatment	Higher pavement friction helps motorists maintain better control in both wet and dry conditions.	
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	

Table 3 – Safety Countermeasures for Intersection-Related

Countermeasure	Description	Example
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	

Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more visible.	
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	

Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	
Enhanced Stop Sign	Larger stop signs, use of flasher on sign, or use of retroreflective markings to increase visibility of stop signs.	

Table 4 – Safety Countermeasures for Unrestrained Occupant

Countermeasure	Description
Enforcement of Seatbelt Safety	Signage to promote higher visibility of seatbelt and child safety enforcement in both short-term situations and sustained seat belt enforcement.
Education Strategies	Employer-based and older children programs.
Child Restraint Inspections	Child Passenger Safety (CPS) technician staffed inspection stations.

Table 5 – Safety Countermeasures for Vulnerable Road Users (VRU)

Countermeasure	Description	Example
Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	

Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	
Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	
Advance Yield or Stop Markings	"Yield Here to Pedestrians" and/or "Stop Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk.	

Table 6 – Safety Countermeasures for Distracted Driving

Countermeasure	Description
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.
Phone/Text Messaging Enforcement	Signage to identify areas with higher cell phone use/text messaging enforcement to effectively deter cell phone use by increasing the perceived risk of a ticket.

Table 7 – Safety Countermeasures for Alcohol or Drug Related

Countermeasure	Description
Enforcement of Drug and Alcohol Impaired Driving	Short-term enforcement checkpoints as well as sustained and consistent DUI enforcement, particularly in key areas.
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.

4.2 Project Recommendations

Projects were identified by locating fatal/serious injury emphasis area crash clusters within Coffey County, considering systemic issues for top emphasis areas, reviewing past plans, and incorporating feedback from public and stakeholder engagement. Coffey County's 2021 Local Road Safety Plan (LRSP) provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. The LRSP culminates in a prioritized list of projects that can be used to reduce fatalities and serious injuries on County-maintained roadways. All 10 LRSP projects were reviewed and are included in the projects listed below.

A summary of recommended projects along local road and state roads is provided as **Table 8** and **Table 9**, respectively. These projects were presented to the Coffey County Board of Commissioners and shared with Safety Task Force members. Projects are not listed in order of priority and should be considered for implementation alongside other safety projects to eliminate roadway fatalities and serious injuries in the County. A map of local road and state road project locations is provided as **Figure 8**. Additional details of each project are available in **APPENDIX B**.

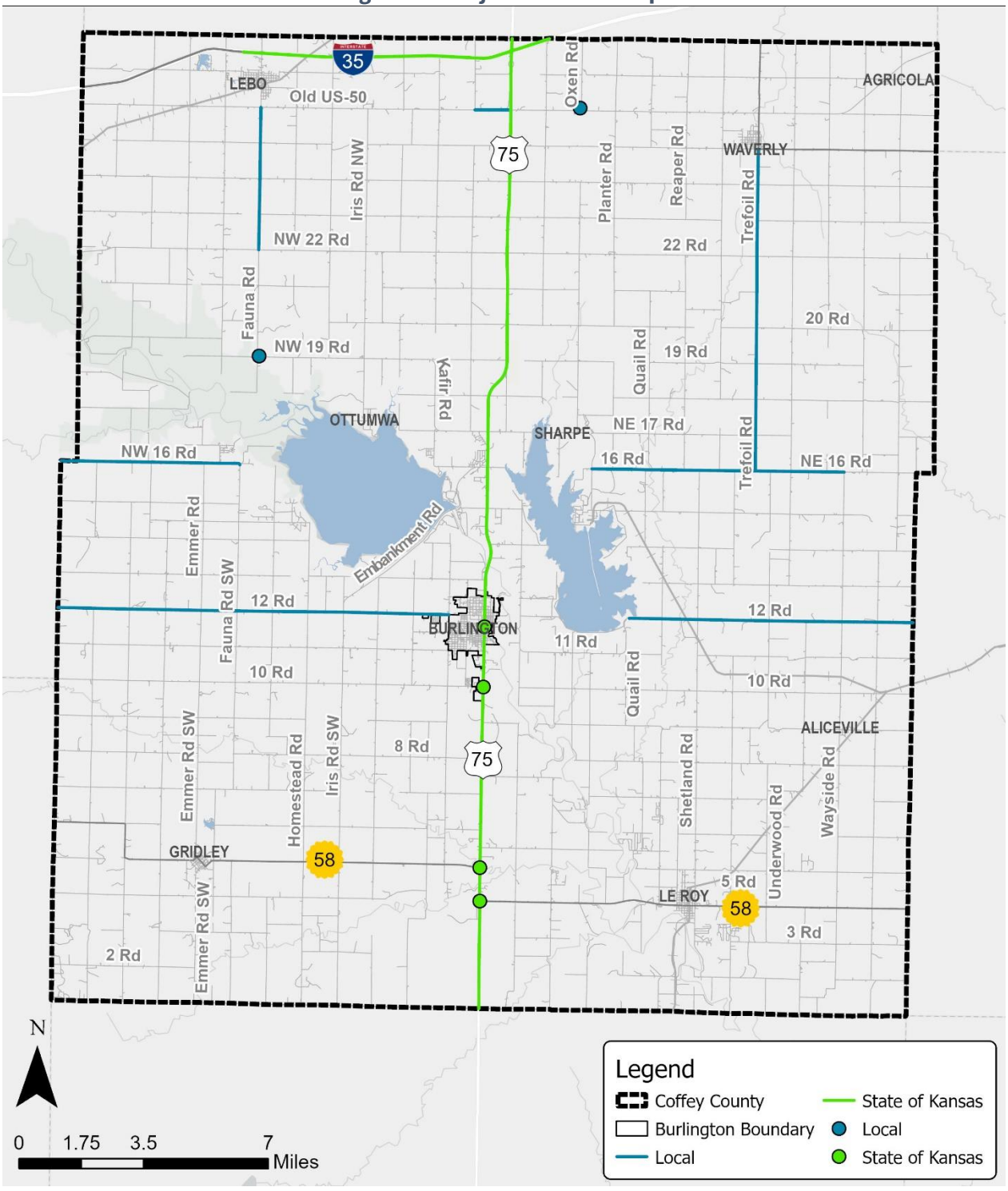
Table 8 – Coffey County Local Road Projects

Emphasis Area	Project	Crash Count (2014-2023)
Departure	12 Rd, From Fauna Rd to Lynx Rd (6 mi)	56
Departure	16 Rd, From Oxen Ln to Wayside Rd (7.1 mi)	55
Departure	12 Rd, From Quail Rd to Yearling Rd (Anderson County line) (8 mi)	42
Departure	Fauna Rd, From 22 Rd to Old US-50 (4 mi)	41
Departure	Old US-50, From Lynx Rd to US-75 (1 mi)	8
Departure	Trefoil Rd, From 20 Rd to K-31 (5 mi)	29
Departure	Trefoil Rd, From 16 Rd to 20 Rd (4 mi)	29
Departure	1200 Rd, From Angus Rd to Fauna Rd (5 mi)	25
Departure	16 Rd, From Angus Rd (Lyon County line) to Fauna Rd (5 mi)	19
Intersection	Oxen Rd @ Old US-50	3
Intersection	Fauna Rd @ 19 Rd	1

Table 9 – Coffey County State Road Projects

Emphasis Area	Project	Crash Count (2014-2023)
Corridor Study	US-75, From 28 Rd to 1 Rd(Countywide) (27.4 mi)	496
Corridor Study	US-75, From 23 Rd to 19 Rd (3.4 mi)	49
Departure	I-35, From KSH 131 (Fauna Rd) to US 75 (8.7 mi)	240
VRU	US-75 @ Neosho St (Main St)	13
Intersection	US-75 @ K-58 (West)	5
Intersection	US-75 @ K-58 (East)	5
Intersection	US-75 @ 10 Rd	2

Figure 8 – Project Location Map



CHAPTER 5 | IMPLEMENTATION PLAN

5.1 Policy and Process Recommendations

Improving roadway safety in communities requires an examination of policies and processes currently in place that contribute to safety on our roadways. Current policies, guidelines, and standards were reviewed to identify opportunities to improve and prioritize transportation safety. The following policy and process recommendations support achieving the Safety Action Plans goals.

Vision Zero Resolution

The Vision Zero goal acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for all road users. Some programs, including the federal SS4A Implementation grant program, strongly recommend jurisdictions formally adopt this goal to be eligible for funding support. A Vision Zero resolution to target fatal and serious injury crashes was adopted by Coffey County in 2025. The resolution is included in **APPENDIX A**.

Advocate for Regional Initiatives

Many smaller communities find solving safety issues on state or federal highways to be difficult to address. State Department of Transportation's have many competing priorities, and smaller projects can easily fall down the priority list as the transportation network has emergent and pressing needs. One solution for this is to take a regional or corridor focused approach to improving state and federal highways. Taking a coalition approach with neighboring communities on the same highway corridors can increase visibility of these issues and help advocate for action. Working with impacted municipalities, counties, community groups, and/or regional planning organizations can increase the county's collective power to bring change. The SEKRPC Safety Task Force can be a vehicle for the coalition approach should the region or multiple counties in the region choose to advocate together for changes on Kansas highways. One such forum for advocating for regional initiatives is KDOT's Local Consult process, which will be held in Fall 2025 and is held every other year.

Address Post-Crash Care

The timely arrival of emergency responders and well-trained Emergency Medical Services (EMS) providers is a major factor in ensuring an injured person receives the medical care they need to survive a crash. This is especially critical in rural communities, where response times are longer, and EMS resources may be more limited.

Therefore, post-crash care best practices include both advanced planning activities and safety countermeasures. Typical countermeasures include improving emergency medical dispatch and 911 protocols, providing timely on-scene care using model EMS clinical guidelines, providing timely transportation to a trauma center, and then measuring EMS performance over time are important to ensuring your EMS is performing optimally.

Coffey County has no hospitals designated as Level I-IV Trauma Centers. However, Newman Regional Health – Lyon County in Emporia, and Anderson County Hospital in Garnett are both Level IV Trauma Centers. Coffey County Hospital in Burlington is the primary healthcare provider for the county and offers a range of services including acute care and emergency medical services. Additional opportunities to explore to address post-crash care needs include:

- **EMS Telemedicine:** Jurisdictions have explored the use of eCare EMS telemedicine services to improve and expedite post-crash care in rural communities. The program allows first

responders and paramedics to connect virtually 24/7 with certified physicians and nurses for peer-to-peer support in the field or during transport. Some agencies have been awarded SS4A funds to support pilot EMS telemedicine programs within their area.

- **Updating Best Practices and Training:** Ensuring first responders are regularly trained on the most up to date best practices in emergency response is critical to maintaining good response times. National resources such as EMS.gov and the National Center for Rural Roadway Safety can help your organization access the most up-to-date emergency response practices and training.

The project team recommends that Coffey County stay abreast of statewide planning efforts relating to post-crash care. The 2025-2029 Kansas Strategic Highway Safety Plan (SHSP) identifies upcoming statewide strategies specifically focused on post-crash care, including efforts to better quantify gaps in incident response times and efforts to improve interoperability among computer-aided dispatch systems.

Update Design and Maintenance Policies

Roadway design policies, standards, and best practices change over time. An ongoing review and update of local roadway design policies is critical to ensuring roadway safety best practices are implemented when roadways are maintained, improved, or constructed. For example, the County and individual cities should look to formalize their processes relating to sign inventory and maintenance, pavement marking inventory and maintenance, and roadside clearance. The County could also develop its own policy for prioritizing installation of edgeline or centerline rumble strips on locally-maintained roads.

Incorporate Safety into Project Development Process

Include systemic safety improvements in projects developed by Coffey County and KDOT. Include a review of crashes and potential safety improvements when intersections or roadway segments are maintained or improved.

5.2 Next Steps

The Safety Action Plan is a dynamic document intended to be used by Coffey County and other partners to continually advance transportation safety. In addition to the recommended projects and policy guidance, the Southeast Kansas region and Coffey County can utilize these next steps to help achieve the Vision Zero goal.

Plan Leadership

Coffey County assumes leadership of this plan and will support implementation within the County. As part of this role, Coffey County will continue to use the Safety Task Force as a mechanism for regional collaboration and updates.

In partnership with SEKRPC, it is recommended that the Safety Task Force convene annually to discuss progress and updates related to the Safety Action Plan. Stakeholders should continue to:

- Be champions for safety in professional and personal roles
- Share information about transportation safety strategies with other organizations
- Assemble annually to share progress on safety activities

Leverage Resources and Funding Opportunities

Funding is critical to implementing the strategies and action items in this Safety Action Plan and may come from a blend of sources: federal, state, local, and private sector or non-profit partners. Some potential sources of funding include:

- **Safe Streets and Roads for All (SS4A) Program:** The Bipartisan Infrastructure Law (BIL) established the SS4A federal discretionary program that will provide over $5 billion in grants over the five-year program period (2022-2026). With completion of this Safety Action Plan, Coffey County is eligible to apply for SS4A Implementation funding, which funds design and construction of infrastructure projects, as well as Supplemental Planning and Demonstration funding, which can support more detailed feasibility studies, quick-build deployments, or technology pilots.
- **State Coordination:** Coordinate with KDOT to identify and apply for annual safety grants funded by the state that are targeted at both roadway design solutions and behavioral programs, including education and enforcement programs.
  - **High Risk Rural Roads (HRRR) Program:** FHWA requires states to define and identify roadways "with significant safety risks" and sets aside federal funding for states to address these safety risks. Funds typically cover low-cost roadway improvements such as pavement markings, rumble strips, and other safety countermeasures. In Kansas, communities can apply for this funding through KDOT's Bureau of Local Projects. This funding is applicable for rural County-owned roads, and projects specifically identified in the County's LRSP will be prioritized at the state level for HRRR awards.

    Over the next few years, KDOT plans to roll out an analogous "High Risk Urban Roads" (HRUR) Program intended for municipal-maintained local streets and covering low-cost roadway improvements. This program is likely to focus on improvements for VRUs (especially locations on the state's VRU priority corridors), stop-controlled intersections, and signalized intersections.
  - **Safe Routes to School Program:** Many other types of agencies can apply for and receive Safe Routes to School (SRTS) funding. These include non-profits, schools and school districts, and regional transportation agencies, among others. In Kansas, communities can apply for this funding through KDOT's Active Transportation Program.
  - **Kansas Infrastructure Hub:** The Kansas Infrastructure Hub provides resources for Kansas communities seeking to improve infrastructure. Communities can apply to the Infrastructure Hub for grant writing assistance and grant matches, including assistance with federal grant programs.
  - **KDOT's Local Opportunity Guide** provides details on various safety-related programs and information about how to apply. This includes HRRR and SRTS as well as other programs that could be used for projects that incorporate safety benefits, such as Cost Share, Transportation Alternatives and the Railway-Highway Grade Crossing Program. In addition, there are opportunities for funding education and enforcement activities through KDOT's Behavioral Safety Program.

- **Regional Coordination:** Coordinating closely with KDOT, and potentially adjacent counties, including the overall 12-county region, can be helpful to achieve safety goals for all involved parties.
- **Local Funding:** Local governments may choose to fund projects from local sources such as the annual budget, Capital Improvement Program (CIP), bonding, user fees, special assessments, or through partnerships with other local entities. Consideration of the Safety Action Plan during the annual budget process can be a cost-effective way of advancing safety goals, particularly for maintenance activities or other planned capital improvement projects where simple safety strategies can be incorporated.

Progress and Transparency

Progress toward meeting the Safety Action Plan's goals should be measured over time in an open and transparent manner. Regular progress tracking creates accountability to the public and builds trust between the public and the cities, counties, and agencies that are responsible for roadway safety. This could include posting the Safety Action Plan online and annual reporting on progress toward reducing roadway fatalities and serious injuries.

Progress and transparency also help create an environment of informed decision making based on the effectiveness of selected safety strategies and the ability to modify the approach when necessary. Finally, progress and transparency provide a sense of direction and help document tangible outcomes made toward saving lives.

Appendix A

Vision Zero Resolution

EXAMPLE VISION ZERO RESOLUTION OR ORDINANCE

[RESOLUTION OR ORDINANCE]* NO. *[X]

A [RESOLUTION OR ORDINANCE] BY THE BOARD OF COMMISSIONERS, THE GOVERNING BODY OF COFFEY COUNTY, KANSAS, ADOPTING A VISION ZERO POLICY AND PROCLAIMING COFFEY COUNTY'S COMMITMENT TO END TRAFFIC FATALITIES AND SERIOUS INJURY ACCIDENTS IN COFFEY COUNTY BY 2050 AND IMPLEMENTATION OF A SAFE STREETS AND ROADS FOR ALL PLAN.

WHEREAS, in 2021, the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program which funds regional, local and Tribal initiatives to prevent roadway deaths and serious injuries; and,

WHEREAS, in 2022, Coffey County joined the member Counties of the Southeast Kansas Regional Planning Commission (SEKRPC) in making an application for a SS4A planning grant from the U.S. Department of Transportation to create SS4A compliant action plans for member counties; and,

WHEREAS, the SS4A program supports the U.S. Department of Transportation's National Roadway, Safety Strategy and the goal of zero roadway deaths using a Safe System Approach; and,

WHEREAS, Coffey County's Vision Zero policy supports the Kansas Department of Transportation's Drive to Zero program and the goals of the Kansas Strategic Highway Safety Plan; and,

WHEREAS, 14 individual(s) were needlessly killed, and 309 individuals were injured on Coffey County roadways between 2014 and 2023; and,

WHEREAS, Coffey County recognizes the need for action to increase safety and to prevent deaths and injuries on Coffey County streets; and,

WHEREAS, Vision Zero is a proven framework for eliminating traffic deaths and serious injuries through intergovernmental and community partnerships, leveraging resources and funds to ensure safe and efficient transportation for all roadway users; and,

WHEREAS, A comprehensive Vision Zero policy unifies existing safety efforts and elevates improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis, updated policies and practices, and equity; and,

WHEREAS, Coffey County recognizes the need to prioritize engagement with the entire community about the Vision Zero initiative, and supports Vision Zero efforts to address inequities by prioritizing interventions in areas most in need of safety improvements; and,

WHEREAS, Coffey County's participation in the SEKRPC Safety Task Force recognizes the need for action to increase safety and to prevent deaths and injuries on Coffey County streets; and,

WHEREAS, Coffey County commits to the ongoing collaboration of the SEKRPC Safety Task Force to advance a shared vision and future for improvements along U.S. and State highways in the SEKRPC region, and on streets and roads within the individual communities comprising the task force; and,

WHEREAS, Coffey County commits to build and sustain leadership, collaboration and accountability in partnership with public health, law enforcement, policymakers, elected officials, and community members to advance the strategies of the SS4A plan and the Vision Zero policy; and,

WHEREAS, Coffey County recognizes the need for action to increase safety and to prevent deaths and injuries on Coffey County streets; and,

NOW, THEREFORE, BE IT RESOLVED THAT, I, [FIRST NAME LAST NAME], Commissioner(s) of the County of Coffey, by virtue of the Charter of the County of Coffey, do hereby:

1. Adopt the Coffey County Vision Zero policy with the goal of achieving zero fatalities and serious injuries by the year 2050.

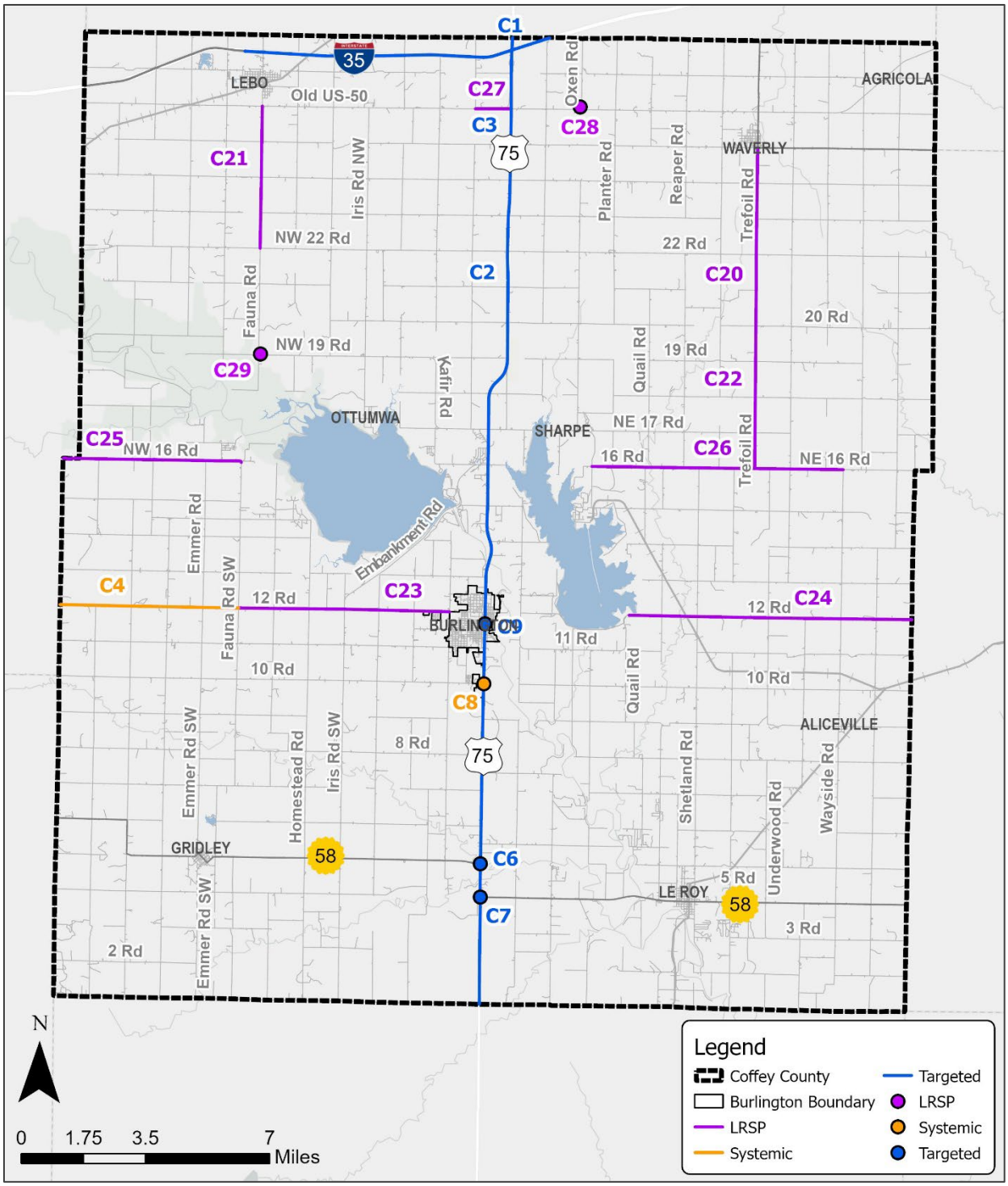
2. Adopt the Coffey County Comprehensive Safety Action Plan, attached hereto as Exhibit A.

PASSED, APPROVED AND ADOPTED THIS [X] day of [MONTH], 2025.

Appendix B

Project Sheets

Coffey County SS4A Safety Action Plan Project Recommendations

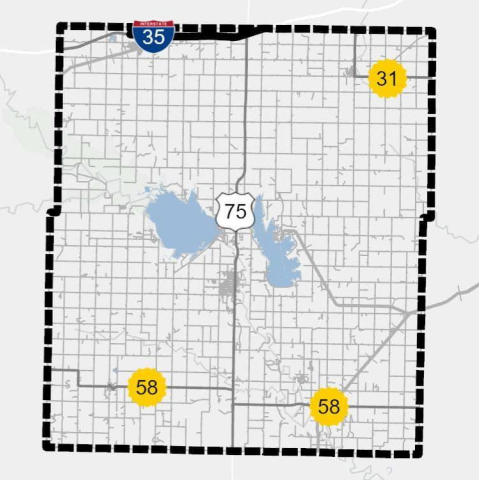


The following projects are included in the Coffey County SS4A Safety Action Plan recommendations. Each project has a unique identifier; this identifier does not rank the projects by importance and is random in order. This identifier can be used to find the project on the map on the previous page. Each project falls under one of three project types: systemic, targeted, or Local Road Safety Plan (LRSP).

- Systemic projects have recommended countermeasures that are often low-cost treatments implemented at many locations with **conditions which are at-risk of a particular crash type.** For example, rumble strips and shoulder widening are systemic countermeasures to address roadway departure crashes.
- Targeted projects have countermeasures that are improvements developed to address the **crash history at a specific location**.
- LRSP projects were originally identified in the Coffey County Local Road Safety Plan completed in 2021. The projects identified in the Coffey County LRSP are incorporated into the SS4A Safety Action Plan by reference.

Project ID	Project Name	Project Type
C1	I-35, From KSH 131 (Fauna Rd) to US-75 (8.7 mi)	Targeted
C2	US-75, From 23 Rd to 19 Rd (3.4 mi)	Targeted
C3	US-75, From 28 Rd to 1 Rd (Countywide) (27.4 mi)	Targeted
C4	1200 Rd, From Angus Rd to Fauna Rd (5 mi)	Systemic
C6	US-75 @ K-58 (West)	Targeted
C7	US-75 @ K-58 (East)	Targeted
C8	US-75 @ 10 Rd	Systemic
C9	US-75 @ Neosho St (Main St)	Targeted
C20	Trefoil Rd, From 20 Rd to K-31 (5 mi)	LRSP
C21	Fauna Rd, From 22 Rd to Old US-50 (4 mi)	LRSP
C22	Trefoil Rd, From 16 Rd to 20th Rd (4 mi)	LRSP
C23	12 Rd, From Fauna Rd to Lynx Rd (6 mi)	LRSP
C24	12 Rd, From Quail Rd to Yearling Rd (Anderson County line) (8 mi)	LRSP
C25	16 Rd, From Angus Rd (Lyon County line) to Fauna Rd (5 mi)	LRSP
C26	16 Rd, From Oxen Ln to Wayside Rd (7.1 mi)	LRSP
C27	Old US-50, From Lynx Rd to US-75 (1 mi)	LRSP
C28	Oxen Rd @ Old US-50	LRSP
C29	Fauna Rd @ 19 Rd	LRSP

C1. I-35, From KSH 131 (Fauna Rd) to US-75 (8.7 mi)



2014-2023 Crash Counts:

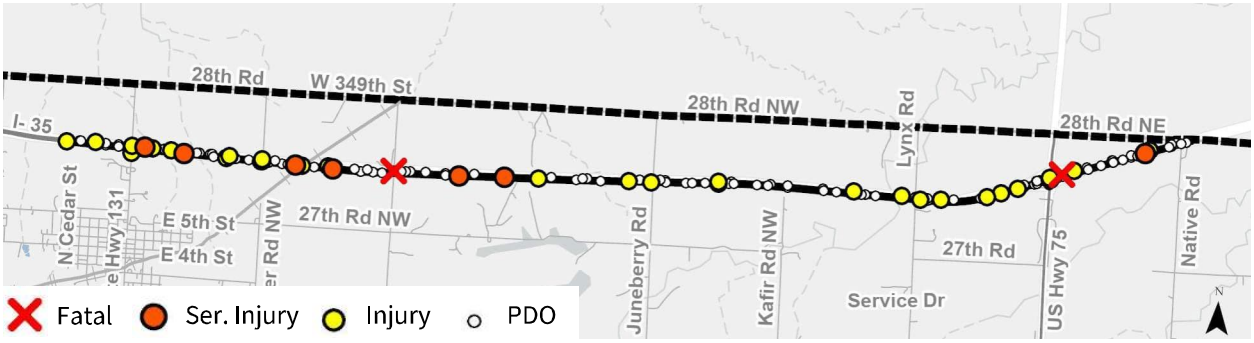
Total: 240
Fatal: 2
All Injury: 41

AADT: 14,700 vehicles per day

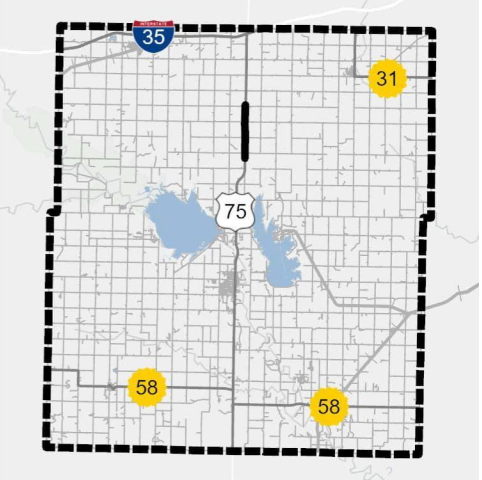
Crash Rate: 51.41 crashes per hundred million vehicle miles traveled

Emphasis Area	Departure: 24 crashes	
Scope Type	Targeted	
Short-Term Improvements	Install cable median barrier. CMF: 0.78	Project Cost: TBD
Long-Term Improvements	None CMF: N/A	Project Cost: N/A

Images from Google StreetView



C2. US-75, From 23 Rd to 19 Rd (3.4 mi)



2014-2023 Crash Counts:

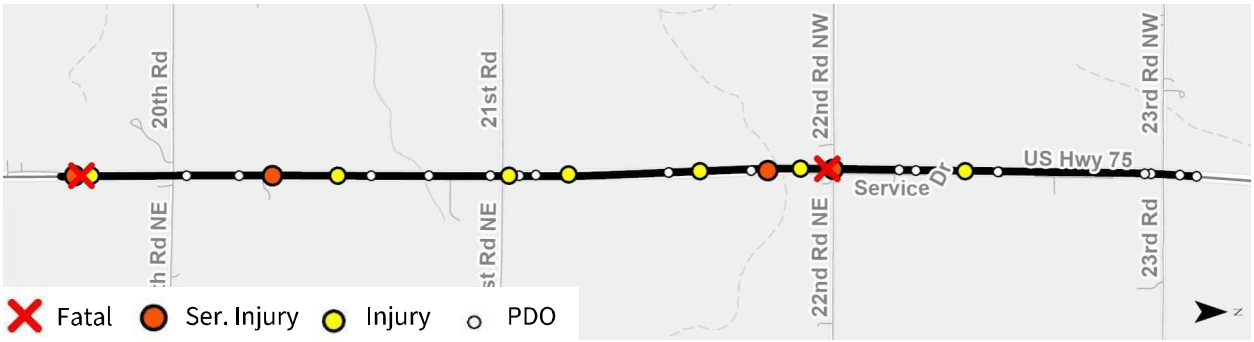
Total: 49
Fatal: 2
All Injury: 14

AADT: 250 vehicles per day

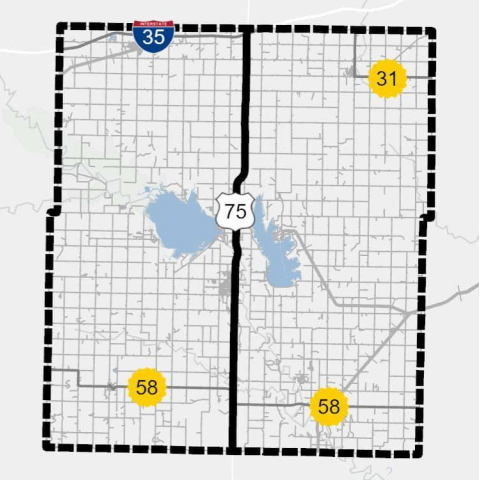
Crash Rate: 1,579 crashes per hundred million vehicle miles traveled

Emphasis Area	Corridor Study
Scope Type	Targeted, Project Development
Short-Term Improvements	Conduct corridor study and road safety audit. CMF: 0.9 Project Cost: $50,000
Long-Term Improvements	Evaluate installation of passing lanes. CMF: 0.75 Project Cost: TBD

Images from Google StreetView



C3. US-75, From 28 Rd to 1 Rd (Countywide) (27.4 mi)



2014-2023 Crash Counts:

Total: 496
Fatal: 4
All Injury: 65

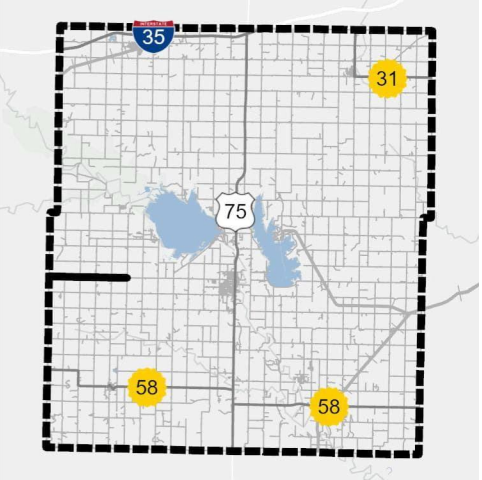
AADT: 400 vehicles per day

Crash Rate: 1,240 crashes per hundred million vehicle miles traveled

Emphasis Area	Corridor Study
Scope Type	Targeted, Project Development
Short-Term Improvements	Conduct corridor study and road safety audit. CMF: 0.9 Project Cost: $300,000
Long-Term Improvements	Evaluate installation of passing lanes. CMF: 0.75 Project Cost: TBD

Images from Google StreetView

C4. 1200 Rd, From Angus Rd to Fauna Rd (5 mi)



2014-2023 Crash Counts:

Total: 25
Fatal: 1
All Injury: 0

AADT: 350 vehicles per day

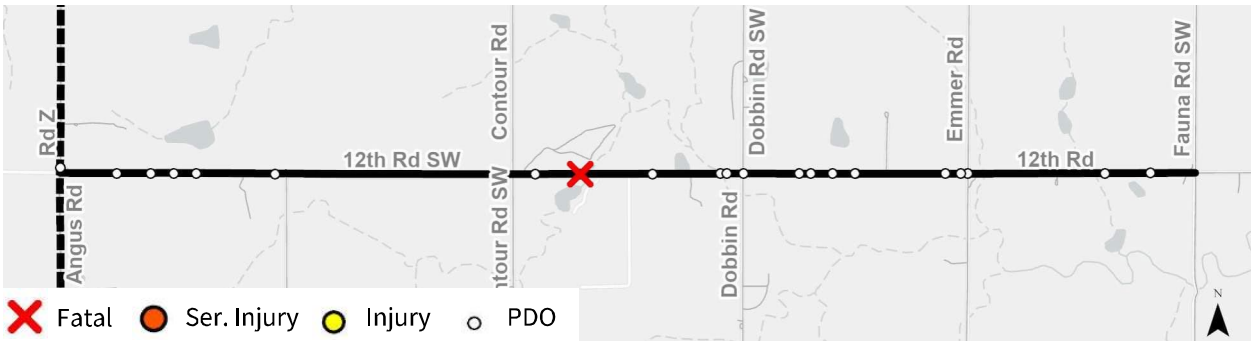
Crash Rate: 391.4 crashes per hundred million vehicle miles traveled

Emphasis Area	Departure: 1 crash
Scope Type	Systemic
Short-Term Improvements	Install retroreflective edgeline and centerline markings, and delineate roadside hazards. CMF: 0.825 Project Cost: $250,000
Long-Term Improvements	Install / widen paved right shoulder and install shoulder rumble strips. CMF: 0.67 Project Cost: $1.2M - $1.5M

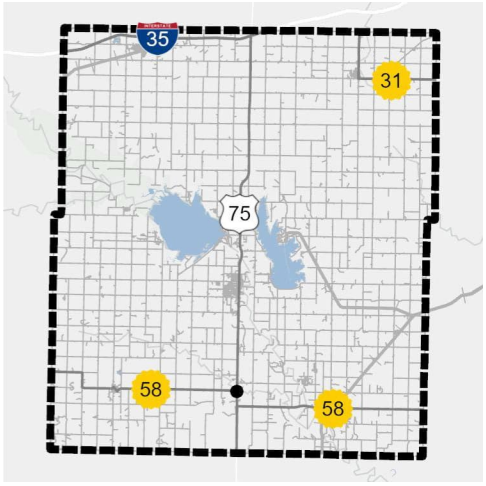
Looking East

Looking West

Images from Google StreetView



C6. US-75 @ K-58 (West)



2014-2023 Crash Counts:

Total: 5
Fatal: 0
All Injury: 0

TEV: 45 vehicles per day

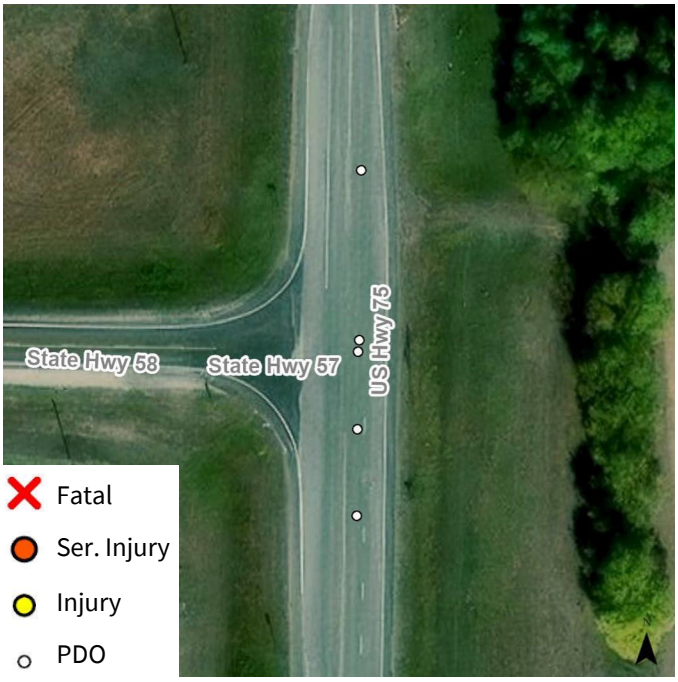
Crash Rate: 30.44 crashes per million entering vehicles

Emphasis Area	Intersection: 1 crash
Scope Type	Targeted
Short-Term Improvements	Install retroreflective strips on stop sign post. Install tranverse rumble strips and pavement markings on roadway. Install a supplemental stop sign and/or lighted stop sign. CMF: 0.87 Project Cost: $25,000
Long-Term Improvements	Install lighting and evaluate a high speed roundabout. CMF: 0.56 Project Cost: $750k - $1.5M

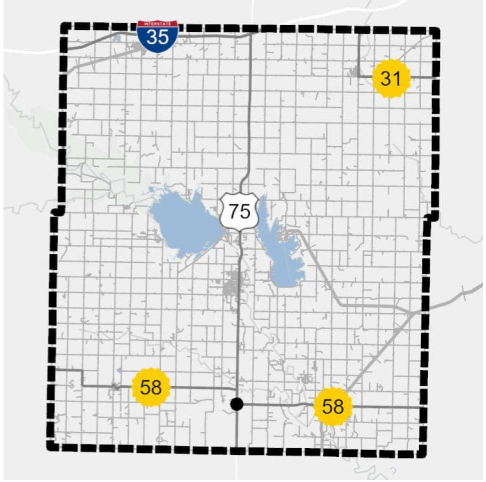
Looking East

Looking North

Images from Google StreetView



C7. US-75 @ K-58 (East)



2014-2023 Crash Counts:

Total: 5
Fatal: 1
All Injury: 0

TEV: 100 vehicles per day

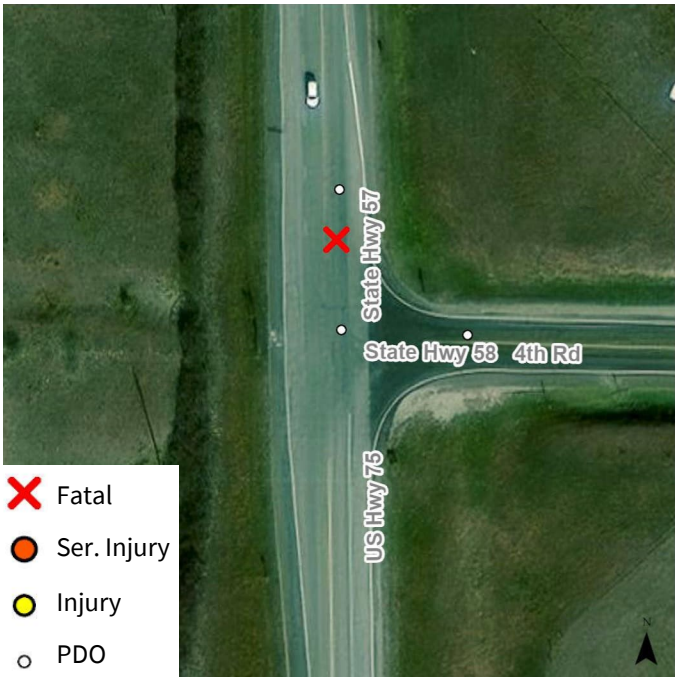
Crash Rate: 13.70 crashes per million entering vehicles

Emphasis Area	Intersection: 2 crashes
Scope Type	Targeted
Short-Term Improvements	Install retroreflective strips on stop sign post. Install tranverse rumble strips on roadway. Install a supplemental stop sign and/or lighted stop sign. CMF: 0.87 Project Cost: $25,000
Long-Term Improvements	Install lighting and evaluate a high speed roundabout. CMF: 0.56 Project Cost: $750k - $1.5M

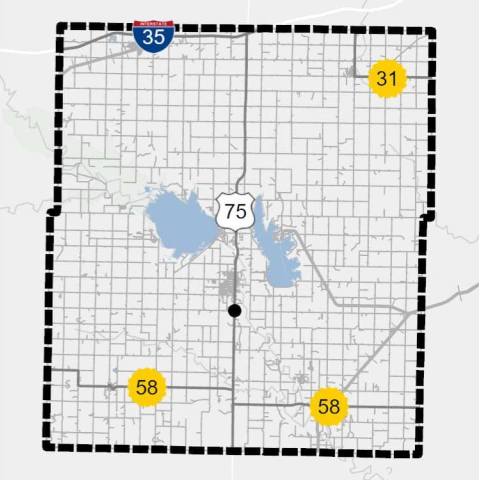
Looking North

Looking West

Images from Google StreetView



C8. US-75 @ 10 Rd



2014-2023 Crash Counts:

Total: 2
Fatal: 1
All Injury: 0

TEV: 100 vehicles per day

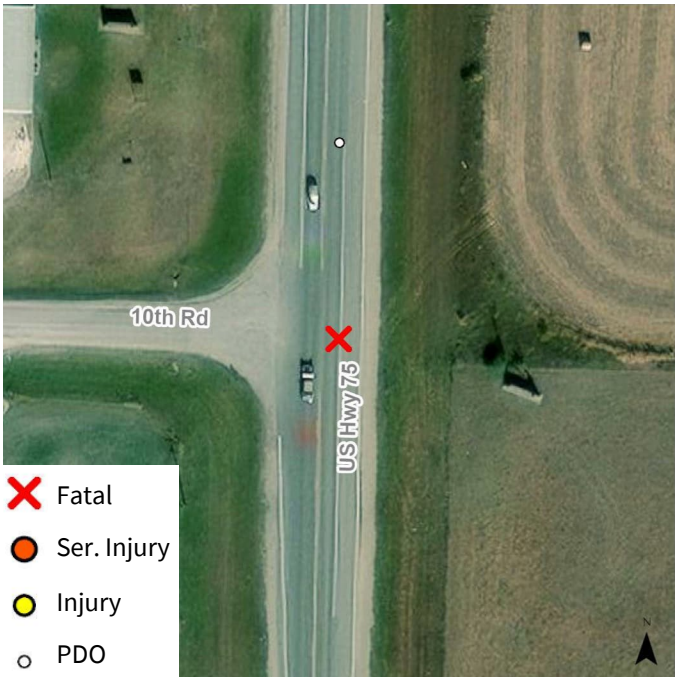
Crash Rate: 5.48 crashes per million entering vehicles

Emphasis Area	Intersection: 1 crash
Scope Type	Systemic
Short-Term Improvements	Install retroreflective strips on stop sign post. Install transverse rumble strips and pavement markings on roadway. Install a supplemental stop sign and/or lighted stop sign. CMF: 0.87 Project Cost: $25,000
Long-Term Improvements	Install lighting. CMF: 0.91 Project Cost: $25k - $50k

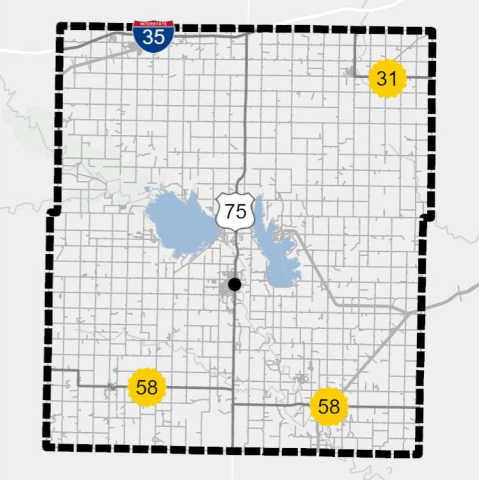
Looking East

Looking South

Images from Google StreetView



C9. US-75 @ Neosho St (Main St)



2014-2023 Crash Counts:

Total: 13
Fatal: 0
All Injury: 1

TEV: 900 vehicles per day

Crash Rate: 3.96 crashes per million entering vehicles

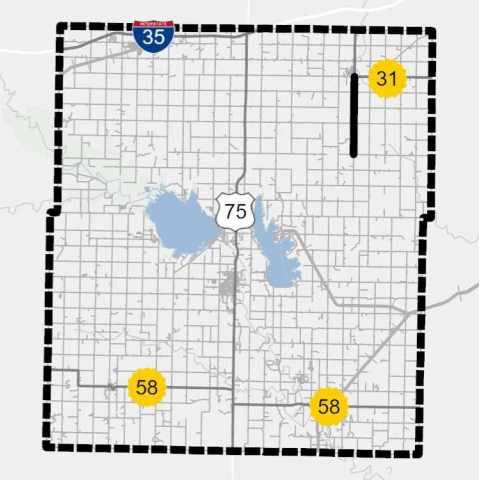
Emphasis Area	VRU: 0 crashes
Scope Type	Targeted
Short-Term Improvements	Install curb extensions, pedestrian countdown timer, and high visibility crosswalk. CMF: TBD Project Cost: $40,000
Long-Term Improvements	None CMF: N/A Project Cost: N/A

Looking North

Looking West

Images from Google StreetView

C20. Trefoil Rd, From 20 Rd to K-31 (5 mi)



2014-2023 Crash Counts:

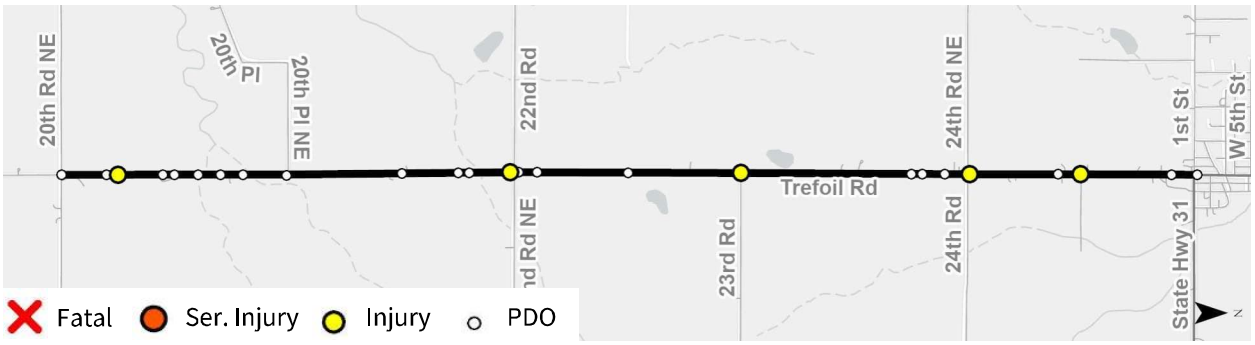
Total: 29
Fatal: 0
All Injury: 5

AADT: 300 vehicles per day

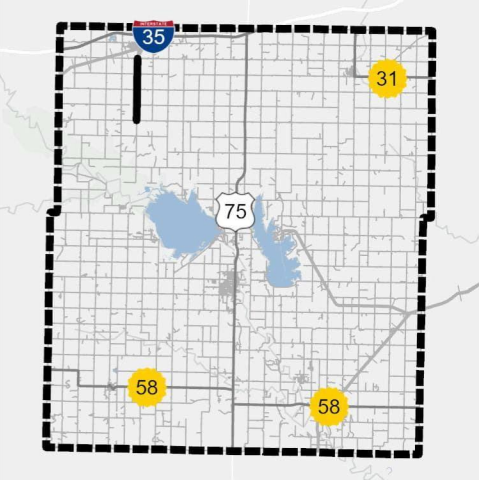
Crash Rate: 529.7 crashes per hundred million vehicle miles traveled

Emphasis Area	Departure: 2 crashes	
Scope Type	LRSP, Systemic	
Short-Term Improvements	See LRSP for details	
	CMF: 0.825	Project Cost: $118,000
Long-Term Improvements	See LRSP for details	
	CMF: 0.67	Project Cost: $1,316,000

Images from Google StreetView



C21. Fauna Rd, From 22 Rd to Old US-50 (4 mi)



2014-2023 Crash Counts:

Total: 41
Fatal: 0
All Injury: 2

AADT: 800 vehicles per day

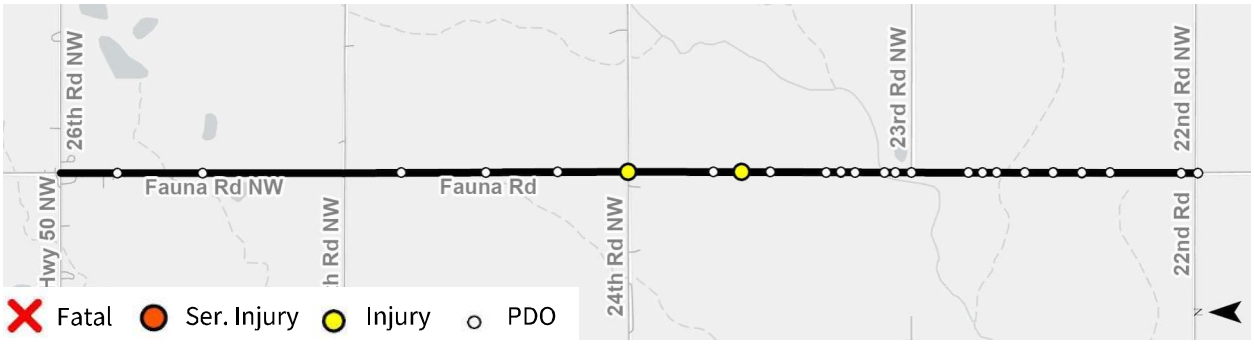
Crash Rate: 351.0 crashes per hundred million vehicle miles traveled

Emphasis Area	Departure: 0 crashes	
Scope Type	LRSP, Systemic	
Short-Term Improvements	See LRSP for details	
	CMF: 0.825	Project Cost: $98,000
Long-Term Improvements	See LRSP for details	
	CMF: 0.67	Project Cost: $1,092,000

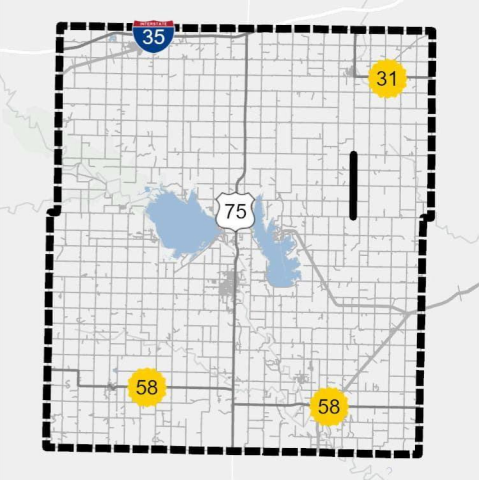
Looking South

Looking North

Images from Google StreetView



C22. Trefoil Rd, From 16 Rd to 20 Rd (4 mi)



2014-2023 Crash Counts:

Total: 29
Fatal: 0
All Injury: 3

AADT: 300 vehicles per day

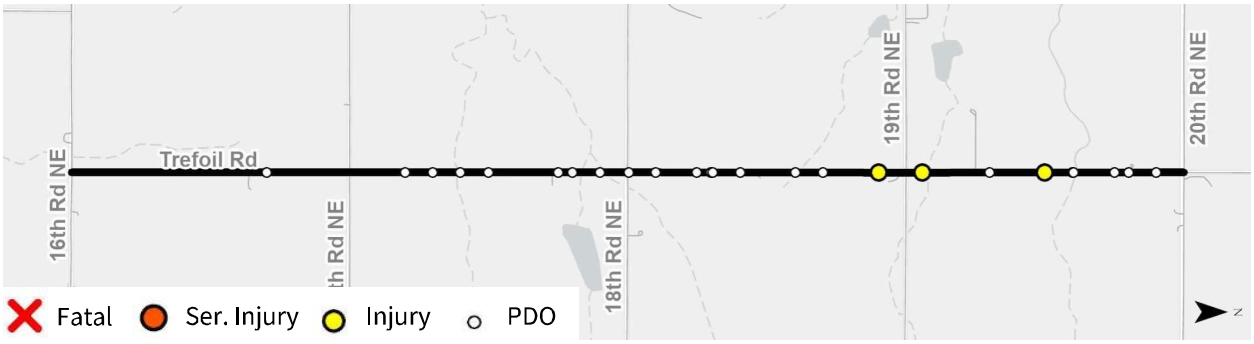
Crash Rate: 662.1 crashes per hundred million vehicle miles traveled

Emphasis Area	Departure: 2 crashes	
Scope Type	LRSP, Systemic	
Short-Term Improvements	See LRSP for details	
	CMF: 0.825	Project Cost: $68,000
Long-Term Improvements	See LRSP for details	
	CMF: 0.67	Project Cost: $457,000

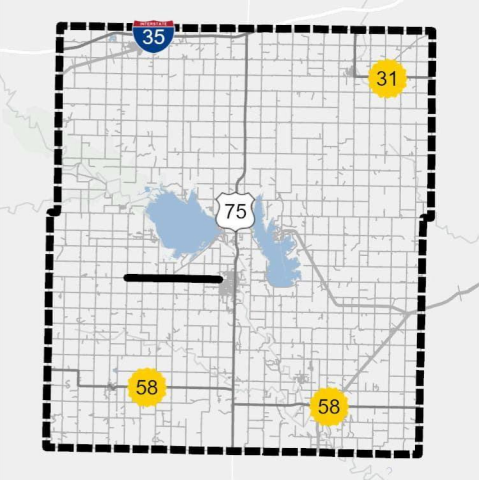
Looking South

Looking North

Images from Google StreetView



C23. 12 Rd, From Fauna Rd to Lynx Rd (6 mi)



2014-2023 Crash Counts:

Total: 56
Fatal: 0
All Injury: 8

AADT: 500 vehicles per day

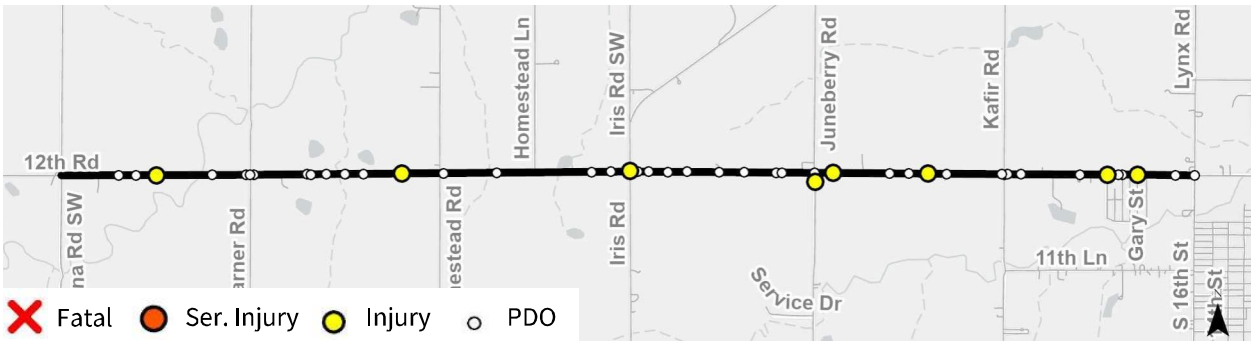
Crash Rate: 511.4 crashes per hundred million vehicle miles traveled

Emphasis Area	Departure: 5 crashes	
Scope Type	LRSP, Systemic	
Short-Term Improvements	See LRSP for details CMF: 0.825	Project Cost: $135,000
Long-Term Improvements	See LRSP for details CMF: 0.67	Project Cost: $1,582,000

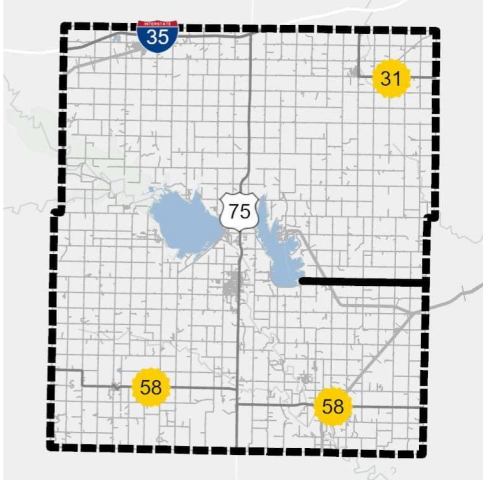
Looking East

Looking West

Images from Google StreetView



C24. 12 Rd, From Quail Rd to Yearling Rd (Anderson County line) (8 mi)



2014-2023 Crash Counts:

Total: 42
Fatal: 0
All Injury: 4

AADT: 150 vehicles per day

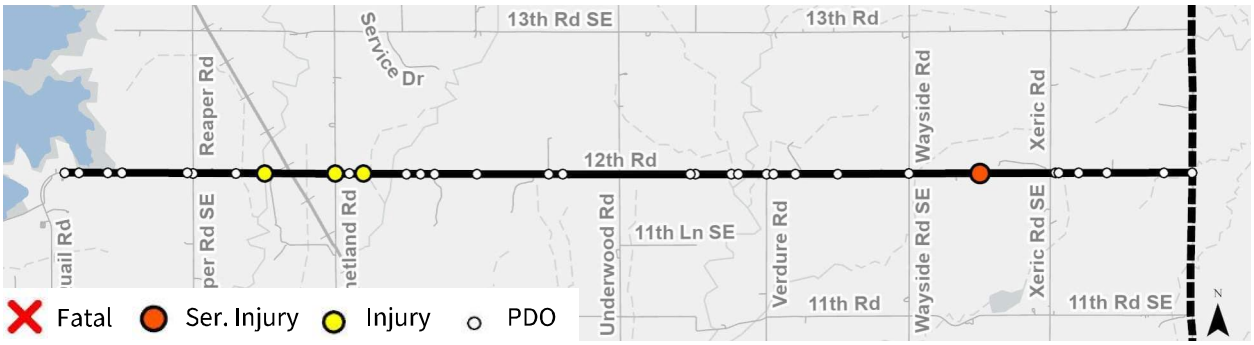
Crash Rate: 958.9 crashes per hundred million vehicle miles traveled

Emphasis Area	Departure: 2 crashes	
Scope Type	LRSP, Systemic	
Short-Term Improvements	See LRSP for details	
	CMF: 0.825	Project Cost: $138,000
Long-Term Improvements	See LRSP for details	
	CMF: 0.67	Project Cost: $1,001,000

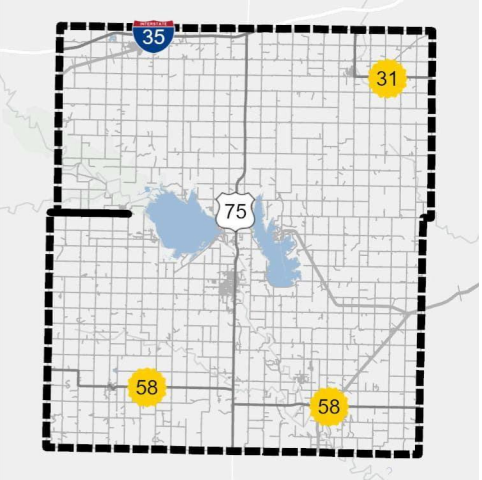
Looking East

Looking West

Images from Google StreetView



C25. 16 Rd, From Angus Rd (Lyon County line) to Fauna Rd (5 mi)



2014-2023 Crash Counts:

Total: 19
Fatal: 0
All Injury: 0

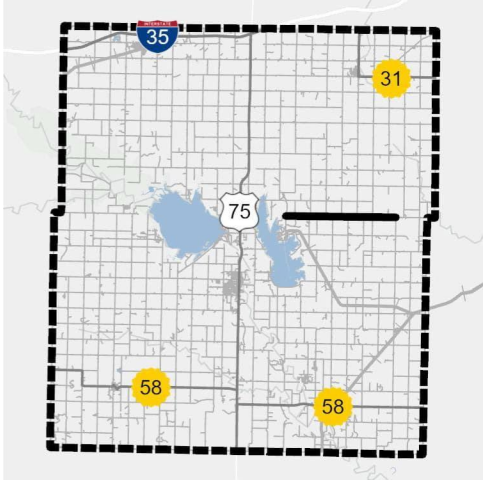
AADT: 200 vehicles per day

Crash Rate: 520.5 crashes per hundred million vehicle miles traveled

Emphasis Area	Departure and Curve: 1 crash	
Scope Type	LRSP, Systemic	
Short-Term Improvements	See LRSP for details	
	CMF: 0.825	Project Cost: $142,000
Long-Term Improvements	See LRSP for details	
	CMF: 0.67	Project Cost: $602,000

Images from Google StreetView

C26. 16 Rd, From Oxen Ln to Wayside Rd (7.1 mi)



2014-2023 Crash Counts:

Total: 55
Fatal: 0
All Injury: 4

AADT: 700 vehicles per day

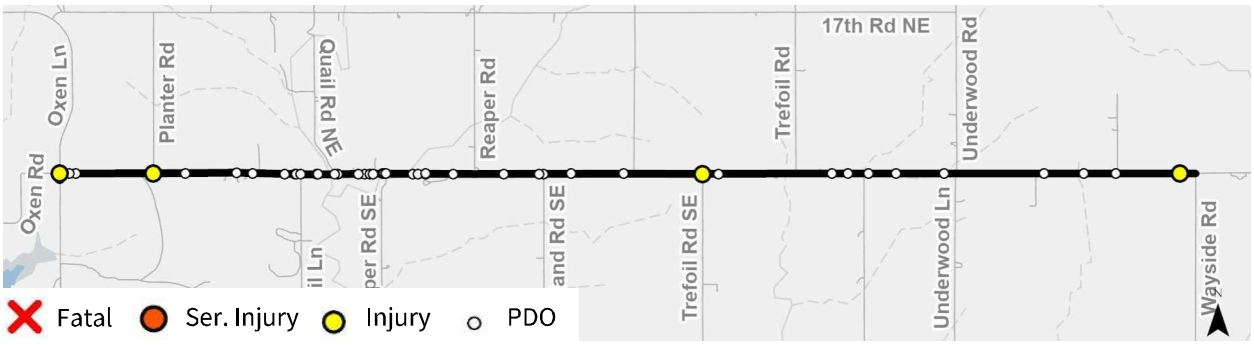
Crash Rate: 303.2 crashes per hundred million vehicle miles traveled

Emphasis Area	Departure: 2 crashes	
Scope Type	LRSP, Systemic	
Short-Term Improvements	See LRSP for details	
	CMF: 0.825	Project Cost: $170,000
Long-Term Improvements	See LRSP for details	
	CMF: 0.67	Project Cost: $1,891,000

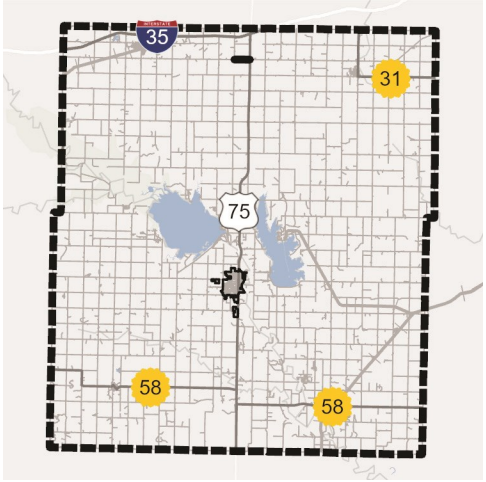
Looking East

Looking West

Images from Google StreetView



C27. Old US-50, From Lynx Rd to US-75 (1 mi)



2014-2023 Crash Counts:

Total: 8
Fatal: 0
All Injury: 2

AADT: 350 vehicles per day

Crash Rate: 626.2 crashes per hundred million vehicle miles traveled

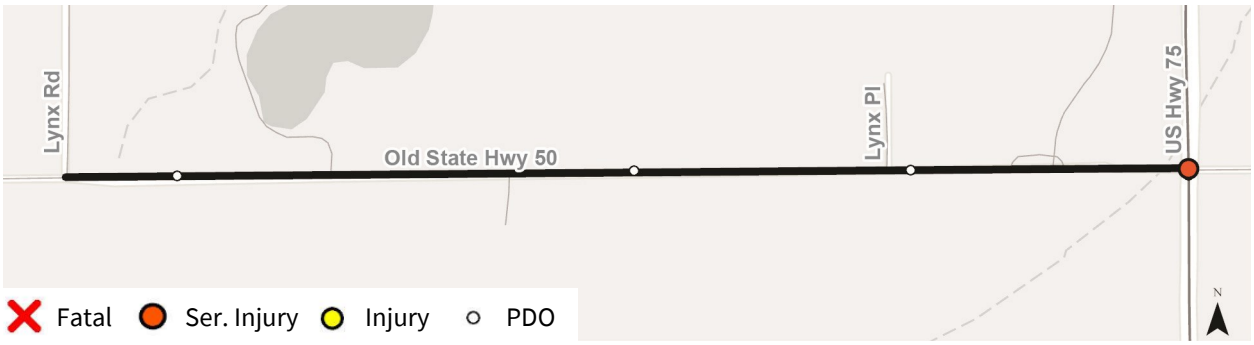
Note: The majority of the original LRSP project (from Fauna Rd to Lynx Rd) was completed as part of a HRRR project in 2024. The following costs are only for the remaining portion.

Emphasis Area	Departure: 0 crashes	
Scope Type	LRSP, Systemic	
Short-Term Improvements	See LRSP for details CMF: 0.825	Project Cost: $9,000
Long-Term Improvements	See LRSP for details CMF: 0.67	Project Cost: $266,000

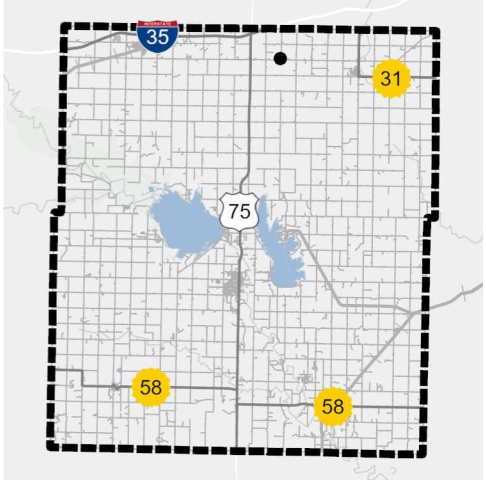
Looking East

Looking West

Images from Google StreetView



C28. Oxen Rd @ Old US-50



2014-2023 Crash Counts:

Total: 3
Fatal: 0
All Injury: 0

TEV: 450 vehicles per day

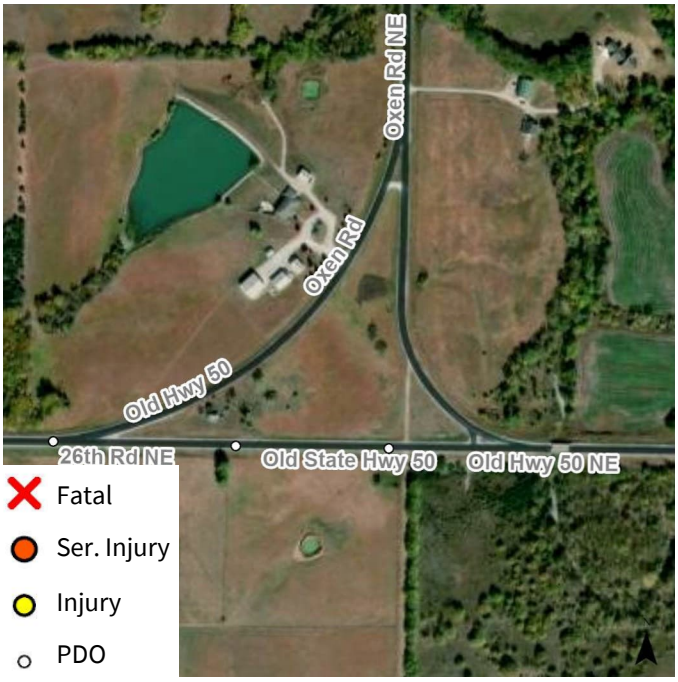
Crash Rate: 1.83 crashes per million entering vehicles

Emphasis Area	Intersection: 0 crashes	
Scope Type	LRSP, Systemic	
Short-Term Improvements	See LRSP for details	
	CMF: 0.87	Project Cost: $38,000
Long-Term Improvements	See LRSP for details	
	CMF: 0.558	Project Cost: $1,013,000

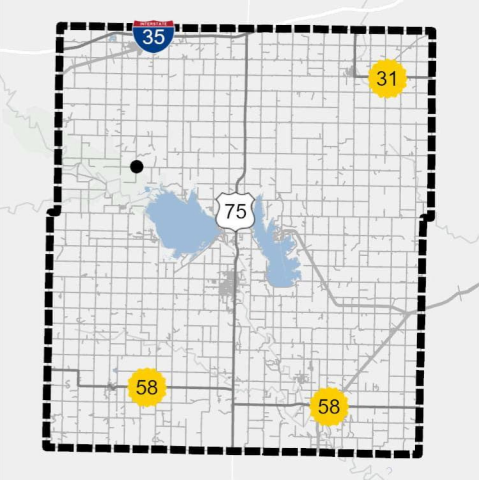
Looking East

Looking South

Images from Google StreetView



C29. Fauna Rd @ 19 Rd



2014-2023 Crash Counts:

Total: 1
Fatal: 0
All Injury: 1

TEV: 1,200 vehicles per day

Crash Rate: 0.23 crashes per million entering vehicles

Emphasis Area	Intersection: 0 crashes	
Scope Type	LRSP, Systemic	
Short-Term Improvements	See LRSP for details	
	CMF: 0.87	Project Cost: $16,000
Long-Term Improvements	See LRSP for details	
	CMF: 0.558	Project Cost: $113,000

Looking South

Looking West

Images from Google StreetView

Coffey County LRSP
Project Sheets

Use Restricted 23 U.S.C. § 409

Coffey County Local Road Safety Plan
Project Description for Roadway Segment Improvements

Risk Factor Score*: 17

Project Name: Trefoil Road between 20th Rd and K-31
Contact Name: Wayne Blackbourn
E-mail: wblackbourn@coffeycountyks.org

Date: 2/11/21
Prepared By: OLW/DJG
Checked By: MMO

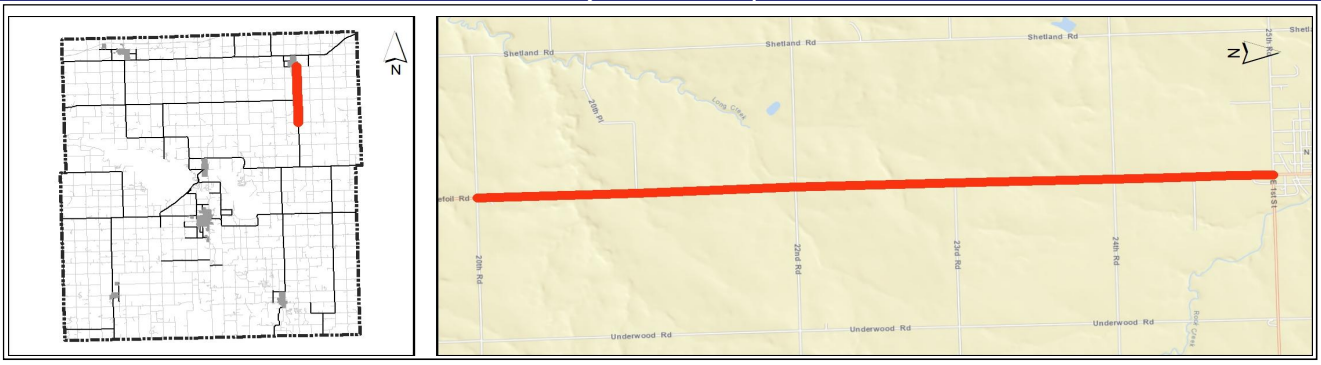
SEGMENT

Location Description

Road: **Trefoil Road**
From: 20th Rd
To: K-31

GPS ID: 105, 106
Length (miles): **5.02**

Project Location Maps



Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Score*
Average Daily Traffic (ADT)	571	6
Access Points per Mile	8.0	1
Edge Condition	1.0	3
Roadside Assessment	2.4	2
Pavement Width (ft)	24.0	0
Shoulder Width (ft)	1.0	2
Lane Departure Crash Rate	1.4	3
Presence of Pavement Markings	Yes	0 **
Surface Type	Paved	0
Total Risk Factor Score (24 max)		17

*Score from highest ranking segment used

Other Information	
Paved Shoulder	No
Shoulder Material	Turf
Speed Limit (mph)	55
Number of Lanes	2
Lane Width (ft)	12
Edgeline Rumble Strips	Not Present
Centerline Rumble Strips	Not Present
Curves	0
Curves with Warning Signs	0

**Edgeline and Centerline

Opinion of Probable Cost (Short Term Improvements)

Item Description	Quantity	Unit	Unit Price	Item Cost
Install 6" Retroreflective Edgeline (Both Sides of Road)	5.02	MILE	$ 4,200	$ 21,090
Install 4" Retroreflective Centerline	5.02	MILE	$ 2,100	$ 10,545
Delineate Roadside Hazards with Retroreflective Markers	51	EACH	$ 100	$ 5,100
Clear and Grub (15 Feet Off Edge of Road, If Applicable)	0.25	MILE	$ 30,000	$ 7,500
Improve Edge Rut Conditions with Aggregate at Edge Drop-off Locations	5.02	MILE	$ 5,000	$ 25,107
Review Pavement Condition/Type and Install Edgeline Rumble Strips (If Feasible)	5.02	MILE	$ 5,000	$ 25,107
Review Pavement Condition/Type and Install Centerline Rumble Strips (If Feasible)	5.02	MILE	$ 2,000	$ 10,043
Post-Mounted Delineators	0	MILE	$ 5,000	$ -
Review and Upgrade Curve Signage to Meet MUTCD and KDOT Standards	0	CURVE	$ 1,000	$ -
Install Curve Signage to Meet MUTCD and KDOT Standards (If Needed)	0	CURVE	$ 3,500	$ -
Install In-Lane Curve Warning Pavement Markings	0	CURVE	$ 2,000	$ -
Retroreflective Strips on Curve Signage	0	CURVE	$ 100	$ -
			Short Term Improvements Subtotal:	*$ 104,491*

Opinion of Probable Cost (Longer Term Improvements)

Item Description	Quantity	Unit	Unit Price	Item Cost
Remove/Relocate Fixed Objects in Clear Zone	4	EACH	$ 1,000	$ 4,000
Install 18-inch Aggregate Shoulder Treatment (With Transition to Earth)	0	MILE	$ 25,000	$ -
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	5.02	MILE	$ 150,000	$ 753,203
Install Edgeline Rumble Strips	5.02	MILE	$ 5,000	$ 25,107
Install Centerline Rumble Strips	5.02	MILE	$ 2,000	$ 10,043
Install/Upgrade Guardrail with Reflectors	0	FOOT	$ 80	$ -
Flattening and Widening Foreslopes (Excludes Culvert Extensions)	5.02	MILE	$ 75,000	$ 376,601
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$ 50,000	$ -
			Longer Term Improvements Subtotal:	*$ 1,168,953*

Continued on back of this page.

Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Front Page

Use Restricted 23 U.S.C. § 409

Coffey County Local Road Safety Plan
Project Description for Roadway Segment Improvements

Risk Factor Score*: 17

Project Name: Trefoil Road between 20th Rd and K-31
Contact Name: Wayne Blackbourn
E-mail: wblackbourn@coffeycountyks.org

Date: 2/11/21
Prepared By: OLW/DJG
Checked By: MMO

SEGMENT

Opinion of Probable Cost (Additional Potential Improvements)

GPS ID: 105, 106

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	Quantity	Unit	Unit Price	Item Cost
On-Pavement Markings for Speed Control		EACH	$ 3,000	$ -
Remove/Relocate/Combine Driveways		EACH	$ 40,000	$ -
Pave Roadway		MILE	$ 850,000	$ -
Conduct Road Safety Audit/Assessment (RSA)		EACH	$ 40,000	$ -
Transverse Rumble Strips Prior to Curve		CURVE	$ 3,000	$ -
Superelevation Correction on Curves		CURVE	$ 20,000	$ -
Speed Activated Flashers on Chevron Signs		CURVE	$ 4,000	$ -
Speed Feedback Sign on Curve Warning Sign		EACH	$ 4,000	$ -
Extend Culverts	10	EACH	$ 15,000	$ 150,000
Other:				
Other:				
Other:				

Additional Potential Improvements Subtotal:	$ 150,000
Short Term Improvements Subtotal:	$ 104,491
Longer Term Improvements Subtotal:	$ 1,168,953
Construction Subtotal:	*$ 1,423,444*

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000
**To be considered by county as they move forward with design of the recommendations

Mobilization: (% +/-)*	10%	$ 75,000
Traffic Control: (% +/-)	5%	$ 71,311
Contingency: (% +/-)	20%	$ 285,245
Estimated Construction Cost		*$ 1,855,000*

PE (Design)	12%	$ 222,600
Utilities**		$ -
ROW**		$ -
CE (Inspection)	15%	$ 278,250
Estimated Project Total		**$ 2,356,000**

Crash History Along this 5.02 Mile Roadway Segment

	2018	2017	2016	2015	2014
Number of Fatal Crashes	0	0	0	0	0
Number of Fatalities	0	0	0	0	0
Number of Disabling Injury Crashes	0	0	0	0	0
Number of Disabling Injuries	0	0	0	0	0
Number of Injury Crashes	1	0	0	0	1
Number of Injuries	2	0	0	0	1
Number of Property Damage Only Crashes	3	6	3	0	3

Opinion of Probable Construction Cost Disclaimer:
Kimley-Horn and TranSystems have no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Kimley-Horn and TranSystems at this time and represent only our judgment as design professionals familiar with the construction industry. Kimley-Horn and TranSystems cannot and do not guarantee that proposals, bids, or actual construction costs will not vary from these opinions of probable costs.

Project Description Form Disclaimer:
The recommended improvements contained in this project description form were developed through a Geographic Information System (GIS) database risk assessment and project selection threshold process, as specifically stated in our scope of services. Kimley-Horn has no control over the accuracy of the GIS databases and recommended improvements have been provided for consideration by County Staff. The County Staff may use this project description form to aid in the selection and development of projects, but this project description form should not be used as the sole basis for the County Staff's decision making process. We endeavored to research issues and constraints to the extent practical given the scope, budget, and schedule agreed to with the Client. Our assessment is based in large part on information provided to us by others (DOT, County Staff, etc.) and therefore is only as accurate and complete as the information provided to us. No detailed assessment was made for the improvement recommendations contained on this page. If a recommendation is in question, it is recommended that a study/analysis of this location be made to warrant the above indicated improvements. This project description form is based on our knowledge as of January 2021.

End of Project Description

Back Page

Use Restricted 23 U.S.C. § 409

Coffey County Local Road Safety Plan
Project Description for Roadway Segment Improvements

Risk Factor Score: 16

Project Name: Fauna Road between 22nd Rd and Old US-50
Contact Name: Wayne Blackbourn
E-mail: wblackbourn@coffeycountyks.org

Date: 2/11/21
Prepared By: OLW/DJG
Checked By: MMO

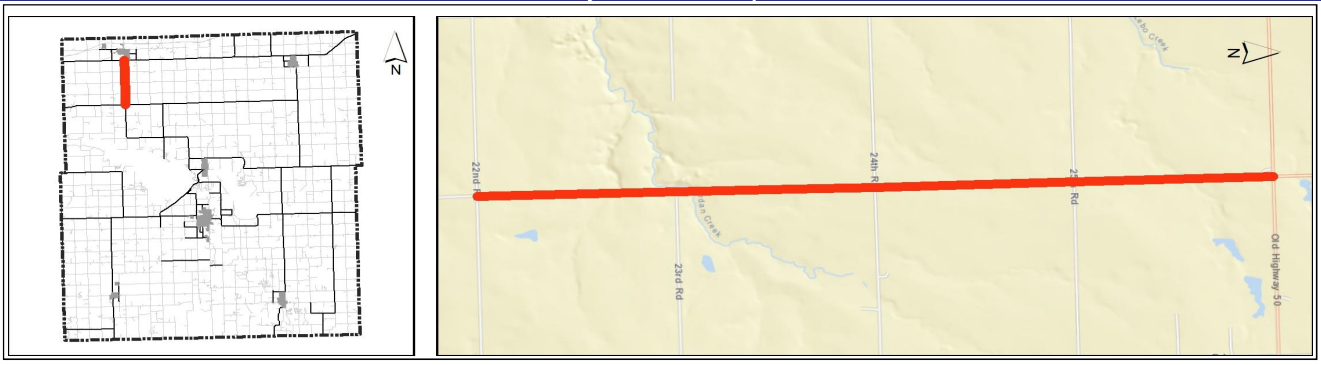
SEGMENT

Location Description

Road: **Fauna Road**
From: 22nd Rd
To: Old US-50

GPS ID: 61
Length (miles): **4.00**

Project Location Maps



Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Score
Average Daily Traffic (ADT)	785	6
Access Points per Mile	6.7	1
Edge Condition	1.9	2
Roadside Assessment	2.2	3
Pavement Width (ft)	24.0	0
Shoulder Width (ft)	1.0	2
Lane Departure Crash Rate	0.2	2
Presence of Pavement Markings	Yes	0 **
Surface Type	Paved	0
Total Risk Factor Score (24 max)		**16**

Other Information	
Paved Shoulder	No
Shoulder Material	Turf
Speed Limit (mph)	45
Number of Lanes	2
Lane Width (ft)	12
Edgeline Rumble Strips	Not Present
Centerline Rumble Strips	Not Present
Curves	0
Curves with Warning Signs	0

***Edgeline and Centerline*

Opinion of Probable Cost (Short Term Improvements)

Item Description	Quantity	Unit	Unit Price	Item Cost
Install 6" Retroreflective Edgeline (Both Sides of Road)	4.00	MILE	$ 4,200	$ 16,817
Install 4" Retroreflective Centerline	4.00	MILE	$ 2,100	$ 8,409
Delineate Roadside Hazards with Retroreflective Markers	41	EACH	$ 100	$ 4,100
Clear and Grub (15 Feet Off Edge of Road, If Applicable)	0.30	MILE	$ 30,000	$ 9,000
Improve Edge Rut Conditions with Aggregate at Edge Drop-off Locations	4.00	MILE	$ 5,000	$ 20,021
Review Pavement Condition/Type and Install Edgeline Rumble Strips (If Feasible)	4.00	MILE	$ 5,000	$ 20,021
Review Pavement Condition/Type and Install Centerline Rumble Strips (If Feasible)	4.00	MILE	$ 2,000	$ 8,008
Post-Mounted Delineators	0	MILE	$ 5,000	$ -
Review and Upgrade Curve Signage to Meet MUTCD and KDOT Standards	0	CURVE	$ 1,000	$ -
Install Curve Signage to Meet MUTCD and KDOT Standards (If Needed)	0	CURVE	$ 3,500	$ -
Install In-Lane Curve Warning Pavement Markings	0	CURVE	$ 2,000	$ -
Retroreflective Strips on Curve Signage	0	CURVE	$ 100	$ -
			Short Term Improvements Subtotal:	*$ 86,376*

Opinion of Probable Cost (Longer Term Improvements)

Item Description	Quantity	Unit	Unit Price	Item Cost
Remove/Relocate Fixed Objects in Clear Zone	4	EACH	$ 1,000	$ 4,000
Install 18-inch Aggregate Shoulder Treatment (With Transition to Earth)	0	MILE	$ 25,000	$ -
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	4.00	MILE	$ 150,000	$ 600,621
Install Edgeline Rumble Strips	4.00	MILE	$ 5,000	$ 20,021
Install Centerline Rumble Strips	4.00	MILE	$ 2,000	$ 8,008
Install/Upgrade Guardrail with Reflectors	460	FOOT	$ 80	$ 36,800
Flattening and Widening Foreslopes (Excludes Culvert Extensions)	4.00	MILE	$ 75,000	$ 300,311
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$ 50,000	$ -
			Longer Term Improvements Subtotal:	*$ 969,760*

Continued on back of this page.

Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Front Page

Use Restricted 23 U.S.C. § 409

Coffey County Local Road Safety Plan
Project Description for Roadway Segment Improvements

Risk Factor Score: 16

Project Name: Fauna Road between 22nd Rd and Old US-50
Contact Name: Wayne Blackbourn
E-mail: wblackbourn@coffeycountyks.org

Date: 2/11/21
Prepared By: OLW/DJG
Checked By: MMO

SEGMENT

Opinion of Probable Cost (Additional Potential Improvements)

GPS ID: 61

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	Quantity	Unit	Unit Price	Item Cost
On-Pavement Markings for Speed Control		EACH	$ 3,000	$ -
Remove/Relocate/Combine Driveways		EACH	$ 40,000	$ -
Pave Roadway		MILE	$ 850,000	$ -
Conduct Road Safety Audit/Assessment (RSA)		EACH	$ 40,000	$ -
Transverse Rumble Strips Prior to Curve		CURVE	$ 3,000	$ -
Superelevation Correction on Curves		CURVE	$ 20,000	$ -
Speed Activated Flashers on Chevron Signs		CURVE	$ 4,000	$ -
Speed Feedback Sign on Curve Warning Sign		EACH	$ 4,000	$ -
Extend Culverts	7	EACH	$ 15,000	$ 105,000
Other:				
Other:				
Other:				

Additional Potential Improvements Subtotal:	$ 105,000
Short Term Improvements Subtotal:	$ 86,376
Longer Term Improvements Subtotal:	$ 969,760
Construction Subtotal:	*$ 1,161,136*

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000
**To be considered by county as they move forward with design of the recommendations

Mobilization: (% +/-)*	10%	$ 75,000
Traffic Control: (% +/-)	5%	$ 58,173
Contingency: (% +/-)	20%	$ 232,691
Estimated Construction Cost		*$ 1,527,000*

PE (Design)	12%	$ 183,240
Utilities**		$ -
ROW**		$ -
CE (Inspection)	15%	$ 229,050
Estimated Project Total		**$ 1,940,000**

Crash History Along this 4 Mile Roadway Segment

	2018	2017	2016	2015	2014
Number of Fatal Crashes	0	0	0	0	0
Number of Fatalities	0	0	0	0	0
Number of Disabling Injury Crashes	0	0	0	0	0
Number of Disabling Injuries	0	0	0	0	0
Number of Injury Crashes	0	0	0	0	0
Number of Injuries	0	0	0	0	0
Number of Property Damage Only Crashes	3	2	4	3	1

Opinion of Probable Construction Cost Disclaimer:
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End of Project Description

Back Page

Use Restricted 23 U.S.C. § 409

Coffey County Local Road Safety Plan
Project Description for Roadway Segment Improvements

Risk Factor Score*: 13

Project Name: Trefoil Road between 16th Rd and 20th Rd
Contact Name: Wayne Blackbourn
E-mail: wblackbourn@coffeycountyks.org

Date: 2/11/21
Prepared By: OLW/DJG
Checked By: MMO

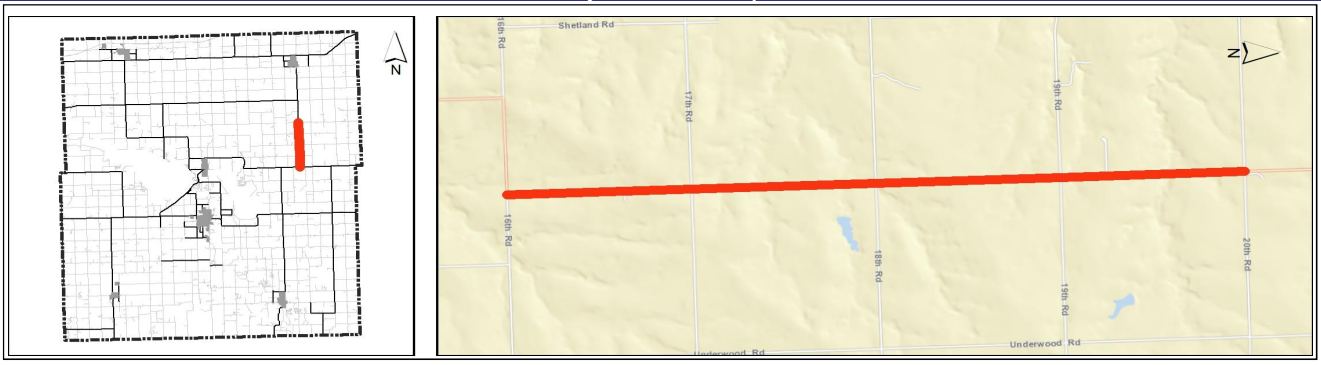
SEGMENT

Location Description

Road: **Trefoil Road**
From: 16th Rd
To: 20th Rd

GPS ID: 107, 108
Length (miles): **4.02**

Project Location Maps



Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Score*	
Average Daily Traffic (ADT)	355	4	
Access Points per Mile	5.6	0	
Edge Condition	1.4	3	
Roadside Assessment	2.7	1	
Pavement Width (ft)	24.0	0	
Shoulder Width (ft)	1.0	2	
Lane Departure Crash Rate	1.0	3	
Presence of Pavement Markings	Yes	0	**
Surface Type	Paved	0	
Total Risk Factor Score (24 max)		13	

*Score from highest ranking segment used

Other Information	
Paved Shoulder	No
Shoulder Material	Turf
Speed Limit (mph)	55
Number of Lanes	2
Lane Width (ft)	12
Edgeline Rumble Strips	Not Present
Centerline Rumble Strips	Not Present
Curves	0
Curves with Warning Signs	0

**Edgeline and Centerline

Opinion of Probable Cost (Short Term Improvements)

Item Description	Quantity	Unit	Unit Price	Item Cost
Install 6" Retroreflective Edgeline (Both Sides of Road)	4.02	MILE	$ 4,200	$ 16,875
Install 4" Retroreflective Centerline	4.02	MILE	$ 2,100	$ 8,437
Delineate Roadside Hazards with Retroreflective Markers	41	EACH	$ 100	$ 4,100
Clear and Grub (15 Feet Off Edge of Road, If Applicable)	0.35	MILE	$ 30,000	$ 10,500
Improve Edge Rut Conditions with Aggregate at Edge Drop-off Locations	4.02	MILE	$ 5,000	$ 20,089
Review Pavement Condition/Type and Install Edgeline Rumble Strips (If Feasible)	0	MILE	$ 5,000	$ -
Review Pavement Condition/Type and Install Centerline Rumble Strips (If Feasible)	0	MILE	$ 2,000	$ -
Post-Mounted Delineators	0	MILE	$ 5,000	$ -
Review and Upgrade Curve Signage to Meet MUTCD and KDOT Standards	0	CURVE	$ 1,000	$ -
Install Curve Signage to Meet MUTCD and KDOT Standards (If Needed)	0	CURVE	$ 3,500	$ -
Install In-Lane Curve Warning Pavement Markings	0	CURVE	$ 2,000	$ -
Retroreflective Strips on Curve Signage	0	CURVE	$ 100	$ -
			Short Term Improvements Subtotal:	*$ 60,001*

Opinion of Probable Cost (Longer Term Improvements)

Item Description	Quantity	Unit	Unit Price	Item Cost
Remove/Relocate Fixed Objects in Clear Zone	4	EACH	$ 1,000	$ 4,000
Install 18-inch Aggregate Shoulder Treatment (With Transition to Earth)	4.02	MILE	$ 25,000	$ 100,446
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	0	MILE	$ 150,000	$ -
Install Edgeline Rumble Strips	0	MILE	$ 5,000	$ -
Install Centerline Rumble Strips	0	MILE	$ 2,000	$ -
Install/Upgrade Guardrail with Reflectors	0	FOOT	$ 80	$ -
Flattening and Widening Foreslopes (Excludes Culvert Extensions)	4.02	MILE	$ 75,000	$ 301,337
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$ 50,000	$ -
			Longer Term Improvements Subtotal:	*$ 405,782*

Continued on back of this page.

Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Front Page

Use Restricted 23 U.S.C. § 409

Coffey County Local Road Safety Plan
Project Description for Roadway Segment Improvements

Risk Factor Score*: 13

Project Name: Trefoil Road between 16th Rd and 20th Rd
Contact Name: Wayne Blackbourn
E-mail: wblackbourn@coffeycountyks.org

Date: 2/11/21
Prepared By: OLW/DJG
Checked By: MMO

SEGMENT

Opinion of Probable Cost (Additional Potential Improvements)

GPS ID: 107, 108

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	Quantity	Unit	Unit Price	Item Cost
On-Pavement Markings for Speed Control		EACH	$ 3,000	$ -
Remove/Relocate/Combine Driveways		EACH	$ 40,000	$ -
Pave Roadway		MILE	$ 850,000	$ -
Conduct Road Safety Audit/Assessment (RSA)		EACH	$ 40,000	$ -
Transverse Rumble Strips Prior to Curve		CURVE	$ 3,000	$ -
Superelevation Correction on Curves		CURVE	$ 20,000	$ -
Speed Activated Flashers on Chevron Signs		CURVE	$ 4,000	$ -
Speed Feedback Sign on Curve Warning Sign		EACH	$ 4,000	$ -
Extend Culverts	11	EACH	$ 15,000	$ 165,000
Other:				
Other:				
Other:				

Additional Potential Improvements Subtotal:	$ 165,000
Short Term Improvements Subtotal:	$ 60,001
Longer Term Improvements Subtotal:	$ 405,782
Construction Subtotal:	*$ 630,783*

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000
**To be considered by county as they move forward with design of the recommendations

Mobilization: (% +/-)*	10%	$ 63,080
Traffic Control: (% +/-)	5%	$ 31,627
Contingency: (% +/-)	20%	$ 126,509
Estimated Construction Cost		*$ 852,000*

PE (Design)	12%	$ 102,240
Utilities**		$ -
ROW**		$ -
CE (Inspection)	15%	$ 127,800
Estimated Project Total		**$ 1,083,000**

Crash History Along this 4.02 Mile Roadway Segment

	2018	2017	2016	2015	2014
Number of Fatal Crashes	0	0	0	0	0
Number of Fatalities	0	0	0	0	0
Number of Disabling Injury Crashes	0	0	0	0	0
Number of Disabling Injuries	0	0	0	0	0
Number of Injury Crashes	0	0	0	1	0
Number of Injuries	0	0	0	1	0
Number of Property Damage Only Crashes	1	3	3	5	2

Opinion of Probable Construction Cost Disclaimer:
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End of Project Description

Back Page

Use Restricted 23 U.S.C. § 409

Coffey County Local Road Safety Plan
Project Description for Roadway Segment Improvements

Risk Factor Score*: 12

Project Name: 12th Road between Fauna Rd and Lynx Rd
Contact Name: Wayne Blackbourn
E-mail: wblackbourn@coffeycountyks.org

Date: 2/11/21
Prepared By: OLW/DJG
Checked By: MMO

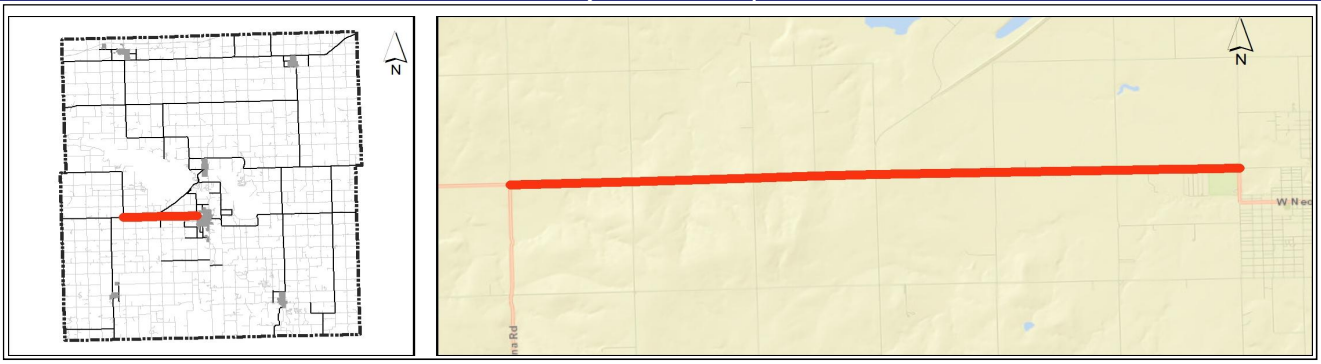
SEGMENT

Location Description

Road: **12th Road**
From: Fauna Rd
To: Lynx Rd

GPS ID: 10, 11
Length (miles): **5.95**

Project Location Maps



Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Score*
Average Daily Traffic (ADT)	622	6
Access Points per Mile	5.4	0
Edge Condition	1.6	3
Roadside Assessment	2.9	0
Pavement Width (ft)	24.0	0
Shoulder Width (ft)	2.0	1
Lane Departure Crash Rate	0.6	2
Presence of Pavement Markings	Yes	0 **
Surface Type	Paved	0
Total Risk Factor Score (24 max)		12

*Score from highest ranking segment used

Other Information	
Paved Shoulder	No
Shoulder Material	Turf
Speed Limit (mph)	55
Number of Lanes	2
Lane Width (ft)	12
Edgeline Rumble Strips	Not Present
Centerline Rumble Strips	Not Present
Curves	0
Curves with Warning Signs	0

**Edgeline and Centerline

Opinion of Probable Cost (Short Term Improvements)

Item Description	Quantity	Unit	Unit Price	Item Cost
Install 6" Retroreflective Edgeline (Both Sides of Road)	5.95	MILE	$ 4,200	$ 25,003
Install 4" Retroreflective Centerline	5.95	MILE	$ 2,100	$ 12,501
Delineate Roadside Hazards with Retroreflective Markers	60	EACH	$ 100	$ 6,000
Clear and Grub (15 Feet Off Edge of Road, If Applicable)	0.15	MILE	$ 30,000	$ 4,500
Improve Edge Rut Conditions with Aggregate at Edge Drop-off Locations	5.95	MILE	$ 5,000	$ 29,765
Review Pavement Condition/Type and Install Edgeline Rumble Strips (If Feasible)	5.95	MILE	$ 5,000	$ 29,765
Review Pavement Condition/Type and Install Centerline Rumble Strips (If Feasible)	5.95	MILE	$ 2,000	$ 11,906
Post-Mounted Delineators	0	MILE	$ 5,000	$ -
Review and Upgrade Curve Signage to Meet MUTCD and KDOT Standards	0	CURVE	$ 1,000	$ -
Install Curve Signage to Meet MUTCD and KDOT Standards (If Needed)	0	CURVE	$ 3,500	$ -
Install In-Lane Curve Warning Pavement Markings	0	CURVE	$ 2,000	$ -
Retroreflective Strips on Curve Signage	0	CURVE	$ 100	$ -
			Short Term Improvements Subtotal:	*$ 119,440*

Opinion of Probable Cost (Longer Term Improvements)

Item Description	Quantity	Unit	Unit Price	Item Cost
Remove/Relocate Fixed Objects in Clear Zone	4	EACH	$ 1,000	$ 4,000
Install 18-inch Aggregate Shoulder Treatment (With Transition to Earth)	0	MILE	$ 25,000	$ -
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	5.95	MILE	$ 150,000	$ 892,950
Install Edgeline Rumble Strips	5.95	MILE	$ 5,000	$ 29,765
Install Centerline Rumble Strips	5.95	MILE	$ 2,000	$ 11,906
Install/Upgrade Guardrail with Reflectors	575	FOOT	$ 35	$ 20,125
Flattening and Widening Foreslopes (Excludes Culvert Extensions)	5.95	MILE	$ 75,000	$ 446,475
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$ 50,000	$ -
			Longer Term Improvements Subtotal:	*$ 1,405,221*

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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Front Page

Use Restricted 23 U.S.C. § 409

Coffey County Local Road Safety Plan
Project Description for Roadway Segment Improvements

Risk Factor Score*: 12

Project Name: 12th Road between Fauna Rd and Lynx Rd
Contact Name: Wayne Blackbourn
E-mail: wblackbourn@coffeycountyks.org

Date: 2/11/21
Prepared By: OLW/DJG
Checked By: MMO

SEGMENT

Opinion of Probable Cost (Additional Potential Improvements)

GPS ID: 10, 11

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Item Description	Quantity	Unit	Unit Price	Item Cost
On-Pavement Markings for Speed Control		EACH	$ 3,000	$ -
Remove/Relocate/Combine Driveways		EACH	$ 40,000	$ -
Pave Roadway		MILE	$ 850,000	$ -
Conduct Road Safety Audit/Assessment (RSA)		EACH	$ 40,000	$ -
Transverse Rumble Strips Prior to Curve		CURVE	$ 3,000	$ -
Superelevation Correction on Curves		CURVE	$ 20,000	$ -
Speed Activated Flashers on Chevron Signs		CURVE	$ 4,000	$ -
Speed Feedback Sign on Curve Warning Sign		EACH	$ 4,000	$ -
Extend Culverts	9	EACH	$ 15,000	$ 135,000
Other:				
Other:				
Other:				

Additional Potential Improvements Subtotal:	$ 135,000
Short Term Improvements Subtotal:	$ 119,440
Longer Term Improvements Subtotal:	$ 1,405,221
Construction Subtotal:	*$ 1,659,661*

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000
**To be considered by county as they move forward with design of the recommendations

Mobilization: (% +/-)*	10%	$ 75,000
Traffic Control: (% +/-)	5%	$ 83,068
Contingency: (% +/-)	20%	$ 332,271
Estimated Construction Cost		*$ 2,150,000*

PE (Design)	12%	$ 258,000
Utilities**		$ -
ROW**		$ -
CE (Inspection)	15%	$ 322,500
Estimated Project Total		**$ 2,731,000**

Crash History Along this 5.95 Mile Roadway Segment

	2018	2017	2016	2015	2014
Number of Fatal Crashes	0	0	0	0	0
Number of Fatalities	0	0	0	0	0
Number of Disabling Injury Crashes	0	0	0	0	0
Number of Disabling Injuries	0	0	0	0	0
Number of Injury Crashes	0	0	0	1	0
Number of Injuries	0	0	0	1	0
Number of Property Damage Only Crashes	4	5	6	3	0

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End of Project Description

Back Page

Use Restricted 23 U.S.C. § 409

Coffey County Local Road Safety Plan
Project Description for Roadway Segment Improvements

Risk Factor Score*: 14

Project Name: 12th Road between Quail Rd and Yearling Rd (Anderson County line)
Contact Name: Wayne Blackbourn
E-mail: wblackbourn@coffeycountyks.org

Date: 2/11/21
Prepared By: OLW/DJG
Checked By: MMO

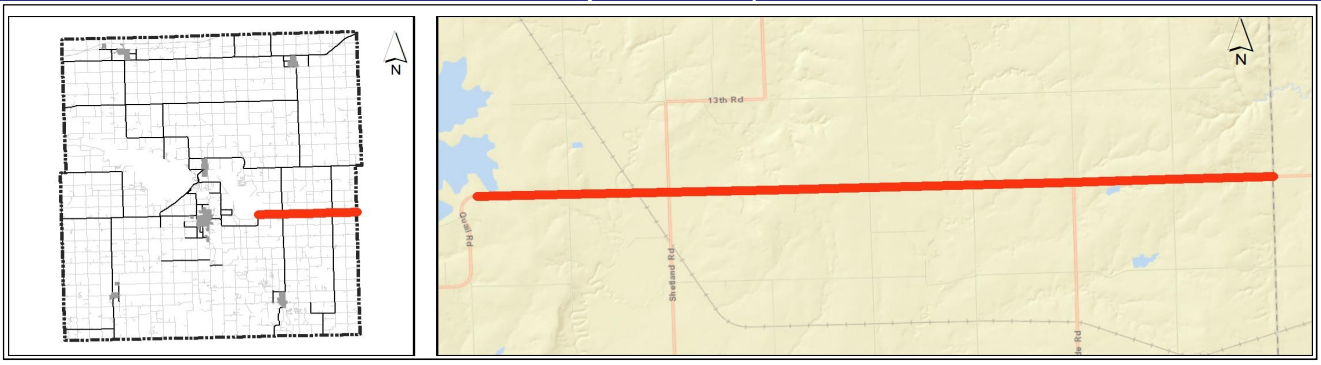
SEGMENT

Location Description

Road: **12th Road**
From: Quail Rd
To: Yearling Rd (Anderson County line)

GPS ID: 12, 13, 14
Length (miles): **7.97**

Project Location Maps



Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Score*	
Average Daily Traffic (ADT)	390	5	
Access Points per Mile	6.3	1	
Edge Condition	2.0	2	
Roadside Assessment	2.5	2	
Pavement Width (ft)	24.0	0	
Shoulder Width (ft)	2.0	1	
Lane Departure Crash Rate	0.7	3	
Presence of Pavement Markings	Yes	0	**
Surface Type	Paved	0	
Total Risk Factor Score (24 max)		14	

*Score from highest ranking segment used

Other Information	
Paved Shoulder	No
Shoulder Material	Turf
Speed Limit (mph)	55
Number of Lanes	2
Lane Width (ft)	12
Edgeline Rumble Strips	Not Present
Centerline Rumble Strips	Not Present
Curves	1
Curves with Warning Signs	1

**Edgeline and Centerline

Opinion of Probable Cost (Short Term Improvements)

Item Description	Quantity	Unit	Unit Price	Item Cost
Install 6" Retroreflective Edgeline (Both Sides of Road)	7.97	MILE	$ 4,200	$ 33,468
Install 4" Retroreflective Centerline	7.97	MILE	$ 2,100	$ 16,734
Delineate Roadside Hazards with Retroreflective Markers	80	EACH	$ 100	$ 8,000
Clear and Grub (15 Feet Off Edge of Road, If Applicable)	0.70	MILE	$ 30,000	$ 21,000
Improve Edge Rut Conditions with Aggregate at Edge Drop-off Locations	7.97	MILE	$ 5,000	$ 39,843
Review Pavement Condition/Type and Install Edgeline Rumble Strips (If Feasible)	0	MILE	$ 5,000	$ -
Review Pavement Condition/Type and Install Centerline Rumble Strips (If Feasible)	0	MILE	$ 2,000	$ -
Post-Mounted Delineators	0	MILE	$ 5,000	$ -
Review and Upgrade Curve Signage to Meet MUTCD and KDOT Standards	1	CURVE	$ 1,000	$ 1,000
Install Curve Signage to Meet MUTCD and KDOT Standards (If Needed)	0	CURVE	$ 3,500	$ -
Install In-Lane Curve Warning Pavement Markings	1	CURVE	$ 2,000	$ 2,000
Retroreflective Strips on Curve Signage	1	CURVE	$ 100	$ 100
			Short Term Improvements Subtotal:	*$ 122,146*

Opinion of Probable Cost (Longer Term Improvements)

Item Description	Quantity	Unit	Unit Price	Item Cost
Remove/Relocate Fixed Objects in Clear Zone	4	EACH	$ 1,000	$ 4,000
Install 18-inch Aggregate Shoulder Treatment (With Transition to Earth)	7.97	MILE	$ 25,000	$ 199,216
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	0	MILE	$ 150,000	$ -
Install Edgeline Rumble Strips	0	MILE	$ 5,000	$ -
Install Centerline Rumble Strips	0	MILE	$ 2,000	$ -
Install/Upgrade Guardrail with Reflectors	1,075	FOOT	$ 35	$ 37,625
Flattening and Widening Foreslopes (Excludes Culvert Extensions)	7.97	MILE	$ 75,000	$ 597,647
Install High Friction Surface Treatment (HFST) on Curve	1	CURVE	$ 50,000	$ 50,000
			Longer Term Improvements Subtotal:	*$ 888,488*

Continued on back of this page.

Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Use Restricted 23 U.S.C. § 409

Coffey County Local Road Safety Plan
Project Description for Roadway Segment Improvements

Risk Factor Score*: 14

Project Name: 12th Road between Quail Rd and Yearling Rd (Anderson County line)
Contact Name: Wayne Blackbourn
E-mail: wblackbourn@coffeycountyks.org

Date: 2/11/21
Prepared By: OLW/DJG
Checked By: MMO

SEGMENT

Opinion of Probable Cost (Additional Potential Improvements)

GPS ID: 12, 13, 14

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Item Description	Quantity	Unit	Unit Price	Item Cost
On-Pavement Markings for Speed Control		EACH	$ 3,000	$ -
Remove/Relocate/Combine Driveways		EACH	$ 40,000	$ -
Pave Roadway		MILE	$ 850,000	$ -
Conduct Road Safety Audit/Assessment (RSA)		EACH	$ 40,000	$ -
Transverse Rumble Strips Prior to Curve		CURVE	$ 3,000	$ -
Superelevation Correction on Curves		CURVE	$ 20,000	$ -
Speed Activated Flashers on Chevron Signs		CURVE	$ 4,000	$ -
Speed Feedback Sign on Curve Warning Sign		EACH	$ 4,000	$ -
Extend Culverts	19	EACH	$ 15,000	$ 285,000
Other:				
Other:				
Other:				

Additional Potential Improvements Subtotal:	$ 285,000
Short Term Improvements Subtotal:	$ 122,146
Longer Term Improvements Subtotal:	$ 888,488
Construction Subtotal:	*$ 1,295,634*

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000
**To be considered by county as they move forward with design of the recommendations

Mobilization: (% +/-)*	10%	$ 75,000
Traffic Control: (% +/-)	5%	$ 64,873
Contingency: (% +/-)	20%	$ 259,493
Estimated Construction Cost		*$ 1,695,000*
PE (Design)	12%	$ 203,400
Utilities**		$ -
ROW**		$ -
CE (Inspection)	15%	$ 254,250
Estimated Project Total		**$ 2,153,000**

Additional Project Benefits:
The improvements recommended along this segment can also have the benefit of positively impacting the following identified facilities:

- ***Intersections 260, 301***
- ***Curve 45***

Crash History Along this 7.97 Mile Roadway Segment

	2018	2017	2016	2015	2014
Number of Fatal Crashes	0	0	0	0	0
Number of Fatalities	0	0	0	0	0
Number of Disabling Injury Crashes	0	0	0	0	1
Number of Disabling Injuries	0	0	0	0	1
Number of Injury Crashes	0	0	1	1	0
Number of Injuries	0	0	1	2	0
Number of Property Damage Only Crashes	5	3	4	1	0

Opinion of Probable Construction Cost Disclaimer:
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End of Project Description

Back Page

Use Restricted 23 U.S.C. § 409

Coffey County Local Road Safety Plan
Project Description for Roadway Segment Improvements

Risk Factor Score: 13

Project Name: 16th Road between Angus Rd (Lyon County line) and Fauna Rd
Contact Name: Wayne Blackbourn
E-mail: wblackbourn@coffeycountyks.org

Date: 2/11/21
Prepared By: OLW/DJG
Checked By: MMO

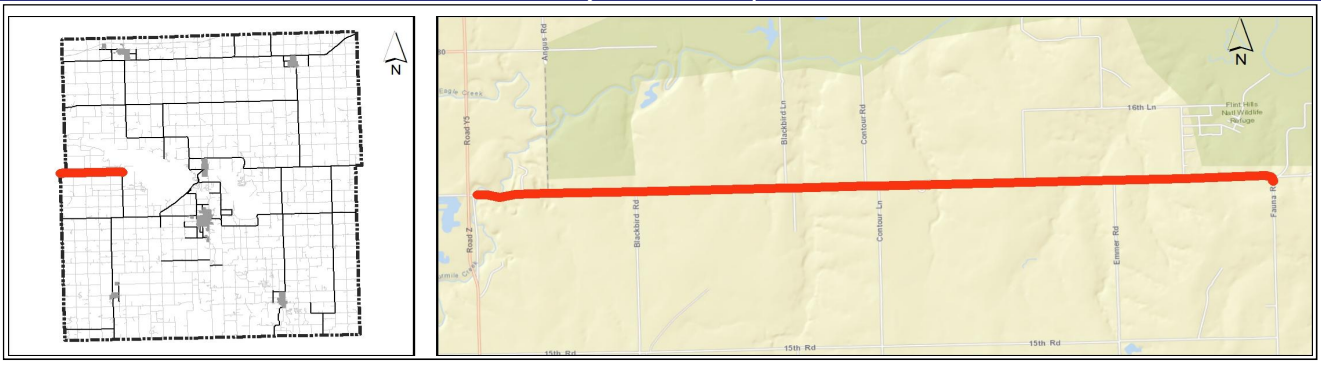
SEGMENT

Location Description

Road: **16th Road**
From: Angus Rd (Lyon County line)
To: Fauna Rd

GPS ID: 25
Length (miles): **5.05**

Project Location Maps



Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Score	
Average Daily Traffic (ADT)	120	2	
Access Points per Mile	5.7	1	
Edge Condition	1.7	3	
Roadside Assessment	2.0	3	
Pavement Width (ft)	23.0	0	
Shoulder Width (ft)	2.0	1	
Lane Departure Crash Rate	0.9	3	
Presence of Pavement Markings	Yes	0	**
Surface Type	Paved	0	
Total Risk Factor Score (24 max)		13	

Other Information	
Paved Shoulder	No
Shoulder Material	Turf
Speed Limit (mph)	55
Number of Lanes	2
Lane Width (ft)	11.5
Edgeline Rumble Strips	Not Present
Centerline Rumble Strips	Not Present
Curves	4
Curves with Warning Signs	4

***Edgeline and Centerline*

Opinion of Probable Cost (Short Term Improvements)

Item Description	Quantity	Unit	Unit Price	Item Cost
Install 6" Retroreflective Edgeline (Both Sides of Road)	5.05	MILE	$ 4,200	$ 21,197
Install 4" Retroreflective Centerline	5.05	MILE	$ 2,100	$ 10,599
Delineate Roadside Hazards with Retroreflective Markers	51	EACH	$ 100	$ 5,100
Clear and Grub (15 Feet Off Edge of Road, If Applicable)	1.00	MILE	$ 30,000	$ 30,000
Improve Edge Rut Conditions with Aggregate at Edge Drop-off Locations	5.05	MILE	$ 5,000	$ 25,235
Review Pavement Condition/Type and Install Edgeline Rumble Strips (If Feasible)	0	MILE	$ 5,000	$ -
Review Pavement Condition/Type and Install Centerline Rumble Strips (If Feasible)	0	MILE	$ 2,000	$ -
Post-Mounted Delineators	5.05	MILE	$ 5,000	$ 25,235
Review and Upgrade Curve Signage to Meet MUTCD and KDOT Standards	4	CURVE	$ 1,000	$ 4,000
Install Curve Signage to Meet MUTCD and KDOT Standards (If Needed)	0	CURVE	$ 3,500	$ -
Install In-Lane Curve Warning Pavement Markings	2	CURVE	$ 2,000	$ 4,000
Retroreflective Strips on Curve Signage	4	CURVE	$ 100	$ 400
			Short Term Improvements Subtotal:	*$ 125,765*

Opinion of Probable Cost (Longer Term Improvements)

Item Description	Quantity	Unit	Unit Price	Item Cost
Remove/Relocate Fixed Objects in Clear Zone	4	EACH	$ 1,000	$ 4,000
Install 18-inch Aggregate Shoulder Treatment (With Transition to Earth)	5.05	MILE	$ 25,000	$ 126,173
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	0	MILE	$ 150,000	$ -
Install Edgeline Rumble Strips	0	MILE	$ 5,000	$ -
Install Centerline Rumble Strips	0	MILE	$ 2,000	$ -
Install/Upgrade Guardrail with Reflectors	325	FOOT	$ 80	$ 26,000
Flattening and Widening Foreslopes (Excludes Culvert Extensions)	5.05	MILE	$ 75,000	$ 378,519
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$ 50,000	$ -
			Longer Term Improvements Subtotal:	*$ 534,692*

Continued on back of this page.

Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Use Restricted 23 U.S.C. § 409

Coffey County Local Road Safety Plan
Project Description for Roadway Segment Improvements

Risk Factor Score: 13

Project Name: 16th Road between Angus Rd (Lyon County line) and Fauna Rd
Contact Name: Wayne Blackbourn
E-mail: wblackbourn@coffeycountyks.org

Date: 2/11/21
Prepared By: OLW/DJG
Checked By: MMO

SEGMENT

Opinion of Probable Cost (Additional Potential Improvements)

GPS ID: 25

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	Quantity	Unit	Unit Price	Item Cost
On-Pavement Markings for Speed Control		EACH	$ 3,000	$ -
Remove/Relocate/Combine Driveways		EACH	$ 40,000	$ -
Pave Roadway		MILE	$ 850,000	$ -
Conduct Road Safety Audit/Assessment (RSA)		EACH	$ 40,000	$ -
Transverse Rumble Strips Prior to Curve		CURVE	$ 3,000	$ -
Superelevation Correction on Curves		CURVE	$ 20,000	$ -
Speed Activated Flashers on Chevron Signs		CURVE	$ 4,000	$ -
Speed Feedback Sign on Curve Warning Sign		EACH	$ 4,000	$ -
Extend Culverts	14	EACH	$ 15,000	$ 210,000
Other:				
Other:				
Other:				

Additional Potential Improvements Subtotal:		$ 210,000
Short Term Improvements Subtotal:		$ 125,765
Longer Term Improvements Subtotal:		$ 534,692
Construction Subtotal:		*$ 870,457*
Mobilization: (% +/-)*	10%	$ 75,000
Traffic Control: (% +/-)	5%	$ 43,709
Contingency: (% +/-)	20%	$ 174,835
Estimated Construction Cost		*$ 1,164,000*
PE (Design)	12%	$ 139,680
Utilities**		$ -
ROW**		$ -
CE (Inspection)	15%	$ 174,600
Estimated Project Total		**$ 1,479,000**

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000
**To be considered by county as they move forward with design of the recommendations

Additional Project Benefits:
The improvements recommended along this segment can also have the benefit of positively impacting the following identified facilities:
- Curves 3, 4, 5, 6

Crash History Along this 5.05 Mile Roadway Segment

	2018	2017	2016	2015	2014
Number of Fatal Crashes	0	0	0	0	0
Number of Fatalities	0	0	0	0	0
Number of Disabling Injury Crashes	0	0	0	0	0
Number of Disabling Injuries	0	0	0	0	0
Number of Injury Crashes	0	0	0	0	0
Number of Injuries	0	0	0	0	0
Number of Property Damage Only Crashes	2	2	1	1	4

Opinion of Probable Construction Cost Disclaimer:
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End of Project Description

Back Page

Use Restricted 23 U.S.C. § 409

Coffey County Local Road Safety Plan
Project Description for Roadway Segment Improvements

Risk Factor Score*: 12

Project Name: 16th Road between Oxen Ln and Wayside Rd
Contact Name: Wayne Blackbourn
E-mail: wblackbourn@coffeycountyks.org

Date: 2/11/21
Prepared By: OLW/DJG
Checked By: MMO

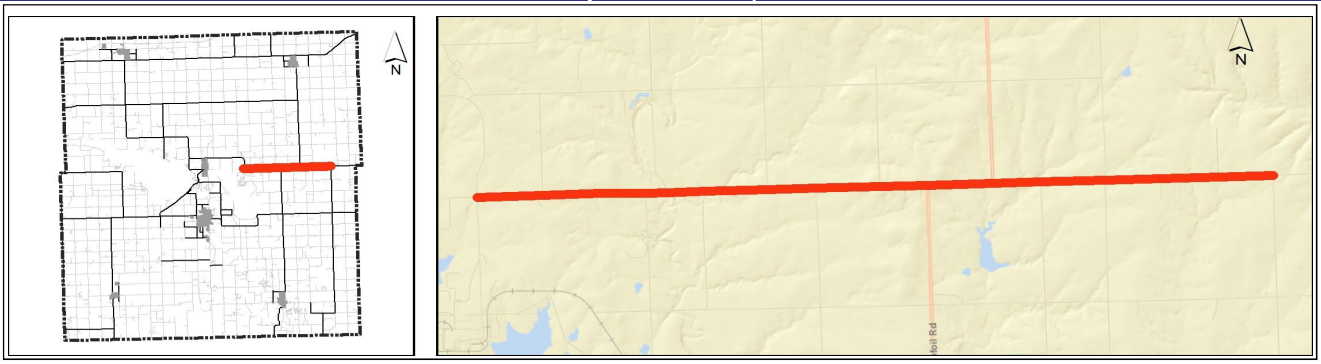
SEGMENT

Location Description

Road: **16th Road**
From: Oxen Ln
To: Wayside Rd

GPS ID: 22, 23, 26
Length (miles): **7.09**

Project Location Maps



Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Score*
Average Daily Traffic (ADT)	580	6
Access Points per Mile	3.8	0
Edge Condition	1.8	3
Roadside Assessment	3.0	0
Pavement Width (ft)	24.0	0
Shoulder Width (ft)	2.0	1
Lane Departure Crash Rate	0.6	2
Presence of Pavement Markings	Yes	0 **
Surface Type	Paved	0
Total Risk Factor Score (24 max)		12

*Score from highest ranking segment used

Other Information	
Paved Shoulder	No
Shoulder Material	Gravel
Speed Limit (mph)	55
Number of Lanes	2
Lane Width (ft)	12
Edgeline Rumble Strips	Not Present
Centerline Rumble Strips	Not Present
Curves	0
Curves with Warning Signs	0

**Edgeline and Centerline

Opinion of Probable Cost (Short Term Improvements)

Item Description	Quantity	Unit	Unit Price	Item Cost
Install 6" Retroreflective Edgeline (Both Sides of Road)	7.09	MILE	$ 4,200	$ 29,761
Install 4" Retroreflective Centerline	7.09	MILE	$ 2,100	$ 14,880
Delineate Roadside Hazards with Retroreflective Markers	71	EACH	$ 100	$ 7,100
Clear and Grub (15 Feet Off Edge of Road, If Applicable)	0.45	MILE	$ 30,000	$ 13,500
Improve Edge Rut Conditions with Aggregate at Edge Drop-off Locations	7.09	MILE	$ 5,000	$ 35,429
Review Pavement Condition/Type and Install Edgeline Rumble Strips (If Feasible)	7.09	MILE	$ 5,000	$ 35,429
Review Pavement Condition/Type and Install Centerline Rumble Strips (If Feasible)	7.09	MILE	$ 2,000	$ 14,172
Post-Mounted Delineators	0	MILE	$ 5,000	$ -
Review and Upgrade Curve Signage to Meet MUTCD and KDOT Standards	0	CURVE	$ 1,000	$ -
Install Curve Signage to Meet MUTCD and KDOT Standards (If Needed)	0	CURVE	$ 3,500	$ -
Install In-Lane Curve Warning Pavement Markings	0	CURVE	$ 2,000	$ -
Retroreflective Strips on Curve Signage	0	CURVE	$ 100	$ -
			Short Term Improvements Subtotal:	*$ 150,272*

Opinion of Probable Cost (Longer Term Improvements)

Item Description	Quantity	Unit	Unit Price	Item Cost
Remove/Relocate Fixed Objects in Clear Zone	4	EACH	$ 1,000	$ 4,000
Install 18-inch Aggregate Shoulder Treatment (With Transition to Earth)	0	MILE	$ 25,000	$ -
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	7.09	MILE	$ 150,000	$ 1,062,884
Install Edgeline Rumble Strips	7.09	MILE	$ 5,000	$ 35,429
Install Centerline Rumble Strips	7.09	MILE	$ 2,000	$ 14,172
Install/Upgrade Guardrail with Reflectors	400	FOOT	$ 80	$ 32,000
Flattening and Widening Foreslopes (Excludes Culvert Extensions)	7.09	MILE	$ 75,000	$ 531,442
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$ 50,000	$ -
			Longer Term Improvements Subtotal:	*$ 1,679,926*

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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Use Restricted 23 U.S.C. § 409

Coffey County Local Road Safety Plan
Project Description for Roadway Segment Improvements

Risk Factor Score*: 12

Project Name: 16th Road between Oxen Ln and Wayside Rd
Contact Name: Wayne Blackbourn
E-mail: wblackbourn@coffeycountyks.org

Date: 2/11/21
Prepared By: OLW/DJG
Checked By: MMO

SEGMENT

Opinion of Probable Cost (Additional Potential Improvements)

GPS ID: 22, 23, 26

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Item Description	Quantity	Unit	Unit Price	Item Cost
On-Pavement Markings for Speed Control		EACH	$ 3,000	$ -
Remove/Relocate/Combine Driveways		EACH	$ 40,000	$ -
Pave Roadway		MILE	$ 850,000	$ -
Conduct Road Safety Audit/Assessment (RSA)		EACH	$ 40,000	$ -
Transverse Rumble Strips Prior to Curve		CURVE	$ 3,000	$ -
Superelevation Correction on Curves		CURVE	$ 20,000	$ -
Speed Activated Flashers on Chevron Signs		CURVE	$ 4,000	$ -
Speed Feedback Sign on Curve Warning Sign		EACH	$ 4,000	$ -
Extend Culverts	15	EACH	$ 15,000	$ 225,000
Other:				
Other:				
Other:				

Additional Potential Improvements Subtotal:	$ 225,000
Short Term Improvements Subtotal:	$ 150,272
Longer Term Improvements Subtotal:	$ 1,679,926
Construction Subtotal:	*$ 2,055,198*

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000
**To be considered by county as they move forward with design of the recommendations

Mobilization: (% +/-)*	10%	$ 75,000
Traffic Control: (% +/-)	5%	$ 102,760
Contingency: (% +/-)	20%	$ 411,041
Estimated Construction Cost		*$ 2,644,000*

PE (Design)	12%	$ 317,280
Utilities**		$ -
ROW**		$ -
CE (Inspection)	15%	$ 396,600
Estimated Project Total		**$ 3,358,000**

Crash History Along this 7.09 Mile Roadway Segment

	2018	2017	2016	2015	2014
Number of Fatal Crashes	0	0	0	0	0
Number of Fatalities	0	0	0	0	0
Number of Disabling Injury Crashes	0	0	0	0	0
Number of Disabling Injuries	0	0	0	0	0
Number of Injury Crashes	0	1	0	0	0
Number of Injuries	0	1	0	0	0
Number of Property Damage Only Crashes	3	4	4	8	5

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End of Project Description

Back Page

Use Restricted 23 U.S.C. § 409

Coffey County Local Road Safety Plan
Project Description for Roadway Segment Improvements

Risk Factor Score*: 11

Project Name: Old US-50 between Fauna Rd and US-75
Contact Name: Wayne Blackbourn
E-mail: wblackbourn@coffeycountyks.org

Date: 2/11/21
Prepared By: OLW/DJG
Checked By: MMO

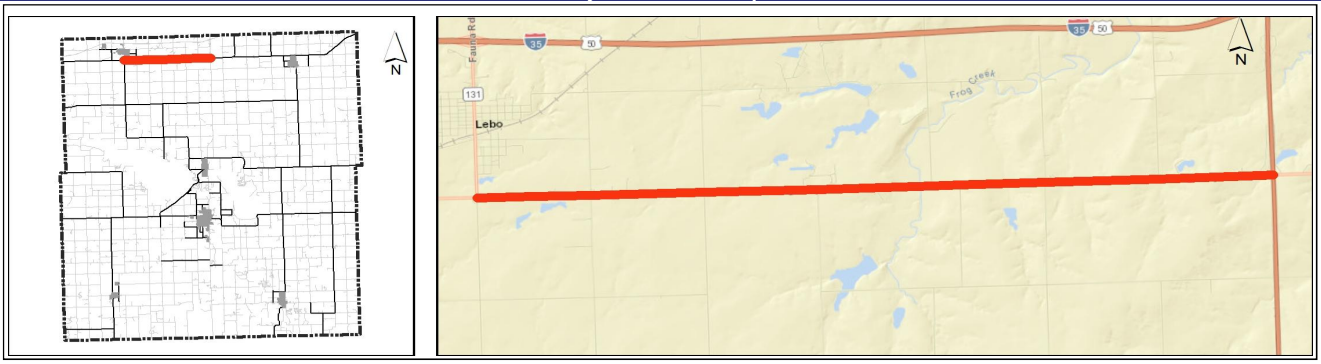
SEGMENT

Location Description

Road: **Old US-50**
From: Fauna Rd
To: US-75

GPS ID: 84, 91
Length (miles): **7.02**

Project Location Maps



Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Score*
Average Daily Traffic (ADT)	410	5
Access Points per Mile	8.3	1
Edge Condition	3.0	0
Roadside Assessment	3.0	0
Pavement Width (ft)	20.0	2
Shoulder Width (ft)	3.0	1
Lane Departure Crash Rate	0.4	2
Presence of Pavement Markings	Yes	0 **
Surface Type	Paved	0
Total Risk Factor Score (24 max)		11

*Score from highest ranking segment used

Other Information	
Paved Shoulder	No
Shoulder Material	Gravel
Speed Limit (mph)	55
Number of Lanes	2
Lane Width (ft)	10
Edgeline Rumble Strips	Not Present
Centerline Rumble Strips	Not Present
Curves	0
Curves with Warning Signs	0

**Edgeline and Centerline

Opinion of Probable Cost (Short Term Improvements)

Item Description	Quantity	Unit	Unit Price	Item Cost
Install 6" Retroreflective Edgeline (Both Sides of Road)	7.02	MILE	$ 4,200	$ 29,474
Install 4" Retroreflective Centerline	7.02	MILE	$ 2,100	$ 14,737
Delineate Roadside Hazards with Retroreflective Markers	71	EACH	$ 100	$ 7,100
Clear and Grub (15 Feet Off Edge of Road, If Applicable)	0.10	MILE	$ 30,000	$ 3,000
Improve Edge Rut Conditions with Aggregate at Edge Drop-off Locations	0	MILE	$ 5,000	$ -
Review Pavement Condition/Type and Install Edgeline Rumble Strips (If Feasible)	0	MILE	$ 5,000	$ -
Review Pavement Condition/Type and Install Centerline Rumble Strips (If Feasible)	0	MILE	$ 2,000	$ -
Post-Mounted Delineators	0	MILE	$ 5,000	$ -
Review and Upgrade Curve Signage to Meet MUTCD and KDOT Standards	0	CURVE	$ 1,000	$ -
Install Curve Signage to Meet MUTCD and KDOT Standards (If Needed)	0	CURVE	$ 3,500	$ -
Install In-Lane Curve Warning Pavement Markings	0	CURVE	$ 2,000	$ -
Retroreflective Strips on Curve Signage	0	CURVE	$ 100	$ -
			Short Term Improvements Subtotal:	*$ 54,311*

Opinion of Probable Cost (Longer Term Improvements)

Item Description	Quantity	Unit	Unit Price	Item Cost
Remove/Relocate Fixed Objects in Clear Zone	4	EACH	$ 1,000	$ 4,000
Install 18-inch Aggregate Shoulder Treatment (With Transition to Earth)	0	MILE	$ 25,000	$ -
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	7.02	MILE	$ 150,000	$ 1,052,648
Install Edgeline Rumble Strips	7.02	MILE	$ 5,000	$ 35,088
Install Centerline Rumble Strips	7.02	MILE	$ 2,000	$ 14,035
Install/Upgrade Guardrail with Reflectors	300	FOOT	$ 80	$ 24,000
Flattening and Widening Foreslopes (Excludes Culvert Extensions)	7.02	MILE	$ 75,000	$ 526,324
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$ 50,000	$ -
			Longer Term Improvements Subtotal:	*$ 1,656,095*

Continued on back of this page.

Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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Coffey County Local Road Safety Plan
Project Description for Roadway Segment Improvements

Risk Factor Score*: 11

Project Name: Old US-50 between Fauna Rd and US-75
Contact Name: Wayne Blackbourn
E-mail: wblackbourn@coffeycountyks.org

Date: 2/11/21
Prepared By: OLW/DJG
Checked By: MMO

SEGMENT

Opinion of Probable Cost (Additional Potential Improvements)

GPS ID: 84, 91

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Item Description	Quantity	Unit	Unit Price	Item Cost
On-Pavement Markings for Speed Control		EACH	$ 3,000	$ -
Remove/Relocate/Combine Driveways		EACH	$ 40,000	$ -
Pave Roadway		MILE	$ 850,000	$ -
Conduct Road Safety Audit/Assessment (RSA)		EACH	$ 40,000	$ -
Transverse Rumble Strips Prior to Curve		CURVE	$ 3,000	$ -
Superelevation Correction on Curves		CURVE	$ 20,000	$ -
Speed Activated Flashers on Chevron Signs		CURVE	$ 4,000	$ -
Speed Feedback Sign on Curve Warning Sign		EACH	$ 4,000	$ -
Extend Culverts	12	EACH	$ 15,000	$ 180,000
Other:				
Other:				
Other:				

Additional Potential Improvements Subtotal:	$ 180,000
Short Term Improvements Subtotal:	$ 54,311
Longer Term Improvements Subtotal:	$ 1,656,095
Construction Subtotal:	*$ 1,890,406*

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000
**To be considered by county as they move forward with design of the recommendations

Mobilization: (% +/-)*	10%	$ 75,000
Traffic Control: (% +/-)	5%	$ 94,719
Contingency: (% +/-)	20%	$ 378,875
Estimated Construction Cost		*$ 2,439,000*

PE (Design)	12%	$ 292,680
Utilities**		$ -
ROW**		$ -
CE (Inspection)	15%	$ 365,850
Estimated Project Total		**$ 3,098,000**

Crash History Along this 7.02 Mile Roadway Segment

	2018	2017	2016	2015	2014
Number of Fatal Crashes	0	0	0	0	0
Number of Fatalities	0	0	0	0	0
Number of Disabling Injury Crashes	0	0	1	0	0
Number of Disabling Injuries	0	0	1	0	0
Number of Injury Crashes	0	0	0	0	0
Number of Injuries	0	0	0	0	0
Number of Property Damage Only Crashes	3	4	2	2	2

Opinion of Probable Construction Cost Disclaimer:
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End of Project Description

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Coffey County Local Road Safety Plan
Project Description for Intersection Improvements

Risk Factor Score*: 16

Project Name: Oxen Rd & Old Highway 50
Contact Name: Wayne Blackbourn
E-mail: wblackbourn@coffeycountyks.org

Date: 2/11/21
Prepared By: OLW/DJG
Checked By: MMO

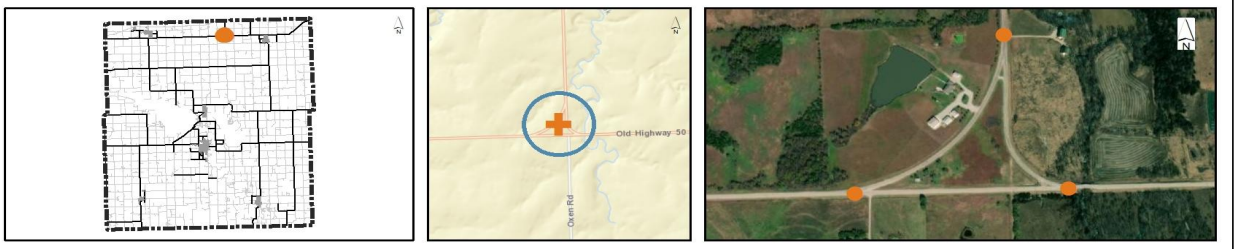
INTERSECTION

Location Description

Road: **Oxen Rd**
Road: **Old Highway 50**

GPS ID: 216, 217, 218

Project Location Maps



Intersection Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Score*
Average Daily Traffic (ADT)	555	5
Access Points within 500 feet	1	1
Sight Distance	Adequate	0
Intersection Control	Stop	1
Fatal or Debilitating Injury Crashes	0	0
Dist. from Previous Stop Sign (mi)	7	3
Intersection on Curve	Yes	3
Minimum Approach Angle	19	3
Total Risk Factor Score (24 max)		**16**

**Score from highest ranking intersection used*

Other Information	
Major Road ADT	505
Minor Road ADT	100
Intersection Crash Rate (TMEV)	0.0
Lighting	Not Present
Flashing Beacon	Not Present
Transverse Rumble Strips	Not Present
Number of Paved Approaches	4
Intersection Type	3ST

Opinion of Probable Cost (Short Term Improvements)

Item Description	Quantity	Unit	Unit Price	Item Cost
Retroreflective Strips on Stop Sign Posts	3	INTERSECTION	$ 100	$ 300
Clear and Grub	3	LEG	$ 2,500	$ 7,500
Review Pavement Condition/Type and Install Transverse Rumble Strips on Paved, Stop-Controlled Approaches	4	LEG	$ 1,500	$ 6,000
Upgrade Signs and Pavement Markings (Paved Approaches)	9	LEG	$ 2,200	$ 19,800
Upgrade Signs (Unpaved Approaches)	0	LEG	$ 1,100	$ -
Install Second Stop Sign and Stop Ahead Signs	0	LEG	$ 1,500	$ -
Install Beacon on Stop Signs or Stop Sign with LED Flashing Lights	0	SIGN	$ 2,500	$ -
Install Solar-Powered Flashing Beacon on Intersection Warning Sign	0	LEG	$ 2,500	$ -
			Short Term Improvements Subtotal:	*$ 33,600*

Opinion of Probable Cost (Longer Term Improvements)

Item Description	Quantity	Unit	Unit Price	Item Cost
Intersection Lighting (One Luminaire)	0	EACH	$ 5,500	$ -
Realign Intersection Approaches to Reduce or Eliminate Skew (Paved)	3	LEG	$ 300,000	$ 900,000
Realign Intersection Approaches to Reduce or Eliminate Skew (Unpaved)	0	LEG	$ 100,000	$ -
			Longer Term Improvements Subtotal:	*$ 900,000*

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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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Coffey County Local Road Safety Plan
Project Description for Intersection Improvements

Risk Factor Score: 16

Project Name: Oxen Rd & Old Highway 50
Contact Name: Wayne Blackbourn
E-mail: wblackbourn@coffeycountyks.org

Date: 2/11/21
Prepared By: OLW/DJG
Checked By: MMO

INTERSECTION

Opinion of Probable Cost (Additional Potential Improvements)

Road: **Oxen Rd**
Road: **Old Highway 50**

GPS ID: 216, 217, 218

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Item Description	Quantity	Unit	Unit Price	Item Cost
Convert Two-Way Stop to All-Way Stop		LEG	$ 1,200	$ -
Removal of Unwarranted Stop Signs on Major Approach		LEG	$ 500	$ -
Install Intersection Conflict Warning System		EACH	$ 40,000	$ -
Provide Left-Turn Lanes at Intersection		LEG	$ 150,000	$ -
Provide Right-Turn Lanes at Intersection and Remove Sweeping Right Turns		LEG	$ 150,000	$ -
Remove Sweeping Right Turns		EACH	$ 5,000	$ -
Install Traffic Signal (if MUTCD Warrants are Met)		EACH	$ 250,000	$ -
Convert Offset T-Intersection to Four-Legged Intersection (Paved)		EACH	$ 300,000	$ -
Convert Offset T-Intersection to Four-Legged Intersection (Unpaved)		EACH	$ 50,000	$ -
Convert Stop-Control to Roundabout		EACH	$ 2,000,000	$ -
Other:				
Other:				

Additional Potential Improvements Subtotal:	$ -
Short Term Improvements Subtotal:	$ 33,600
Longer Term Improvements Subtotal:	$ 900,000
Construction Subtotal:	*$ 933,600*

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000
**To be considered by county as they move forward with design of the recommendations

Mobilization: (% +/-)*	10%	$ 75,000
Traffic Control: (% +/-)	5%	$ 46,680
Contingency: (% +/-)	20%	$ 186,720
Estimated Construction Cost		*$ 1,242,000*

PE (Design)	12%	$ 149,040
Utilities**		$ -
ROW**		$ -
CE (Inspection)	15%	$ 186,300
Estimated Project Total		**$ 1,578,000**

Crash History at this intersection

	2018	2017	2016	2015	2014
Number of Fatal Crashes	0	0	0	0	0
Number of Fatalities	0	0	0	0	0
Number of Disabling Injury Crashes	0	0	0	0	0
Number of Disabling Injuries	0	0	0	0	0
Number of Injury Crashes	0	0	0	0	0
Number of Injuries	0	0	0	0	0
Number of Property Damage Only Crashes	0	0	0	0	0

Opinion of Probable Construction Cost Disclaimer:

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End of Project Description

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Coffey County Local Road Safety Plan
Project Description for Intersection Improvements

Risk Factor Score: 13

Project Name: Fauna Rd & 19th Rd
Contact Name: Wayne Blackbourn
E-mail: wblackbourn@coffeycountyks.org

Date: 8/18/21
Prepared By: OLW/DJG
Checked By: MMO

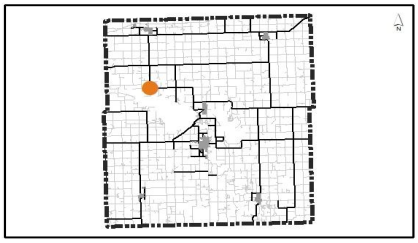
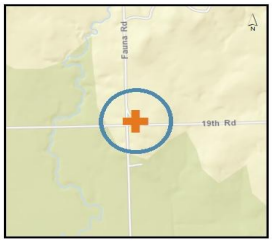
INTERSECTION

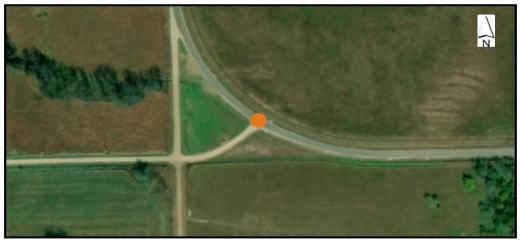
Location Description

Road: **Fauna Rd**
Road: **19th Rd**

GPS ID: 100

Project Location Maps



Intersection Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Score
Average Daily Traffic (ADT)	320	3
Access Points within 500 feet	1	0
Sight Distance	Limited	3
Intersection Control	Stop	1
Fatal or Debilitating Injury Crashes	0	0
Dist. from Previous Stop Sign (mi)	0	0
Intersection on Curve	Yes	3
Minimum Approach Angle	25	3
Total Risk Factor Score (24 max)		**13**

Other Information	
Major Road ADT	310
Minor Road ADT	10
Intersection Crash Rate (TMEV)	34.2
Lighting	Not Present
Flashing Beacon	Not Present
Transverse Rumble Strips	Not Present
Number of Paved Approaches	2
Intersection Type	3ST

Opinion of Probable Cost (Short Term Improvements)

Item Description	Quantity	Unit	Unit Price	Item Cost
Retroreflective Strips on Stop Sign Posts	1	INTERSECTION	$ 100	$ 100
Clear and Grub	3	LEG	$ 2,500	$ 7,500
Review Pavement Condition/Type and Install Transverse Rumble Strips on Paved, Stop-Controlled Approaches	0	LEG	$ 1,500	$ -
Upgrade Signs and Pavement Markings (Paved Approaches)	2	LEG	$ 2,200	$ 4,400
Upgrade Signs (Unpaved Approaches)	2	LEG	$ 1,100	$ 2,200
Install Second Stop Sign and Stop Ahead Signs	0	LEG	$ 1,500	$ -
Install Beacon on Stop Signs or Stop Sign with LED Flashing Lights	0	SIGN	$ 2,500	$ -
Install Solar-Powered Flashing Beacon on Intersection Warning Sign	0	LEG	$ 2,500	$ -
			Short Term Improvements Subtotal:	*$ 14,200*

Opinion of Probable Cost (Longer Term Improvements)

Item Description	Quantity	Unit	Unit Price	Item Cost
Intersection Lighting (One Luminaire)	0	EACH	$ 5,500	$ -
Realign Intersection Approaches to Reduce or Eliminate Skew (Paved)	0	LEG	$ 300,000	$ -
Realign Intersection Approaches to Reduce or Eliminate Skew (Unpaved)	1	LEG	$ 100,000	$ 100,000
			Longer Term Improvements Subtotal:	*$ 100,000*

Continued on back of this page.

Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

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Project Description for Intersection Improvements

Risk Factor Score: 13

Project Name: Fauna Rd & 19th Rd
Contact Name: Wayne Blackbourn
E-mail: wblackbourn@coffeycountyks.org

Date: 8/18/21
Prepared By: OLW/DJG
Checked By: MMO

INTERSECTION

Opinion of Probable Cost (Additional Potential Improvements)

Road: **Fauna Rd**
Road: **19th Rd**

GPS ID: 100

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	Quantity	Unit	Unit Price	Item Cost
Convert Two-Way Stop to All-Way Stop		LEG	$ 1,200	$ -
Removal of Unwarranted Stop Signs on Major Approach		LEG	$ 500	$ -
Install Intersection Conflict Warning System		EACH	$ 40,000	$ -
Provide Left-Turn Lanes at Intersection		LEG	$ 150,000	$ -
Provide Right-Turn Lanes at Intersection and Remove Sweeping Right Turns		LEG	$ 150,000	$ -
Remove Sweeping Right Turns		EACH	$ 5,000	$ -
Install Traffic Signal (if MUTCD Warrants are Met)		EACH	$ 250,000	$ -
Convert Offset T-Intersection to Four-Legged Intersection (Paved)		EACH	$ 300,000	$ -
Convert Offset T-Intersection to Four-Legged Intersection (Unpaved)		EACH	$ 50,000	$ -
Convert Stop-Control to Roundabout		EACH	$ 2,000,000	$ -
Reconstruct Intersection Tie-In	1	EACH	$ 500,000	$ 500,000
Curve Improvements†	1	EACH	$ 45,000	$ 45,000
			Additional Potential Improvements Subtotal:	$ 545,000
			Short Term Improvements Subtotal:	$ 14,200
			Longer Term Improvements Subtotal:	$ 100,000
			Construction Subtotal:	*$ 659,200*
			Mobilization: (% +/-)* 10%	$ 65,920
			Traffic Control: (% +/-) 5%	$ 32,976
			Contingency: (% +/-) 20%	$ 131,904
			Estimated Construction Cost	*$ 890,000*
			PE (Design) 12%	$ 106,800
			Utilities**	$ -
			ROW**	$ -
			CE (Inspection) 15%	$ 133,500
			Estimated Project Total	**$ 1,131,000**

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000
**To be considered by county as they move forward with design of the recommendations
† Curve improvements include upgrading curve signage, pavement markings, improve edge rut conditions, edgeline and centerline rumble strips, and pave 2' shoulder with safety edge.

Additional Project Benefits:
The improvements recommended at this intersection can also have the benefit of positively impacting the following identified facilities:
- Curve 18

Crash History at this intersection

	2018	2017	2016	2015	2014
Number of Fatal Crashes	0	0	0	0	0
Number of Fatalities	0	0	0	0	0
Number of Disabling Injury Crashes	0	0	0	0	0
Number of Disabling Injuries	0	0	0	0	0
Number of Injury Crashes	0	0	0	0	0
Number of Injuries	0	0	0	0	0
Number of Property Damage Only Crashes	0	1	0	0	1

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Appendix C

Regional Emphasis Areas and Countermeasures Toolbox

C.1 Introduction and Background

This Appendix summarizes data analysis and emphasis areas for the entire 12-county Southeast Kansas region. Emphasis areas help focus crash reduction efforts on specific crash factors with the highest risk of serious injury or death, and greatest potential for improvement. By focusing on these areas, decision makers can address the most critical crash related issues in their community, such as intersections with high crash rates or corridors with frequent roadway departures, leading to a more effective and targeted safety strategy. Additionally, emphasis areas provide a clear framework for measuring the success of a road safety strategy, allowing for data-driven decision-making and continuous improvement in crash prevention.

Grouping crashes together based on crash factors and location is a good basis for understanding which emphasis areas deserve extra consideration. Some emphasis areas are focused on engineering and roadway design-related solutions (location or systemic-based crashes) while others rely on changing the behaviors associated with the crashes often using enforcement, education, and/or emergency response.

Emphasis Area Methodology

Emphasis areas for the 12-county region were determined by understanding community concerns around roadway safety and thorough a review of 10 years of crash data. The review of local crash data sorted the emphasis areas by (1) frequency of emphasis area for all crashes and (2) frequency of emphasis area for serious injury and fatality crashes. Fatal and serious injury crashes by emphasis area are shown in **Figure 9** with crash clusters mapped in **Figure 10**. This review of the data revealed that roadway departure, intersection-related, and distracted driving were the most frequent crash types for all crashes. Roadway departure, unrestrained occupant, and intersection-related were the most frequent crash types for fatal and serious injury crashes.

Taking into consideration the results from the data analysis and community and stakeholder input, three key emphasis areas were selected by the regional Safety Task Force for review: *roadway departure*, *intersection-related*, and *unrestrained occupant* crashes. Other emphasis areas for consideration include vulnerable road users, distracted driving, and alcohol or drug-related crashes.

Figure 9 – Fatal and Serious Injury Crashes by Emphasis Area in Southeast Kansas

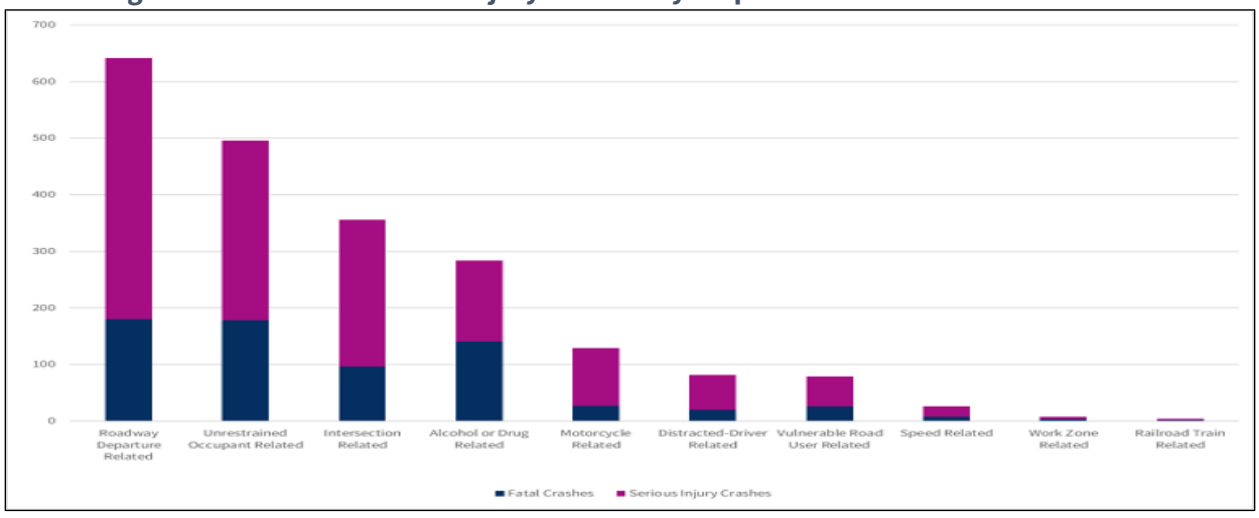
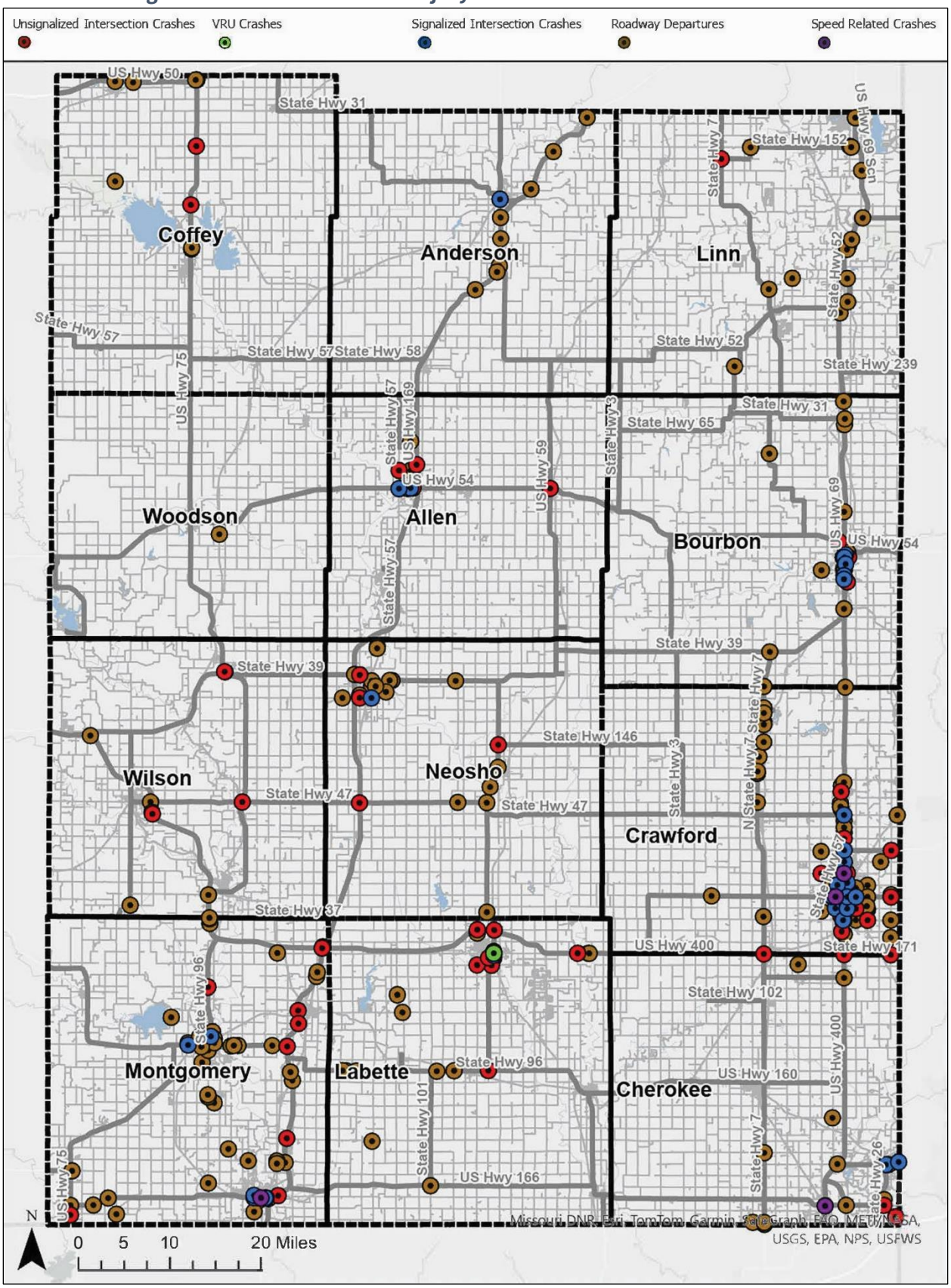


Figure 10 – Fatal and Serious Injury Crash Clusters in Southeast Kansas



C.2 Top Crash Emphasis Areas

Roadway Departure

Roadway departure crashes are a leading cause of highway fatalities, accounting for over half of the deaths on roads in the United States each year. These crashes occur when a vehicle deviates out of its designated lane, either crossing the edge line or centerline. Roadway departures can include head-on collisions, rollovers, or collisions with objects such as utility poles, trees, or other objects located off the roadway. Factors contributing to these incidents include excessive speed, roadway geometry such as shoulder width and curve radii, impaired driving, distracted driving, and failure to use seatbelts. Addressing these factors is critical to reducing the frequency and impact of roadway departure crashes in the county.

Intersection-Related

Intersections result in increased conflict points between roadway users. Approximately one-quarter of traffic fatalities and one-half of all traffic injuries in the United States are attributed to intersections. Unsignalized intersections are the most common type of intersection in Southeast Kansas and can include stop sign-controlled, yield sign-controlled, or uncontrolled intersections. Signalized intersections are more frequently used within urban areas or at the intersection of higher volume corridors. Almost any other crash type can occur at intersections, so intersection crashes may also be attributed to other crash types or factors. Understanding which factors frequently contribute to crashes can help decision makers focus on effective countermeasures.

Unrestrained Occupant

Restraint devices such as seatbelts are critical to protecting vehicle occupants in a crash. The simple act of wearing a seatbelt is one of the most effective ways to reduce the risk of death or serious injury in a crash. This is especially evident in serious roadway departures and intersection crashes, where unrestrained occupants are far more likely to suffer catastrophic outcomes, including being ejected from the vehicle.

C.3 Other Areas for Review

Vulnerable Roadway Users

A Vulnerable Road User (VRU) is a person using the transportation system that is unprotected, such as a pedestrian, cyclist, motorcyclist, or roadway worker. Crashes between a VRU and a vehicle more frequently result in an injury or fatality. Common risk factors for VRU crashes include undivided four lane roads, roads with over 10,000 vehicles per day, roads with 30-35 mph speed limits, disadvantaged areas, and areas with higher levels of pedestrian activity.

Despite not being a major crash type in Coffey County, VRU safety is a key component of the Vision Zero initiative to provide safe and convenient transportation options for all people regardless of mode of transportation. Therefore, it is a best practice to incorporate VRU safety strategies in areas such as near schools or downtown areas to prevent incidents.

Speed-Related

Speeding – exceeding posted speed limits or traveling to fast for conditions – is a contributing factor to nearly one-third of fatal crashes in the United States. Speeding is one of the most dangerous crash factors as higher speeds can increase the risk of and severity of a crash. Managing speed is a complex issue involving engineering, driving behavior, education, and enforcement. It is likely that the number of fatal and serious injury crashes attributed to speeding in Southeast Kansas is underreported.

Distracted Driving

Distracted driving occurs when the driver of a vehicle performs any activity that takes their attention from driving. Ongoing education programs, as well as initiatives that promote safe driving habits, can reduce the number of distracted driving related crashes. Changes to the road environment that reduce the impact of other crash types – such as separating VRUs from motor vehicles or providing opportunities to recover from roadway departures – can also help minimize the effects of mistakes due to distracted driving. Like speeding, distracted driving may be underreported in crash data.

Alcohol or Drug Related

Impaired driving is when a vehicle is being operated under the influence of any substance or in any condition that may reduce the ability to drive safely. This includes driving under the influence of alcohol, drugs, or other controlled substances that diminish your mental or physical capabilities.

The Safety Task Force indicated driving under the influence as a significant concern in Southeast Kansas as drivers may overestimate their capacity or have limited alternative options to traveling home safely. The legalization of recreational marijuana in neighboring Missouri was specifically mentioned by counties along the Kansas-Missouri border, including Coffey County, as an increasingly challenging issue.

Overlapping Emphasis Areas

In many crashes, multiple emphasis areas are identified as contributing factors. Identifying contributing factors can help us understand why crashes occur and identify appropriate safety interventions. **Figure 11** demonstrates overlapping circumstances among all crashes in Southeast Kansas during the 10-year study period.

Common crash patterns include:

- Crashes involving unrestrained occupants or alcohol/drug impairment frequently result in roadway departures.
- Crashes involving VRUs such as bicyclists or pedestrians typically occur at intersections.
- Crashes involving speeding tend to also be affected by distracted driving.

Figure 11 – Overlapping Emphasis Areas in Southeast Kansas

Step 2: Evaluate Overlapping Emphasis Area	Step 1: Select Emphasis Area: Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

C.4 Countermeasures Toolbox

The following pages contain a menu of countermeasures organized by Emphasis Area

COUNTERMEASURES for moving toward Vision Zero goals

Intersections

Roundabouts

Roundabouts can safely and efficiently move traffic. They reduce vehicle speed, provide entry yield control, and minimize conflict points.

Consistent Yellow & All-Red Timings

Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.

Improved Geometry

Positive offset of left turn lanes, skew elimination, or sight distance improvements can decrease the number of crashes in an intersection.

Improved Signal Phasing/ Timing Plans

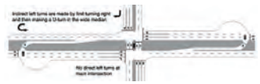
Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.

Reduced Conflict U-Turn (RCUT)

Cross-street traffic makes a right turn followed by a U-turn at a designated location—either signalized or unsignalized—to continue in the desired direction.

Median U-Turn (MUT)

Vehicles proceed through the main intersection, make a U-turn a short distance downstream, followed by a right turn at the main intersection.

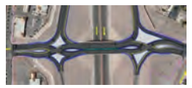


Turbo Roundabouts

Turbo roundabouts utilize different geometrics to address the conflicts associated with the common crash types in multilane roundabouts.

Diverging Diamond Interchange (DDI)

The crossing (or channelizing) of traffic on the crossroad to the left side between the ramp terminals is a variation of the diamond interchange.



Rectangular Rapid Flashing Beacon

Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.

Traffic Calming

Reduces vehicle speeds or volumes to improve quality of life by increasing the safety and comfort of walking and bicycling.

Backplates with Retroreflective Borders

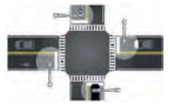
Backplates improve the visibility of a traffic signal with a controlled-contrast background. A 1-3 inch yellow retroreflective border makes it even more conspicuous.

Intersection Conflict Warning System

Drivers are informed of available gaps for turning or crossing. Vehicle detectors alert motorists of conflicting vehicles on an adjacent approach.

Street Lighting

At nighttime, lighting can be applied continuously along segments and at spot locations to increase visibility.



Flashing Beacons on Warning Signs

Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.

Dedicated Turn Lanes

Auxiliary turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.

Curves

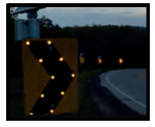
Advanced Warning Signs

Advanced warning signs around curves or other sight-limiting areas or where crash problems exist allow drivers time to make decisions based on changing conditions.

Install or Update Signage & Chevron Placement

Enhanced delineation and signage at horizontal curves can be implemented in advance of or within curves.

Speed Activated Flashers



Speed activated flashers on chevrons in a curve have shown huge decreases in crashes.

Retroreflective Strips on Signposts

Increasing the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increases viewability.

Superelevation Correction

Correcting and reshaping the roadway superelevation allows increased friction with the pavement.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Roadway Departures

Transverse Rumble Strips

Transverse rumble strips alert drivers to slow down, stop, or adjust to upcoming changes that may not be anticipated by an inattentive driver.

Clear Zones

These zones are unobstructed, traversable roadside areas that allow drivers to stop safely or regain control of a vehicle that has left the roadway.

High Friction Surface Treatment

Higher pavement friction helps motorists maintain better control in both wet and dry conditions.

Enhanced Signing & Delineation

Enhanced delineation treatments can alert drivers to upcoming curves, the direction and sharpness of the curve, and the appropriate operating speed.

Road Safety Audits (RSAs)

RSAs consider all road users, account for human factors and road user capabilities, are documented in a formal report, and require a formal response from the road owner.

6" Retroreflective Edgeline

Wider edge lines enhance the visibility of travel lane boundaries compared to traditional edge lines.

Flattening & Widening Foreslopes

Flattening and widening foreslopes allows a more recoverable slope and potentially can decrease the clear zone distance required.

Paved Shoulders

Paved shoulders allow better recovery for roadway departures and are often combined with edgeline rumble strips.

Median Barrier

Median barriers redirect vehicles striking either side of the barrier. They significantly reduce the number of cross-median crashes.

2' Paved Shoulder with Safety Edge

Eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.

6" Retroreflective Centerline

Wider centerlines enhance the visibility of travel lane boundaries compared to traditional edge lines.

On-Pavement Markings for Speed Control

Transverse pavement markings or chevrons placed progressively closer provide a visual illusion of increased speed causing drivers to slow down.

Post-Mounted Delineators

Improving curve delineations helps prevent roadway departures from the mainline pavement.

Improved Pavement Markings

Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.

Access Management

The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.

Longitudinal Rumble Strips

Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Pedestrians & Bicycles

Leading Pedestrian Intervals (LPI)

LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.

High-visibility Crosswalks

Patterns and reflective materials visible to both drivers and pedestrians from farther away, as well as lighting, signs, and pavement markings, improve visibility.

Vehicles Yield to Pedestrian Signage

Signage to increase driver awareness of high volume pedestrian movements works in a similar manner to LPIs.

Curb Extensions/Bulb Outs & Refuge Islands

These decrease the time pedestrians are in the roadway and increase pedestrian visibility.

Complete Streets/Designing for All Users

An approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people using them.

Pedestrian Crossing Signals

Pedestrians crossing signals allow traffic gaps to be forced by stopping traffic and allowing pedestrians to cross.

Raised Crosswalk/Raised Intersection/ Speed Table

These allow pedestrians to cross at grade with the sidewalk, reducing vehicle speeds and enhancing the pedestrian crossing environment.

Pedestrian Hybrid Beacons (PHB)

PHBs are traffic control devices that help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.

Multi-Use Paths

Shared-use paths supplement a system of on-road bike lanes, wide outside lanes, paved shoulders, and bike routes.

Shared Lane Markings

Sharrows are road markings that designate a space to be shared by both motorists and bicyclists.

Road Diet

A Road Diet reconfigures traditional four-lane undivided highways for improved safety, traffic calming, and better access for all road users.

Back-In Angle Parking

Back-in angle parking provides motorists with better vision of pedestrians, bicyclists, motor vehicles, and other road users as they exit a parking space and enter moving traffic.

Bike Lanes & Buffered Bike Lanes

Bike lanes can mitigate or prevent interactions between bicyclists and motor vehicles, and create a network of safer roadways for bicycling.

Bike Boulevards

Signs and pavement markings indicate that a roadway is intended as a shared, slow street, and reinforce the intention of priority for bicyclists along a given route.

Calibrated Bike Detection for Bike Lanes

Bicycle detection occurs either through the use of push buttons or by automated means. Inductive loop vehicle detection can be adjusted for bicycle metallic mass.

Access Control Through Medians

Management of the entry and exit points along a corridor can enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.

Cycle Tracks

Cycle tracks are bikeways that are at street level and use a variety of methods for physical protection from passing traffic.

Vulnerable Road User (VRU) Education

Share the Road programs aim to increase drivers' awareness of the rights of VRUs to improve the safety of all road users.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Improved ADA Accessibility

Curb Ramps

These provide access between the sidewalk and roadway for people using wheelchairs/wheeled devices and pedestrians with limited mobility.

Countdown Signals

These signals provide pedestrians with more information on the remaining crossing time.

Audible Pedestrian Signals

These devices provide auditory information to pedestrians who are blind or have low vision by signaling when it is safe to cross the roadway.

Education

Safe Routes to School (SRTS)

SRTS programs increase the amount of bicycling and walking to and from school while improving safety for children bicycling or walking to school.

Pedestrian Safety Zones

These zones target engineering, education, and enforcement measures to geographic areas and audiences where significant pedestrian crash problems exist.

Enforcement Communications & Outreach

Effective, high-visibility communications and outreach are an essential part of successful seat belt law High Visibility Enforcement programs.

Outreach Strategies for Low-Belt Use Groups

Communications and outreach directed at low-belt-use groups can be effective for targeted programs that support and are supported by enforcement.

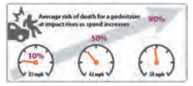
Enforcement

Reduce & Enforce Speed Limits

Reducing travel speeds increases reaction time for drivers and pedestrians to avoid crashes, as well as reduces the severity of pedestrian injuries when these crashes occur.

Communication & Outreach Supporting Enforcement

Effective, high-visibility communications and outreach are essential parts of successful speed and aggressive-driving enforcement programs.



High-Visibility Cell Phone/Text Messaging Enforcement

HVE can effectively deter cell phone use by increasing the perceived risk of a ticket.

Short Term, High-Visibility Seat Belt Law Enforcement

High-visibility seat belt law enforcement consists of short, intense, highly-publicized periods of increased enforcement using checkpoints, saturation patrols, or enforcement zones.

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Countermeasure	Description	CMF
Roadway Departure		
Advanced Warning Signs	Advanced warning signs around curves or other sight limiting areas or where crash problems exist all drivers more time to make decisions based on changing conditions.	0.65
Improved Pavement Markings	Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.	0.64-0.88 (6” edge line), 0.76 (4” edge line)
Longitudinal Rumble Strips	Longitudinal rumble strips are milled or raised elements on the pavement intended to alert drivers through vibration and sound that their vehicle has left the travel lane. They can be installed on the shoulder, edge line, or at or near the center line of an undivided roadway.	Varies
Transverse Rumble Strips	Transverse rumble strips are used to alert drivers of a need to slow down or stop, or to other upcoming changes that may not be anticipated by an inattentive driver. These rumble strips are placed in the travel lane perpendicular to the direction of travel.	0.66-0.73
Flattening and widening foreslopes	Flattening and widening foreslopes allows a more recoverable slope , and potentially can decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	Varies
2' paved shoulder with safety edge	The SafetyEdge^{SM} technology shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process. This safety practice eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability by reducing edge raveling of asphalt.	0.65 – 0.9

Relocating/Moving/shielding Fixed objects	Roadside Design Improvements to Provide for a Safe Recovery such as providing a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	0.56
Superelevation Correction	Correcting and reshaping the roadway superelvation to meet posted speed, or where crashes have occurred allows an increased friction with pavement.	Varies: Formula based
High Friction Surface Treatment	Pavement friction treatments, such as High Friction Surface Treatment (HFST), can be better targeted and result in more efficient and effective installations when using continuous pavement friction data along with crash and roadway data.	0.37
Post mounted delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers where the edge of shoulder is. This is also helpful at night.	0.72 – 0.82
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	.77 to .95
Reflective Strips on Posts	Retroreflective Strips on signposts increase the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increase viewability.	No yet determined

Countermeasure	Description	CMF
Intersection Related		
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	0.79
Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	0.86
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more conspicuous.	0.85
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	.6 (for LT) .75 (all)
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	.30 (for LT)
Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	0.9
Improved Geometry	Geometry improvements can have great effects on the safety of an intersection, positive offset of left turn lanes, Skew elimination, sight distance improvements all can have great effects on the number of crashes in the intersection.	Varies
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	0.4
Enhanced Stop Signs	Larger stop signs, use of flasher on sign or use of retroreflective markings to increase visibility of stop signs.	0.9

Countermeasure	Description	CMF
Vulnerable Road Users		
Rectangular Rapid Flashing Beacon	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	.53 (Ped)
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	.45 (Ped)
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	.92 (Ped)
Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	0.87
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	.11-.35 (Ped)
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	.60 (Ped)
Advance Yield or Stop markings	YIELD Here to Pedestrians" or "STOP Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk.	0.62 (Ped)
SRTS Program	The goal of Safe Routes to School programs is to increase the amount of bicycling and walking trips to and from school while simultaneously improving safety for children bicycling or walking to school.	***

Countermeasure	Description	NHTSA Star Rating
Unrestrained Occupant		
High Visibility Enforcement of Seatbelt	Both Short Term and Sustained Seat Belt Enforcement, including child passenger safety.	*****
Education Strategies	Employer based and Older Children programs.	***
Child Restraint Inspection Stations	Child Passenger Safety (CPS) Technician staffed Inspection Stations.	***

Countermeasure	Description	NHTSA Star Rating
Distracted Driving		
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.	Needs further evaluation
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

Countermeasure	Description	NHTSA Star Rating
Alcohol or Drug Related		
Enforcement of Drug and Alcohol Impaired Driving	Increased enforcement of impaired-driving laws can be a major factor in reducing impaired-driving deaths.	***
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

Appendix D

Community Engagement Plan

TRANSYSTEMS

Southeast Kansas: Comprehensive Safety Action Plan

Community Engagement Plan

Introduction

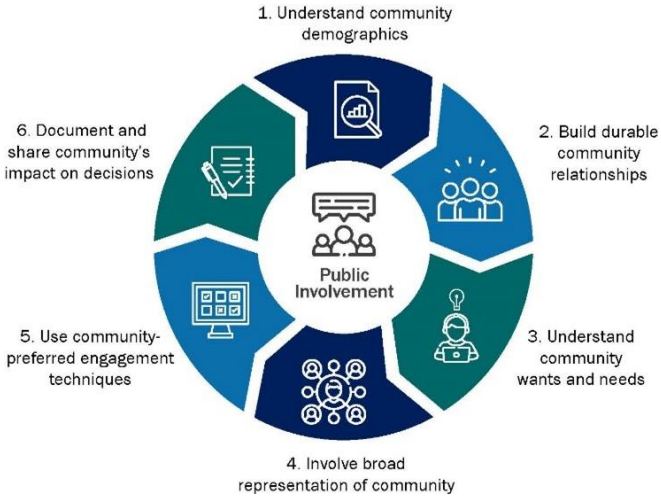
The Southeast Kansas Regional Planning Commission (SEKRPC) has partnered with twelve counties in Southeast Kansas to develop a Comprehensive Safety Action Plan. The twelve counties encompass Coffey, Anderson, Linn, Woodson, Allen, Borbon, Wilson, Neosho, Crawford, Montgonery, Labette, and Cherokee counties. The Comprehensive Safety Action Plan (CSAP) will identify an array of lifesaving measures to improve safety for motorists, pedestrians, cyclists, transit passengers, and other transportation users.

The Action Plan reviews roadway use trends, identifies issues, and then outlines steps to improve transportation safety. The Action Plan is aimed at reducing and eliminating serious injury and fatal crashes affecting transportation users. The eight components of the Action Plan are:

- Leadership commitment and goal setting
- Planning structure
- Safety analysis
- Engagement and collaboration
- Equity
- Policy and process changes
- Strategy and project selections
- Progress and transparency

The Action Plan will be developed using the U.S. Department of Transportation (USDOT) Safe System Approach. The Safey System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable. Rather than blaming road users for crashes, this approach recognizes that the responsibility for road safety lies with multiple stakeholders, including policymakers, road designers, vehicle manufacturers, law enforcement, and emergency response. By designing a forgiving road system that accommodates human error, the Safe System Approach aims to prevent fatal crashes and minimize the severity of injuries.

To create the Action Plan, information will be gathered from many sources, including study partners and the public to find solutions that address current and future issues that can be supported by most stakeholders. Varied methods of community engagement will help develop positive outcomes not only for this process but also instill a more inclusive transportation infrastructure decision-making process. The project team will use the UUSDOT model for meaningful public involvement.



Public Involvement

The project team will proactively seek meaningful public involvement from study partners, residents, and communities impacted by the past and current limitations of the roadway system and its users. Feedback and suggested improvements will be documented and presented in a draft Action Plan. Communication with interested parties will be ongoing throughout the study period with a final Comprehensive Safety Action Plan produced for each of the twelve counties in early 2025.

Three fundamental areas of project public involvement will be created:

1. ***Information and Communications:*** Information regarding the study background, process, methods, schedule, key messages, and project updates will be communicated.
2. ***Stakeholder Input:*** Community leaders, elected and appointed officials, government staff members, and other stakeholder groups will be engaged throughout the planning process.
3. ***Community Outreach:*** Community members will be informed, educated, and engaged with the intent of providing an interactive dialogue for input and considerations as the study evolves.

Key Audiences

Key audiences are anticipated to include:

- Residents of the twelve counties in the Southeast Kansas study area.
- Businesses and employees that use the transportation system in the study area.
- Governmental units for each of the twelve counties, including incorporated cities and unified school districts in the study area.
- First responders serving the study area including law enforcement, fire departments, emergency management, medical services, and others.
- Civic organizations interested in discussing transportation safety in their communities.
- Representatives of relevant regional or statewide agencies, such as SEKRPC and the Kansas Department of Transportation (KDOT).

Community Engagement Methods

Community engagement methods will include:

- ***Kick-Off Meeting:*** A project kick-off meeting with SEKRPC will outline the community engagement plan and process of creating a Safety Task Force team of key regional stakeholders to guide the study.
- ***Project Update Meetings:*** Monthly updates will be shared virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.
- ***Stakeholder Meetings:*** Three (3) Safety Task Force meetings will be organized to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings will be held in a hybrid format with both in-person and virtual attendance options.
- ***Public Meetings:*** One in-person open house style meeting will be held within each county to inform the public of the study's progress, gather public input regarding safety needs, and share features of the proposed Action Plan.
- ***Public Survey:*** An online survey will be distributed that allows respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information will be collected to assign responses to specific counties and/or communities.
- ***Public Comments:*** Public comments will be compiled from meetings, online surveys, phone calls, and face-to-face conversations as well as any written comments received during the study.
- ***Public Information:*** Updates and announcements for news media, county websites, and social media outlets will be provided to SEKRPC for distribution.
- ***Translation Services:*** Translation of project documents into Spanish is possible, if needed. Other language translations may be necessary. To ensure that people with disabilities and diverse needs and experiences are aware of and can participate in community engagement activities, a wide range of engagement tools will be used.

Schedule

The overall project schedule is included in the Project Management Plan. Highlights related to community engagement include:

- The project Community Engagement Plan was initially developed in July 2024 and will be updated as needed throughout the study.
- Safety Task Force meetings are planned for September 2024, November 2024, and January 2025. The project team will monitor the anticipated release of the Notice of Funding Opportunity for SS4A implementation funds and will adjust the schedule if needed.
- Open house public meetings are scheduled for November 2024 and early December 2025
- Public comments will be accepted and compiled throughout the study period.

Follow-Up Activities

- Assist SEKRPC, as needed, with meeting invitations, meeting notes, news release copy, public survey methods, website text, social media content, and a final Community Engagement report.

Study Contacts

SEKRPC Project Manager: Carey Spoon
TranSystems Project Manager: Deanne Winkelmann
TranSystems Project Lead: Slade Engstrom
TranSystems Communications Lead: Tom Hein

Updated: August 20, 2024

Appendix E

Public Survey Results

Safe Streets for All

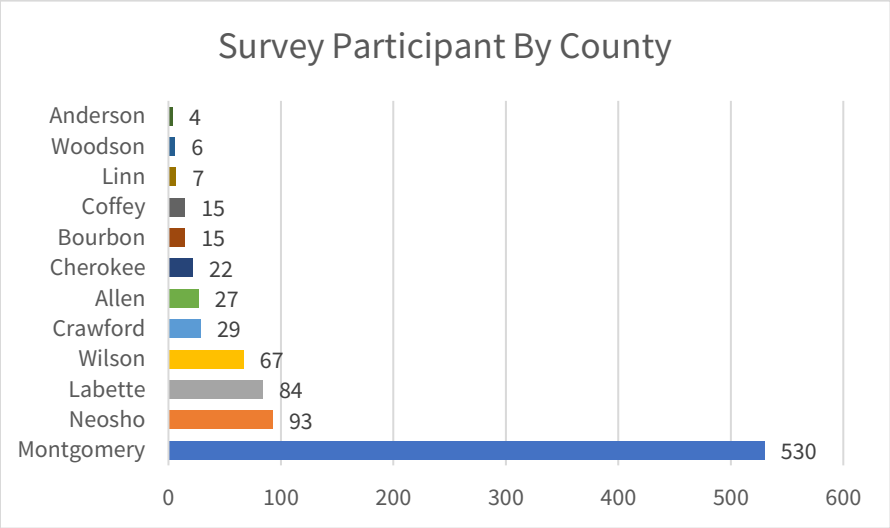
Southeast Kansas Comprehensive Safety Action Plan

Public Survey

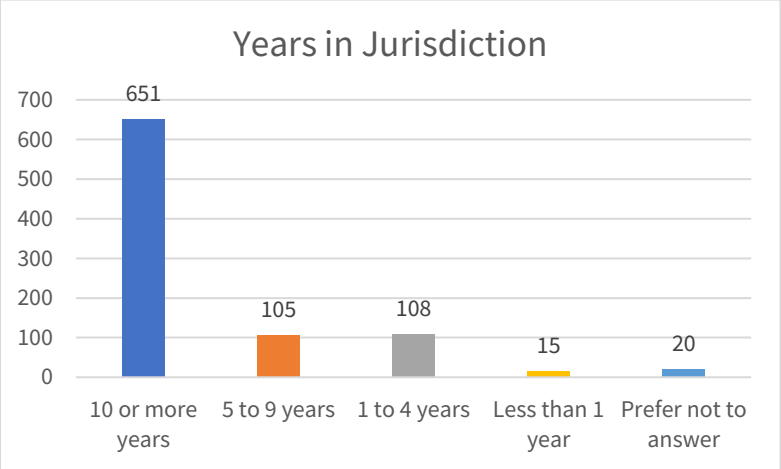
To gather greater community input, an online public survey was distributed throughout the 12-county region from October 2024 to April 2025, including distribution to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region and specific jurisdictions.

The survey was distributed through city and county websites, social media, and advertised at public engagement events. This approach ensured broad participation and diverse perspectives resulting in a total of 899 survey respondents from across the 12-county region.

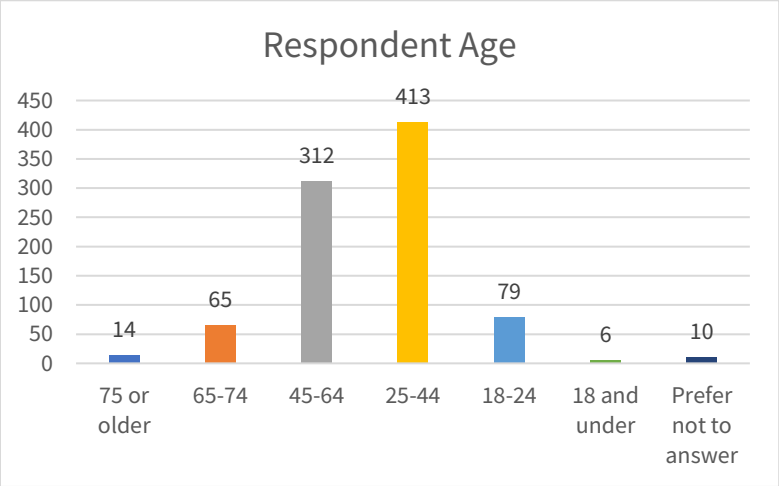
What county do you live in?



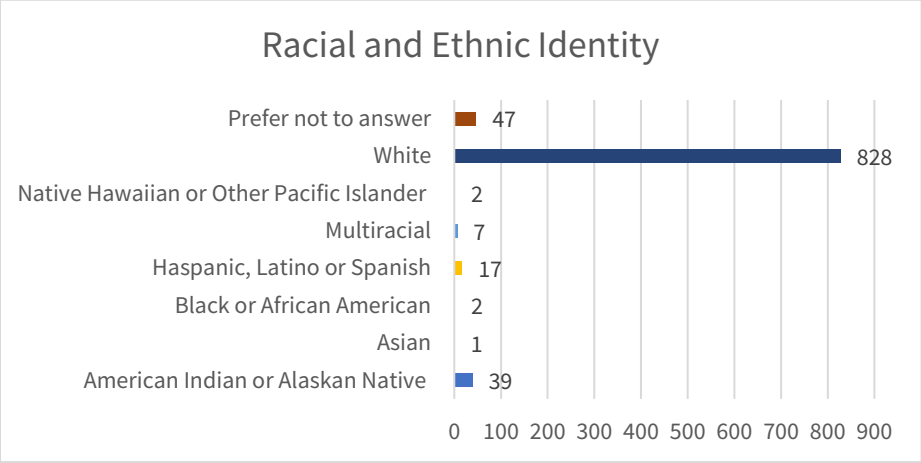
How long have you lived in your jurisdiction?



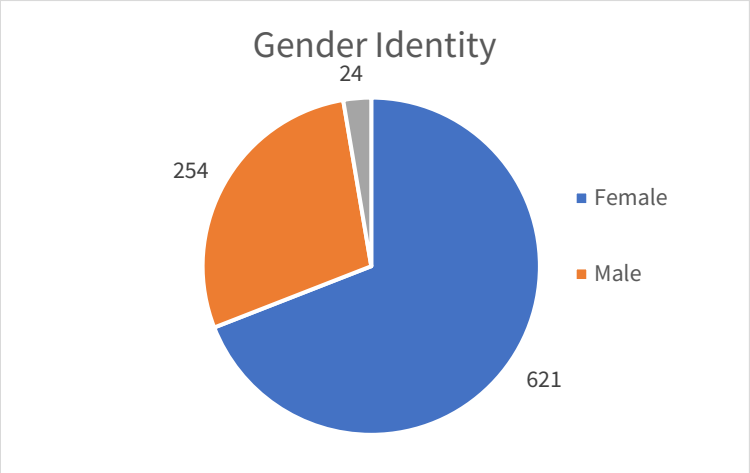
What is your age?



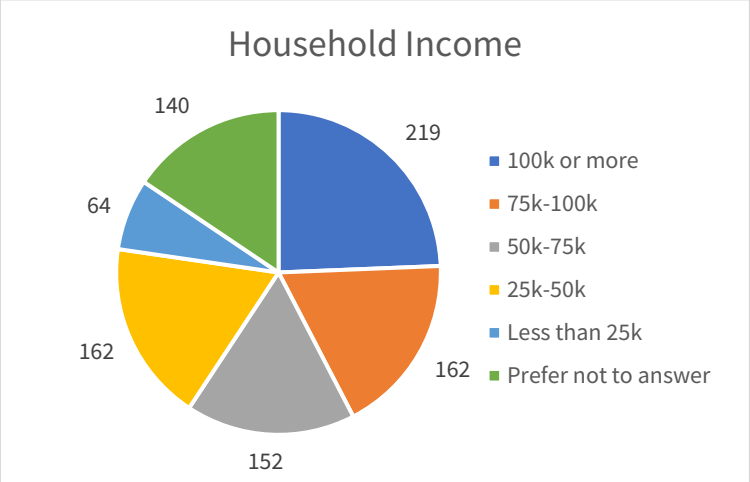
Select the racial or ethnic group with which you identify.



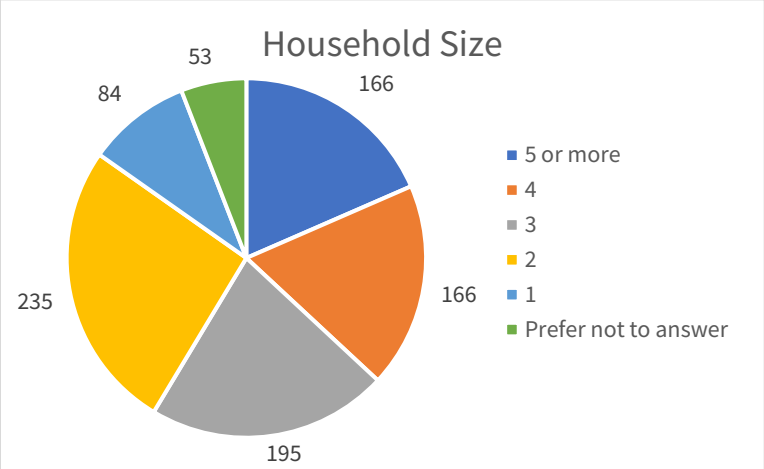
What is your gender identity?



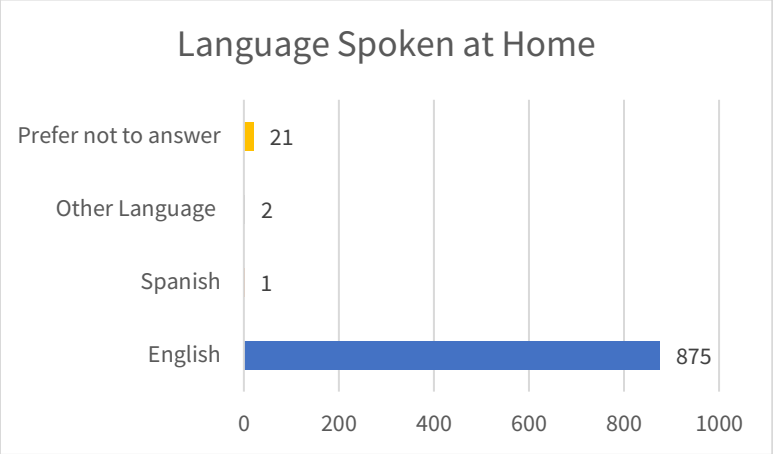
What is your household income?



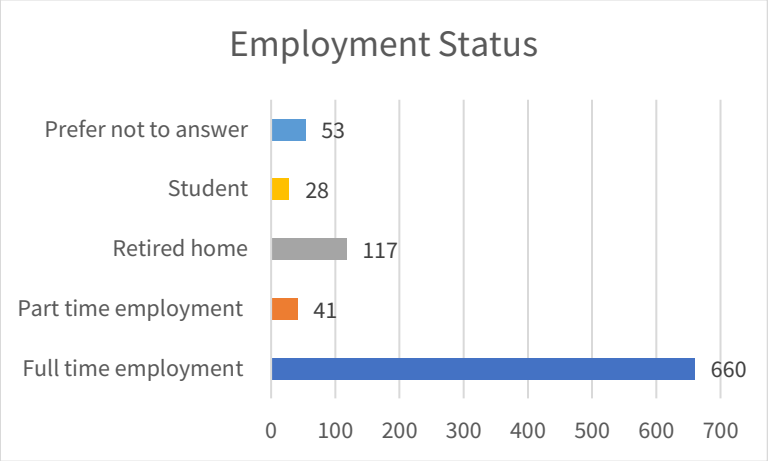
Including yourself, how many people live in your household?



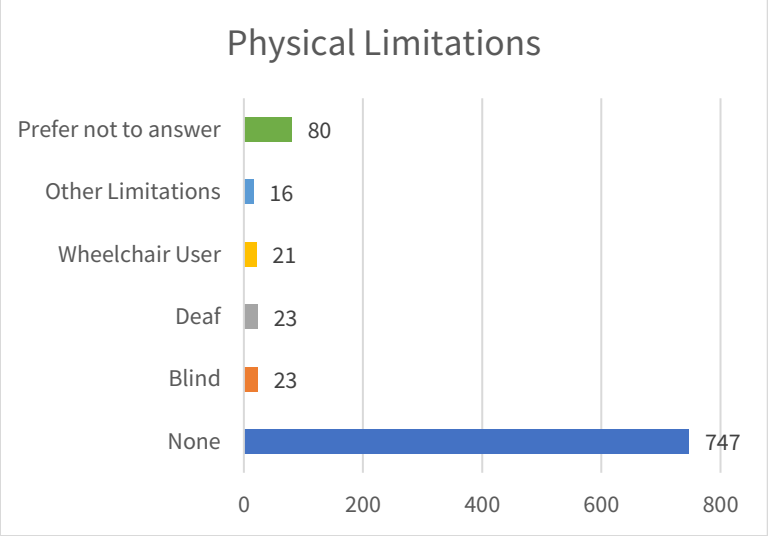
What is the primary language spoken at home?



Select the option that best fits your current occupation:

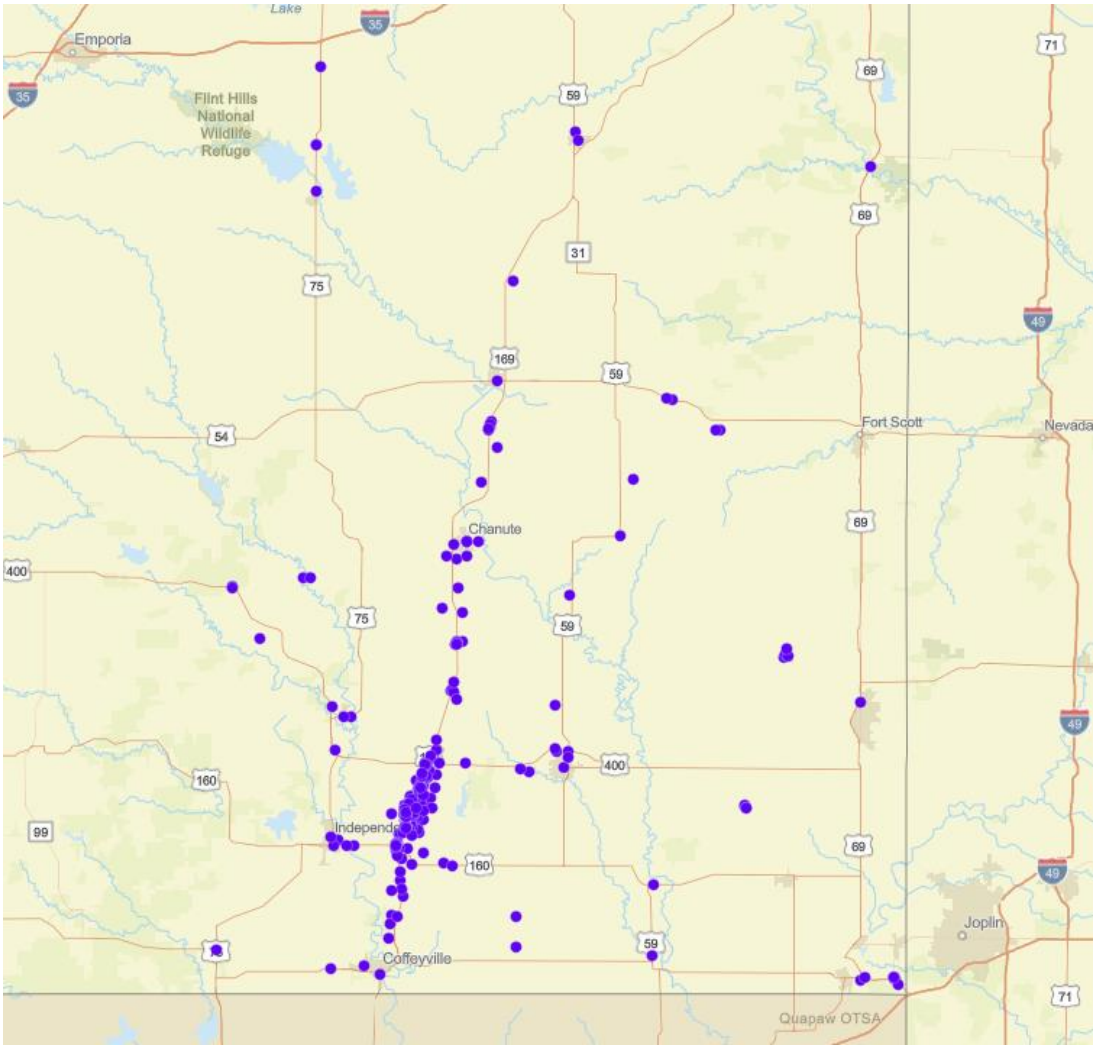


Do you have any physical limitations? (Select all that apply)

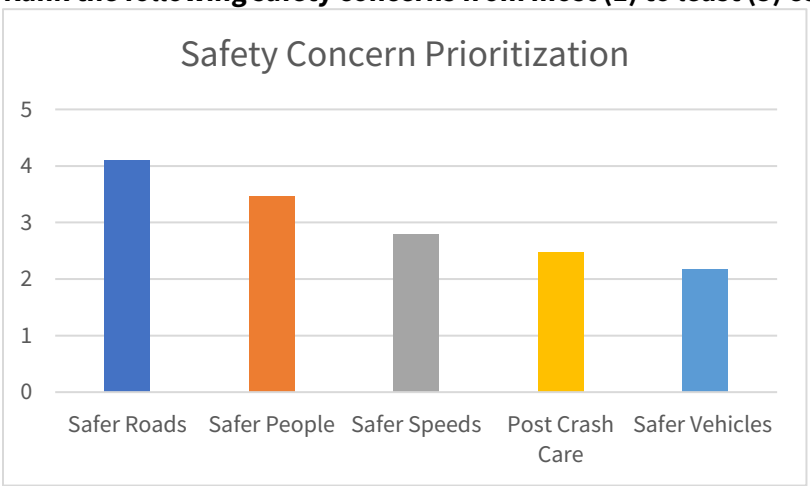


Mapping Activity

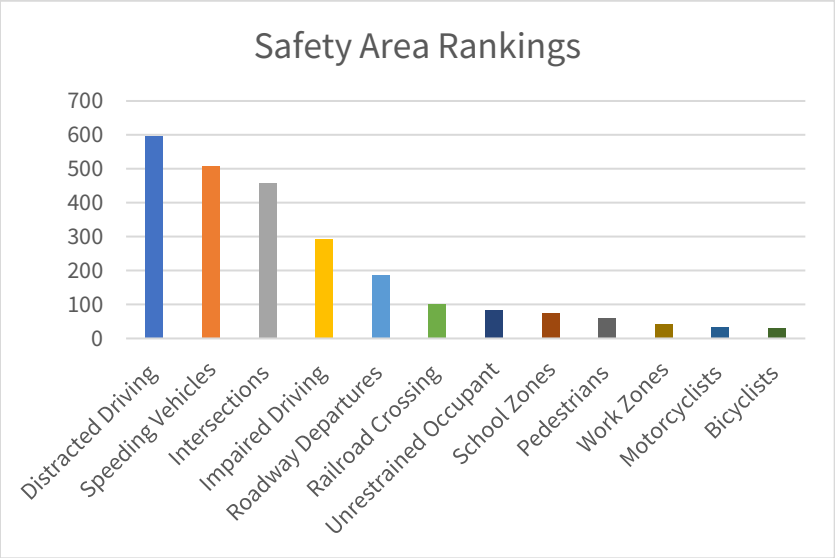
Each dot corresponds with a location-specific safety concern or comment.



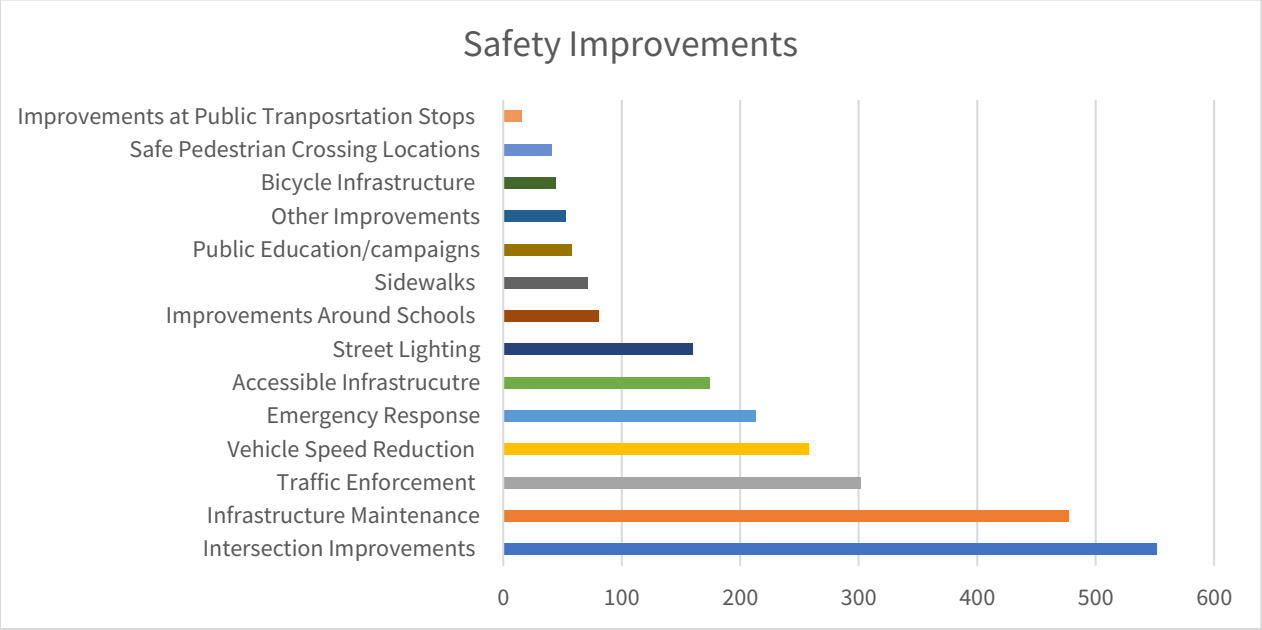
Rank the following safety concerns from most (1) to least (5) concerned.



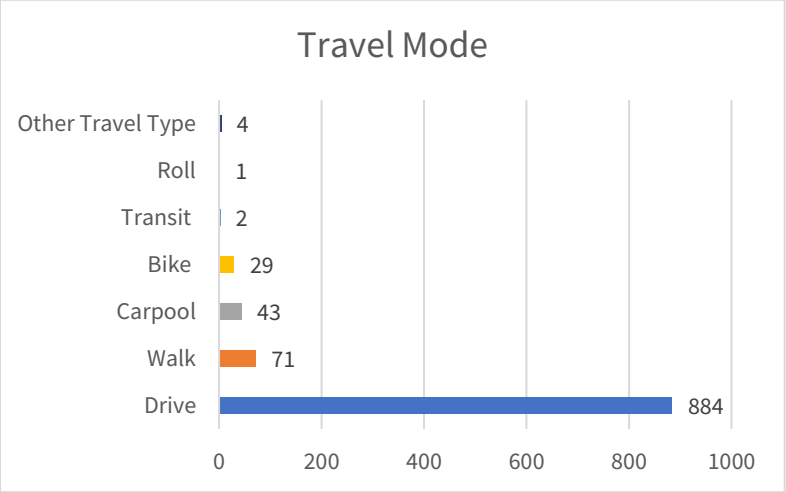
What safety areas are the most important to you in addressing street safety? (Select the top 3)



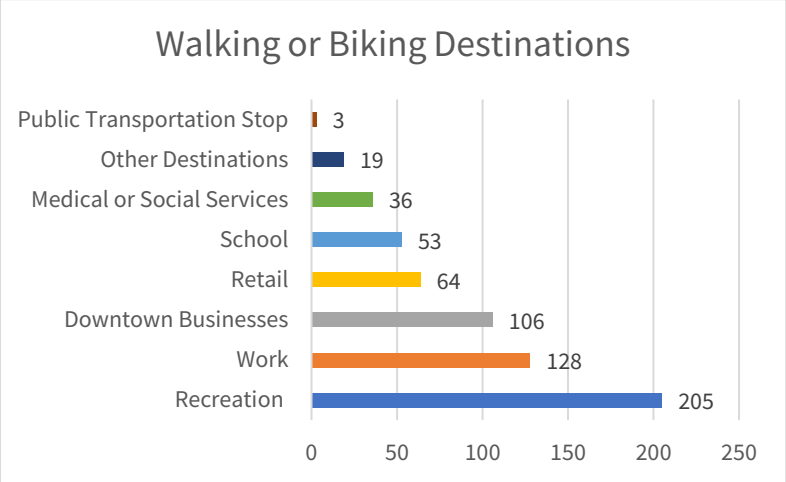
Pick the three most important safety improvements that your tax dollars help pay for, which affect your safety in the transportation system.



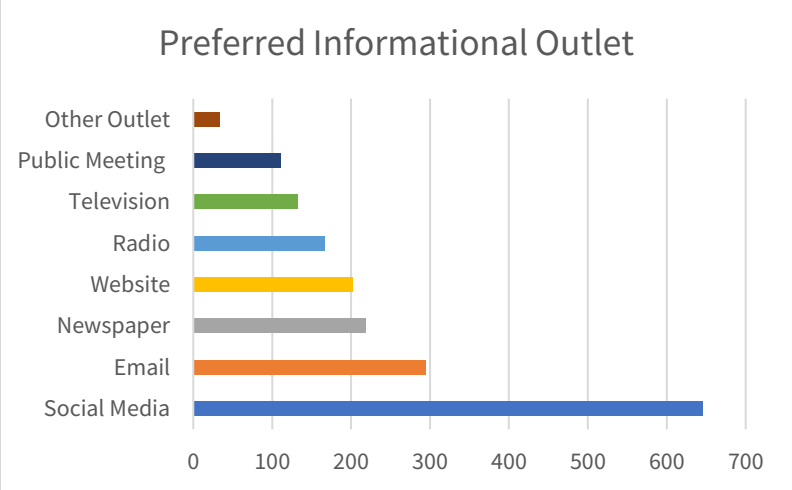
How do you usually travel in a typical week? (Select all that apply)



If you walk or bike in your jurisdiction, what is your destination?



What outlets would you prefer to receive transportation safety Information? (Select all that apply)



Appendix F

Safety Task Force Meetings

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #1

Date: October 3, 2024
Time: 11:00am - 1:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Introduction
  - Safe Systems Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

Attendees
Sandy Krider, Labette County Public Works Director (in-person)
Anne Sharp, Cherokee County Sheriff's Office and Columbus School (online)
Anni Beasley, Frontenac High School in Crawford County (online)
Brandon Beurskens, Montgomery County Assistant Public Works Director (online)
Eric Bailey, Bourbon County Public Works Director (online)
Shaun West, Linn County Public Works Director (online)

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Payton Smith, TranSystems
Nicole Hood, TranSystems
Tom Hein, TranSystems
Emma Habosky, TranSystems (online)
Tod Salfrank, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Introduction

- Federal Highway Administration (FHWA) encourages communities to adopt the Vision Zero concept and recently started incorporating the Safe Systems Approach. The SSA goal is to reduce death and serious injuries for all road users.
- Local Road Safety Plans (LRSP) have been completed or are nearly complete in 11 of the 12 counties. Woodson County does not have an LRSP.
- The Safe Streets for All (SS4A) Comprehensive Safety Action Plan (CSAP) incorporates traffic data analysis, stakeholder input, and public engagement into useable safety countermeasures. The CSAP provides information for future implementation funding for individual counties or the southeast Kansas region.
- A "Swiss cheese" model of redundancy is used in the Safe Systems Approach so that all safety systems in place help prevent a system failure resulting in a catastrophic event. Redundancy is a critical piece. Everyone makes mistakes and planning for that is key.
- The project timeline was outlined for August 2024 through February 2025 and includes three Safety Task Force meetings, a public meeting in each county, and a public survey contributing to a CSAP final report.

Role of the Safety Task Force

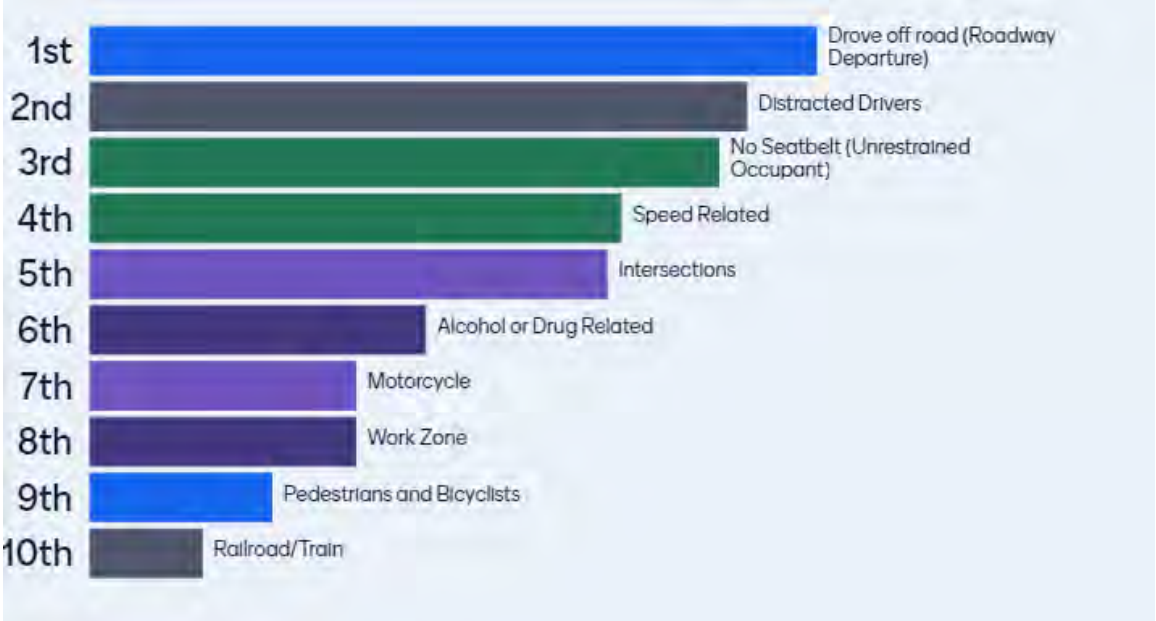
- The Safety Task Force validates information and data, provides insight on emphasis areas, drafts safety goals, represents the community, serves as a community champion, and evaluates performance measures.
- A public survey (https://arcg.is/1v1Pe00) will be sent to about 400 community organizations and members. It takes less than ten minutes to complete and Safety Task Force members can promote the survey in their communities. They survey also has a mapping component so users can identify specific locations of concern.
- Polling question #1 and discussion: **Why is transportation safety important to you?**
  - Anne Sharp (Cherokee County) said her daughter fell asleep while going home resulting in a crash. She shared, "When it's personal, it makes a big difference."

Crash Review

- Slade Engstrom (TranSystems) presented ten-year crash data showing hot spots in the twelve-county study area.
- There were approximately 400 fatalities in the region during that period with a total of 44,295 incidents that includes fatalities, injuries, property damage only crashes plus those involving pedestrians.
- While this is a preliminary overview, it reveals that the state highway system is where a lot of the serious and fatal crashes occur.
    - The Safety Task Force may need to decide whether to work with KDOT on concerns regarding the state highway system or focus in on their own individual communities (county, city, towns).

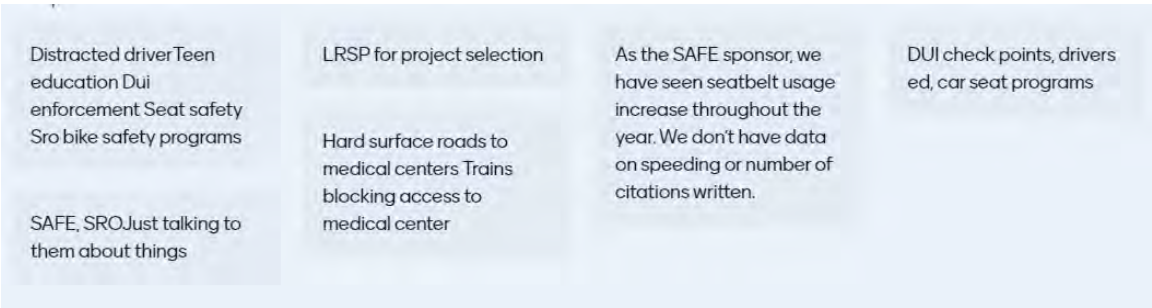
Emphasis Areas

- Crash emphasis charts showed Roadway Departure as the primary contributing factor followed (in numerical order) by Intersections, Distracted Driver, Unrestrained Occupant, Alcohol or Drug, Speed, Motorcycle, Work Zone, and Railroad.
- Anni Beasley (Crawford County) stated that a designated safety corridor had been established near Frontenac High School. She shared, “It is a scary intersection with big trucks that make crossing for students dangerous.”
- US-169 and US-69 were mentioned as a priority corridors.
- Polling question #2 and discussion**: As we focus on solutions, which of these crash types are most important to address?**

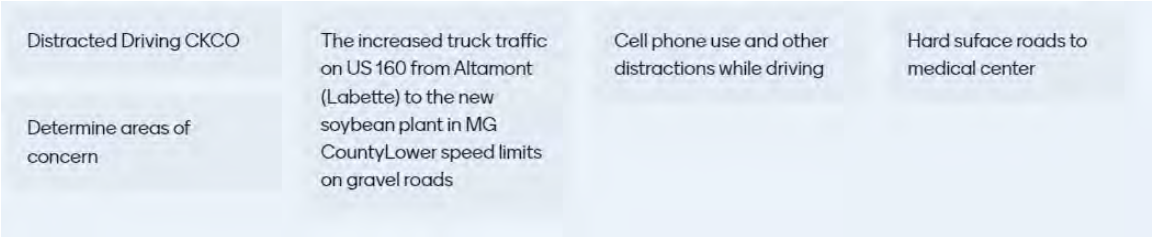


Discussion

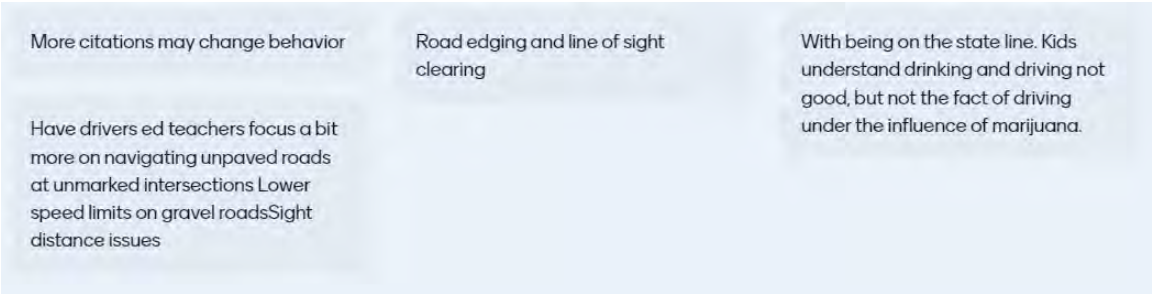
- Polling question #3 and discussion**: Tell us about what kinds of transportation related safety programs or involvement your communities have promoted. What went well? What would you improve?**
  - Sandy Krider (Labette County) mentioned driver's education should include teaching how to navigate on unmarked and gravel roads.



- Polling question #4 and discussion**: What transportation safety concerns have you heard from the community?**
  - Anni Beasley (Crawford County) said the SAFE (Seatbelts Are For Everyone) program started in Crawford County because students were in fatal accident.
  - Lots of ways to leverage data such as quick emergency response through alerts.
  - For reference, Nicole Hood (TranSystems) stated that Missouri Department of Transportation data shows cell usage is 70% older folks.



- Polling question #5 and discussion**: What would you like to see implemented in SEK to improve transportation safety?**
  - Online driver's education needed.
  - Slade Engstrom (TranSystems) commented that rumble strips can seem like a good idea but cannot always be implemented due to road conditions.



Next Steps

- Public survey will be sent within a few days following the meeting.
- Public meetings will be planned in each county.
- Safety Task Force Meetings
    - Meeting #2 on November 14, 2024 will focus on priorities and countermeasures.
    - Meeting #3 on January 23, 2025.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #1

October 3, 2024

AGENDA

- Introductions
- Project Introduction
  - Safe System Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

INTRODUCTIONS

- Southeast Kansas Regional Planning Commission
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

17 08 43 1

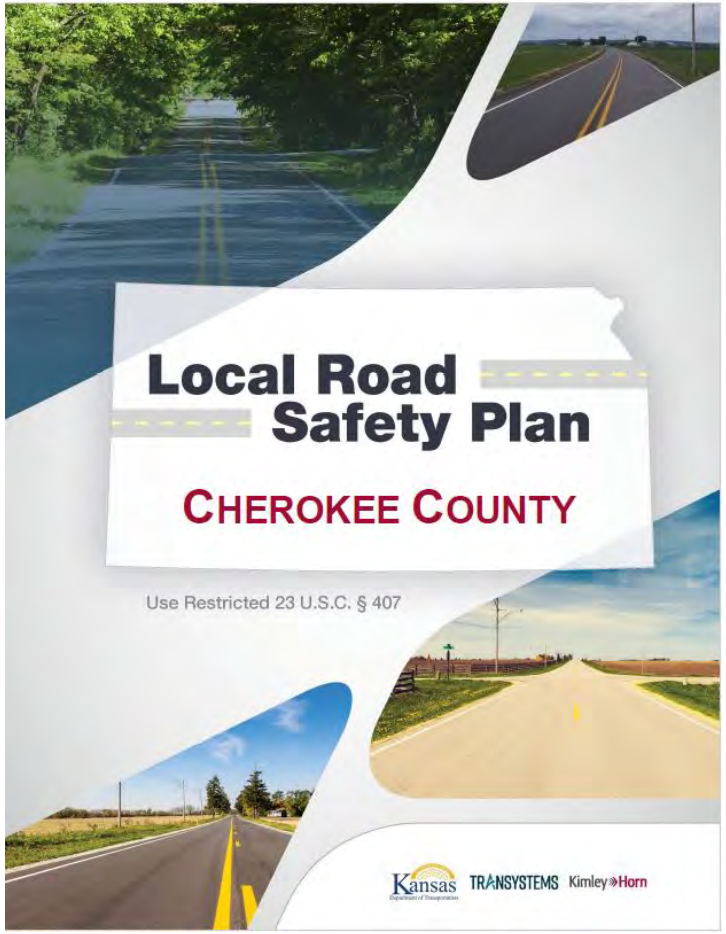
Enter your name, organization, and role.

Or use the QR code!

COMPREHENSIVE SAFETY ACTION PLAN

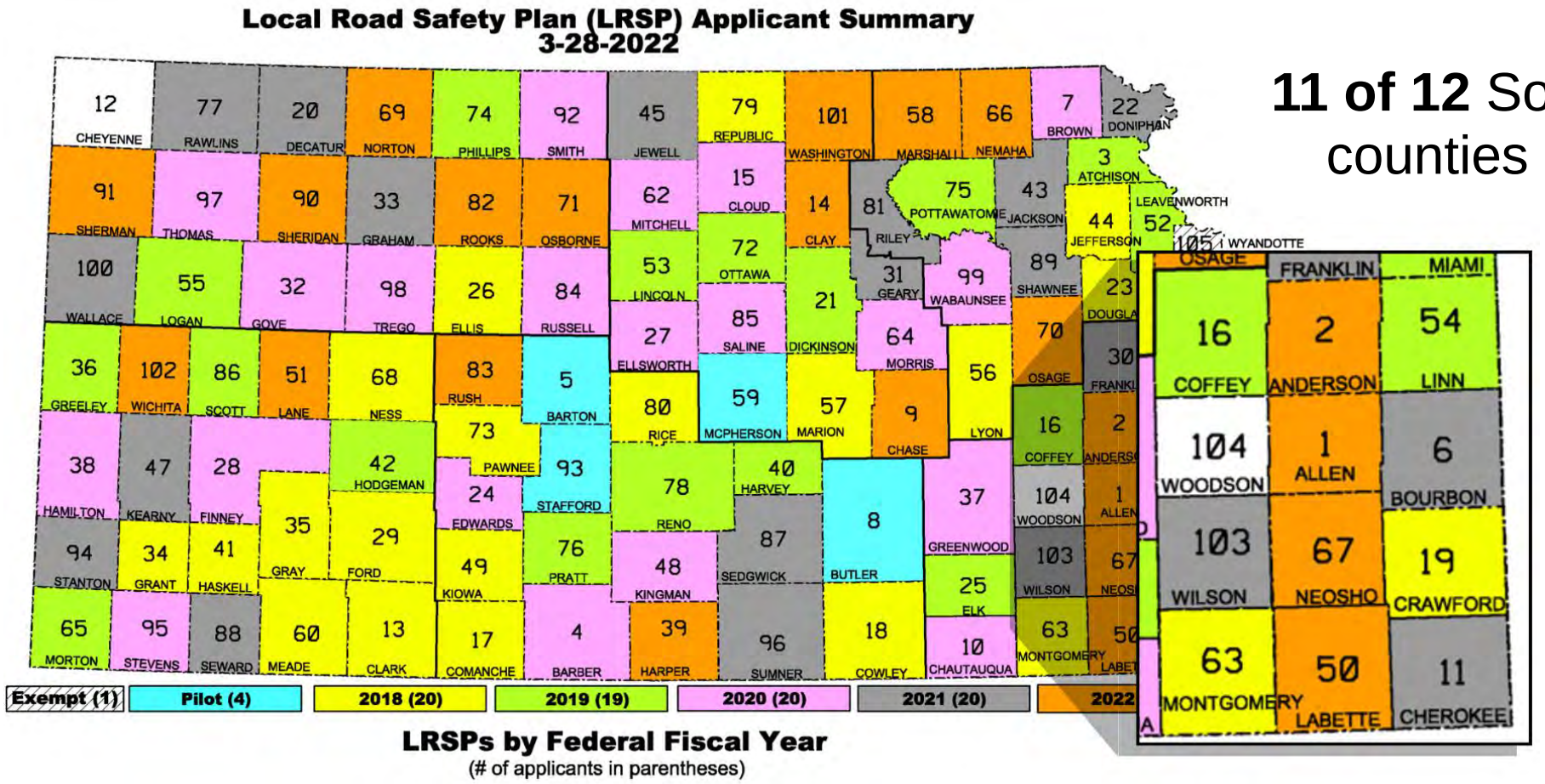
- Imagine and implement safe spaces for all road users
- Discuss safety priority areas and solutions
- Roadmap to reduce and prevent severe crashes
- Utilize plan to pursue funding for implementation to save lives

LOCAL ROAD SAFETY PLAN



- Local Road Safety Plans (LRSPs) provide a framework for identifying safety improvements on local roads
- LRSPs included roadways in unincorporated areas that are classified as collectors or higher
  - Did not include roadways within city limits
  - Did not include rural local roads

LOCAL ROAD SAFETY PLAN



11 of 12 Southeast Kansas counties have a LRSP.

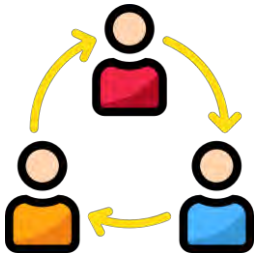
SS4A builds upon LRSPs to include cities and provide a comprehensive look at the entire study area.

FROM PLAN TO ACTION

Planning Grant

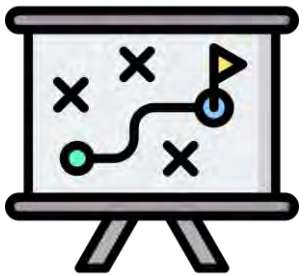
Implementation Grant

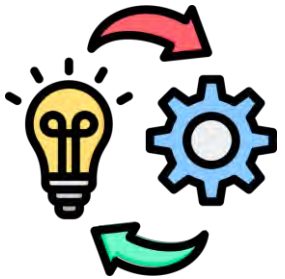
Data Analysis



Engage Stakeholders

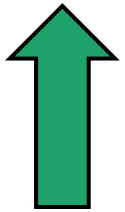
Strategy and Actions





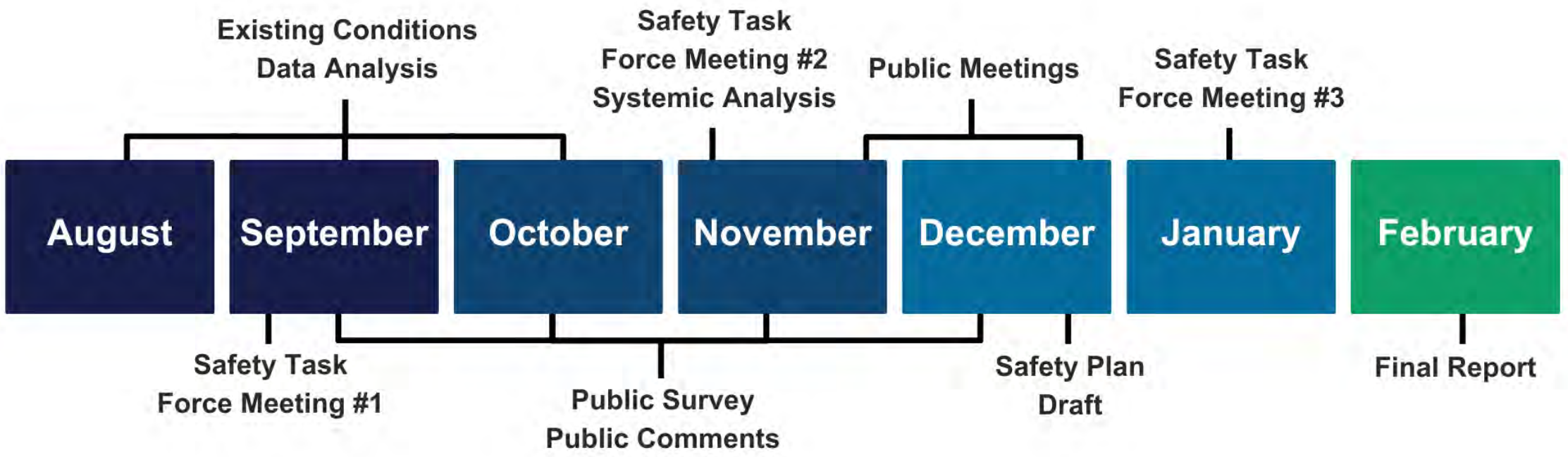
Recommendations

Implementation



We are here!

PROJECT TIMELINE



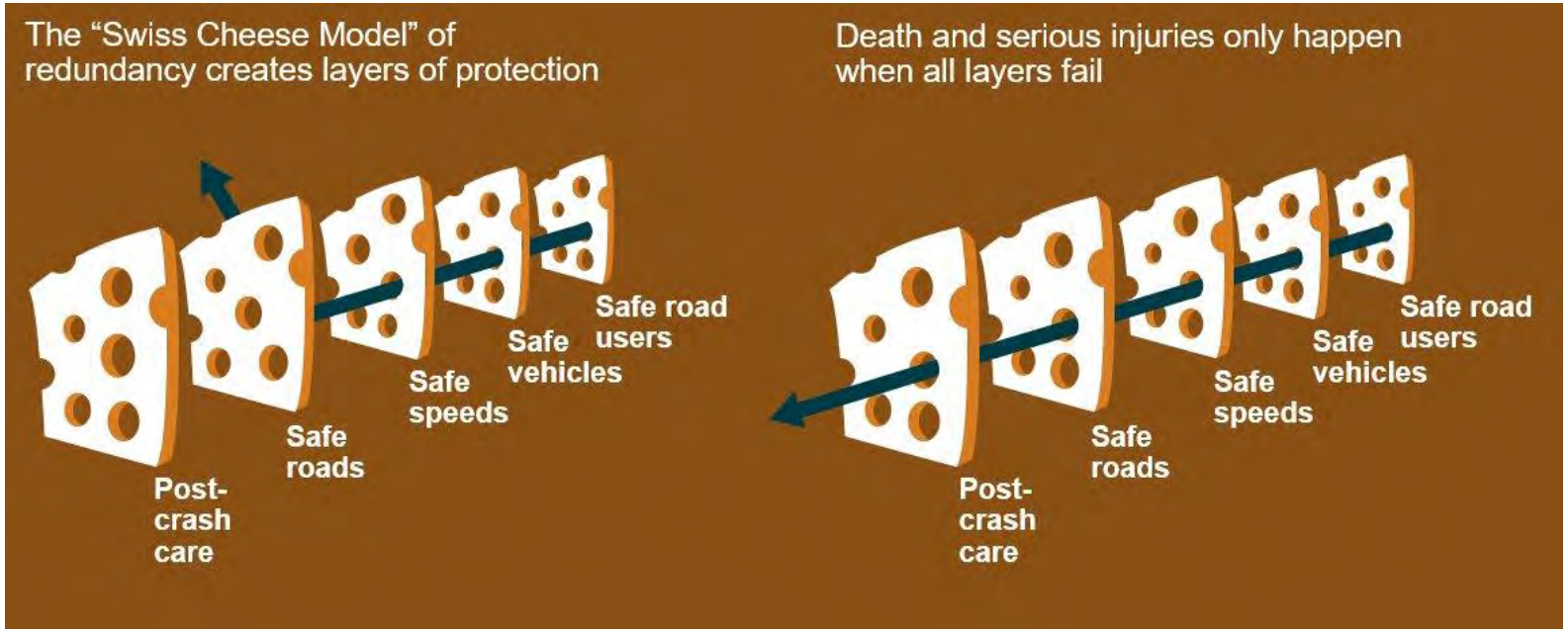
SAFE SYSTEMS APPROACH

- **Safer Road Users:** Encourage safe and responsible user behavior
- **Safer Vehicles:** Expand innovation and technology features to enhance safety
- **Safer Speeds:** Promote context-appropriate design, speed setting, and speed enforcement
- **Safer Roads:** Design roadways to mitigate human mistakes and facilitate safe travel for the most vulnerable users
- **Improved Post-Crash Care:** Enhance access to emergency medical care and prevent secondary crashes

NATIONAL ROADWAY SAFETY STRATEGY

Vision for roadway safety is <u>zero</u> fatalities and severe injuries.

- Adopts the **Safe System Approach** to achieve results
- Seeks opportunities to address safety, equity, and climate simultaneously



DISCUSSION

Why is transportation safety **important** to you?

Join at menti.com

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SAFETY TASK FORCE

Safety Task Force Role

- Validate information and data
- Provide insight on emphasis areas
- Draft the vision and goals for safety in the region
- Represent the community and solicit feedback
- Serve as trusted community champions
- Evaluate performance measures

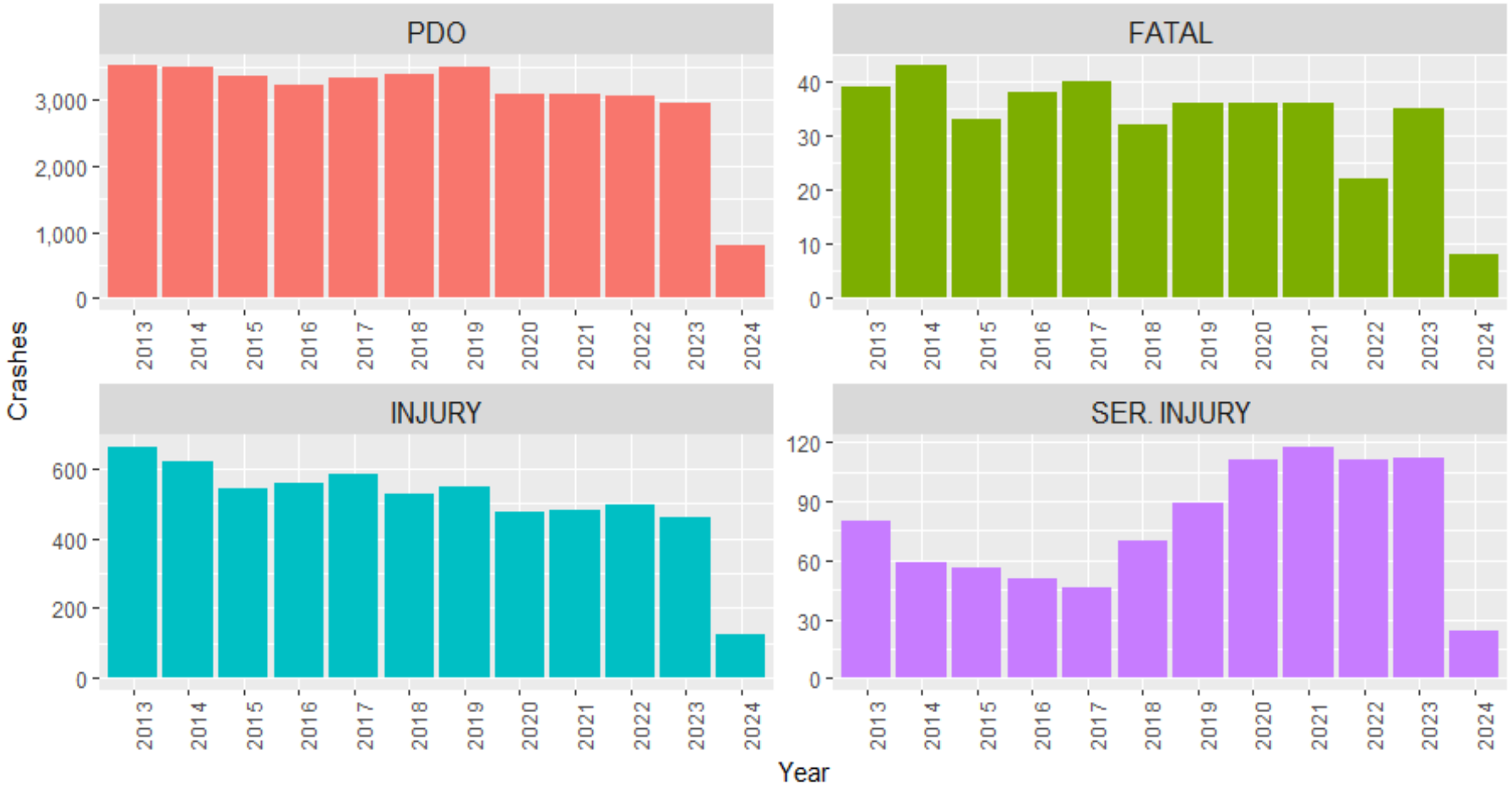
PUBLIC SURVEY

Advocate in Your Community!

- Press release and survey link will be sent to the Safety Task Force and an extended stakeholder list for greater promotion
- Takes about 5-10 minutes to complete
- Allows respondents to submit location-specific concerns

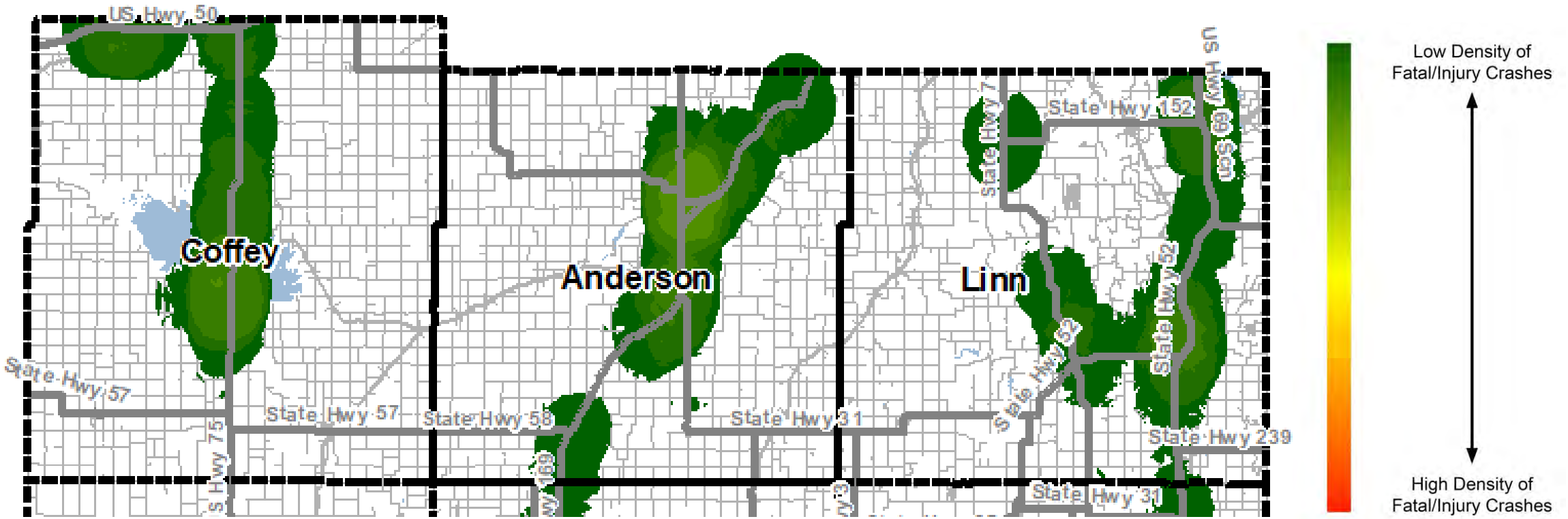
https://arcg.is/1v1Pe00

CRASH REVIEW

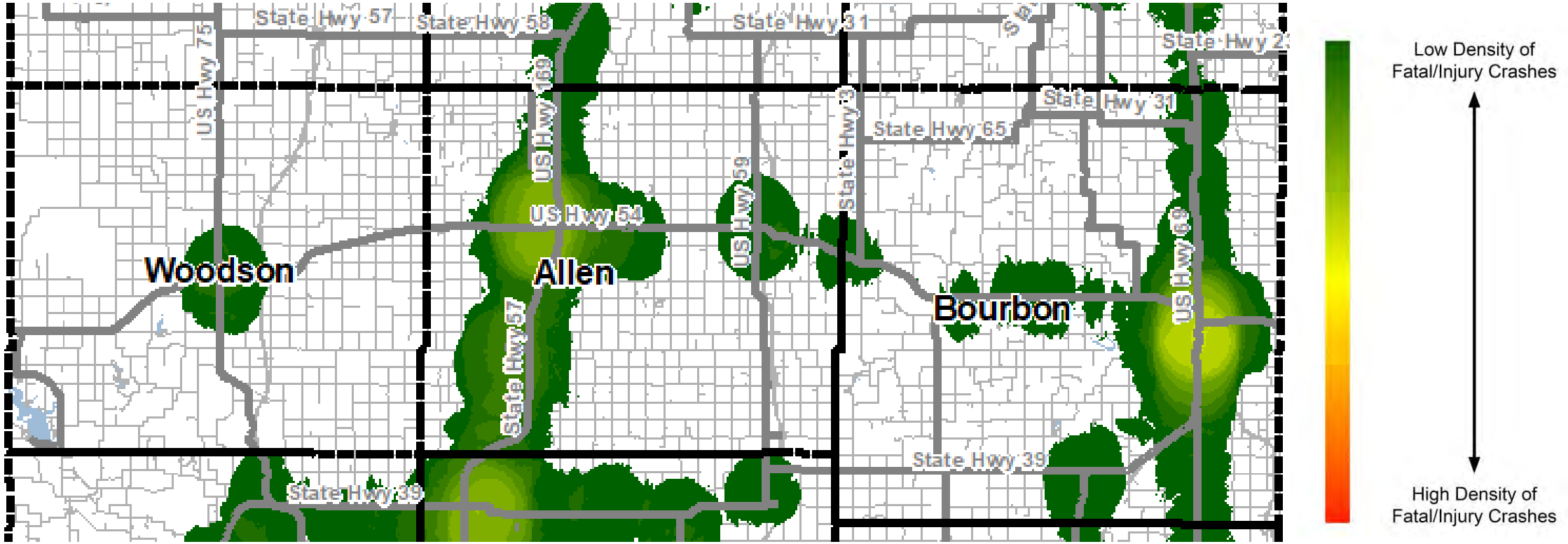


Crash Type	Count
Fatal	398
Injury	7014
PDO	36883
Pedestrian	295
Total	44,295

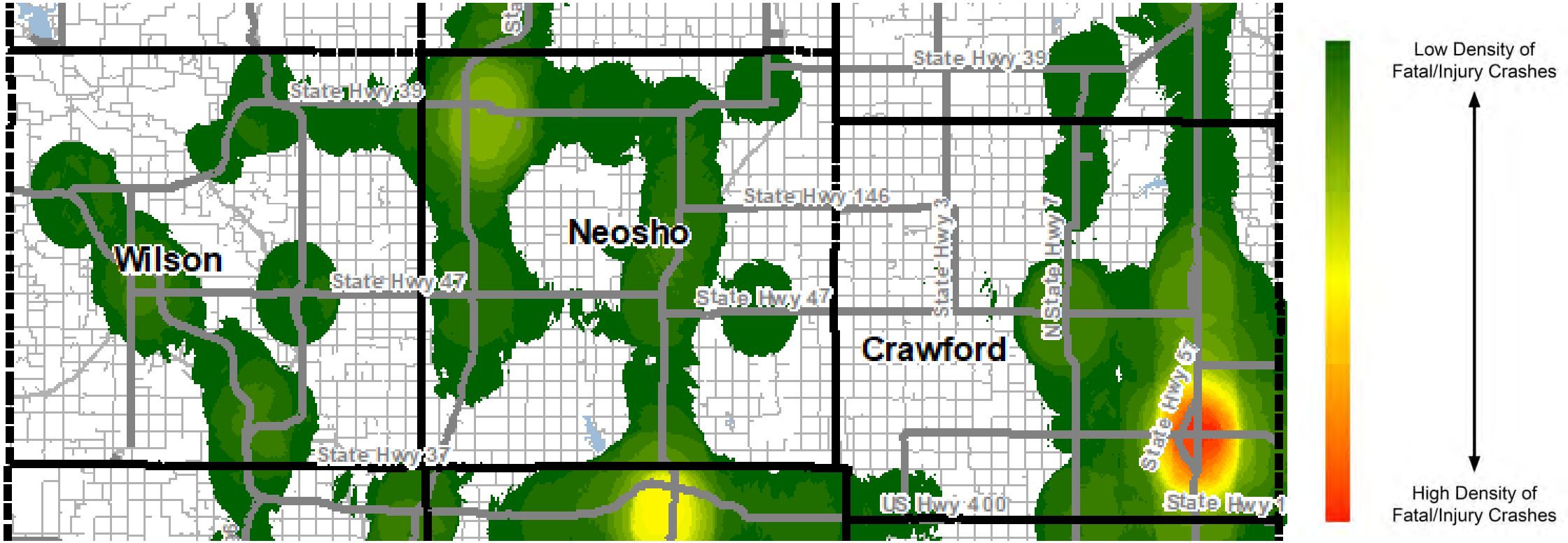
CRASH REVIEW



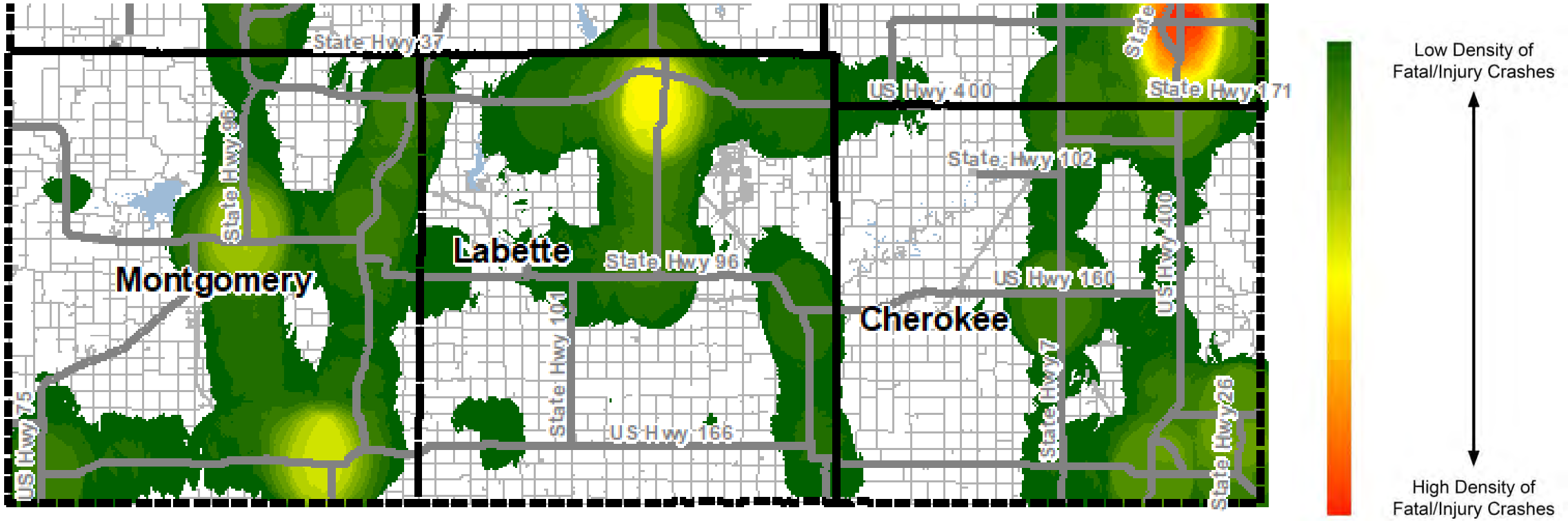
CRASH REVIEW



CRASH REVIEW



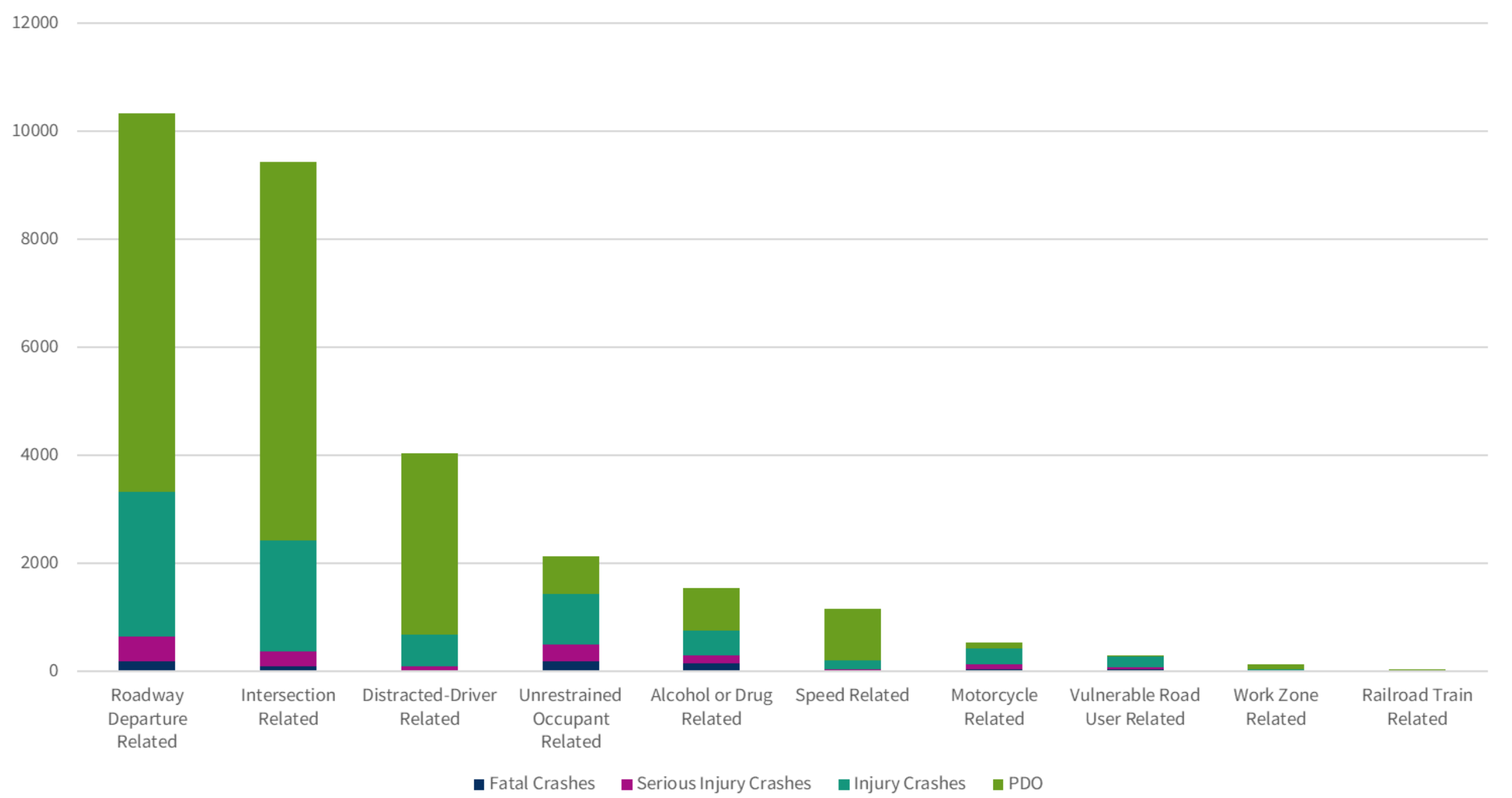
CRASH REVIEW



CRASH REVIEW

Crashes	Fatal	Serious Injury	Injury	Non-Injury (PDO)	Total
State System	249	445	2,645	17,608	20,947
County	116	274	1,527	8,486	10,403
City	33	208	1,915	10,789	12,945
Total	**398**	**927**	**6,087**	**36,883**	**44,295**

BREAK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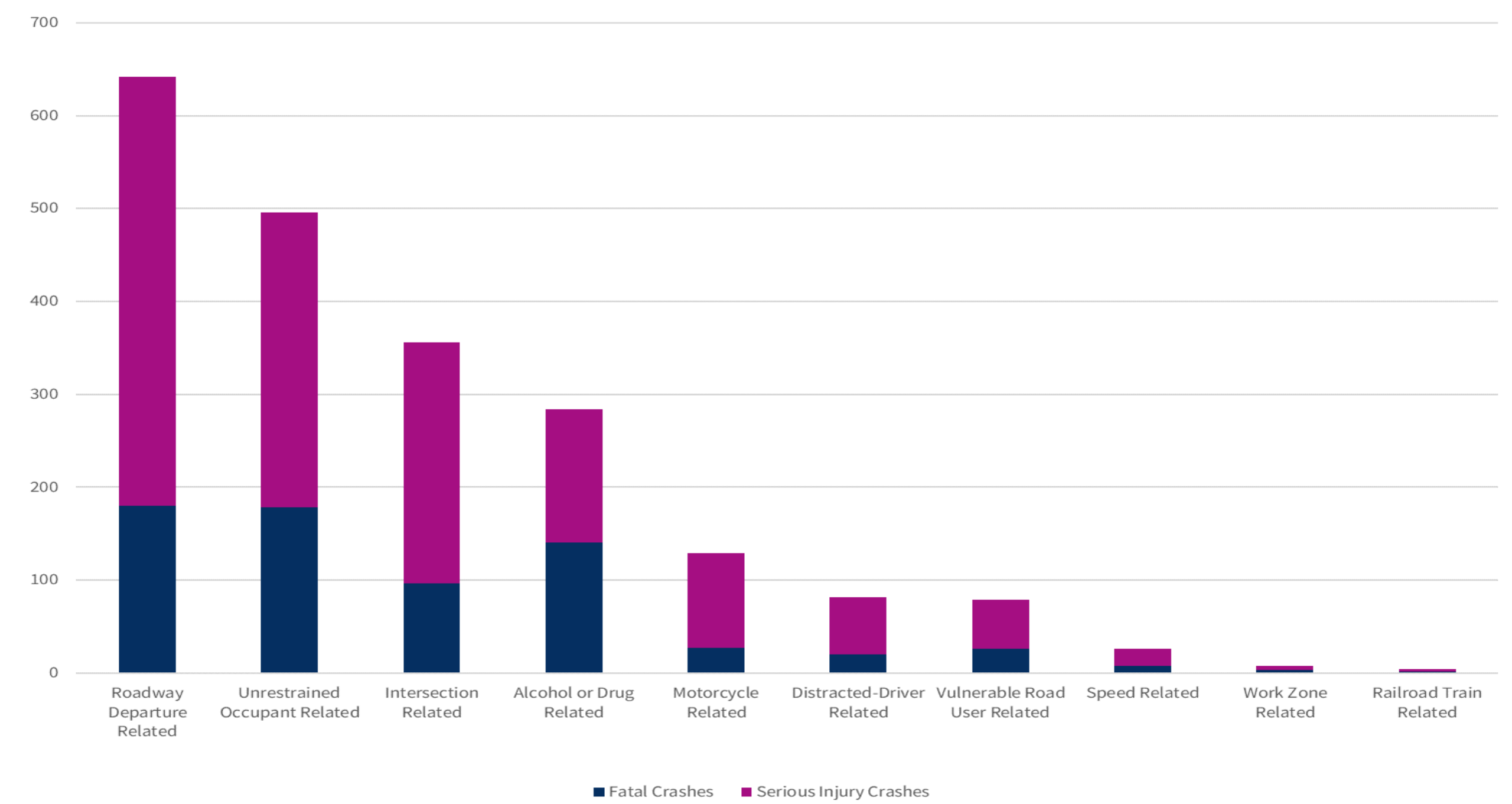
Roadway Departure Related
Intersection Related
Distracted-Driver Related
Unrestrained Occupant Related
Alcohol or Drug Related
Speed Related
Motorcycle Related
Vulnerable Road User Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes
Injury Crashes
PDO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Roadway Departure Related
Unrestrained Occupant Related
Intersection Related
Alcohol or Drug Related
Motorcycle Related
Distracted-Driver Related
Vulnerable Road User Related
Speed Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes

Step 1: Select Emphasis Area

Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

DISCUSSION

As we focus on solutions, which of these crash types are most important to address?

- Drove Off Road
- No Seatbelt
- Intersections
- Alcohol or Drug Related
- Distracted Drivers
- Pedestrians and Bicyclists
- Speed Related
- Motorcycle
- Work Zone
- Railroad/Train

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DISCUSSION

Tell us about what kinds of transportation related **safety programs or involvement** your communities have promoted.

What went well?

What would you improve?

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DISCUSSION

What transportation
safety concerns have you heard
from the community?

Join at menti.com

Enter code: **17 08 43 1**

DISCUSSION

What would you like to see **implemented** in Southeast Kansas to improve transportation safety?

Join at menti.com

Enter code: **17 08 43 1**

NEXT STEPS

- Public Survey
- Public Meetings
- Safety Task Force Meeting #2: November 14, 2024
- Safety Task Force Meeting #3: January 23, 2025
- Safety Priority/Cluster Areas
- Countermeasure Review

THANK YOU!

Next Meeting: November 14, 2024

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #2

Date: November 14, 2024
Time: 12:00pm - 2:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Task Force Meeting #1 Overview
- Public Survey Information and Update
- Crash Emphasis Areas
- Countermeasure Review
- Next Steps

Attendees
Kris Hix, City of Garnett Community Development Director
Darin Wilson, City of Garnett Planning & Zoning Administrator
Chasity Ware, Linn County Economic Development
Terry Weidert, Labette County Commission
Jamie Lynn Blum, Pittsburg State University (online)
Katelyn Young, USD 257 Transportation (Iola) (online)
Aaron Cole, USD 257 Transportation (Iola) (online)
Jessica Hightower, SEKRPC

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Payton Smith, TranSystems
Taylor Cunningham, TranSystems
Nicole Hood, TranSystems (online)
Tod Salfrank, TranSystems (online)
Jeff McKerrow, Kimley-Horn (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Per the project schedule, the consultant team has partially completed the data analysis and targeting February 2025 for completion.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Federal funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Task Force Meeting #1 Overview

- The Safe Systems Approach and the "Swiss Cheese Model" of safety redundancy was reviewed. An ordinance adopted by local governments supporting Vision Zero is needed to apply for future SS4A federal funding.
- A graph showing fatal and serious injury crash numbers was shown and compared to the top three emphasis areas selected by the Safety Task Force: roadway departure, unrestrained occupant, and distracted driving.

Public Survey Information and Update

- A public survey (https://arcg.is/1v1Pe00) was sent to about 300 community stakeholders and groups. To date, about 55 responses have been received. The survey is scheduled to stay open until January when public meetings are anticipated to be held in each county.
- Emphasis areas identified by survey participants to date include intersections, alcohol or drug related, distracted driving, and speed.
- To blend the input from the crash analysis, Safety Task Force, and public survey, the proposed emphasis areas are roadway departure, intersection related, and unrestrained occupant. Other areas for review are Vulnerable Road Users (VRU), distracted driving, and alcohol or drug related.

Crash Emphasis Areas

- A map of clustered crash occurrences was presented with color-coded dots showing multiple occurrences for signalized Intersections, unsignalized Intersections, VRUs, roadway departures, and speed related incidents.
- Specific cluster maps will be developed for each of the 12 counties.
- Follow-up meetings will be scheduled to discuss these with city and/or county stakeholders.

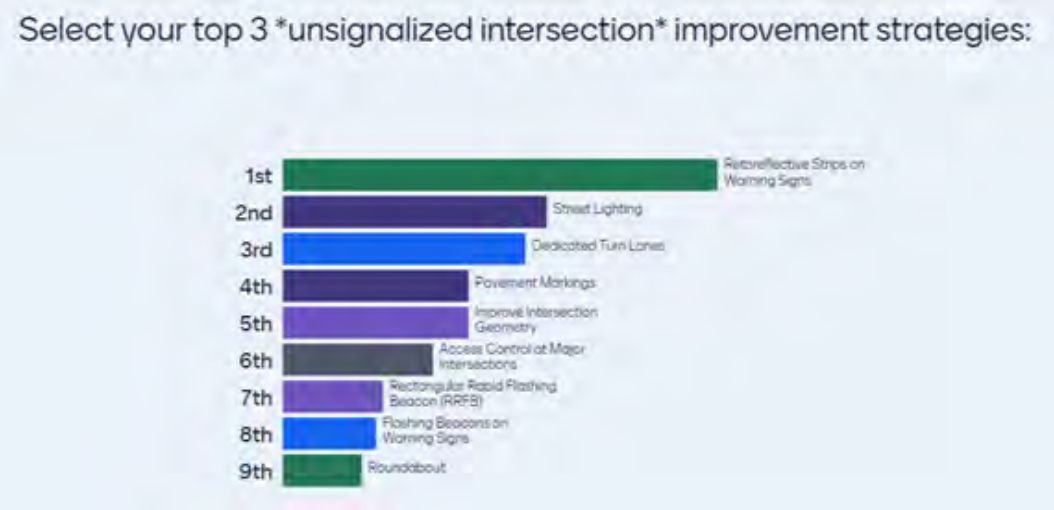
Countermeasure Review

- Countermeasure for **roadway departure** include edge-line and centerline treatments, curve signage, various delineators, clear zone obstruction removal, improved pavement markings, and a two-foot shoulder.
    - Polling question: **Select your top roadway departure improvement strategies.**
    - Additional overhead lighting could be helpful. Franchise agreements with electric companies sometimes make placement free.
    - Terry Weidert (Labette County) shared information about a 90-degree curve that was created with US-400 construction at old US-59 near Parsons. Adjacent to the curve is a pond on private land. Four weeks ago, a young driver missed the curve and crashed but could not be found. He was underwater in the pond. There have been five incidents in this location including this fatal crash. Shawn Turner (TranSystems) said a similar situation occurred on US-169 and KDOT purchased and filled the borrow pit.

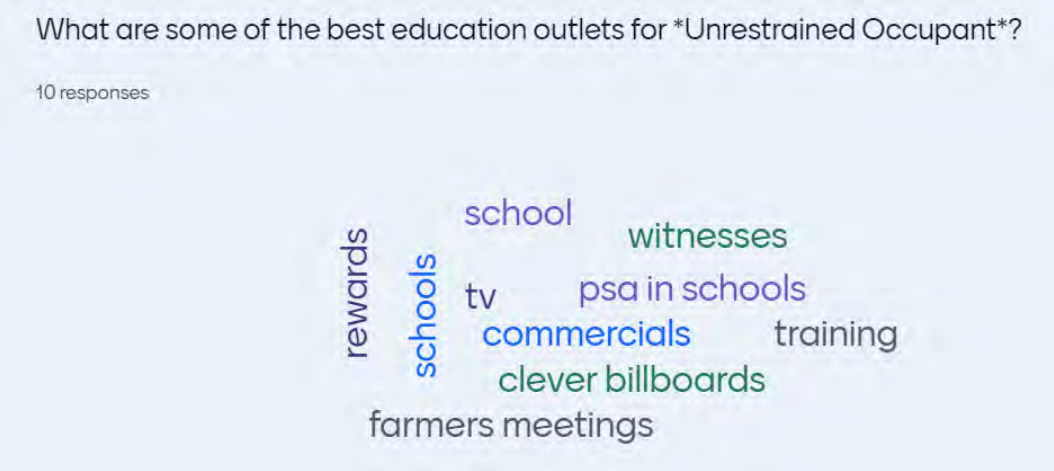
- Countermeasures for **signalized intersections** include signal backplates with retroreflective borders, protected left turns (some with flashing yellow arrows), and improvements for signal phasing and timing plans.

- Countermeasures for **unsignalized Intersections** include flashing beacons on warning signs, retroreflective strips on warning signs, Rectangular Rapid Flashing Beacons (RRFB), improved pavement markings, access control at major intersections, dedicated turn lanes, roundabouts, improved intersection geometry, and overhead lighting.
    - Polling question: **Select your top unsignalized intersection improvement strategies.**
    - The group discussed roundabout functionality and geometry. Slade Engstrom (TranSystems) indicated that larger roundabouts, low curbs, or roundabouts with colored concrete aprons can help large trucks navigate them easier.

- The group discussed diverging diamond interchanges (DDI). Slade Engstrom (TranSystems) said geometry is important and DDIs must fit the individual situation of the interchange. They are useful where lots of left turn traffic exists. There are currently seven in Kansas with more coming. Future improvements to K-96 in northeast Wichita will have DDIs.

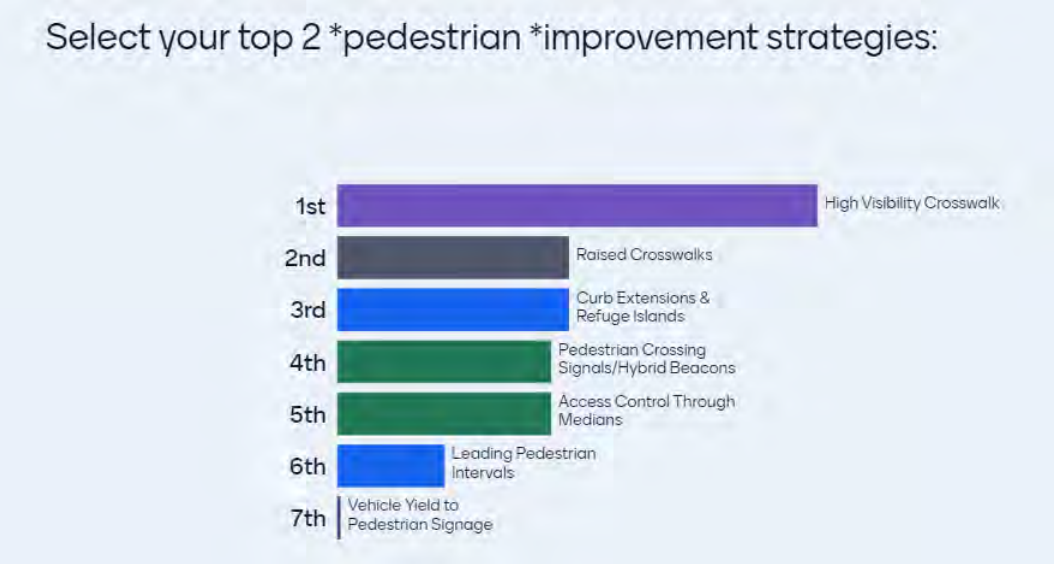


- Countermeasures for **unrestrained occupant** include behavior changing programs and enforcement communications and outreach.
  - Polling question: **What are some of the best education outlets for unrestrained occupants?**
  - The group discussed successful campaigns that play to human emotions regarding family, friends, and pets.
  - Large employers can implement safety programs at work. Cornejo in Wichita has trouble keeping CDL drivers so they offer a company-wide free Uber service. Farmers' meetings are another good place for outreach because farmers generally work alone and socialize with others at meetings.

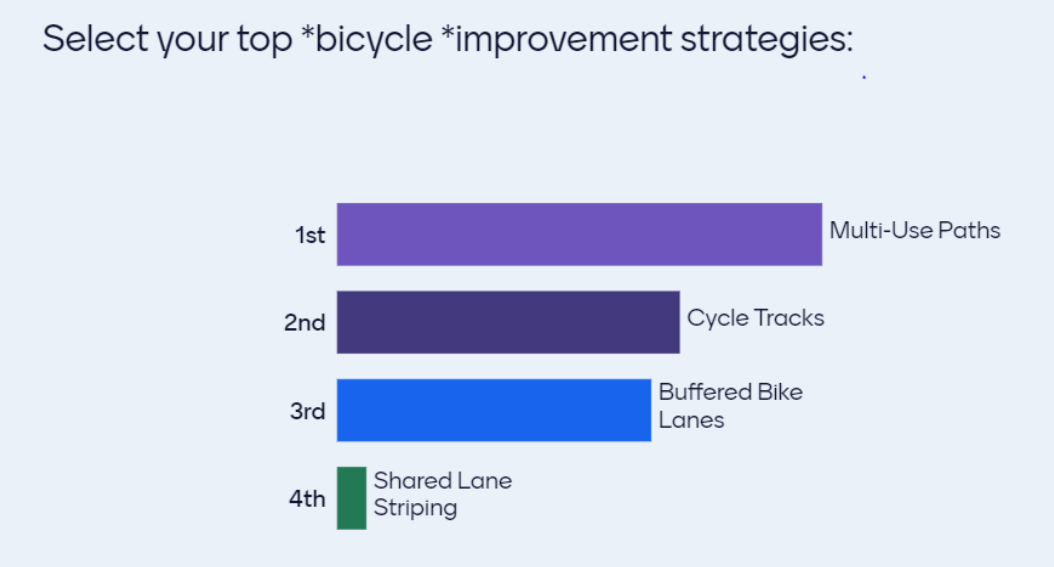


- Countermeasures for distracted driving include high-visibility cell phone and texting enforcement and enforcement communications and outreach.
    - Polling question: **What are some of the best education outlets for distracted driving?**

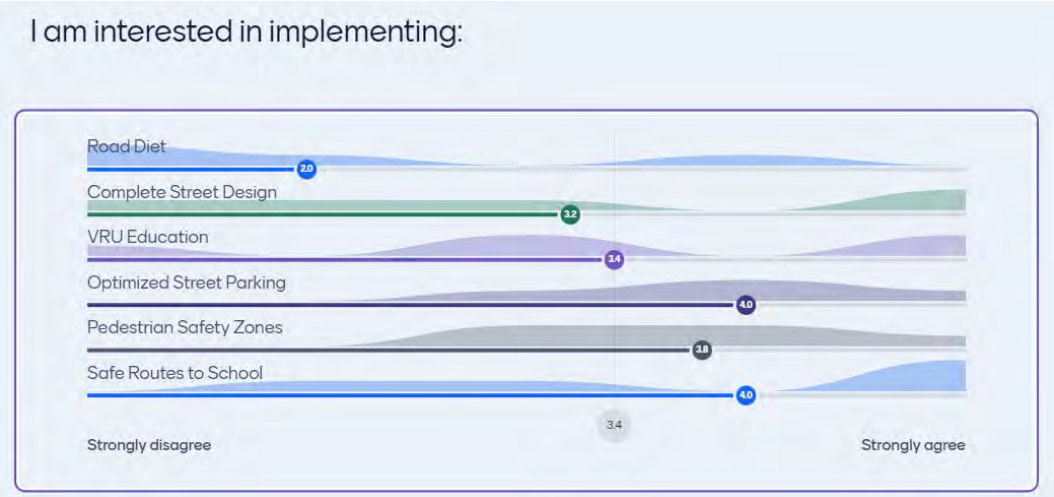
- Countermeasures for **pedestrian safety** include Leading Pedestrian Intervals (LPIs) at intersections, pedestrian crossing signals/hybrid beacons, high visibility crosswalks, signage for vehicles yield to peds, raised crosswalks or intersections, curb extensions or refuge islands, and access control with medians.
    - Polling question: **Select your top pedestrian safety improvement strategies.**



- Countermeasures for **bicycle safety** include buffered bike lanes, shared lanes, multi-use paths, and cycle tracks.
    - Polling question: **Select your top bicycle safety improvement strategies.**



- Countermeasures for both **bicycle and pedestrian safety** include road diet, Complete Street design, VRU education, optimized street parking, pedestrian safety Zznes, and Safe Routes to School programs.
    - Polling question: **How interested are you in implementing these strategies?**
    - The group mentioned that the Safe Routes to Schools program is popular.
    - Drivers to schools include young (high school) drivers and parents making multiple trips through the day, sometimes to multiple schools.



Next Steps

- Consultant team will follow-up to schedule 1-on-1 conversations with city and county representatives for more detailed discussions. Safety Task Force Meeting #3 is anticipated in late January 2025.
- Public survey will continue to be available until public meetings in each county. The public meetings are anticipated to be planned in coordination with standing County Commission meetings.
- Consultant team continues to monitor the political and funding landscape for future funding announcements.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #2

November 14, 2024

AGENDA

- Welcome and Introductions
- Task Force Meeting #1 Overview
- Public Survey Results
- Emphasis Areas
- Countermeasures
- Next Steps

INTRODUCTIONS

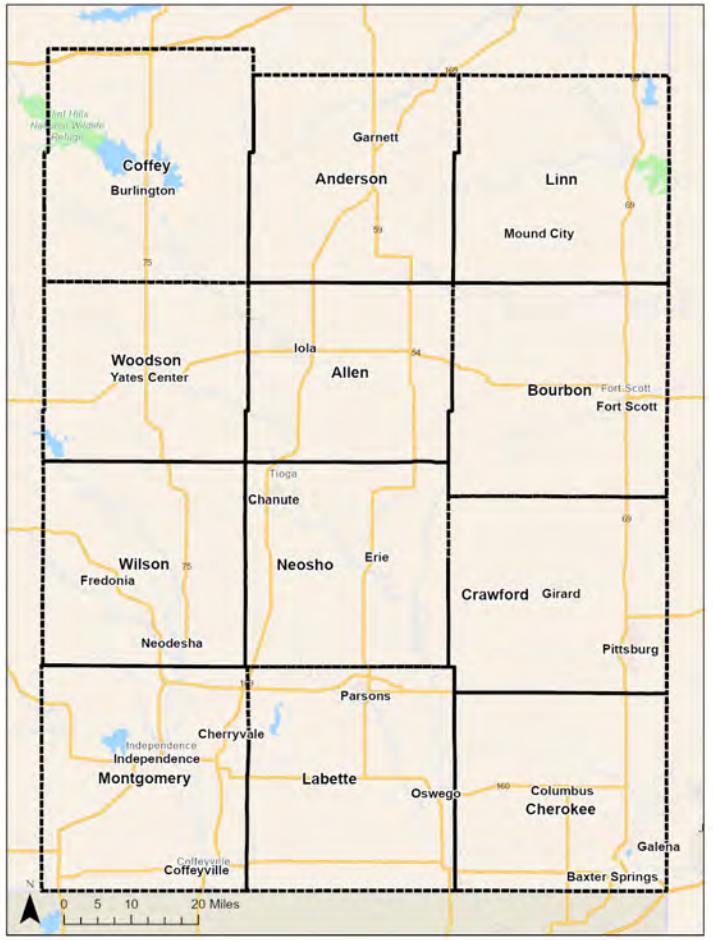
- Southeast Kansas Regional Planning Commission (SEKRPC)
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



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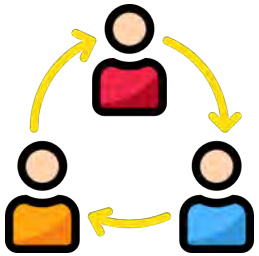
FROM PLAN TO ACTION

Planning Grant

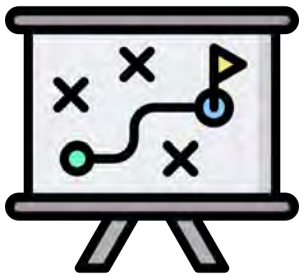
Implementation Grant

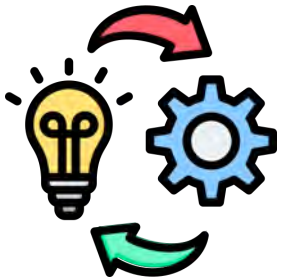
Data Analysis



Engage Stakeholders

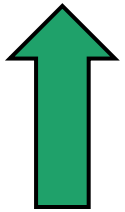
Strategy and Actions





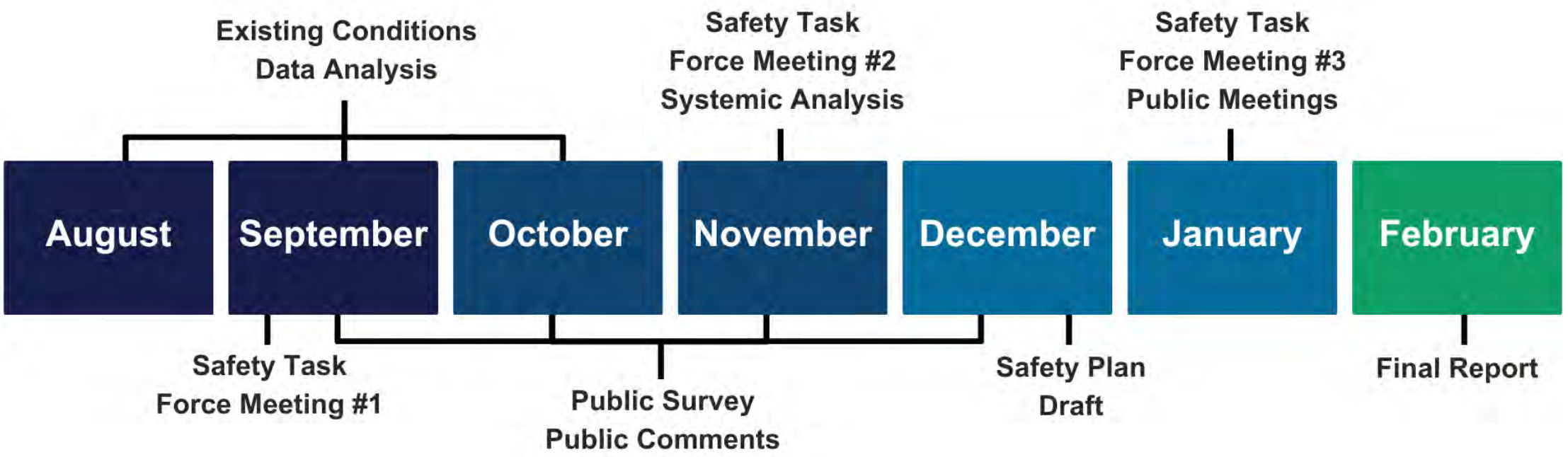
Recommendations

Implementation



We are here!

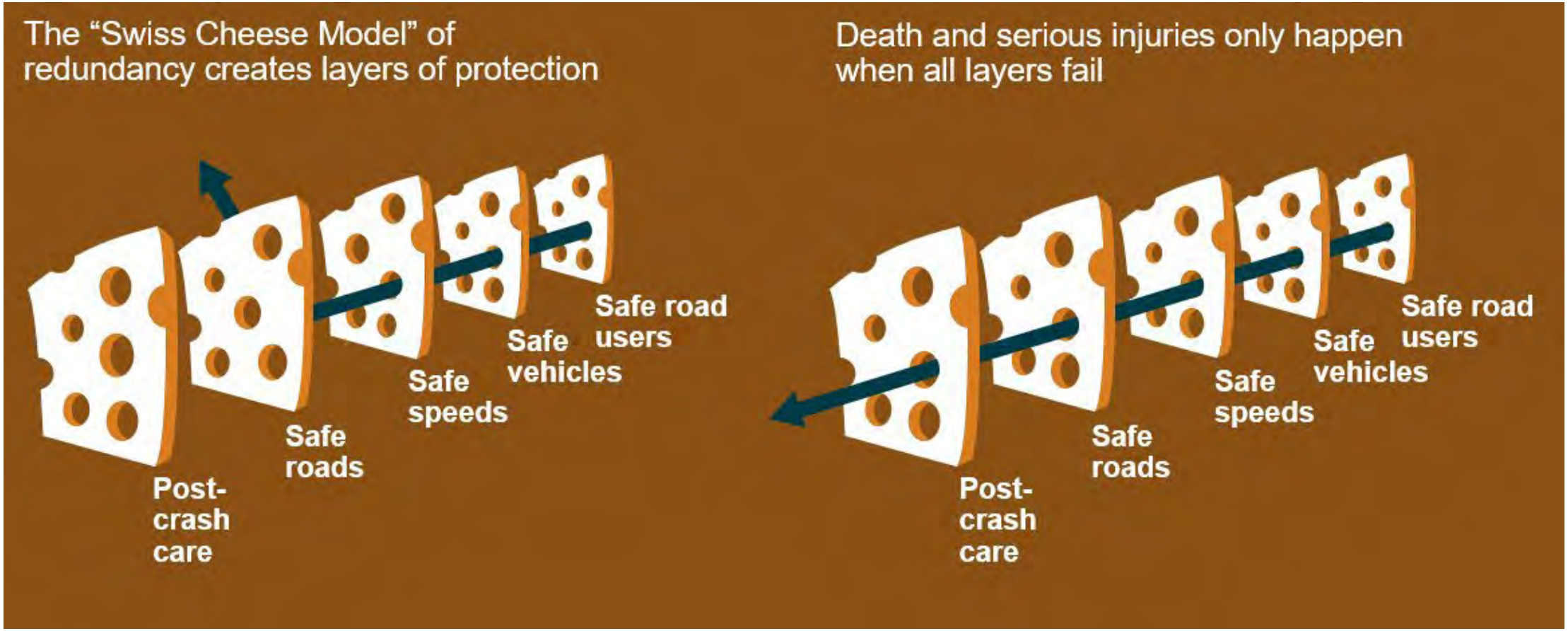
PROJECT TIMELINE



MEETING #1 OVERVIEW

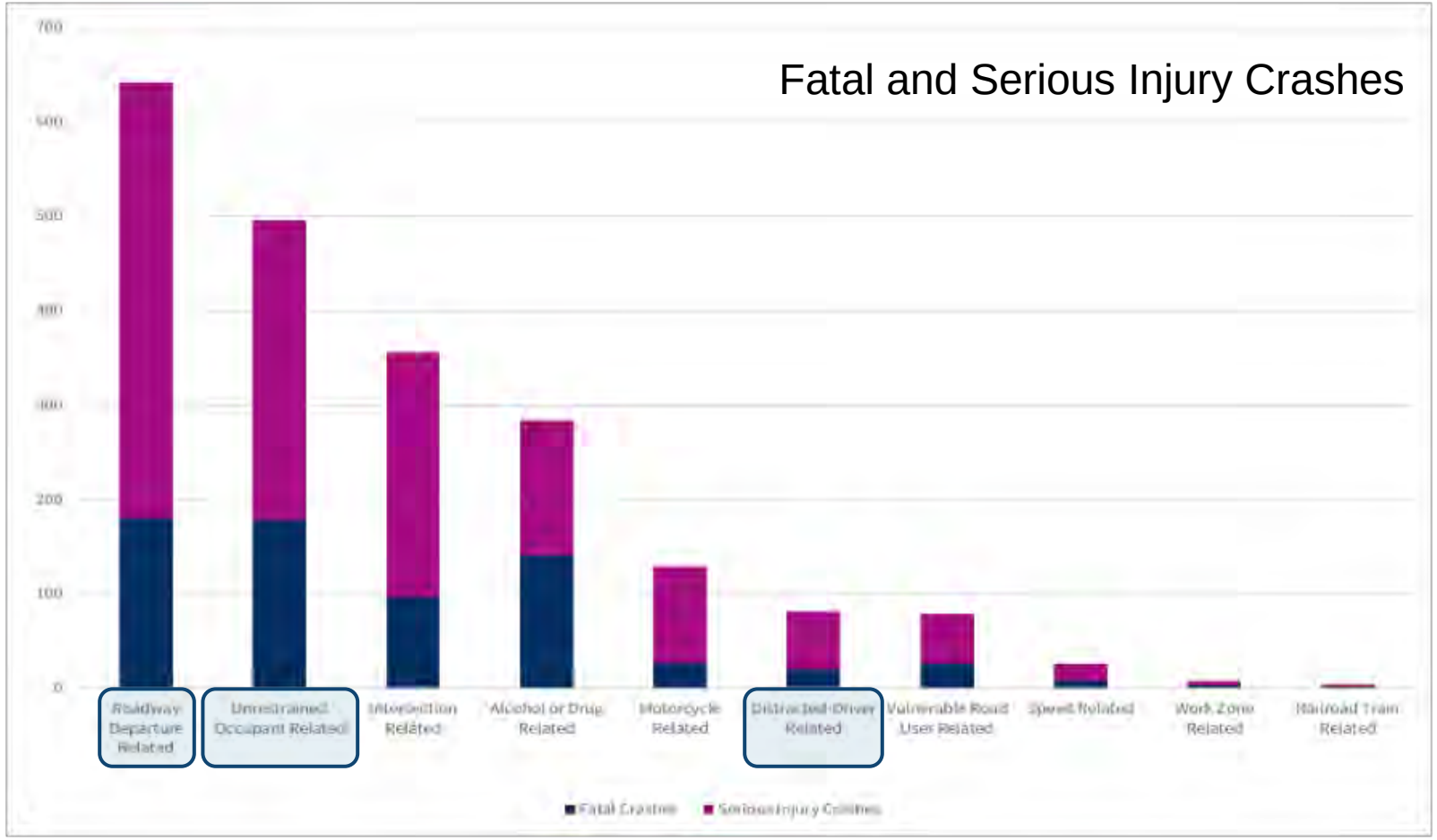
- SS4A Background
  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public survey will guide study outcomes

MEETING #1 OVERVIEW



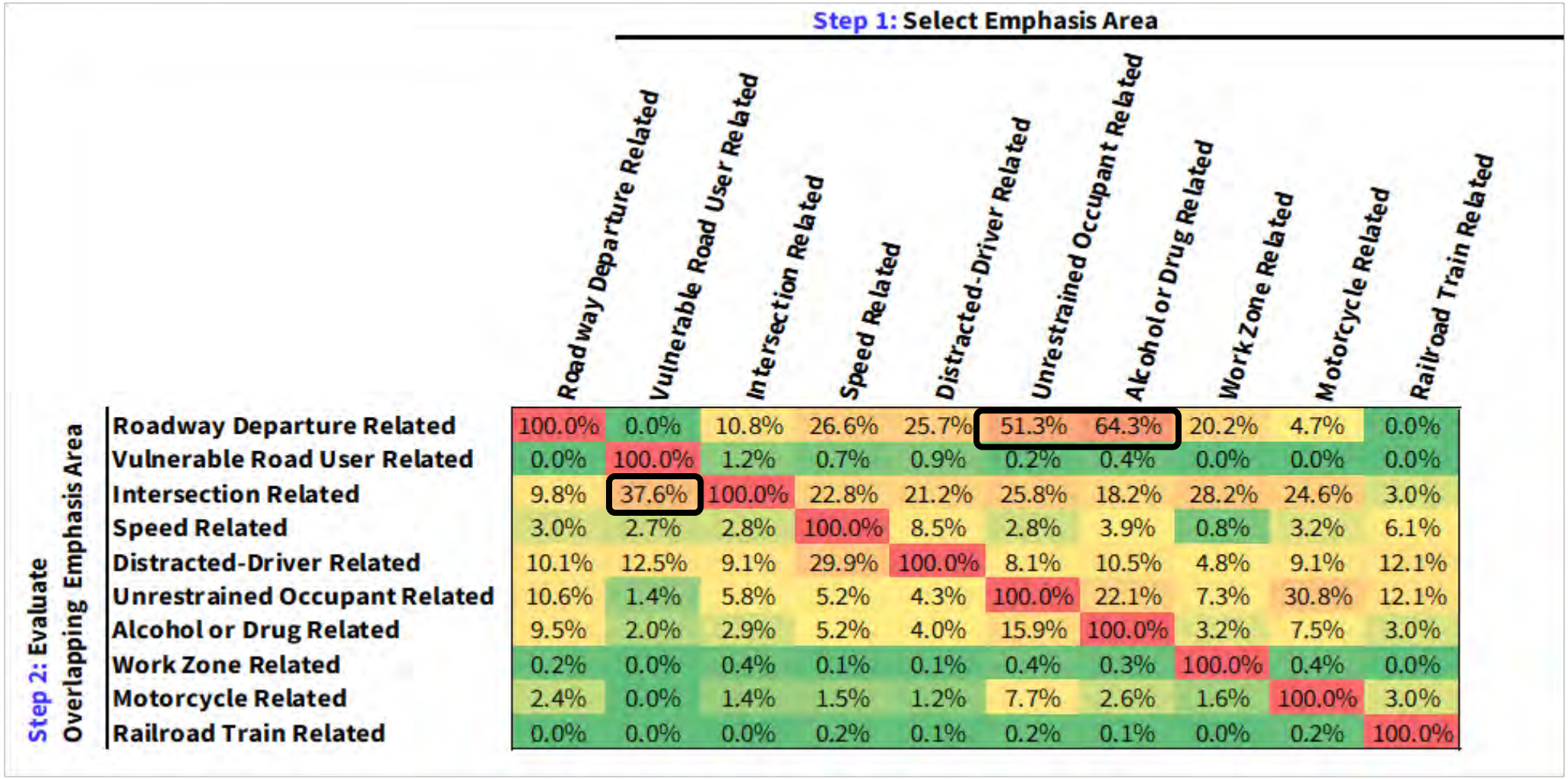
MEETING #1 OVERVIEW

- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

MEETING #1 OVERVIEW



Step 1: Select Emphasis Area

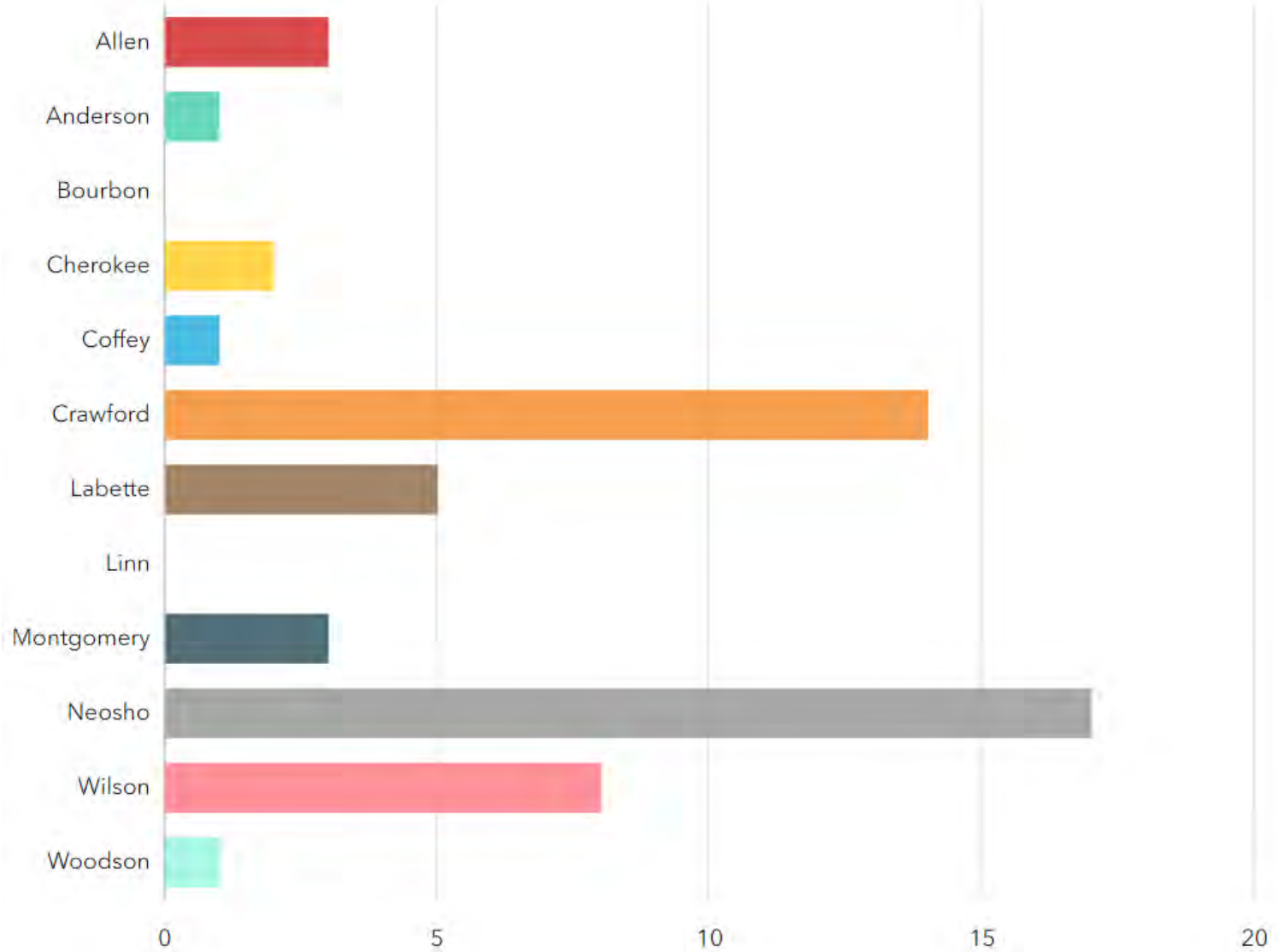
Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

PUBLIC SURVEY RESULTS

- Press release and survey was sent to the Safety Task Force and an extended stakeholder list for greater promotion
- About 55 survey responses to date*
  - Survey reminder to be sent this month
  - Survey to remain open until public meetings in January

Survey Respondents By County



*Responses as of 11/7/24

PUBLIC SURVEY RESULTS

What are your safety concerns?

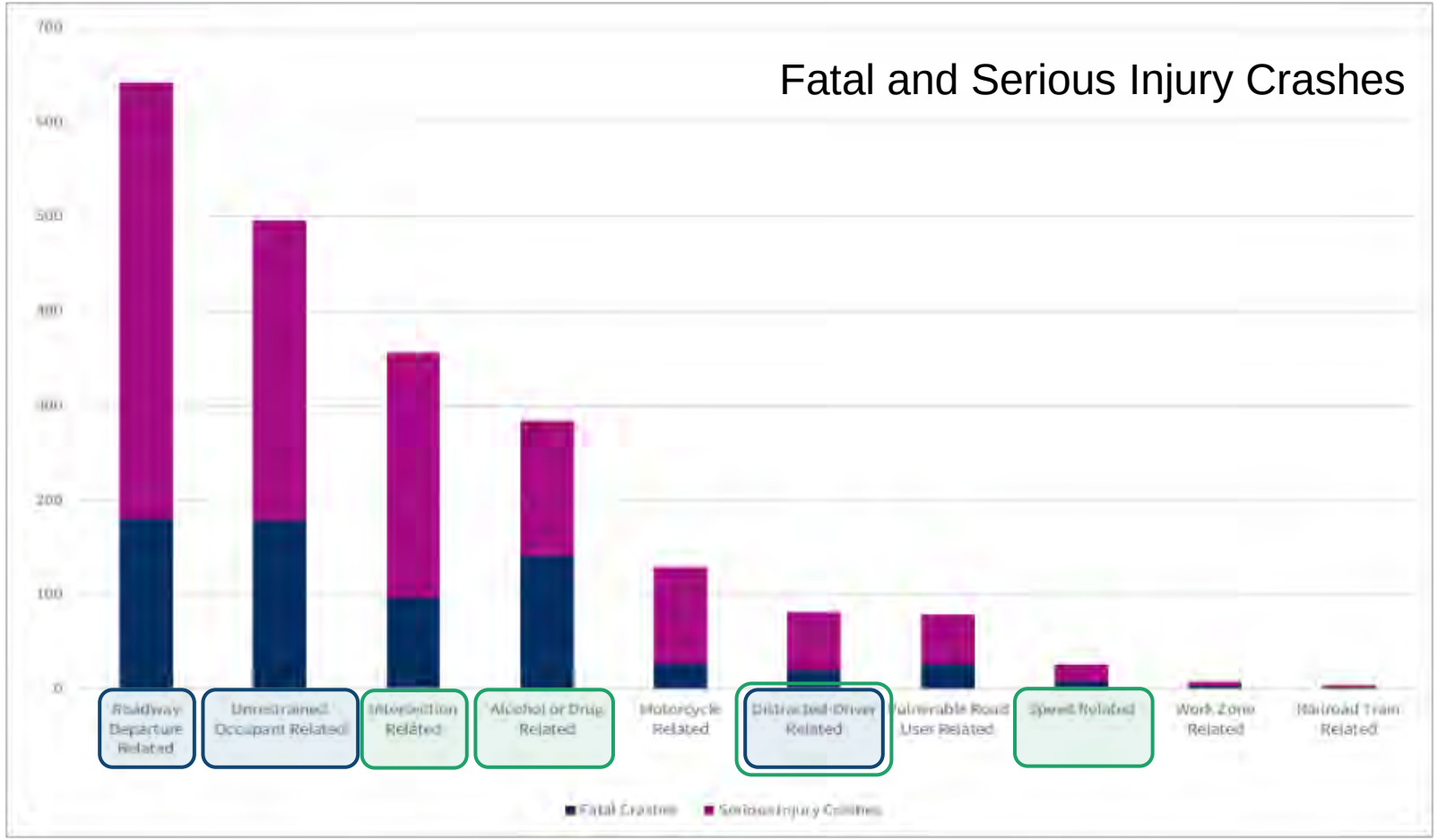
- Infrastructure maintenance
  - Poor roadway conditions
  - Narrow roadways
- Intersection improvements
  - Turn lanes
  - Unsafe unsignalized intersections
- Pedestrian and bicyclist safety
- Safe routes to school
- Speeding

https://arcg.is/1v1Pe00

PUBLIC SURVEY RESULTS

Emphasis Areas

- Roadway Departure
- Unrestrained Occupant
- Intersection Related
- Alcohol or Drug Related
- Distracted Driving
- Speed Related



= *Emphasis areas prioritized by task force*

= *Emphasis areas prioritized by survey respondents*

WHAT WE HEARD FROM YOU:

Proposed Key Emphasis Areas

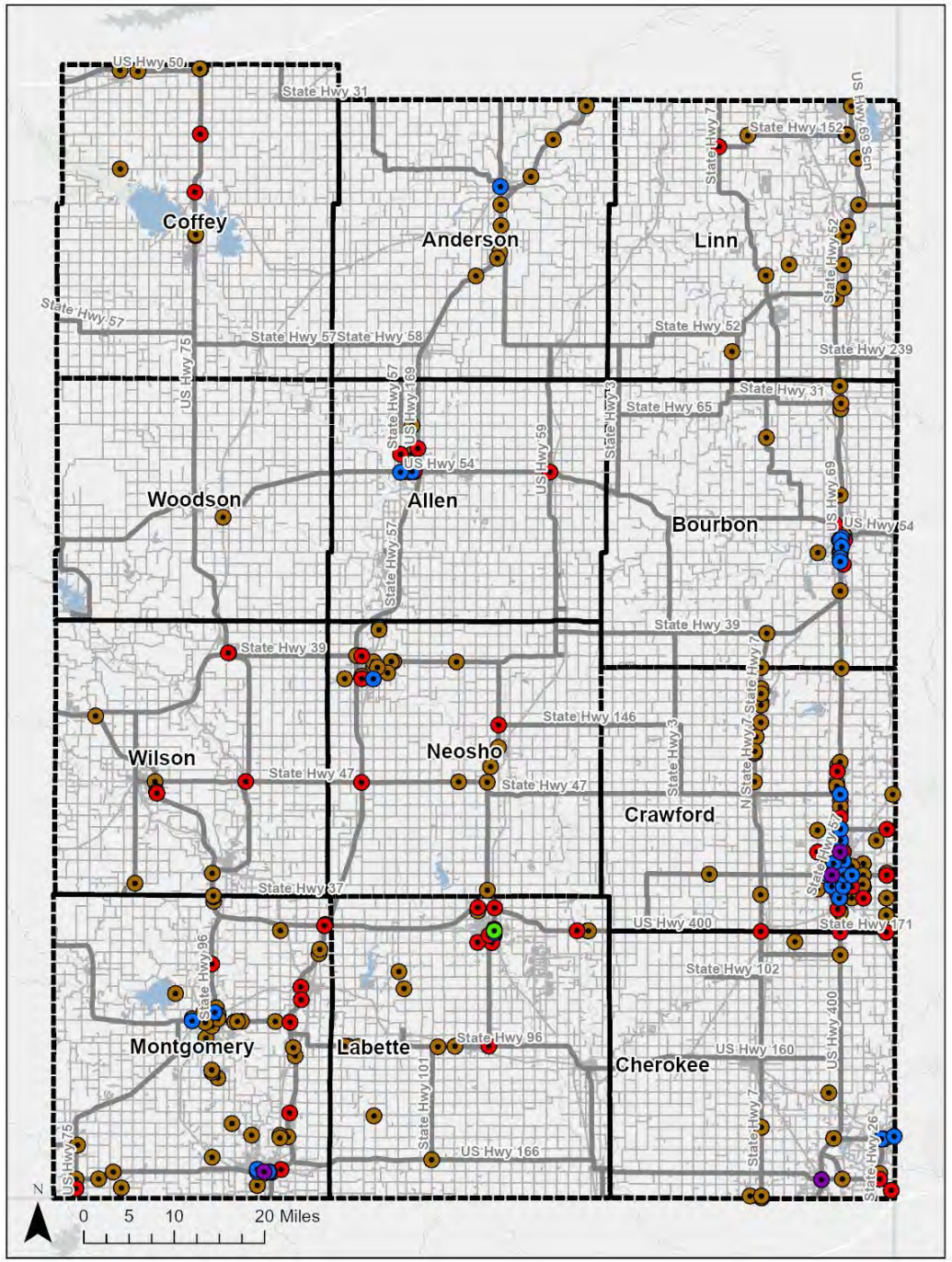
Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

LOCATION-BASED EMPHASIS AREAS

- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Specific cluster maps will be developed for each county
- Follow-up 1-on-1 meetings with county and/or city representatives



COUNTERMEASURE DISCUSSION

COUNTERMEASURES: *Roadway Departure*

Edgeline Treatment

Centerline Treatment

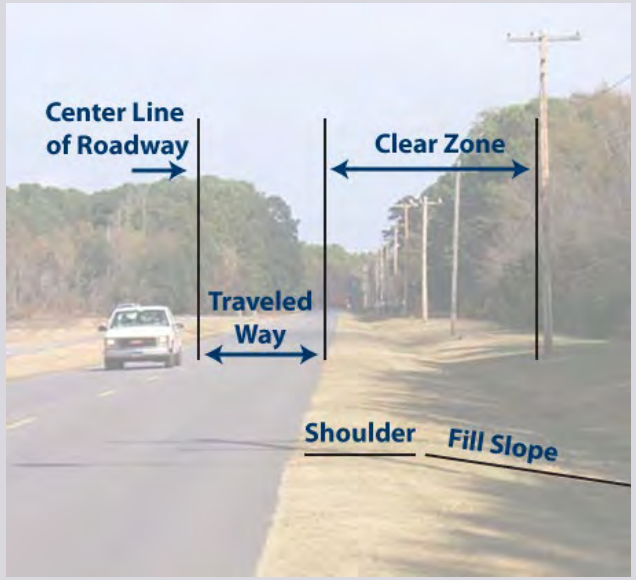
Curve Signage

COUNTERMEASURES: *Roadway Departure*

Post-Mounted Delineators

Delineate Roadside Hazards

Remove Fixed Objects in Clear Zone



COUNTERMEASURES: *Roadway Departure*

Improved Pavement Markings

2-Foot Shoulder

POLLING INSTRUCTIONS

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COUNTERMEASURES: *Signalized Intersection*

Signal Backplates with Retroreflective Borders

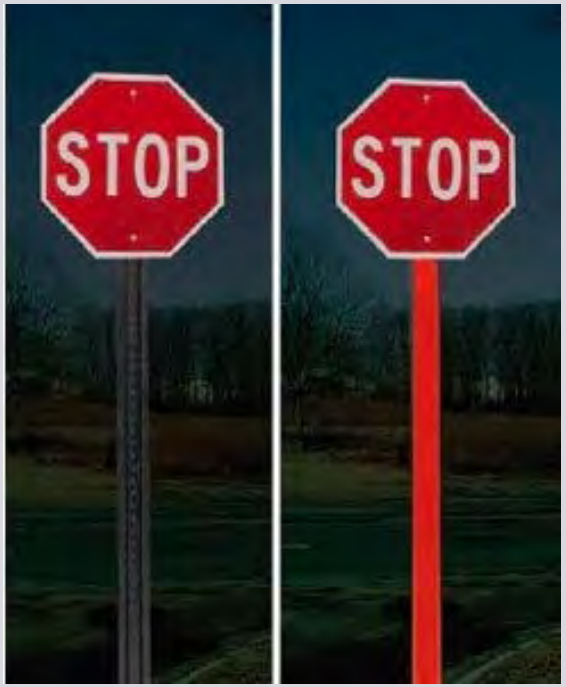
Protected Left Turns and Flashing Yellow Arrows

Improve Signal Phasing and Timing Plans

COUNTERMEASURES: *Unsignalized Intersection*

Install Flashing Beacons on Warning Signs

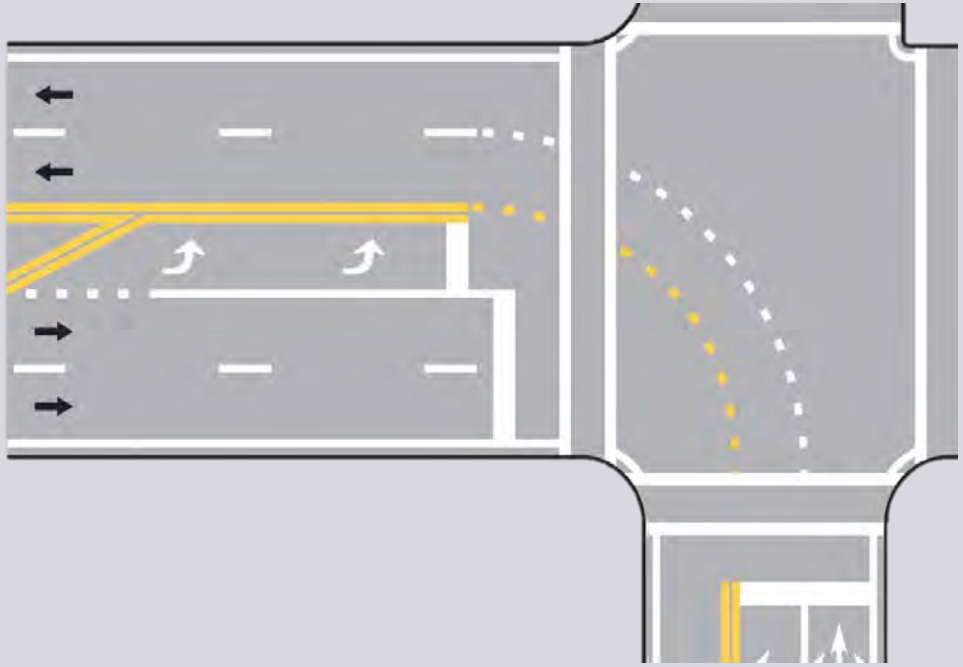
Install Retroreflective Strips on Warning Signs



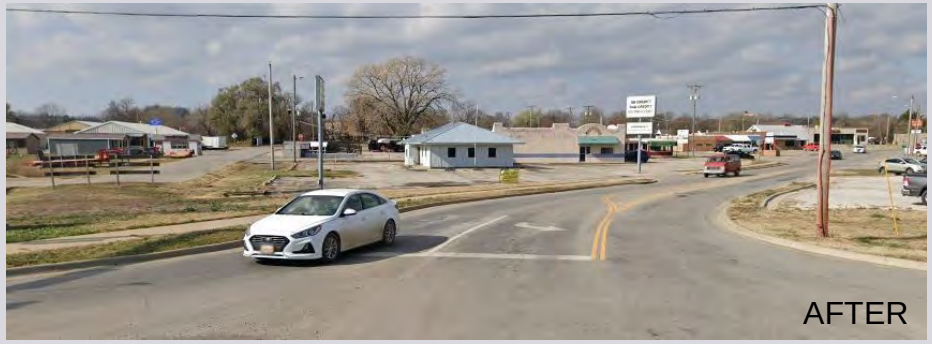
Rectangular Rapid Flashing Beacon (RRFB)

COUNTERMEASURES: *Intersections*

Pavement Markings



Access Control At Major Intersections



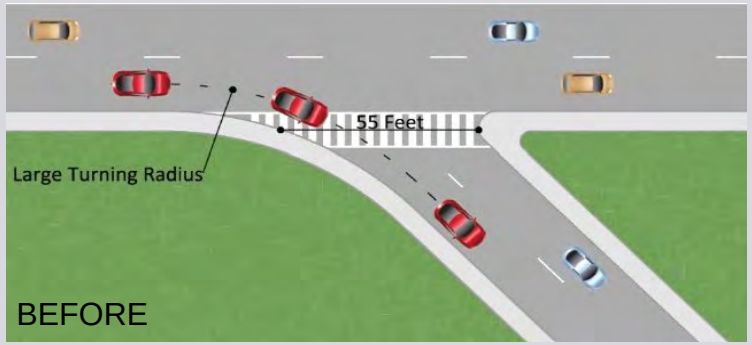
COUNTERMEASURES: *Intersections*

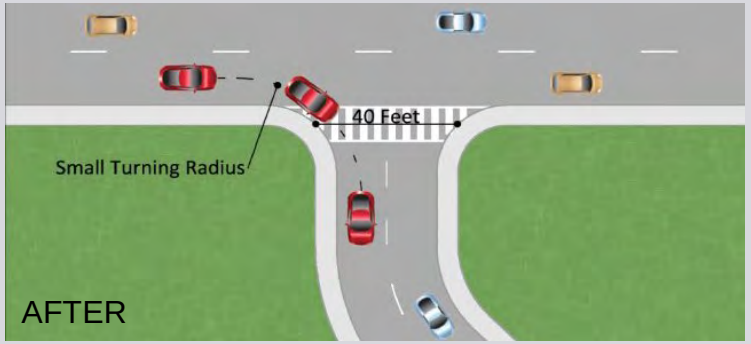
Install Dedicated Turn Lanes

Install Roundabout

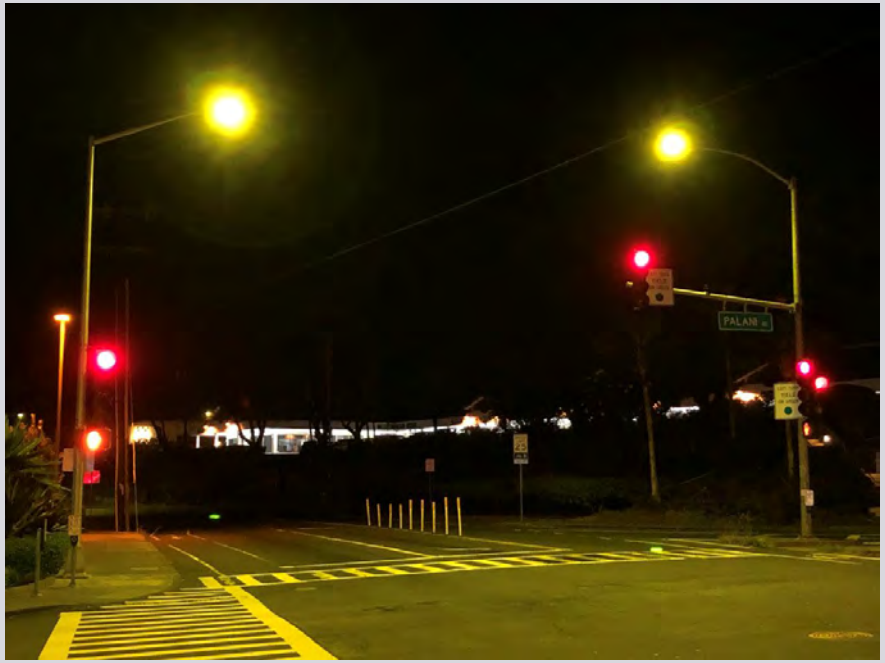
COUNTERMEASURES: *Intersections*

Improve Intersection Geometry





Install Street Lighting



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COUNTERMEASURES: *Unrestrained Occupant*

Behavior Change Programs

Enforcement Communications and Outreach

POLLING INSTRUCTIONS

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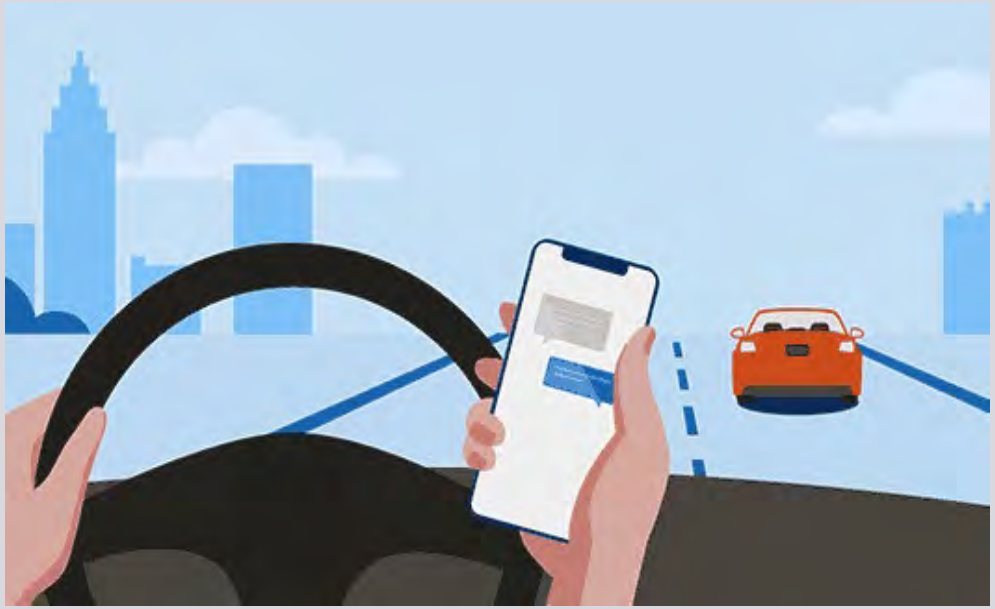
COUNTERMEASURES: *Distracted Driving*

High-Visibility Cell Phone/ Text Messaging Enforcement



Enforcement Communications and Outreach

POLLING INSTRUCTIONS

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COUNTERMEASURES: *Pedestrians*

Leading Pedestrian Intervals (LPIs)

Pedestrian Crossing Signals/ Hybrid Beacons

COUNTERMEASURES: *Pedestrians*

High Visibility Crosswalks

Vehicle Yield to Pedestrian Signage

Raised Crosswalks or Intersections

COUNTERMEASURES: *Pedestrians*

Curb Extensions and Refuge Islands

Access Control Through Medians

POLLING INSTRUCTIONS

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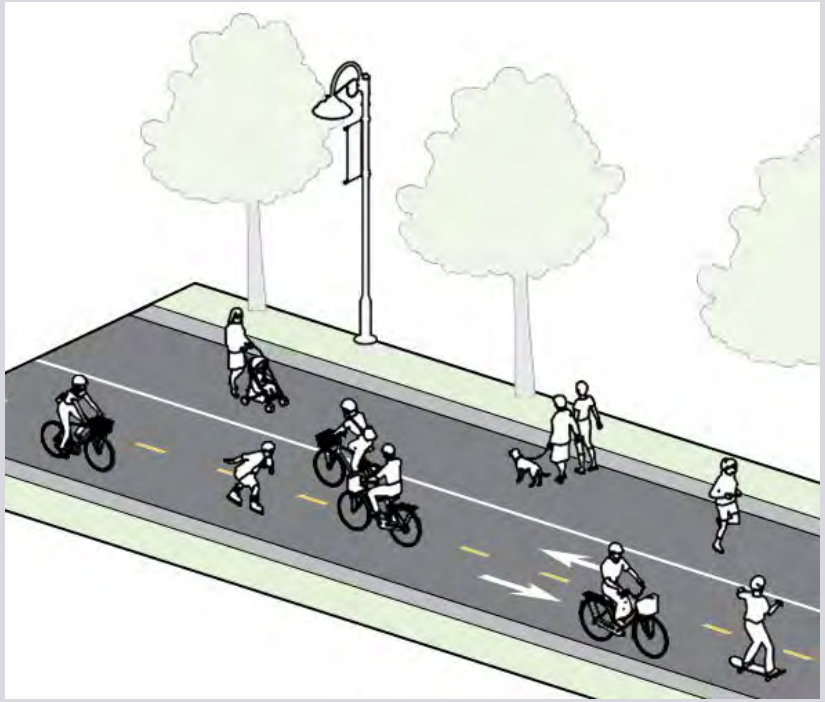
COUNTERMEASURES: *Bicyclists*

(Buffered) Bike Lanes

Shared Lanes

COUNTERMEASURES: *Bicyclists*

Multi-Use Paths



Cycle Tracks

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COUNTERMEASURES: *Bicycle & Pedestrian*

Road Diet

Complete Street Design

COUNTERMEASURES: *Bicycle & Pedestrian*

Vulnerable Road User Education

Optimized Street Parking

COUNTERMEASURES: *Bicycle & Pedestrian*

Pedestrian Safety Zones

Safe Routes to School Program

POLLING INSTRUCTIONS

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NEXT STEPS

- Follow-up 1-on-1 meetings: November and December 2024
- Public Open House in each county: January 2025
- Safety Task Force Meeting #3: January 23, 2025
  - Review draft recommendations
  - Discuss generalized vs. spot improvements
- Final Plans: February 2025
  - Monitoring funding cycle for SS4A Implementation Funds

THANK YOU!

Next Meeting: January 23, 2025

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #3

Date: April 24, 2025
Time: 10:30am - 12:00pm
Format: Memorial Building, 101 S. Lincoln, Chanute Kansas or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

Attendees
Carey Spoon, SEKRPC
Terry Weidert, Labette County
Chari Bauman, Coffey County
Cole Herder, City of Humboldt
Jenny Tatman, Coffey County
Chris Bauman, City of Neodesha
Janet Miller, Network Kansas
Jimmy Holt, City of Cherryvale
Gracie Myers, City of Cherryvale
Anthony Mersman, Anderson County
Bruce Blair, Crawford County
Bill Kavanaugh, Crawford County
Kris Marple, Wilson County
Jessica Mills, Anderson County
Vickie Moss, Thrive Allen County
Paul Westhoff, Neosho County
John Brocker, Allen County
Brandon Beurskens, Montgomery County (online)
Eric Bailey, Bourbon County (online)

Consultant Team
Deanne Winkelmann, TranSystems
Payton Smith, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Nicole Hood, TranSystems (online)
Matt Davis, TranSystems (online)
Taylor Cunningham, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Emily Pietrantone, Kimley-Horn (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)
Rachel Thomas, Wilson & Company (online)
Brian Ortiz, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Review of the project format with three consulting firms working together. Explanation of the Safe System Approach, Vision Zero, and the role of the Safety Task Force and public input via meetings and survey.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Draft versions of the 12 CSAPs will be sent out in May. Funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Crash Data Summary

- The three priorities from the Safety Task Force (STF) input were shown: Roadway Departures, Unrestrained Occupants, and Distracted Driving.
- Hotspot locations were categorized as signalized intersections, unsignalized intersections, vulnerable road users (VRUs), roadway departures, and speed related. Follow-up one-on-one meetings were held with various officials from each of the 12 counties to identify new and confirm known hotspot locations.

Public Engagement Summary

- The public survey generated 899 total responses. The majority of responses were from Montgomery County. The areas of emphasis identified in the survey were Distracted Driving, Speed, and Intersections. Importance of using tax dollars for intersection improvements, enforcement strategies, and traffic enforcement was identified in the survey responses. The survey was open from late 2024 until mid-April 2025.
- Open house public meetings were held in each county. Personal discussions were held as members of the public identified areas of concern in their county. The colored dots on specific locations and their suggestions were noted. Examples of public comments included the lack of adequate sidewalks, especially near schools, specific crash locations, roadway and infrastructure characteristics that need improvement, and lack of lighting in some areas.
- In summary, the public meetings and survey reinforced findings from the crash data analysis. The data showed emphasis needs in Roadway Departures, Intersections, and Unrestrained Occupants plus other areas to review include VRUs, Distracted Driving, and Alcohol/Drug-related crashes.

Project Types

- Each county will be provided with a potential project list that addresses hotspots and emphasis areas. Many align with those identified in previous studies such as Local Road Safety Plans (LRSP) and other comprehensive studies.

- Valuable input was also received from county sheriffs and other law enforcement agencies, county officials, and the public.
- Some on the list have a blend of jurisdictions. Where local and state routes intersect are common areas of concern and will require discussions with the Kansas Department of Transportation (KDOT).
- Examples of specific projects plus short-term and long-term solutions:
    - Roadway departures in Crawford County east of Pittsburg
    - Roadway departures in Wilson County
    - Signalized intersections in Mongomery County
    - Unsignalized intersections in Montgomery County
    - VRUs in Anderson County
    - USBR / KDOT bike routes

Policy Recommendations

- Advocate via regional coalitions (i.e. US-169 Corridor).
- Update design policies and incorporate safety into maintenance programs and projects.
- Enforcement campaigns for behavioral changes including Seat Belts for Everyone (SAFE) and other saturation enforcement programs.

Next Steps

- Project team representative will share each county's specific projects sheets in the next 1-2 weeks.
- Draft Safety Action Plans are nearing completion. Each county will receive a draft plan for review in May.
    - Anderson, Allen, Neosho, and Labette counties are in the last cycle of the LRSP program and the project team aligning those efforts with the Safety Action Plans. Therefore, project sheets and draft plans for those four counties may be on a slightly slower timeline to finalize.
- A resolution adopted by local governments supporting Vision Zero is required for future Federal project funding. The project team will provide draft resolutions to each county.
- The current SS4A funding cycle has a submittal deadline of June 26, 2025. Another funding cycle will occur next year and is anticipated in March 2026.
- Other funding opportunities include Kansas Infrastructure Hub, Highway Safety Improvement Program (HSIP), Safe Routes to Schools, and partnering with community health organizations.

Carey Spoon (SEKRPC) commented that counties should identify their pet projects and work on passing the Vision Zero resolution.

Deanne Winkelmann (TranSystems) stated that Safety Action Plans can be accelerated if a county is planning to pursue SS4A implementation funds this cycle. Please notify us if this is the case for your jurisdiction.

Questions

- **Who will receive the draft report to review?** County Public works directors, Safety Task Force members, and larger city representatives. We will include Commissioners on the SEKRPC Board.
- **What does funding look like in Kansas this year?** Kansas has a local matching program that tries to help with up to 20% of the local match if certain criteria is met. It helps if applications are multi-jurisdictional and possibly within identified equity areas.
- **Regarding the federal SS4A program, has there been a shift in funding or eligibility?** There is an increased set-aside of funding in rural funds and less of an emphasis on equity.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #3

April 24, 2025

AGENDA

- Welcome and Introductions
- Safe Systems Approach
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

INTRODUCTIONS

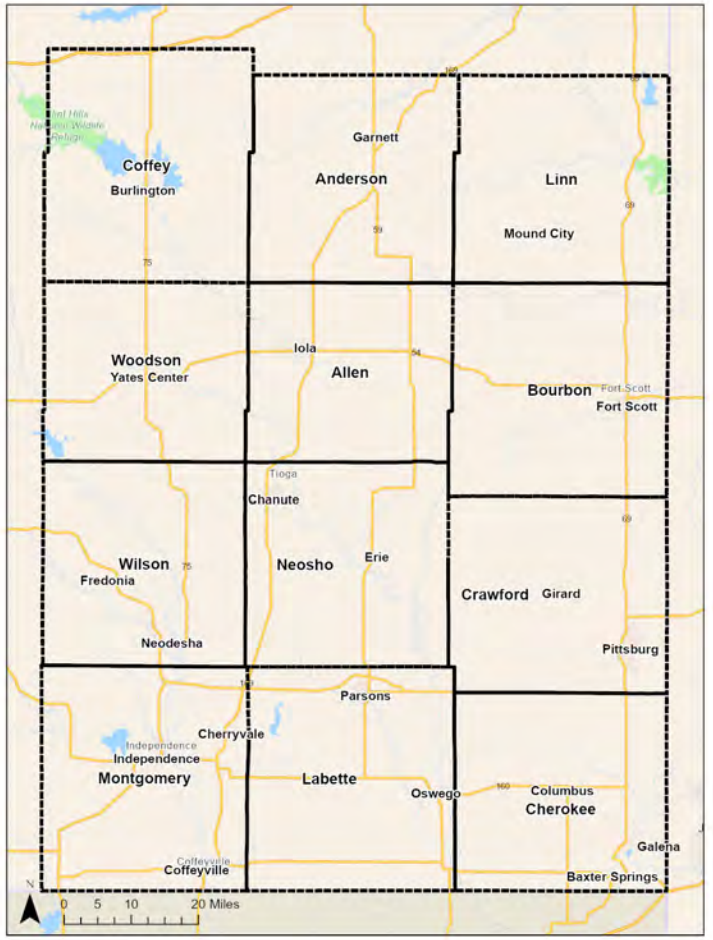
- Southeast Kansas Regional Planning Commission (SEKRPC)
- Consultant Teams
  - TranSystems
  - Kimley-Horn
  - Wilson & Company
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



SAFE SYSTEM APPROACH

- SS4A Background
  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public input helps guide study outcomes

PLAN TO ACTION

Planning Grant

Implementation Grant

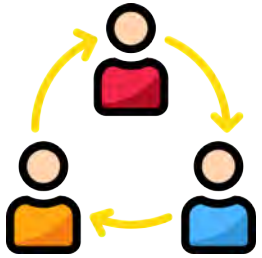
Data Analysis

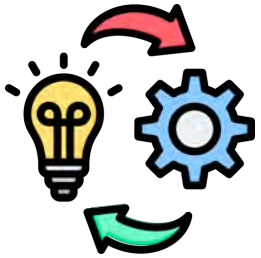
Public Engagement

Strategy and Actions

Projects and Policies

Advance Implementation

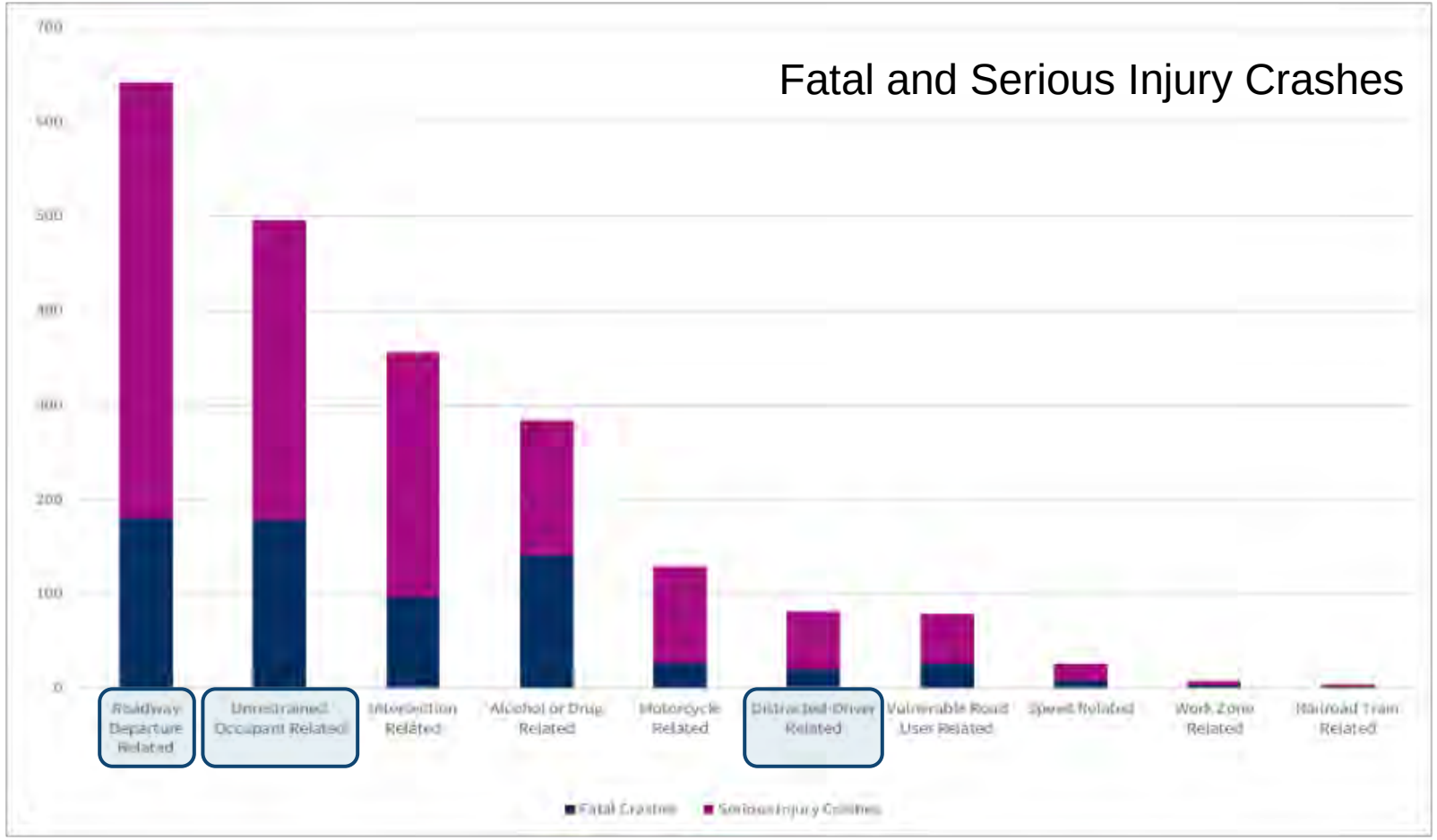




We are here!

CRASH DATA: Emphasis Areas

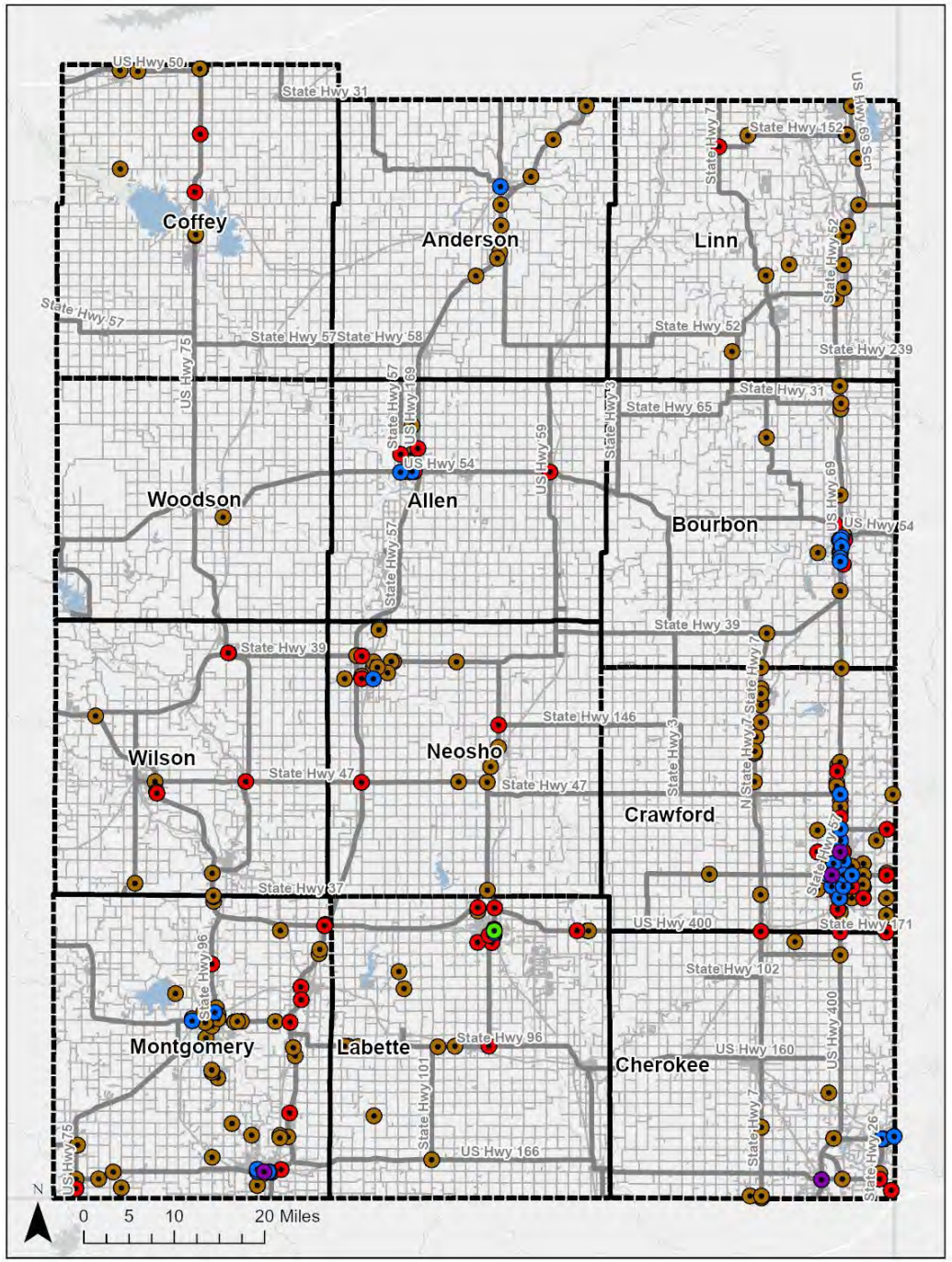
- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

CRASH DATA: Hotspot Locations

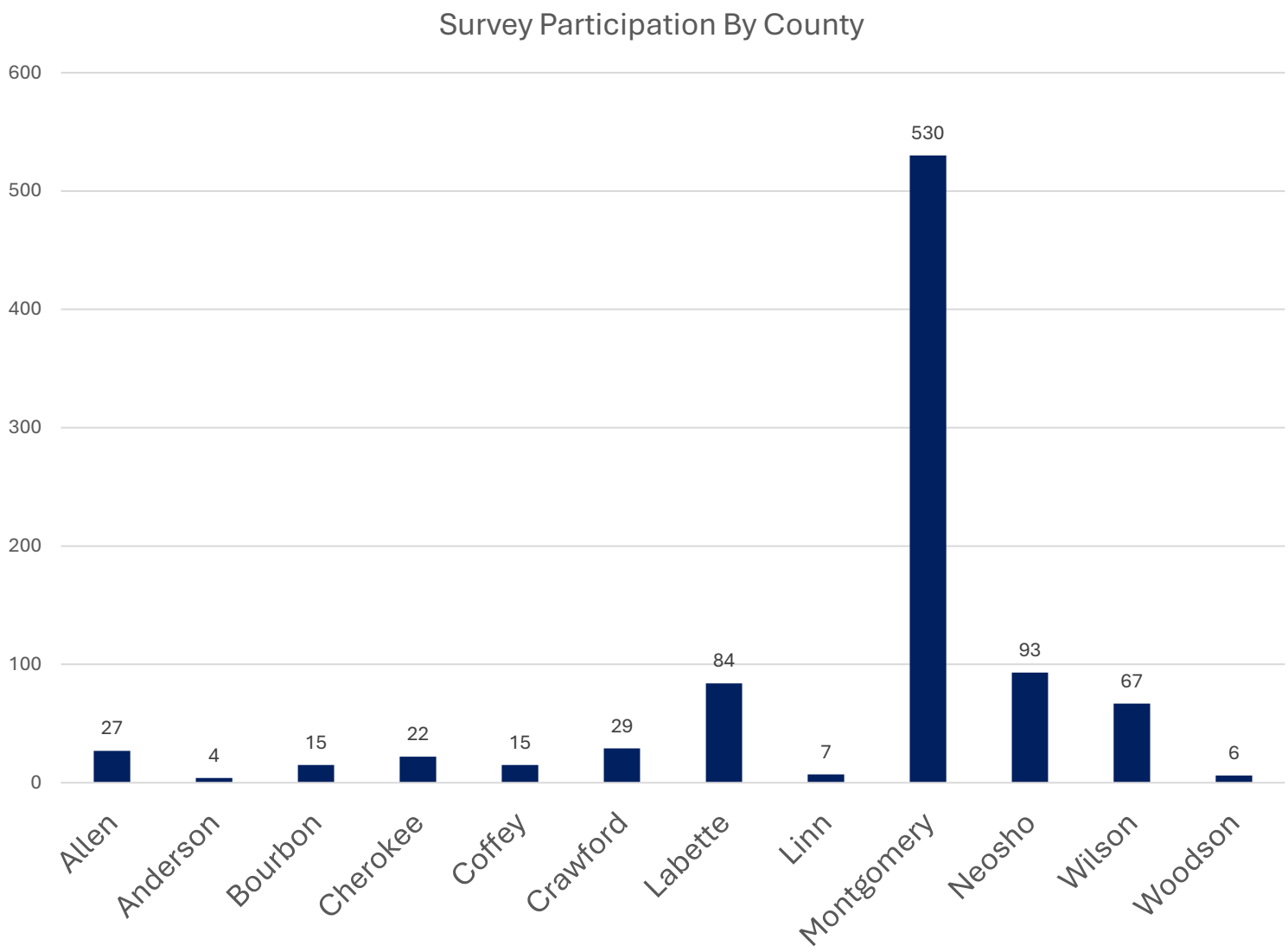
- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Follow-up 1-on-1 meetings with county and/or city representatives



PUBLIC INPUT: Survey Results

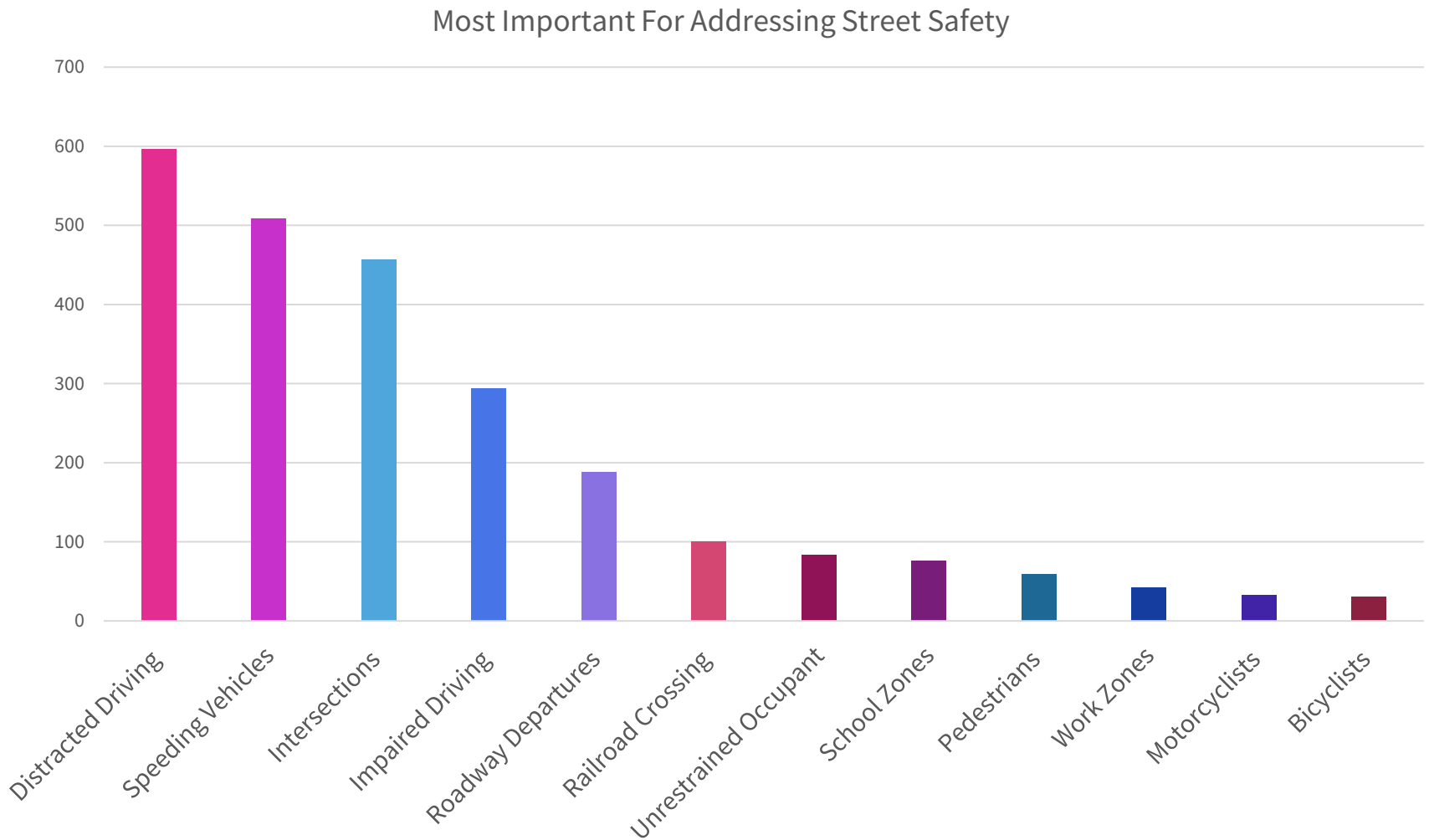
- Press release and survey were sent to the Safety Task Force and an extended stakeholder list for greater promotion
- 899 total survey responses

Survey Respondents By County



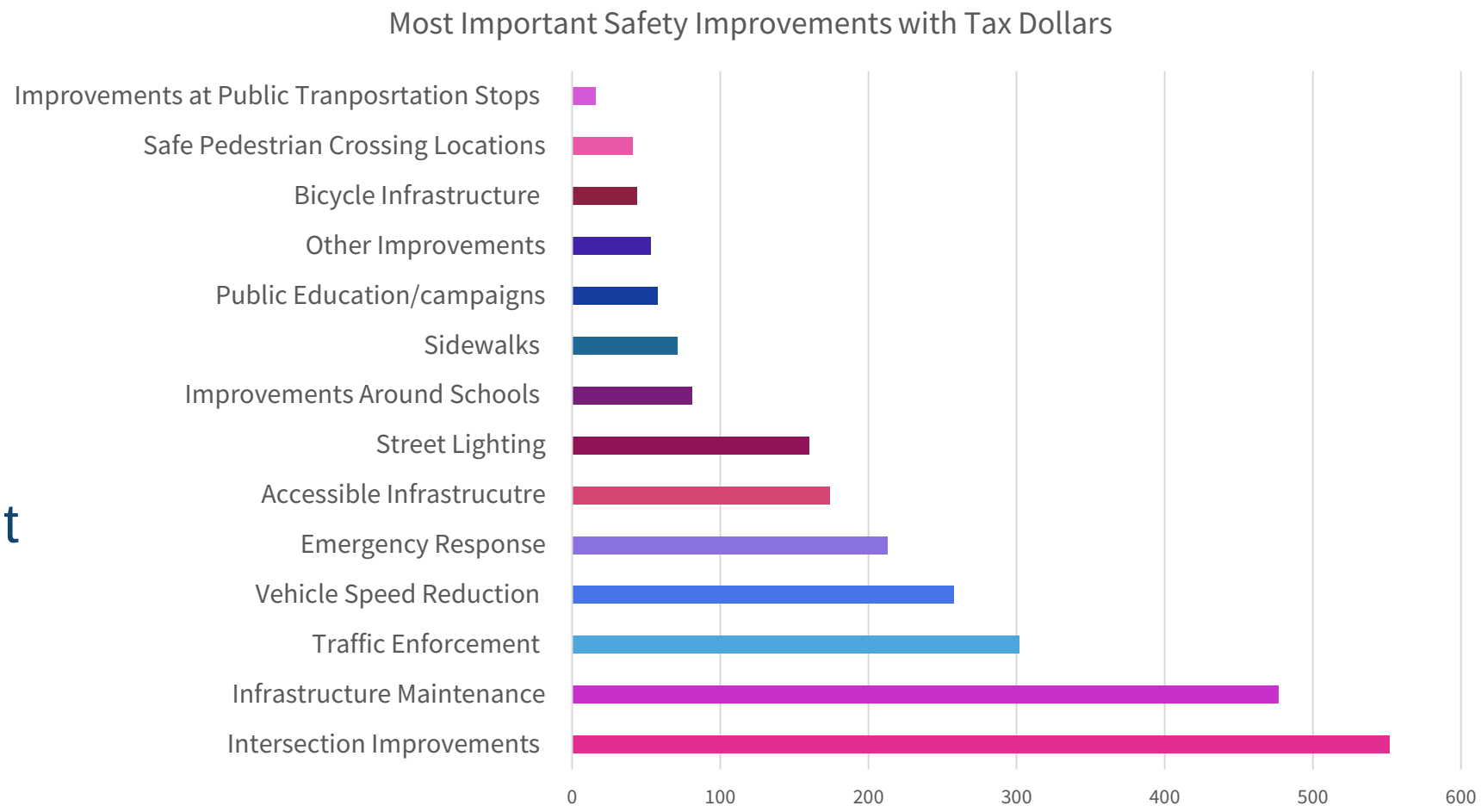
PUBLIC INPUT: Emphasis Areas

- Public Survey Input
  - Distracted Driving
  - Speeding Vehicles
  - Intersections



PUBLIC INPUT: Safety Improvements

- Public Survey Input
  - Intersection Improvements
  - Infrastructure Maintenance
  - Traffic Enforcement

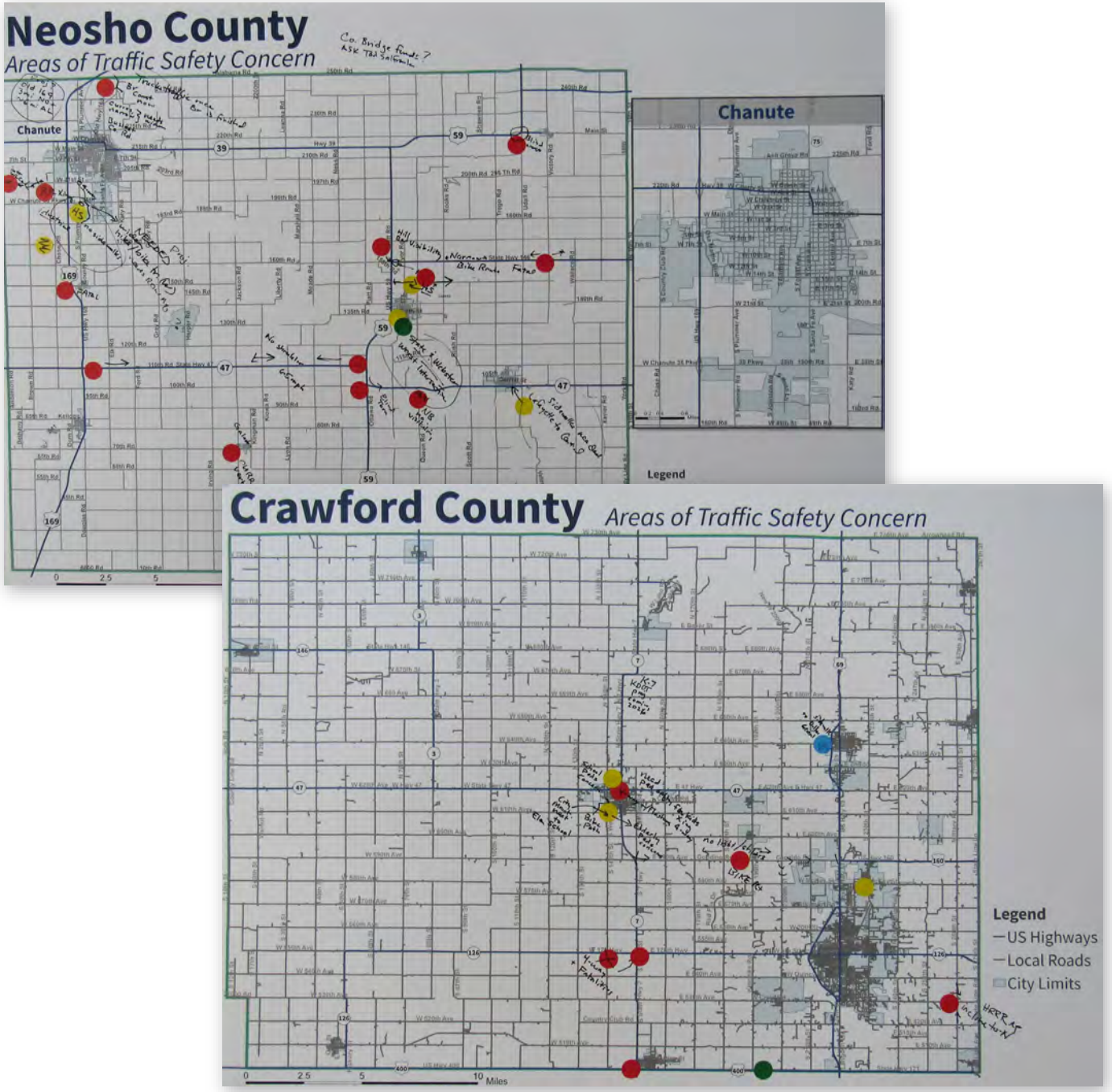


PUBLIC INPUT: Public Meetings

- 12 Public Open House meetings held from February to April 2025.
- Gather feedback through public comment cards and mapping activity.

PUBLIC INPUT: Public Meetings

- Public Feedback and Safety Concerns
  - VRU safety (bicycle and pedestrian facilities, school zones)
  - State highway system and intersections
  - Guardrails, narrow shoulders, visibility and lighting concerns



SUMMARY

Proposed Key Emphasis Areas

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	●
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

PROJECTS AND POLICIES

PROJECT TYPES

- Prioritization Methodology
  - Key Emphasis Area
  - Crash Hotspot on Heat Map
  - Identified in Related Document (ex: LRSP)
  - Local Priority from Stakeholder Interview
  - Public Input
  - Consideration for Local vs. State Routes
- Project Type Examples
  - Roadway Departure
  - Signalized and Unsignalized Intersections
  - Vulnerable Road Users (VRU)

PROJECT TYPE: Roadway Departure

Project	S. 260th Street
Limits	US-160 to K-126 (4.0 miles)
Location	Crawford County
Short-Term	Delineate roadside hazards Install edge/center rumble strips
Long-Term	Install 2-foot paved shoulders Flatten and widen foreslopes Install/upgrade guardrail Extend culverts Consider KDOT intersections

PROJECT TYPE: Roadway Departure

Project	New Albany Road
Limits	Decatur Road to Mill Street (0.1 miles)
Location	Wilson County
Short-Term	Add pavement markings Install edge/center rumble strips Improve curve warning signage Add post-mounted delineators
Long-Term	Add aggregate shoulder Add transverse rumble strips Improve curve superelevation

PROJECT TYPE: Signalized Intersection

Project	8th Street & Buckeye Street
Limits	Intersection
Location	Montgomery County (Coffeyville)
Short-Term	Install high-visibility backplates Add high-visibility pavement markings Add crosswalk markings
Long-Term	Upgrade traffic signals Reconfigure traffic signal with Leading Pedestrian Intervals (LPIs)

PROJECT TYPE: Unsignalized Intersection

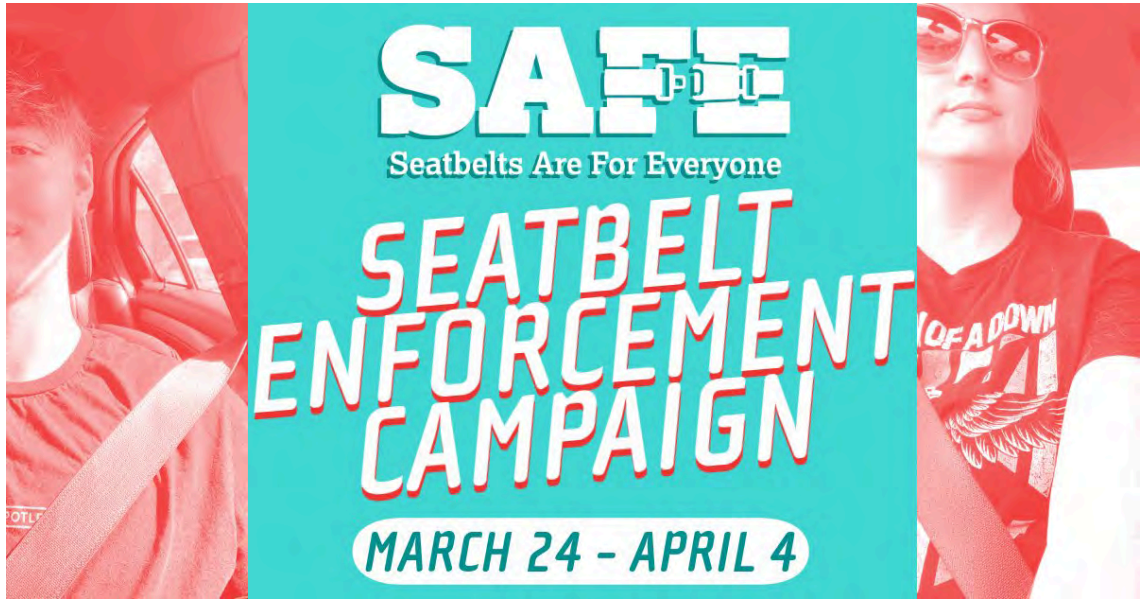
Project	4700 Road & 1450 Road
Limits	Intersection
Location	Montgomery County
Short-Term	Update signage Add retroflective strips to sign posts Upgrade pavement markings
Long-Term	Reconstruct intersection

PROJECT TYPE: Vulnerable Road Users

Project	Prairie Spirit Trail Crossings
Limits	4th Avenue & Main Street
Location	Anderson County (Garnett)
Short-Term	Increase signage Upgrade crosswalk markings Add pedestrian crossing signal
Long-Term	Reconfigure roadway to reduce crossing width

POLICIES

- Advocate with Regional Coalitions
  - US-169 in Anderson, Allen, Neosho, Labette, and Montgomery counties
- Update Design Policies
- Incorporate Safety into Maintenance Programs
- Enforcement Campaigns for Behavioral Changes

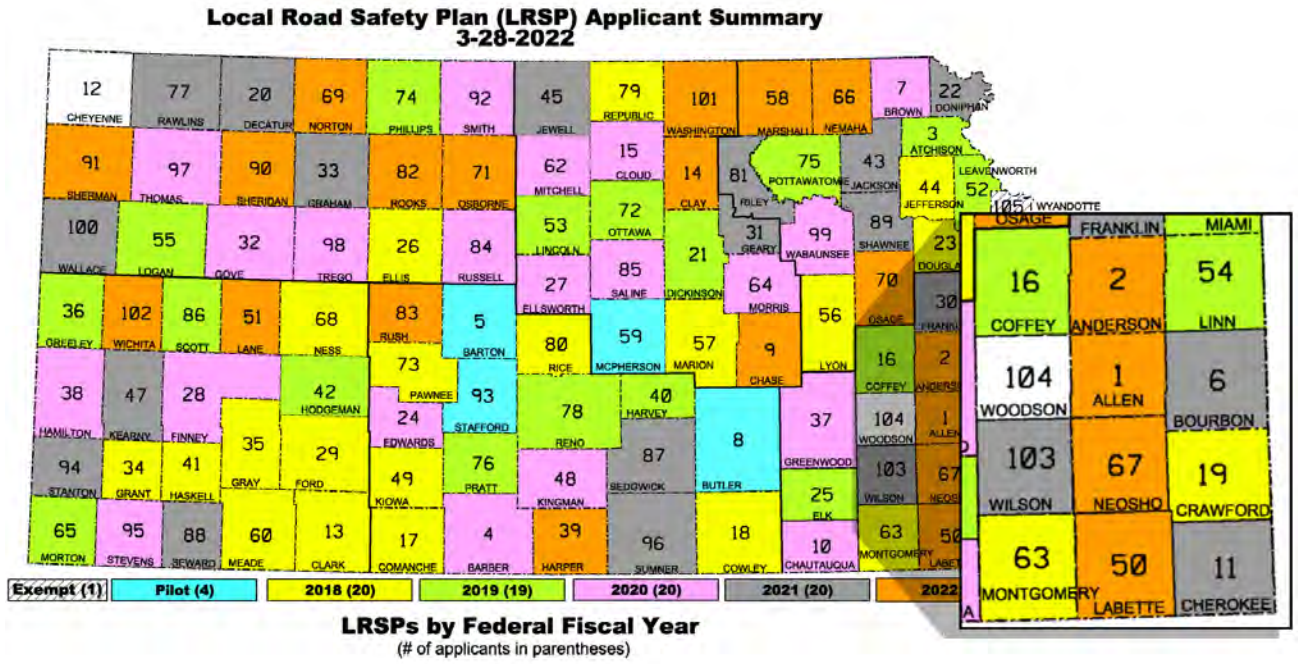


NEXT STEPS

NEXT STEPS: Draft Plans

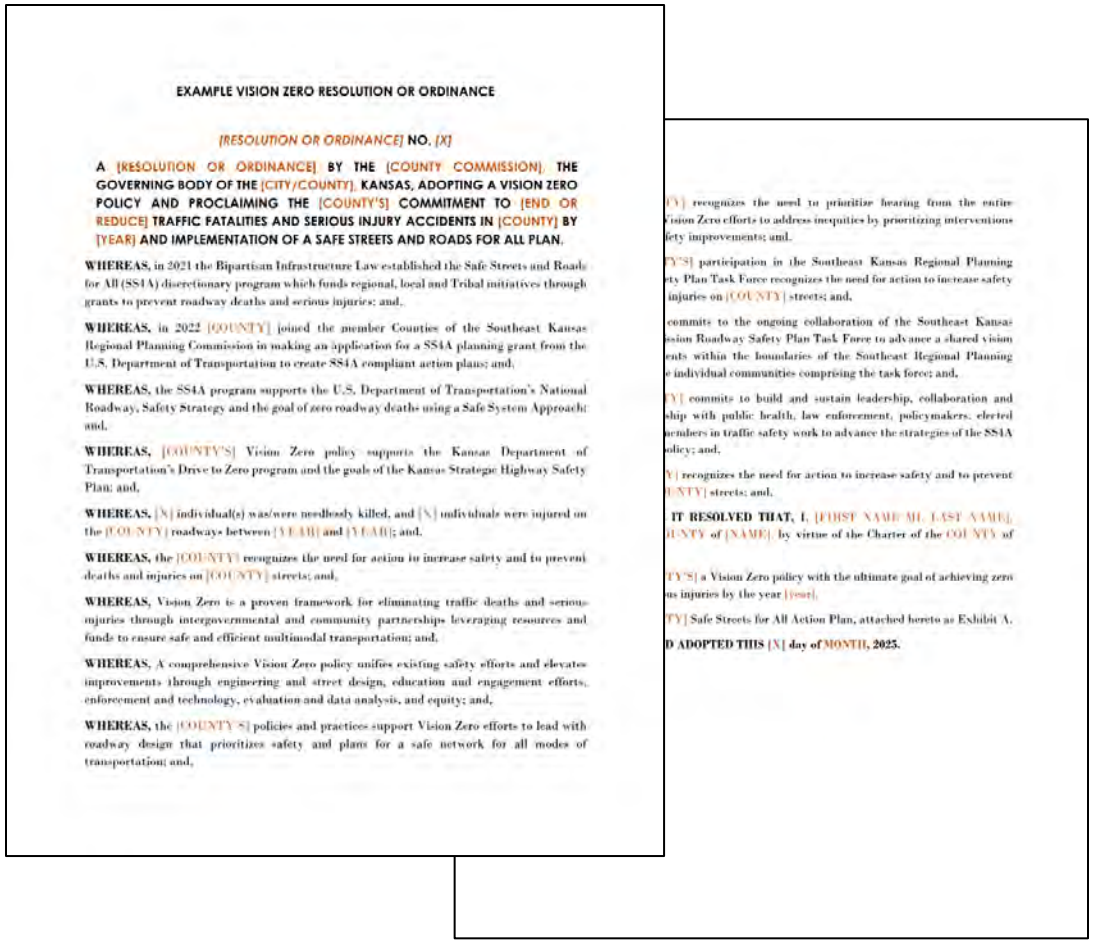
- Priority Projects: A project team representative will contact each county in the next 1-2 weeks to share your draft project list.

- Safety Action Plans
  - Draft plans will be completed in May and sent for review.
  - Efforts are being aligned in counties with an active LRSP project.



NEXT STEPS: Vision Zero Resolution

- Regional commitment to the goal of zero roadway fatalities and serious injuries
- Vision Zero Resolution
  - Percentage reduction goal by a specific date
  - Target date for achievement of zero roadway fatalities and serious injuries



EXAMPLE VISION ZERO RESOLUTION OR ORDINANCE

[RESOLUTION OR ORDINANCE] NO. *[X]*

A [RESOLUTION OR ORDINANCE] BY THE [COUNTY COMMISSION], THE GOVERNING BODY OF THE [CITY/COUNTY], KANSAS, ADOPTING A VISION ZERO POLICY AND PROCLAIMING THE [COUNTY'S] COMMITMENT TO [END OR REDUCE] TRAFFIC FATALITIES AND SERIOUS INJURY ACCIDENTS IN [COUNTY] BY [YEAR] AND IMPLEMENTATION OF A SAFE STREETS AND ROADS FOR ALL PLAN.

WHEREAS, in 2021 the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program which funds regional, local and Tribal initiatives through grants to prevent roadway deaths and serious injuries; and,

WHEREAS, in 2022 [COUNTY] joined the member Counties of the Southeast Kansas Regional Planning Commission in making an application for a SS4A planning grant from the U.S. Department of Transportation to create SS4A compliant action plans; and,

WHEREAS, the SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and the goal of zero roadway deaths using a Safe System Approach; and,

WHEREAS, [COUNTY'S] Vision Zero policy supports the Kansas Department of Transportation's Drive to Zero program and the goals of the Kansas Strategic Highway Safety Plan; and,

WHEREAS, [X] individual(s) was/were needlessly killed, and [X] individuals were injured on the [COUNTY] roadways between [YEAR] and [YEAR]; and,

WHEREAS, the [COUNTY] recognizes the need for action to increase safety and to prevent deaths and injuries on [COUNTY] streets; and,

WHEREAS, Vision Zero is a proven framework for eliminating traffic deaths and serious injuries through intergovernmental and community partnerships leveraging resources and funds to ensure safe and efficient multimodal transportation; and,

WHEREAS, A comprehensive Vision Zero policy unifies existing safety efforts and elevates improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis, and equity; and,

WHEREAS, the [COUNTY'S] policies and practices support Vision Zero efforts to lead with roadway design that prioritizes safety and plans for a safe network for all modes of transportation; and,

[Y] recognizes the need to prioritize hearing from the entire Vision Zero efforts to address inequities by prioritizing interventions fety improvements; and.

Y'S] participation in the Southeast Kansas Regional Planning ty Plan Task Force recognizes the need for action to increase safety injuries on [COUNTY] streets; and,

commits to the ongoing collaboration of the Southeast Kansas sion Roadway Safety Plan Task Force to advance a shared vision ents within the boundaries of the Southeast Regional Planning e individual communities comprising the task force; and,

Y] commits to build and sustain leadership, collaboration and ship with public health, law enforcement, policymakers, elected mbers in traffic safety work to advance the strategies of the SS4A olicy; and,

] recognizes the need for action to increase safety and to prevent UNTY] streets; and,

IT RESOLVED THAT, I, [FIRST NAME MI. LAST NAME], UNTY of [NAME], by virtue of the Charter of the COUNTY of

TY'S] a Vision Zero policy with the ultimate goal of achieving zero us injuries by the year [year].

TY] Safe Streets for All Action Plan, attached hereto as Exhibit A.

D ADOPTED THIS [X] **day of** MONTH, **2025.**

NEXT STEPS: Implementation Funding

- Safe Streets and Roads for All (SS4A) Program
  - A Safety Action Plan and Vision Zero Resolution make you eligible
  - Deadline: June 26, 2025
  - Additional round of funding available in 2026 under the current federal infrastructure bill

- Use the Kansas Infrastructure Hub as a resource

- Other Funding Mechanics
  - High Risk Rural Roads (HRRR)
  - Highway Safety Improvement Program - Intersections (HSIP)
  - Safe Routes to School
  - Community Health programs

THANK YOU!

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Southeast Kansas Comprehensive Safety Action Plan

Crawford County, Kansas

Southeast Kansas Comprehensive Safety Action Plan
Crawford County, Kansas

Southeast Kansas Regional Planning Commission (SEKRPC) | June 2025

The Southeast Kansas Regional Planning Commission (SEKRPC) would like to acknowledge the valuable contribution of its member jurisdictions and project partners. Their active participation and input throughout the planning process were essential to developing this Comprehensive Safety Action Plan (CSAP). Additionally, the SEKRPC extends its gratitude to stakeholders, community organizations, and members of the public whose valuable feedback and insights guided the development of the plan to help meet the safety needs and priorities of the 12-county Southeast Kansas region.

Regional Partners
Allen County
Anderson County
Bourbon County
Cherokee County
Coffey County
Crawford County
Labette County
Linn County
Montgomery County
Neosho County
Wilson County
Woodson County

County Partners
Crawford County Sheriff's Office
City of Pittsburg
Pittsburg State University
Northeast USD 246
Southeast USD 247
Girard USD 248
Frontenac USD 249
Pittsburg USD 250

Southeast Kansas Regional Planning Commission
20 S. Highland
Chanute, KS 66720

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Consultant Team
TranSystems
2400 Pershing Road, Suite 400
Kansas City, MO 64108

TRANSYSTEMS

Kimley-Horn
805 Pennsylvania Avenue, Suite 150
Kansas City, MO 64105

Kimley»Horn

Wilson & Company
800 E. 101st Terrace, Suite 200
Kansas City, MO 64131

WILSON & COMPANY

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Appendix B | Safety Task Force Meetings

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Appendix F | Project Sheets

CHAPTER 1 | INTRODUCTION

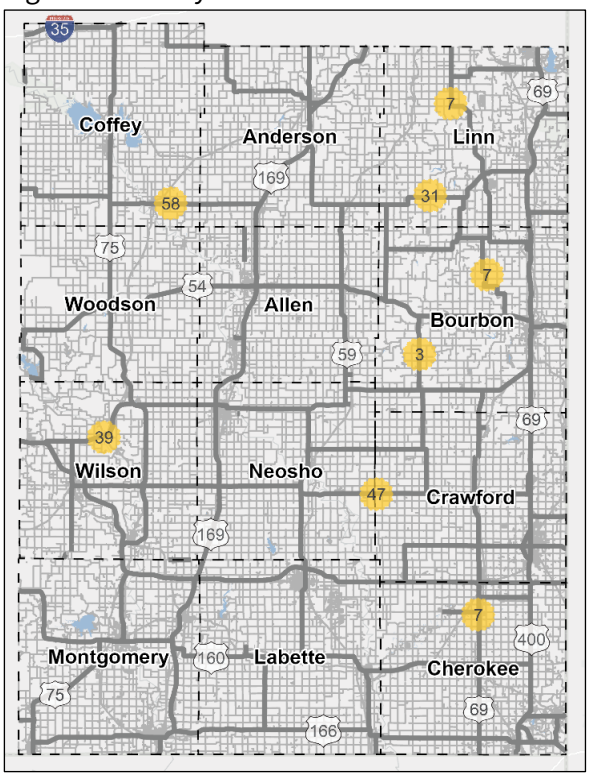
Roadway safety is an issue that impacts every person and every community in the United States. Every individual is exposed to risk on the roadway network whether a driver, passenger, transit user, bicyclist, or pedestrian. In the United States, roadway crashes account for large numbers of serious injuries and death. To combat this challenge, the U.S. Department of Transportation (USDOT) created the Safe Streets and Roads for All (SS4A) grant program to support safety initiatives designed to prevent roadway deaths and serious injuries.

In 2024, the Southeast Kansas Regional Planning Commission (SEKRPC) was awarded an SS4A Planning grant to study roadway safety in the 12-county region. This study would culminate in the development of a Comprehensive Safety Action Plan (CSAP) for each county to address the most significant transportation safety risks in the community with an emphasis on fatal and serious injury crashes.

The SEKRPC region includes Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas. The 12-county study area is shown in ***Figure 1.1***.

Over 39,000 crashes occurred in the SEKRPC region in the past 10 years (2014-2023). In Crawford County, 6,878 crashes occurred during this period including 49 fatal crashes, 164 serious injury crashes, and 1,004 injury and property damage only (PDO) crashes.

Figure 1.1: Study Area



1.1 Commitment to Safety

SEKRPC and Crawford County recognize that one life lost is one too many and seek to develop a set of programs and projects that will reduce transportation safety risks and save lives. This Safety Action Plan outlines specific strategies and actions to reduce fatal and serious injury crashes in Crawford County.

The success of this Safety Action Plan relies on the commitment and participation of all stakeholders in Crawford County and the SEKRPC region. Development of the Safety Action Plan fostered collaboration among the counties and cities in the 12-county region. By bringing together residents, local government, law enforcement, transportation authorities, school districts, and community organizations, collective expertise and resources were leveraged to implement safety initiatives.

By working together, we can promote a culture of safety and work towards making our communities a safe place to live, work, and visit. A Safety Task Force with representatives from each county in the region is dedicated to fostering collaboration, innovation, and a proactive approach to addressing safety issues and making a positive impact on Southeast Kansas.

1.2 Safe System Approach

The SS4A program supports the USDOT National Roadway Safety Strategy and Crawford County's goal of zero roadway deaths using a Safe System Approach. The SS4A program supports the development of a CSAP that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues.

The USDOT Safe System Approach is a comprehensive and proactive framework to reduce the number of fatalities and serious injuries on roadways. The Safe System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable and responsibility for roadway safety lies with multiple stakeholders.

Figure 1.2: Safe Systems Approach

The Safe System Approach has key elements as shown in ***Figure 1.2.*** Layering these together creates redundancy so that if one component fails, the others are still in place to prevent severe outcomes. Policies and projects recommended in this report focus on these five proven objectives to create safer conditions for all roadway users. The five objectives for the Safe System Approach are:

- **Safer Roads:** The design and maintenance of roadway environments to mitigate human mistakes and account for injury tolerances, encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

- **Safer Speeds:** Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate mitigation measures such as roadway design, targeted education, outreach campaigns, and enforcement.

- **Safer Road Users:** Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed by promoting a safety awareness culture through various outlets.

- **Safer Vehicles:** Expand the availability of vehicle systems and features that help prevent crashes and minimize the impact of crashes on both occupants and non-occupants. Additionally, encouraging other safety actions such as seat belt use, proper child seats, and proper vehicle maintenance.

- **Post Crash Care:** Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for first responders and preventing secondary crashes through robust traffic incident management practices.

1.3 Plan Organization

This Comprehensive Safety Action Plan is built on the following eight key components:

- **Leadership Commitment and Goal Setting:** An official public commitment by a high-ranking official and/or governing body to an eventual goal of eliminating roadway fatalities and serious injuries. *(Chapter 1)*
- **Planning Structure:** A committee, task force, or similar body charged with oversight of the Safety Action Plan development, implementation, and monitoring. *(Chapter 1)*
- **Engagement and Collaboration:** Robust engagement with the public and relevant stakeholders that allows for both community representation and feedback. Information received is analyzed and incorporated into the Safety Action Plan. *(Chapter 2)*
- **Safety Analysis:** A comprehensive analysis of existing conditions, historical trends, and risk factors that provides a baseline level of fatal and serious injuries. *(Chapter 3)*
- **Equity Considerations:** Plan development using inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners. *(Chapter 4)*
- **Strategy and Project Selection:** Identification of a comprehensive set of projects and strategies shaped by data, equity considerations, public and stakeholder input, and best practices to address the safety issues identified in the Safety Action Plan. *(Chapter 5-6)*
- **Policy and Process Changes:** Assessment of current policies, plans, guidelines, and standards to identify opportunities to improve how processes prioritize transportation safety. *(Chapter 6)*
- **Progress and Transparency:** A method to measure progress over time after the Safety Action Plan is developed or updated. *(Chapter 7)*

1.4 Leadership Commitment and Goal Setting

Committing to zero roadway deaths is ambitious and achieving this goal will be challenging for any community. Leadership from local officials on this issue is critically important as leadership sets the tone for the organization and the community. Elected leadership can steer the course of policy and secure the resources necessary to implement safety strategies. The commitment of elected leadership can also result in new local regulations, legislative support at the state or federal level, and better enforcement of existing laws.

Through participation in the planning process facilitated by SEKRPC, the participating counties formed a Safety Task Force. This regional leadership group shaped a shared vision to eliminate roadway fatalities. This vision employs Vision Zero elements and the Safe System Approach to develop a Safety Action Plan for each SEKRPC county. These plans seek to improve roadway safety outcomes, with the eventual goal of zero deaths across the Crawford County transportation network by 2050.Crawford County's commitment to this goal is demonstrated by the Vision Zero resolution passed by the Crawford County Commission. The resolution is included in ***Appendix A.***

Vision

The Safety Task Force envisions the development of comprehensive transportation infrastructure that meets the needs of all residents in the SEKRPC region through transportation improvements, education, and community collaboration with a goal of zero traffic deaths and serious injuries.

Goals

SEKRPC and the Safety Task Force are committed to reducing the risk of fatal or serious injury crashes for all road users. The goals established and facilitated through this plan support this vision:

- Adopt and implement the Vision Zero resolution in each Southeast Kansas county to eliminate all fatal and serious injury crashes by 2050.
- Utilize a comprehensive data driven approach to address factors contributing to traffic crashes.
- Engage stakeholders, monitor progress, and allocate resources to ensure meaningful progress toward achieving the vision.

1.5 Planning Structure

SEKRPC received a SS4A Planning grant and facilitated the development of a Comprehensive Safety Action Plan for each county in the 12-county region: Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas.

The vision and goals described above were identified by a regional Safety Task Force consisting of representatives from each county. The Safety Task Force and the communities it represents are charged with oversight of plan development, project implementation, and monitoring. Follow-up meetings were also held with each county to facilitate more detailed discussions.

Safety Task Force

The Safety Task Force is a regional working group consisting of county staff, law enforcement, and school district representatives. Safety Task Force members served as representatives of their community to validate information and data, provide insight on potential focus areas, discuss safety strategies, and serve as community champions. The Safety Task Force played an integral role in the process by participating in a series of stakeholder meetings and directly informing the development of the Safety Action Plans. Members invited to participate in the Safety Task Force are identified in ***Appendix B***.

Expanded Stakeholder List

Due to the regional nature of the study, an expanded stakeholder list of over 300 organizations was also engaged through an online survey to provide additional input to the Safety Task Force. The expanded stakeholder list included additional city staff, emergency services, school districts, healthcare organizations, public transportation providers, business organizations, and transportation advocacy groups. Organizations in the expanded stakeholder list are also identified in ***Appendix B***.

CHAPTER 2 | ENGAGEMENT AND COLLABORATION

The Safety Action Plan included a robust engagement plan with the public and stakeholders that allowed for community representation and feedback. The plan used input from the engagement process to inform development of the plan.

2.1 Community Engagement Plan

The Community Engagement Plan in ***Appendix C*** was prepared as a guide to obtain meaningful input from study partners, community organizations, residents, and employees impacted by the transportation system. The Community Engagement Plan focused on the entire 12-county region but also provided flexibility to identify engagement needs specific to each county. Three primary opportunities to obtain public input were provided:

1. **Information and Communications:** Communicated information regarding the study background, process, methods, schedule, key messages, and project updates.
2. **Stakeholder Input:** Facilitated meetings with community leaders, elected and appointed officials, government staff, and other stakeholder groups to inform recommendations.
3. **Community Outreach:** Informed, educated, and engaged with community members with the intent of providing an interactive dialogue for input throughout the study.

Key Audiences

Many stakeholders were engaged in the process to provide a comprehensive perspective on the Safe Systems Approach and share unique insights for understanding transportation safety needs in Southeast Kansas. Residents, employees, and businesses provided insights into local transportation challenges, while local governments and school districts ensured alignment with community needs. First responders shared critical knowledge of safety risks and emergency response. Regional and state agencies contributed broader expertise and guidance to address transportation safety issues.

Key audiences in the 12-county Southeast Kansas region that provided input for the plan included:

- Residents, employees, and businesses
- Governmental units (county staff, city staff, school districts, elected officials)
- First responders (law enforcement, fire departments, emergency management, healthcare services)
- Community organizations (business organizations, transportation advocacy groups)
- Regional or statewide agencies (SEKRPC, KDOT, public transportation providers)

Community Engagement Methods

A variety of community engagement methods were utilized to promote meaningful involvement and gather input from stakeholders and the public. Targeted stakeholder discussions and Safety Task Force meetings provided expert insights and shaped the plan development, while surveys and public open house meetings offered opportunities for community members to highlight safety concerns and share feedback.

These approaches promoted inclusive participation, enhanced understanding of regional safety issues, and fostered collaboration in developing effective solutions.

- **Project Update Meetings:** Project updates were shared in-person and virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.

- **Stakeholder Meetings:** Three Safety Task Force meetings were held to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings were held in a hybrid format with both in-person and virtual attendance options.
- **Public Meetings:** One in-person open house style meeting was held within each county to inform the public of the study's progress, gather input regarding safety needs, and share features of the proposed plan.
- **Public Survey:** An online survey was distributed that allowed respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information was collected to monitor responses by location and socioeconomic characteristics.
- **Public Comments:** Public comments were compiled from meetings, online surveys, phone calls, and face-to-face conversations and incorporated into the plan.
- **Public Information:** Announcements for news media, websites, and social media outlets were provided to SEKRPC, the Safety Task Force, and the expanded stakeholder list for distribution.

2.2 Safety Task Force Meetings

The Safety Task Force participated in three meetings throughout the process to review crash data and help identify safety needs in the region. Safety Task Force members played an integral role in confirming challenges and opportunities, which directly influenced plan recommendations to align with the safety vision for the Southeast Kansas region. Meeting summaries are included in ***Appendix B***.

Safety Task Force Meeting #1

Safety Task Force Meeting #1 was held in October 2024 to introduce the study and the Safe Systems Approach, review crash data, and discuss safety concerns and potential solutions. The meeting also included an initial discussion of emphasis areas to provide direction for the planning process.

During the meeting, an interactive survey was conducted to better understand community needs. After crash data trends were presented, participants had an opportunity to select their top three emphasis areas for developing safety solutions. Based on this initial input, the selected emphasis areas were *roadway departures*, *distracted driving*, and *unrestrained occupants*. These stakeholder-selected areas helped provide focused direction for the planning process.

In addition to specific locations noted in ***Appendix B***, participants also noted the following concerns:

- **Seatbelt Usage:** In Crawford County, a SAFE (Seatbelts Are For Everyone) program began after students were involved in a fatal crash. This tragic event highlighted the need for enhanced education around seatbelt usage.
- **Distracted Driving:** Concerns were raised about distracted driving and cell phone use, including its prevalence among older adults.
- **Road Access and Truck Traffic:** Discussion highlighted the need for improved hard surface roads to medical centers and major employers, particularly areas with newly constructed or planned facilities.
- **Speeding on Gravel Roads:** Concerns were expressed about drivers traveling higher speeds on gravel roads and underestimating road conditions.

The following areas were potential solutions identified by stakeholders for improving roadway safety:

- **Driver Education Enhancements:** Online driver education programs and other similar initiatives that emphasize navigating unpaved roads and unmarked intersections.
- **Behavioral Interventions:** Increase citations to encourage safer driving behaviors and address misconceptions, such as the dangers of driving under the influence of marijuana.
- **Infrastructure Improvements:** Implement measures like road edging and clearing line-of-sight obstructions to improve visibility and reduce crashes.
- **Speed Management:** Lower speed limits on gravel roads to enhance safety.

Safety Task Force Meeting #2

Safety Task Force Meeting #2 was held in November 2024 to re-visit key emphasis areas and discuss proven effective countermeasures to address the emphasis areas. Based on crash patterns and a review of public input to date, the Safety Task Force built consensus around *roadway departures*, *intersection-related crashes*, and *unrestrained occupants* as the refined top emphasis areas. Other identified areas that would receive consideration were vulnerable road users, distracted driving, and alcohol or drug-related crashes.

In addition to specific locations noted in ***Appendix B***, an interactive survey allowed participants to discuss how potential countermeasures could be integrated into their communities to address the emphasis areas:

- **Roadway Departure:** Preferred improvements included 2-foot shoulders, edgeline treatment, and removing fixed objects in the clear zone.
- **Intersections**: Preferred improvements for unsignalized intersections included retroreflective strips on warning signs, street lighting, dedicated turn signals, and roundabout designs for both passenger vehicles and trucks. Overhead lighting was emphasized as a cost-effective option due to franchise agreements with electric companies (as applicable).
- **Unrestrained Occupant:** Strategies discussed included behavior-changing programs, enforcement campaigns, and outreach, including targeting specific groups such as school age children or farmers.
- **Distracted Driving:** Strategies discussed included high-visibility cell phone/texting enforcement and targeted communications.
- **Vulnerable Road Users:** Preferred strategies for pedestrian improvements included high visibility crosswalks, raised crosswalks, curb extensions, and refugee islands. Bicycle improvements included multi-use paths, cycle tracks, and buffered bike lanes. Discussion also included challenges in school zones and strong support for Safe Routes to School programs.

Safety Task Force Meeting #3

Safety Task Force Meeting #3 was held in April 2025 to summarize the crash data analysis and public engagement efforts to date and discuss example project recommendations and potential countermeasures. Safety projects at specific locations were shown for *roadway departures*, *signalized intersections, unsignalized intersections,* and *vulnerable road users.* Programs, policies, and potential actions were also described to address education related to speeding, pedestrian and bicycle travel, and distracted driving. Steps to implement Vision Zero and potential funding opportunities for implementation were discussed as well.

2.3 Public Survey

To gather greater community input, an online public survey was distributed throughout the 12-county region and available from October 2024 to April 2025 – including distribution to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region as well as location-specific concerns, as summarized in ***Figure 2.1***. Survey results are summarized below with detailed survey responses included in ***Appendix D***.

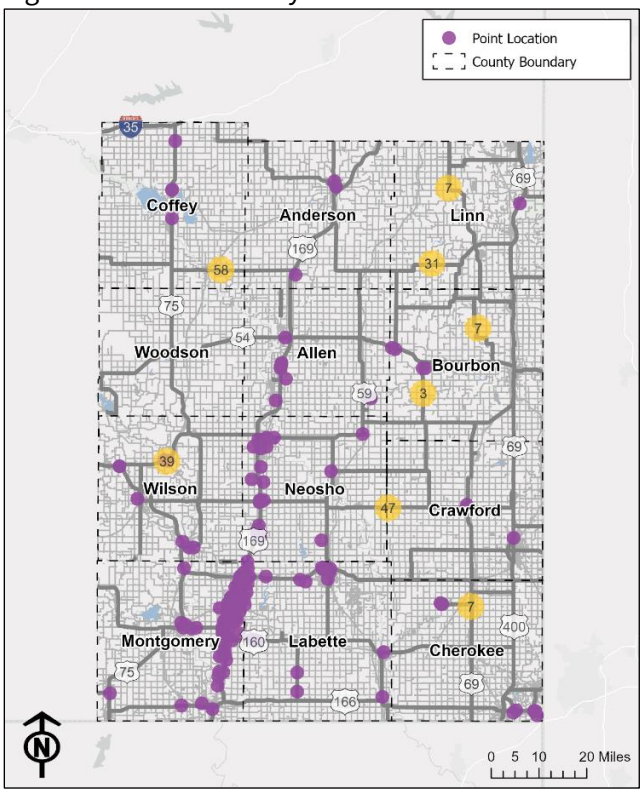
Safety Priorities

The survey results revealed a strong consensus that there are too many severe crashes and a need for prioritized investments. Participants expressed the most concern for Safer Roads and Safer People and identified distracted driving, speeding vehicles, and intersections as their top three emphasis areas. In support of increased safety, participants identified intersection improvements, infrastructure maintenance, and traffic maintenance as top funding priorities. Specific safety concern locations were concentrated along US-169.

County-Specific Concerns

Crawford County survey participants expressed concerns regarding Vulnerable Road Users (VRUs) especially intersection crossings and navigating school zones. Respondents also emphasized the need for maintenance such as potholes repairs, roadway resurfacing, and improved lane markings.

Figure 2.1: Public Survey Comment Locations

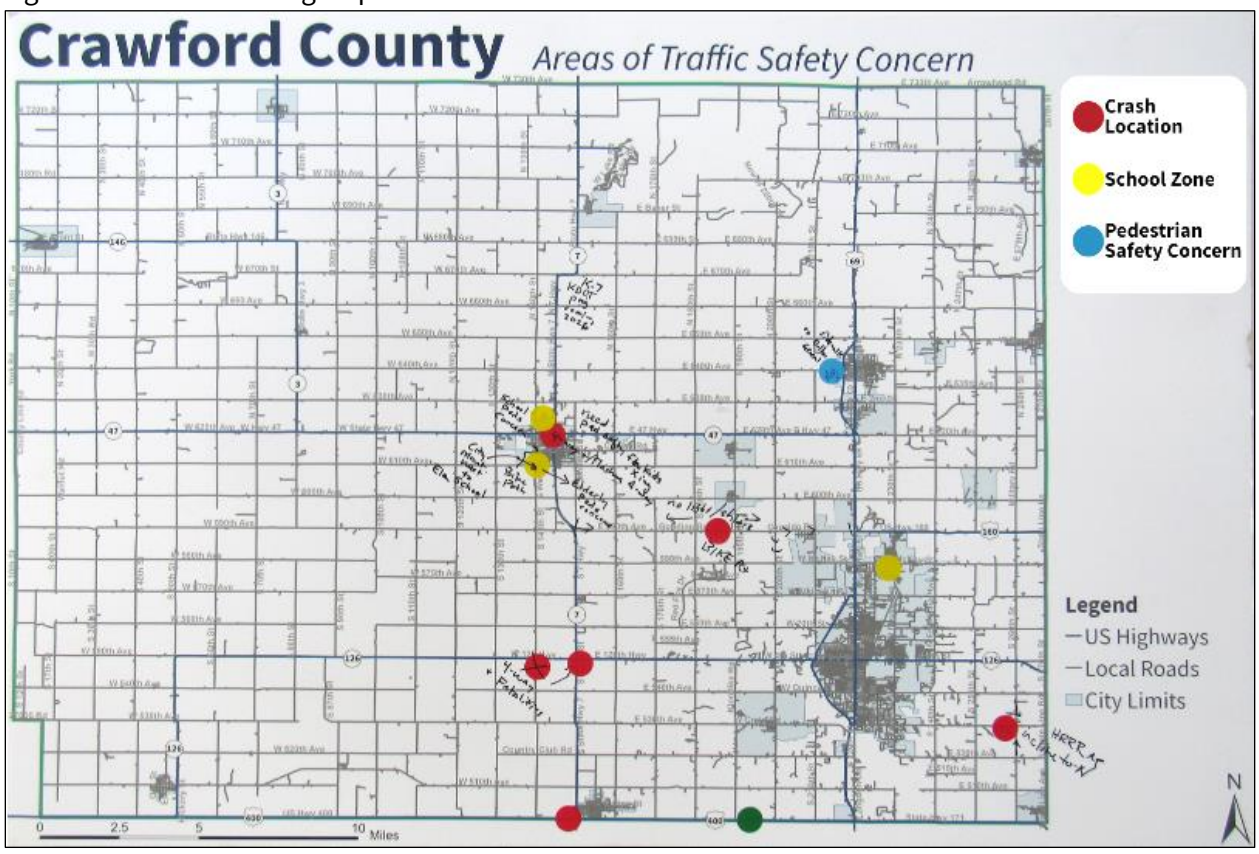


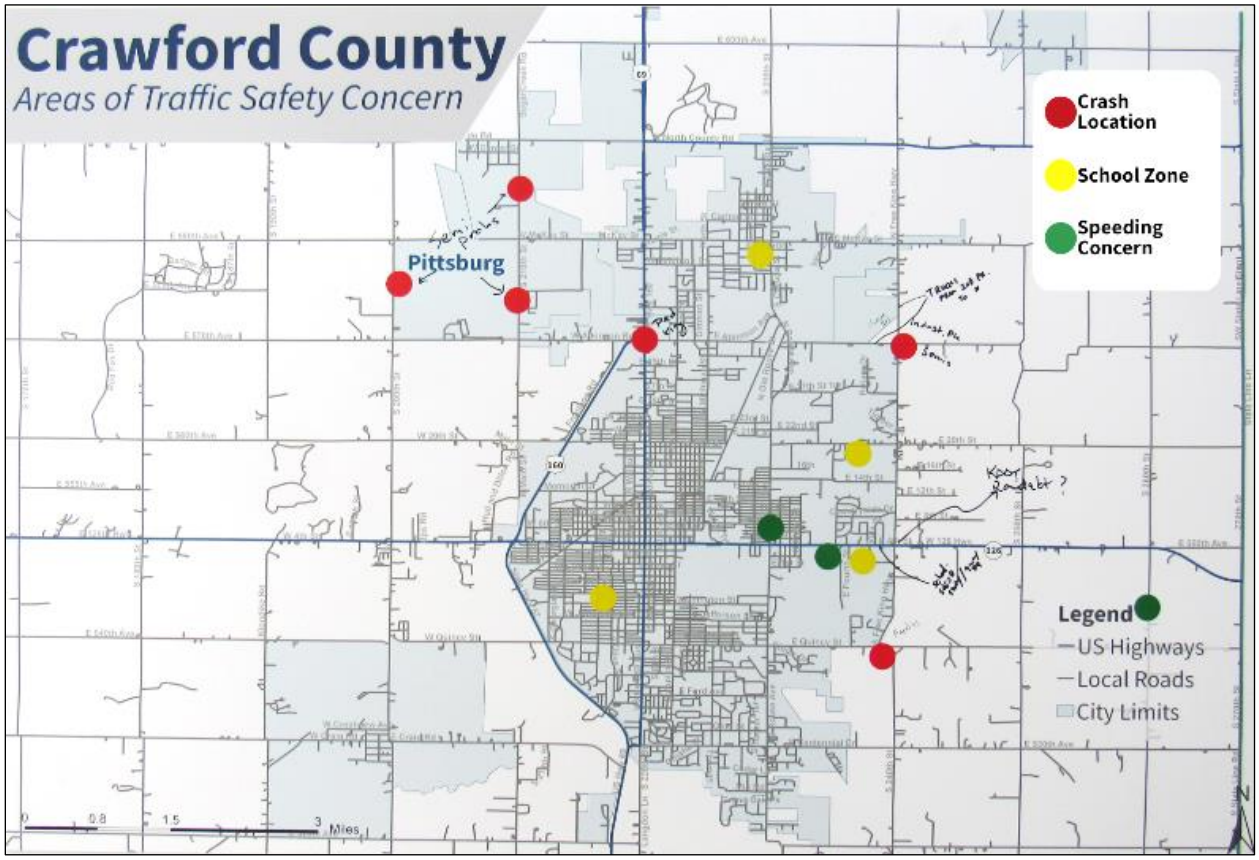
2.4 Public Meeting

An open house public meeting was held in each county to share project information and gather feedback from the public. Feedback was collected through multiple methods including comment cards, an interactive mapping activity, and conversations with attendees. The public meeting in Crawford County was held on March 11, 2025 from 4:00-6:00pm in the Pittsburg Public Library and was attended by 12 community members.

As shown in ***Figure 2.2***, meeting attendees identified areas of traffic safety concern by placing color coded dots on a map of Crawford County. Most concerns were concentrated in the northeast quadrant of the county, particularly in the City of Pittsburg and City of Girard. School zone safety emerged as a key issue in these areas. In Pittsburg, several crash locations were identified in industrial areas and at pedestrian facilities. Additionally, US-126 was identified as an area of concern with crashes at the US-126 and K-7 intersection and speeding incidents as the corridor transitions into 4th Street through Pittsburg.

Figure 2.2: Public Meeting Map





CHAPTER 3 | EXISTING CONDITIONS ANALYSIS

3.1 Background

Southeast Kansas is a region characterized by a mix of rural landscapes, small towns, and urban centers, playing a critical role in the state's economy through agriculture, manufacturing, and transportation. The region is served by a network of highways, including eight U.S. Routes and many state routes, to facilitate the movement of people and goods across the region and beyond. These corridors provide vital connections between many of the larger communities in Southeast Kansas that offer major employment centers, agricultural markets, and growing industrial facilities. The network of city and county roadways, which includes both paved and unpaved roadways, then facilitates local connections to specific destinations.

Due to this context of a primarily rural region with interspersed activity centers, Southeast Kansas faces unique transportation challenges. These include addressing safety concerns at intersections on high-speed corridors, managing increased freight activity, and improving rural roadway conditions.

Crawford County is the largest county in the 12-county region with a population of nearly 40,000 people with approximately half of the population residing in the City of Pittsburg. Crawford County also has a higher concentration of young adults due to the student population at Pittsburg State University. The US-69, US-160, and US-400 corridors provide important connections within and beyond the county.

3.2 Collaboration with Other Plans

A review of previously completed or ongoing studies was documented to help align the Safety Action Plan with existing plans and processes. ***Table 3.1*** summarizes relevant strategies identified through other planning efforts.

Table 3.1: Document Review

Document	Goals	Strategies	Application
KDOT Long Range Transportation Plan (2021)	Promote safety, security, and transportation system management	Adopt a systemic approach to safety and use education, enforcement, and engineering to reduce the severity of crashes and reduce the number of travel-related deaths	Provides information about KDOT's Strategic Safety Initiative and an overview of KDOT's safety priorities and processes
Kansas Strategic Highway Safety Plan (2020)	Achieve a fatal and injury crash rate of less than 35 crashes per 100 million vehicle miles travel by 2025	Use data to address roadway departures, impaired driving, teen drivers, older drivers, intersections, local roads, and pedestrians and cyclists	Provides a statewide safety framework to apply to local plans
US-69 Corridor Study (2011)	Improve safety, mobility, and economic growth on the US-69 corridor	Address connectivity between Pittsburg, Kansas City, and local communities by expanding US-69 to a four-lane expressway and planning for potential future freeway upgrades	Enhance regional traffic flow, access, and freight movement while preserving adaptability for future growth

Crawford County Local Road Safety Plan (2020)	Help local jurisdictions select and prioritize roadway projects that will have the biggest impact on safety	Use education, enforcement, engineering, and emergency response to reduce the severity and number of crashes	Identifies high-priority road segments, curves, and intersections for safety improvements in unincorporated areas
Pittsburg Active Transportation Plan (2023)	Address safety, equity, mobility, health and vibrancy, culture shift and education	Examines active transportation gaps and barriers to provide project recommendations	The plan identifies six priority sidewalk projects
Pittsburg Downtown Strategic Plan (2024)	Prepare downtown Pittsburg with options for future growth and development	Engage stakeholders and the public in scenario planning that reimagines downtown Pittsburg for anticipated growth and development	Includes streetscape elements, pedestrian improvements, lighting, and road diet concepts

3.3 Crash Analysis

The most recent ten years of crash data (2014-2023) was analyzed to evaluate crash trends within the Southeast Kansas region and Crawford County. The crash analysis includes a hotspot analysis to identify where crashes are occurring but also reviews trends and emphasis areas to identify high-risk roadway characteristics. This approach allows the Safety Action Plan to offer a proactive approach to systemic issues that may affect the greater roadway network.

Within the crash data, crash severity is categorized using an injury scale that includes property damage only, possible injury, minor injury, serious injury, and fatal. To focus on the Vision Zero goal in Southeast Kansas, the crash analysis primarily focuses on the most severe crashes that result in serious injuries and/or fatalities.

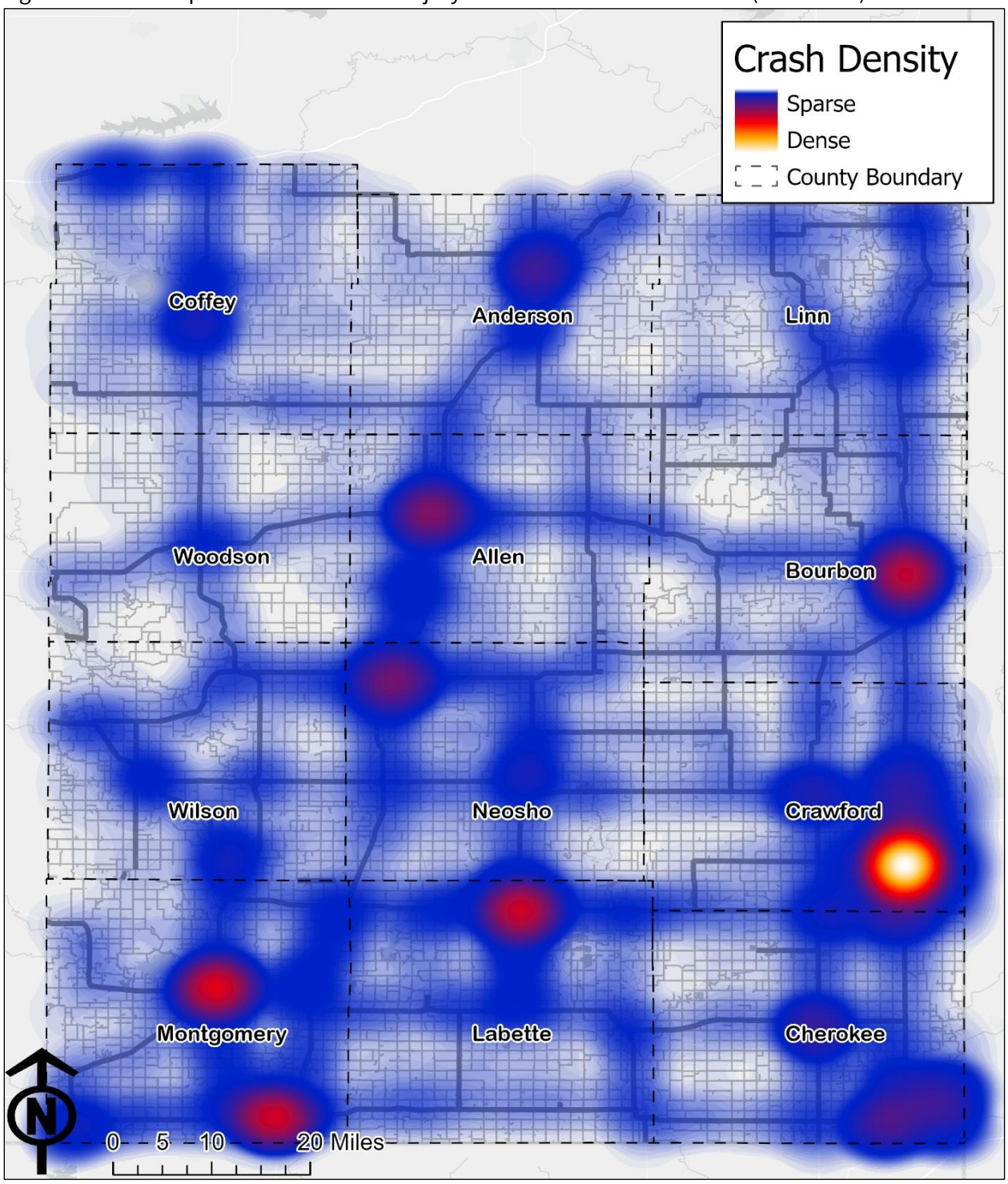
Note: The Federal Highway Administration (FHWA) required KDOT to change its serious injury definition in 2019, which resulted in a higher number of serious injury crashes from 2019-2023. The data also reflects changes in travel patterns during the COVID-19 pandemic from 2020-2022.

Regional Crash Summary

Data for the 12-county Southeast Kansas region provided a large sample size to identify regional crash trends. During the 10-year study period, there were 39,032 total crashes, including 351 fatal and 823 serious injury crashes. The remaining 37,858 crashes were injury or property damage only (PDO) crashes. These crashes occurred on the local road system, the county system, and the state system, underscoring the need for cross-agency collaboration and a systemic approach to improving roadway safety. A heat map of fatal and serious injury crashes in the Southeast Kansas region is shown in ***Figure 3.1***.

For all crashes in the 12-county region, the most common types of crashes were *roadway departure* and *intersection related* crashes. There were significantly fewer *unrestrained occupant* and *alcohol or drug related* crashes, but these crash types accounted for similar numbers of fatal and serious injury crashes, demonstrating the need to address these issues. Distracted driver-related crashes were also high in number but lower in fatal and serious injuries.

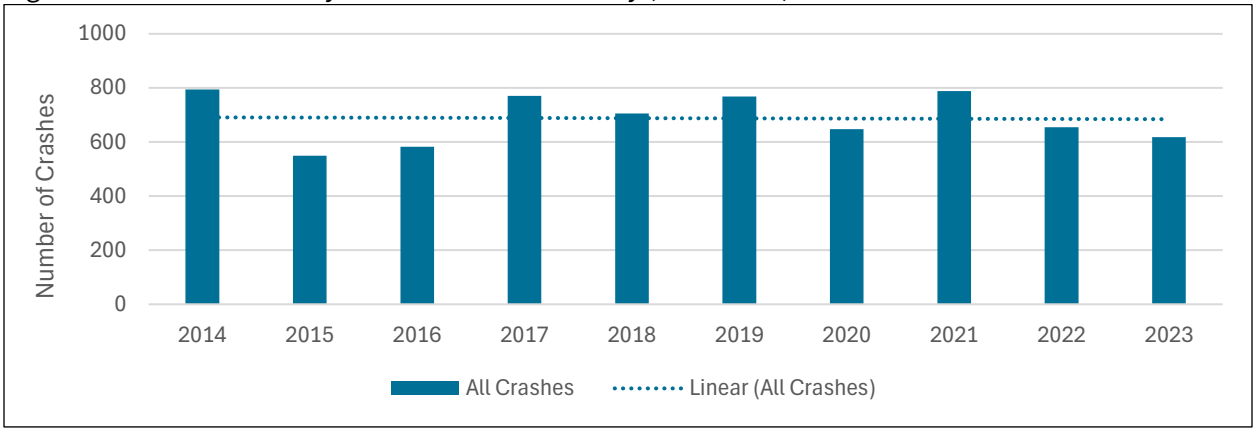
Figure 3.1: Heat Map of Fatal and Serious Injury Crashes in Southeast Kansas (2014-2023)



Crash Trend Analysis

In Crawford County, 6,887 crashes occurred in the 10-year study period (2014-2023). The total number of crashes per year is shown in ***Figure 3.2***. The total number of crashes generally remained consistent over the study period with an average of 700 crashes per year.

Figure 3.2: Total Crashes by Year in Crawford County (2014-2023)



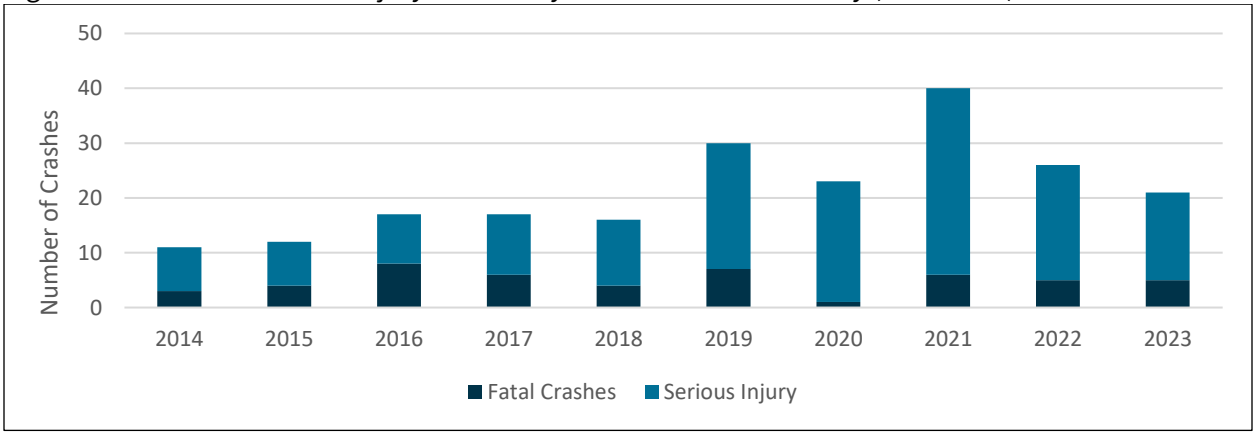
Crash Severity

As shown in ***Table 3.2***, approximately 3.1% of all crashes in Crawford County resulted in a fatality or serious injury. Crash severity by year is shown in ***Figure 3.3***. With the exception of 2020 during the COVID-19 pandemic, the number of fatal crashes per year generally remained consistent. The number of serious injury crashes increased over the study period, but the increase also corresponds with the change in the serious injury crash definition that occurred in 2019.

Table 3.2: Crash Severity in Crawford County (2014-2023)

Crash Severity	Crashes	Percent
Fatal	49	0.7%
Serious Injury	164	2.4%
Injury	1,004	14.6%
Property Damage Only	5,661	82.3%
Total	6,878	100.0%

Figure 3.3: Fatal and Serious Injury Crashes by Year in Crawford County (2014-2023)



Crash Type

Crash type (e.g., collision with other vehicles, fixed object, pedestrian) analysis is a common method to understand crash characteristics and develop effective countermeasure solutions. As shown in ***Table 3.3***, the three most prevalent crash types were collisions with another motor vehicle (44.5%), animals (25.2%), and fixed objects (15.9%).

However, pedestrian, pedalcycle (human-powered bike), and overturned crashes accounted for the highest number of fatalities and serious injuries (FSI) compared to the total number of crashes. While the total number of pedalcycle and pedestrian crashes is low, they account for significantly higher rates of severe injury due to their unprotected nature. Both crash frequency and percentage of fatal and serious injury crashes can be used to identify applicable improvement strategies for Vision Zero.

Table 3.3: Crash Type with Fatal/Serious Injury Percentage in Crawford County (2014-2023)

Crash Type	Count	Percent	Fatal	Serious Injury	FSI Percent
Animal	1,732	25.2%	0	3	0.2%
Fixed Object	1,093	15.9%	9	39	4.2%
Other Motor Vehicle	3,052	44.5%	25	74	3.2%
Other Non-Collision	85	1.2%	0	4	4.7%
Other Object	50	0.7%	0	1	2.0%
Overturned	389	5.7%	10	30	10.3%
Parked Motor Vehicle	390	5.7%	0	2	0.5%
Pedalcycle	29	0.4%	3	6	31.0%
Pedestrian	40	0.6%	2	5	17.5%
Railroad/Train	6	0.1%	0	0	0.0%
Total[1]	6,866	100.0%	49	164	3.1%

[1] Total excludes crashes listed as “non” or “unknown” crash types.

KDOT crash data separates collisions with other vehicles into further breakdowns of type (e.g., angle-side impact, head-on). As shown in ***Table 3.4***, this data indicates that angle-side impact (46.7%) and rear end (33.6%) collisions are the most common crash types with other motor vehicles. However, head on, angle-side impact, and sideswipe opposite direction collisions accounted for the highest number of fatalities and serious injuries (FSI) compared to the total number of crashes.

Table 3.4: Crash Type for Collisions with Other Motor Vehicle in Crawford County (2014-2023)

Crash Type	Count	Percent	Fatal	Serious Injury	FSI Percent
Angle-Side Impact	1,419	46.7%	14	35	3.5%
Backed Into	125	4.1%	1	0	0.8%
Head On	147	4.8%	8	20	19.0%
Sideswipe: Opposite Direction	100	3.3%	1	3	4.0%
Sideswipe: Same Direction	221	7.3%	0	1	0.5%
Rear End	1,021	33.6%	1	15	1.6%
Other	7	0.2%	0	0	0.0%
Total	3,040	100.0%	25	74	3.3%

Crash Location (Intersection and Non-Intersection)

Approximately 31.7% of crashes occurred at intersections and 68.3% of crashes occurred at non-intersections. For fatal and serious injury crashes, the primary crash type at intersections was with other motor vehicles. At non-intersections, the most frequent crash types were collisions with an animal, other motor vehicle, and fixed objects – which highlights that many of the severe non-intersection crashes are likely due to roadway departures. Crash location and type for fatal and serious injury crashes is shown in ***Table 3.5***.

Table 3.5: Crash Type by Intersection Type in Crawford County

Crash Type	Intersection				Non-Intersection			
	Fatal		Serious Injury		Fatal		Serious Injury	
	Count	Percent[1]	Count	Percent[1]	Count	Percent[1]	Count	Percent[1]
Animal	0	0%	0	0%	0	0%	3	3%
Fixed Object	1	6%	3	5%	8	24%	36	37%
Other Motor Vehicle	14	88%	51	77%	11	33%	23	23%
Other Object	0	0%	0	0%	0	0%	1	1%
Other Non-Collision	0	0%	3	5%	0	0%	1	1%
Overturned	1	6%	7	11%	9	27%	23	23%
Parked Motor Vehicle	0	0%	0	0%	0	0%	2	2%
Pedalcycle	0	0%	2	3%	3	9%	4	4%
Pedestrian	0	0%	0	0%	2	6%	5	5%
Railway Train	0	0%	0	0%	0	0%	0	0%
Unknown	0	0%	0	0%	0	0%	0	0%
Total	16	100%	66	100%	33	100%	98	100%

[1] Percent of fatal and serious injury crashes

Crash by Maintaining Authority

Crashes by the maintaining roadway authority are shown in ***Table 3.6***. Approximately 61% of all crashes occurred on city or county-owned roadways and the remaining 39% of crashes occurred on KDOT-maintained roadways. This average is approximately equal to the percentage of injury and property damage only crashes occurring on city and county roadways compared to state system roadways. However, 53%.1 of fatalities occurred on KDOT-maintained roadways compared to 46.9% on non-KDOT maintained roadways.

Table 3.6: Crashes by Maintaining Authority in Crawford County

Maintaining Authority	Fatal		Serious Injury		Total	
	Count	Percent	Count	Percent	Count	Percent
State System	26	53.1%	65	39.6%	2,682	39.0%
Non-State System	23	46.9%	99	60.4%	4,196	61.0%
Total	49	100.0%	164	100.0%	6,878	100.0%

3.4 Identification of High Risk Locations

Heat maps provide a way to visualize data by identifying crash locations with color shading to indicate the concentration of crashes. ***Figure 3.4*** shows a heat map of all crashes in Crawford County. ***Figure 3.5*** then shows a heat map of fatal and serious injury crashes only.

While the US-69 corridor remains a crash hot spot on both maps, more distinct locations are prominent on the fatal and serious injury crash map. These hotspots tend to be concentrated at intersections along state highways including:

- US-69 intersections near Arma
- US-69 & K-47 south of Franklin
- US-69 near Centennial Drive approaching the Pittsburg city limits
- US-69 near the Kansas Crossing Casino and Hotel south of Pittsburg
- K-47 intersections near Girard
- K-47 & 120th Street west of Girard
- K-126 & 260th Steet near the curved alignment east of Pittsburg

A vulnerable road user (VRU) is anyone on the road who is not protected by a vehicle shell, including pedestrians, cyclists, and roadway workers. While VRU crashes only make up 1% of crashes that occurred in Crawford County, they represent a key demographic of the Vision Zero initiative as VRUs are at a higher risk of serious injury or death in a crash. As shown in ***Figure 3.6***, VRU crashes are concentrated within city limits, particularly in Pittsburg and Girard. Crashes are most prevalent near Pittsburg State University and the Broadway Street corridor (BUS US-69) north of K-126.

Figure 3.4: Heat Map for All Crashes in Crawford County (2014-2023)

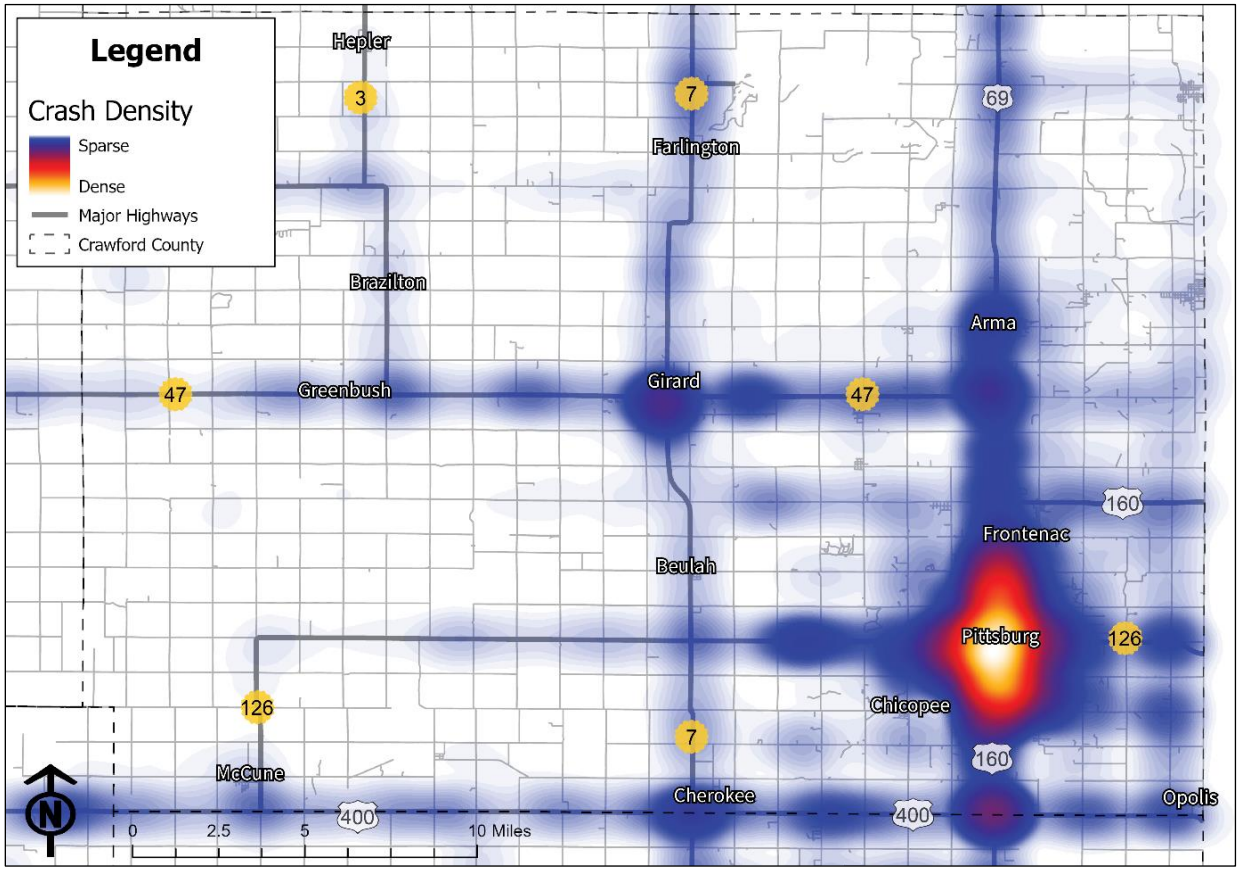


Figure 3.5: Heat Map for Fatal and Serious Injury Crashes in Crawford County (2014-2023)

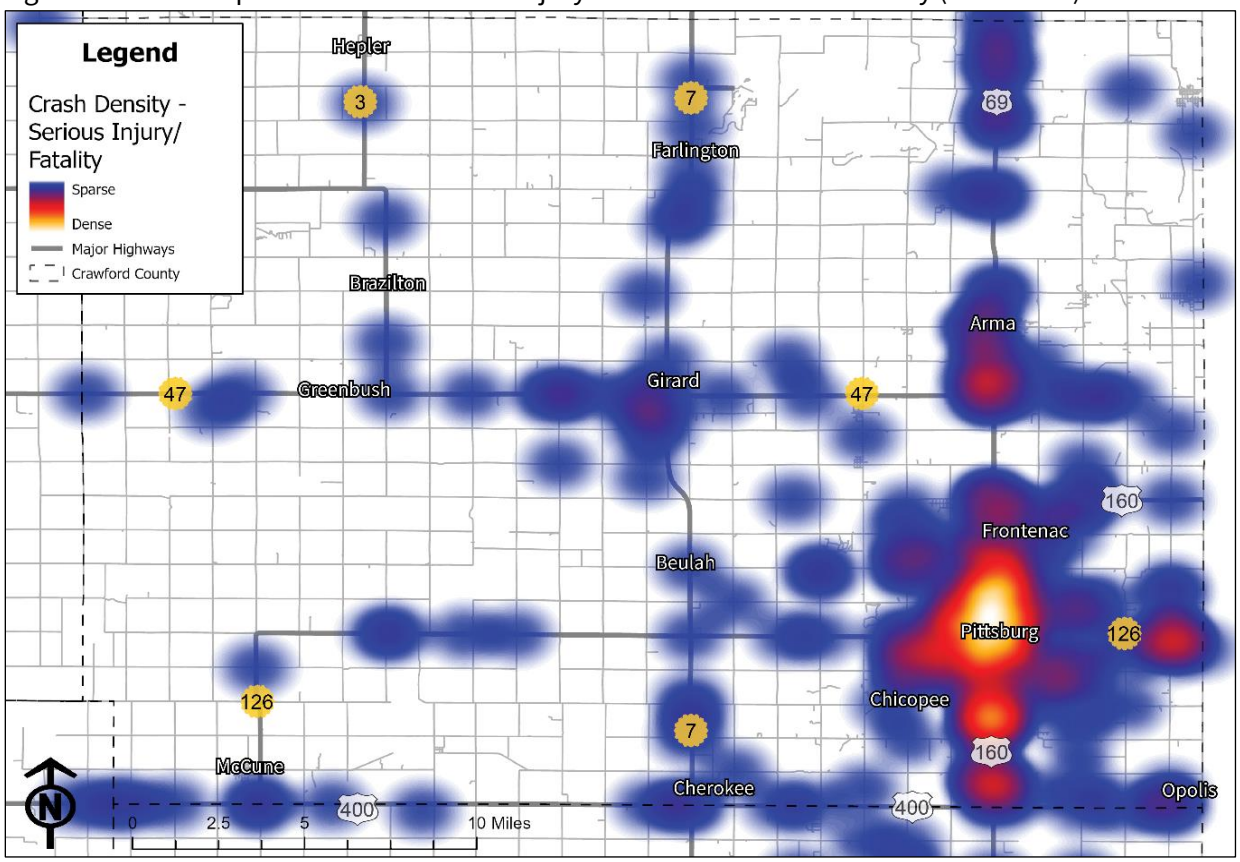
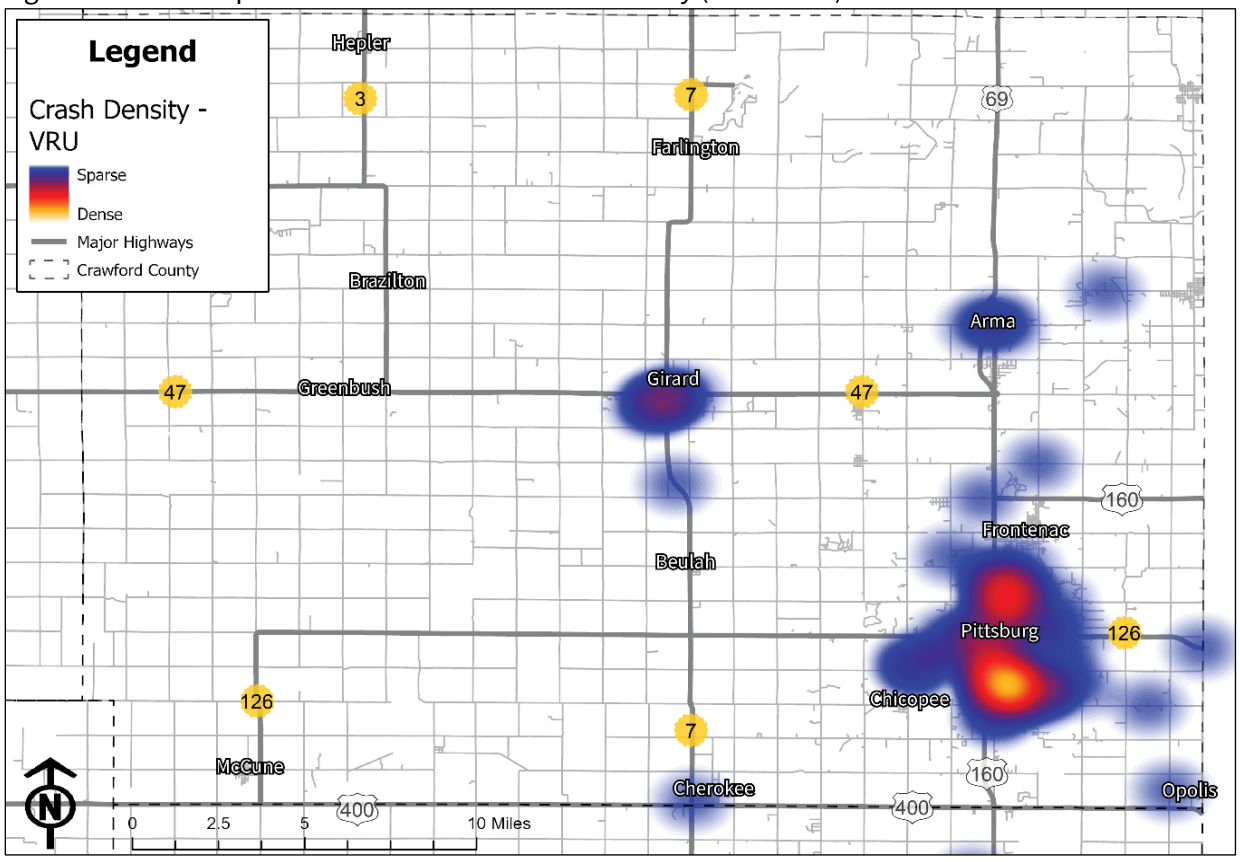


Figure 3.6: Heat Map for VRU Crashes in Crawford County (2014-2023)



CHAPTER 4 | EQUITY ANALYSIS

Equity is a concept that centers on the idea of fairness and justice. Advancing the Safe System Approach and the Vision Zero goal of eliminating severe and fatal crashes requires providing safe transportation options that meet the needs of all community members. Therefore, the equity analysis identifies any populations that are underserved and/or under-resourced to understand the implications of any safety risk disparities in the community.

The Safety Action Plan uses criteria for areas of persistent poverty and historically disadvantaged communities (as identified by USDOT) and the Social Vulnerability Index (as defined by the Centers for Disease Control and Prevention). The SS4A program defines an Underserved Community consistent with the USDOT definition of a disadvantaged community using two sources:

- **Equitable Transportation Community (ETC) Explorer:** The tool provides a percentile rank by census tract based on five components related to climate, environmental burden, health vulnerability, social vulnerability, and transportation factors.
- **Climate and Economic Justice Screening Tool (CEJST):** The tool identifies census tracts that demonstrate burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

4.1 Community Profile

The demographic profiles in ***Table 4.1*** and ***Table 4.2*** provide a snapshot of population characteristics and commuting patterns in Crawford County. Based on the equity analysis, 7 of 12 census tracts in Crawford County are designated as disadvantaged. This represents 56.7% of the county population and 85% of the land area in the county. The designation for each census tract is shown in ***Figure 4.1***.

The county also experiences health vulnerability due to an underinvestment in equitable transportation infrastructure. Health vulnerability is determined by assessing the prevalence of health conditions such as asthma or high blood pressure that may result from exposure to air, noise, and water pollution, as well as lifestyle factors such as poor walkability, car dependency, and long commute times.

Table 4.1: Demographic Profile in Crawford County

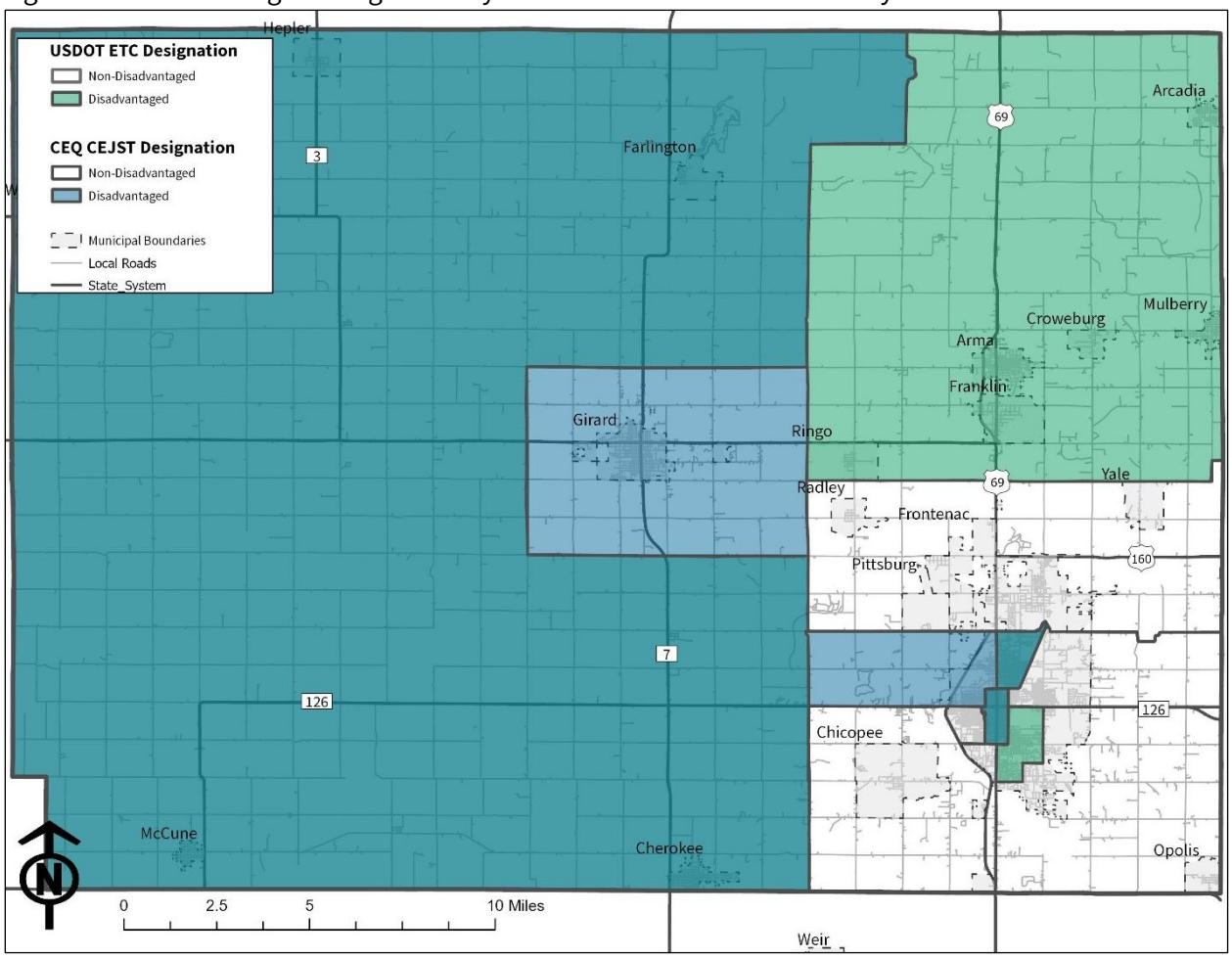
Characteristic	Crawford County	12-County Region
Population	38,972	190,320
Median Household Income	$50,311	$57,904
Race and Ethnicity		
White	32,587	162,337
American Indian and Alaska Native	373	3,318
Asian	461	1,213
Black or African American	913	4,397
Hispanic or Latino	2,716	9,327
Native Hawaiian and Other Pacific Islander	193	275
Some Other Race	50	3,456
Population of Two or More Races	406	15,324

Table 4.2: Commuting Profile in Crawford County

Characteristic	Crawford County	12-County Region
Commuting Patterns		
Drove Alone	80.2%	79%
Carpool	10.4%	11%
Walked/Biked	3.2%	3%
Telecommute	5.2%	6%
Other	1.0%	1%
Average Travel Time to Work	16.5 minutes	20.7 minutes

Source: 2021-2022 American Community Survey 5-Year Estimates, 2020 Decennial Census

Figure 4.1: Disadvantaged Designation by Census Tract in Crawford County



4.2 Equity Analysis

During the 10-year safety analysis study period (2014-2023), Crawford County recorded 6,878 crashes with 64.4% of crashes occurring in disadvantaged communities. These areas also encompass most of the county's population, land area, and road miles. Therefore, the analysis did not indicate a disproportionate distribution of crashes.

Approximately 59.3% of the county population lives within an incorporated city and 52.9% of crashes occurred within city limits, demonstrating a generally even distribution of crashes within and outside incorporated areas. A summary of the equity analysis is outlined in ***Table 4.3***.

Table 4.3: Equity Analysis Summary for Crawford County

Crash Characteristics	Disadvantaged Communities		Non-Disadvantaged Communities	
	Count	Percent	Count	Percent
Crash Location				
Inside City Limits	2,207	32.1%	1,428	20.8%
Outside City Limits	2,221	72.3%	2,450	35.6%
Crash Severity				
Fatal	29	0.4%	20	0.3%
Serious Injury	96	1.4%	68	1.0%
Injury	606	8.8%	398	5.8%
Property Damage Only	3,697	53.8%	1,964	28.6%
Total Crashes	4,428	64.4%	2,450	35.6%

CHAPTER 5 | EMPHASIS AREAS

5.1 Background

Emphasis areas help focus crash reduction efforts on specific crash factors with the highest risk of serious injury or death, and greatest potential for improvement. By focusing on these areas, decision makers can address the most critical crash related issues in their community, such as intersections with high crash rates or corridors with frequent roadway departures, leading to a more effective and targeted safety strategy. Additionally, emphasis areas provide a clear framework for measuring the success of a road safety strategy, allowing for data-driven decision-making and continuous improvement in crash prevention.

Grouping crashes together based on crash factors and location is a good basis for understanding which emphasis areas deserve extra consideration. Some emphasis areas are focused on engineering and design-related solutions (location or systemic-based crashes) while others rely on changing the behaviors associated with the crashes using enforcement, education, and/or emergency response.

Emphasis Area Methodology

Emphasis areas for the 12-county region were determined by understanding community concerns around roadway safety and through a review of 10 years of crash data. The review of local crash data sorted the emphasis areas by (1) frequency of emphasis area for all crashes and (2) frequency of emphasis area for fatal and serious injury crashes. Emphasis area crashes were clustered when four or more crashes occurred in the 10-year period within approximately 300 feet of each other. Fatal and serious injury crashes by emphasis area are shown in ***Figure 5.1*** with crash clusters mapped in ***Figure 5.2***. This review of the data revealed that roadway departure, intersection-related, and distracted driving were the most frequent crash types for all crashes. Roadway departure, unrestrained occupant, and intersection-related were the most frequent crash types for fatal and serious injury crashes.

Taking into consideration the results from the data analysis and community and stakeholder input, three key emphasis areas were selected by the regional Safety Task Force for review: *roadway departure*, *intersection-related*, and *unrestrained occupant* crashes. Other emphasis areas for consideration include vulnerable road users, distracted driving, and alcohol or drug-related crashes.

Figure 5.1: Fatal and Serious Injury Crashes by Emphasis Area in Southeast Kansas

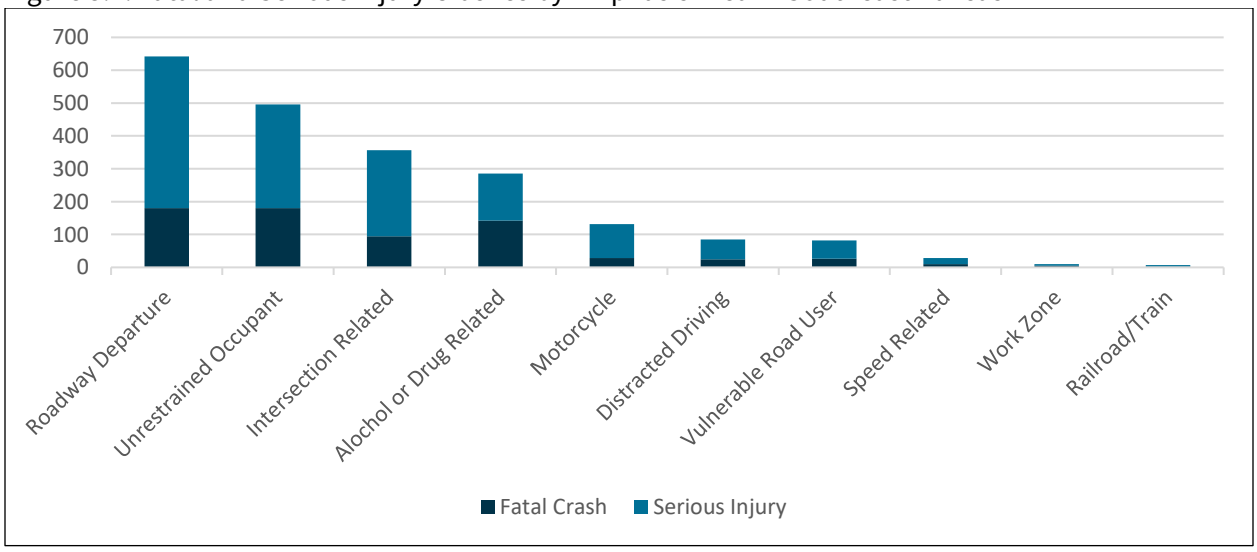
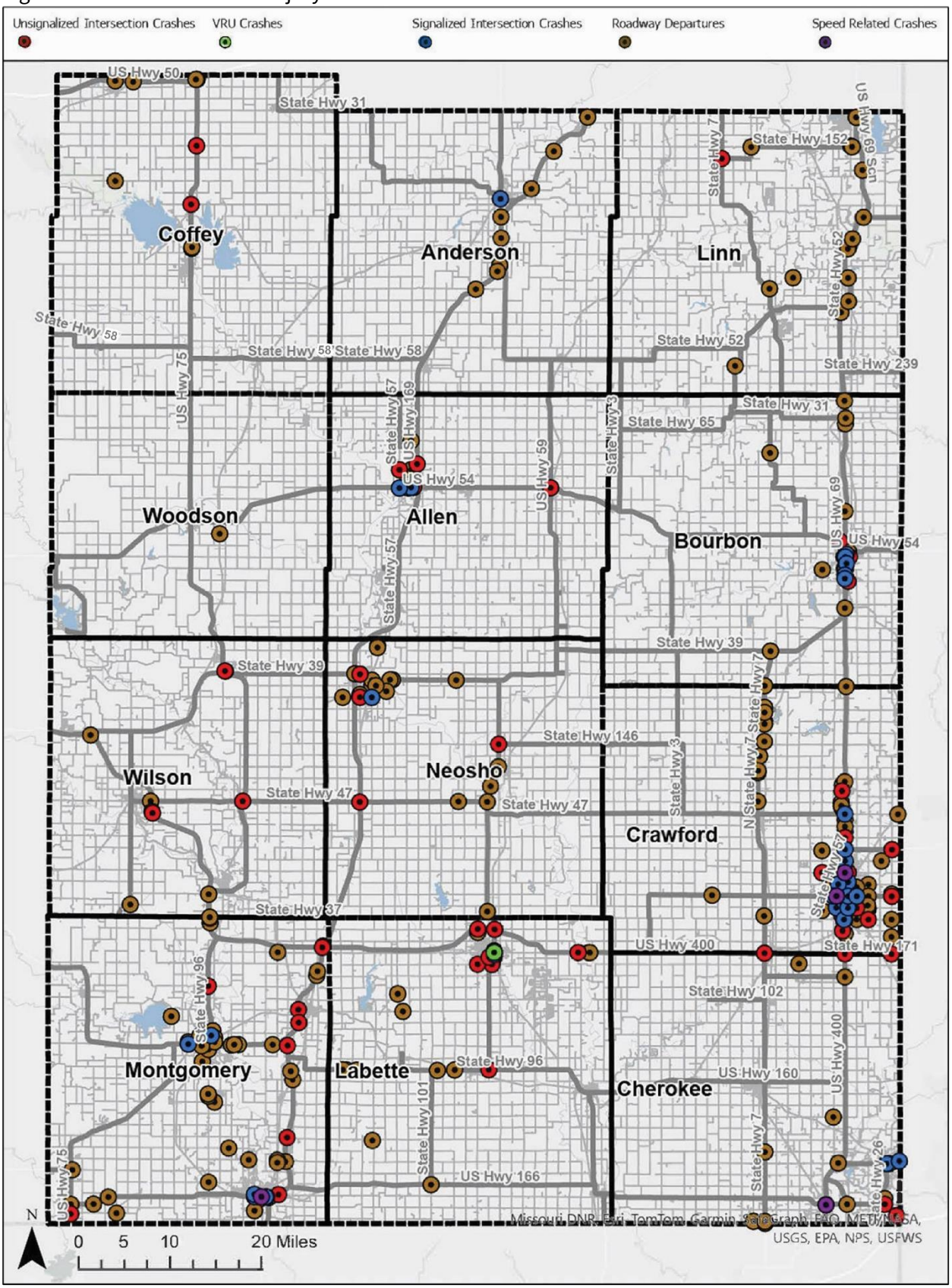


Figure 5.2: Fatal and Serious Injury Crash Clusters in Southeast Kansas



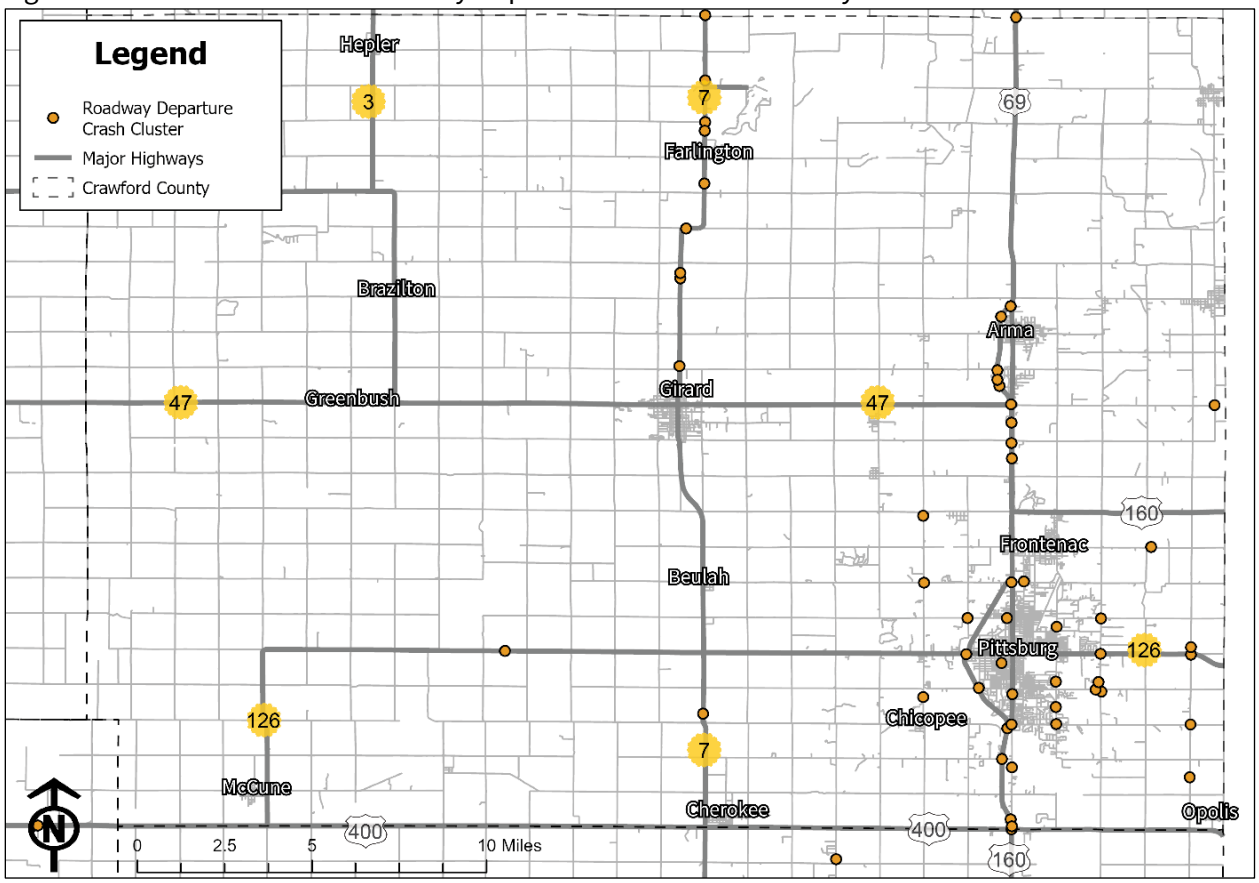
5.2 Top Crash Emphasis Areas

Roadway Departure

Roadway departure crashes are a leading cause of highway fatalities, accounting for over half of the deaths on roads in the United States each year. These crashes occur when a vehicle deviates out of its designated lane, either crossing the edge line or centerline. Roadway departures can include head-on collisions, rollovers, or collisions with objects such as utility poles, trees, or other objects located off the roadway. Factors contributing to these incidents include excessive speed, roadway geometry such as shoulder width and curve radii, impaired driving, distracted driving, and failure to use seatbelts. Addressing these factors is critical to reducing the frequency and impact of roadway departure crashes.

During the study period, there were 52 roadway departure crash clusters identified in Crawford County. These clusters accounted for 1 fatal crash and 13 serious injury crashes, making it the second most frequent fatal/serious injury emphasis area in the county. Clusters of roadway departure crashes in Crawford County are displayed in ***Figure 5.3***.

Figure 5.3: Crash Clusters for Roadway Departures in Crawford County



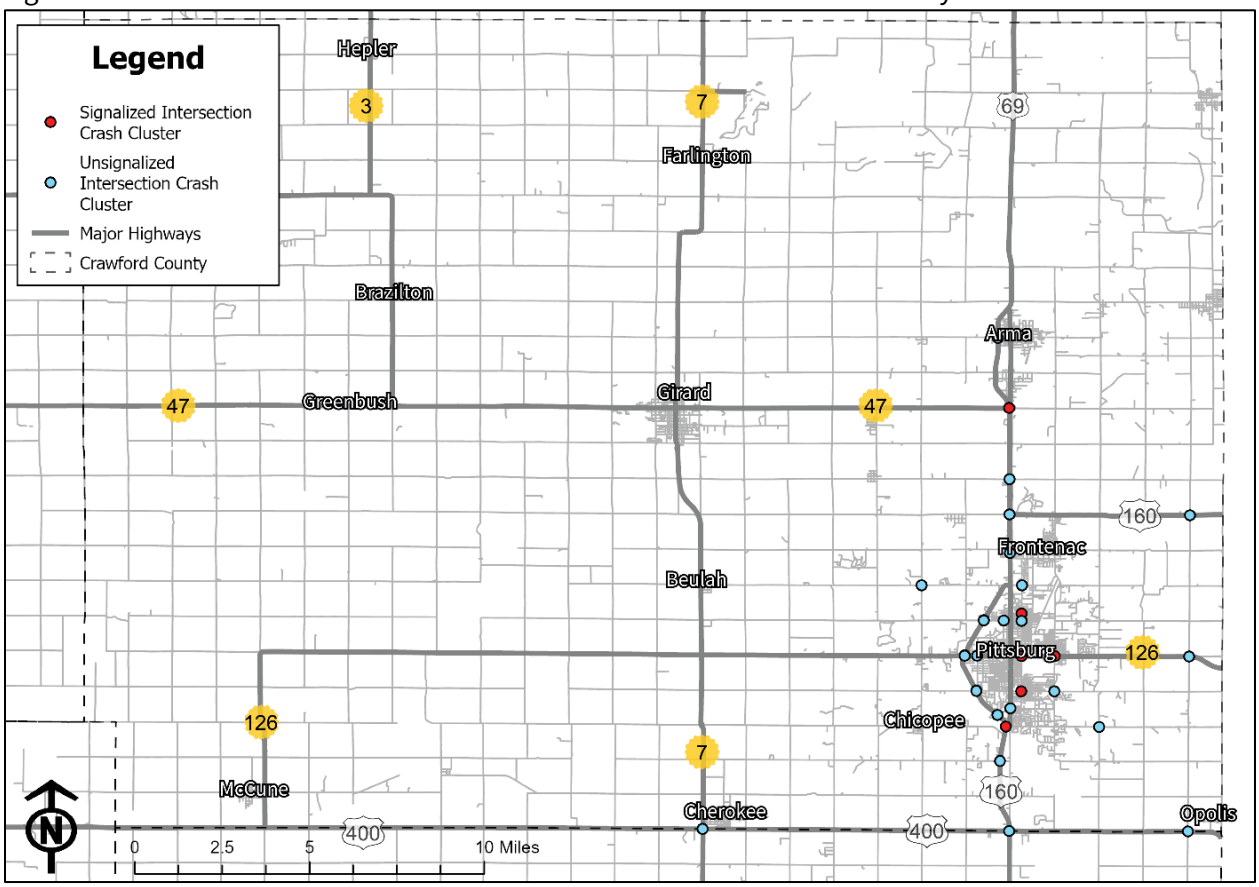
Intersection-Related

Intersections result in increased conflict points between roadway users. Approximately one-quarter of traffic fatalities and one-half of all traffic injuries in the United States are attributed to intersections. Unsignalized intersections are the most common type of intersection in Southeast Kansas and can include stop sign-controlled, yield sign-controlled, or uncontrolled intersections. Signalized intersections are more frequently used within urban areas or at the intersection of higher volume corridors. Almost any other crash type can occur at intersections, so intersection crashes may also be

attributed to other crash types or factors. Understanding which factors frequently contribute to crashes can help decision makers focus on effective countermeasures.

During the study period, there were 32 crash clusters related to intersection crashes. Six (6) fatal crashes and 23 serious injury crashes occurred within these intersection-related crash clusters, making intersection-related crashes the most frequently occurring fatal/serious injury emphasis area in the county. Clusters of signalized and unsignalized intersection crashes in Crawford County are displayed in ***Figure 5.4***.

Figure 5.4: Crash Clusters for Intersection-Related Crashes in Crawford County



Unrestrained Occupant

Restraint devices such as seatbelts are critical to protecting vehicle occupants in a crash. The simple act of wearing a seatbelt is one of the most effective ways to reduce the risk of death or serious injury in a crash. This is especially evident in roadway departures and intersection crashes where unrestrained occupants are far more likely to suffer catastrophic outcomes, including being ejected from the vehicle.

The Safety Task Force indicated seatbelt use as a concern in Southeast Kansas and Crawford County specifically. Statewide data from the National Highway Traffic Safety Administration (NHTSA) indicates that approximately 85% of Kansans wear a seat belt, and Crawford County has a below average seat belt usage rate among children (ages 0-17).

Note: For this analysis, crashes with unrestrained occupants are not mapped as the act of being unrestrained is not related to the cause or location of the crash.

5.3 Other Areas for Review

Vulnerable Roadway Users

A Vulnerable Road User (VRU) is a person using the transportation system that is unprotected, such as a pedestrian, cyclist, or roadway worker. Crashes between a VRU and a vehicle more frequently result in an injury or fatality. Common risk factors for VRU crashes include undivided four lane roads, roads with over 10,000 vehicles per day, roads with 30-35 mph speed limits, disadvantaged areas, and areas with higher levels of pedestrian activity.

Despite not being a major crash type in Crawford County, VRU safety is a key component of the Vision Zero initiative to provide safe and convenient transportation options for all people regardless of mode of transportation. Therefore, it is a best practice to incorporate VRU safety strategies in areas such as near schools or downtown areas to prevent incidents.

Speed-Related

Speeding – exceeding posted speed limits or traveling too fast for conditions – is a contributing factor to nearly one-third of fatal crashes in the United States. Speeding is one of the most dangerous crash factors as higher speeds can increase the risk of and severity of a crash. Managing speed is a complex issue involving engineering, driving behavior, education, and enforcement. It is likely that the number of fatal and serious injury crashes attributed to speeding in Southeast Kansas is underreported.

Distracted Driving

Distracted driving occurs when the driver of a vehicle performs any activity that takes their attention from driving. Ongoing education programs, as well as initiatives that promote safe driving habits, can reduce the number of distracted driving related crashes. Changes to the road environment that reduce the impact of other crash types – such as separating VRUs from motor vehicles or providing opportunities to recover from roadway departures – can also help minimize the effects of mistakes due to distracted driving. Like speeding, distracted driving may be underreported in crash data.

Alcohol or Drug Related

Impaired driving is when a vehicle is being operated under the influence of any substance or in any condition that may reduce the ability to drive safely. This includes driving under the influence of alcohol, drugs, or other controlled substances that diminish your mental or physical capabilities.

The Safety Task Force indicated driving under the influence as a significant concern in Southeast Kansas as drivers may overestimate their capacity or have limited alternative options to traveling home safely. The legalization of recreational marijuana in neighboring Missouri was specifically mentioned by counties along the Kansas-Missouri border, including Crawford County, as an increasingly challenging issue.

Overlapping Emphasis Areas

In many crashes, multiple emphasis areas are identified as contributing factors. Identifying contributing factors can help us understand why crashes occur and identify appropriate safety interventions. ***Table 5.1*** demonstrates overlapping circumstances among all crashes in Southeast Kansas during the 10-year study period.

Common crash patterns include:

- Crashes involving unrestrained occupants or alcohol and/or drug impairment are frequently also roadway departure crashes.
- Crashes involving VRUs such as bicyclists or pedestrians typically occur at intersections.
- Crashes involving speeding tend to also be affected by distracted driving.

Table 5.1: Overlapping Emphasis Areas in Southeast Kansas

Step 2: Evaluate Overlapping Emphasis Area	Step 1: Select Emphasis Area: Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

CHAPTER 6 | SAFETY STRATEGIES AND PROJECTS

By understanding the priority emphasis areas for the Southeast Kansas region, and using the Safe System Approach as a framework, safety strategies can be identified to help reduce crashes and decrease crash severity.

6.1 Safety Countermeasures

Using national best practices, FHWA and the National Highway Traffic Safety Administration (NHTSA) developed a series of data-driven, proven safety countermeasures. Countermeasures to address the top emphasis areas in Southeast Kansas and Crawford County are identified in ***Table 6.1*** to ***Table 6.6***. Each Safe System element (safe roads, safe speeds, safe road users, safe vehicles, and post-crash care) was considered when selecting these safety strategies. A comprehensive list of countermeasures is included in ***Appendix E***.

Table 6.1: Safety Countermeasures for **Roadway Departures**

Countermeasure	Description	Example
Advanced Warning Signs	Advanced warning signs around curves, sight limiting areas, or where crash problems exist provide drivers with additional time to make decisions.	
Improved Pavement Markings	Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.	
Longitudinal Rumble Strips	Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane. Commonly installed on the edge line, shoulder, and/or centerline.	

Post-Mounted Delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers the edge of shoulder in daytime and night conditions.	
Paved Shoulder with Safety Edge[SM]	Shapes the edge of pavement to eliminate the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.	
Flattening and Widening Foreslopes	Flattening and widening foreslopes allows for a more recoverable slope and may decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	
Clear Zones	Improvements to provide a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	
Superelevation Correction	Correcting and reshaping the roadway superelvation to meet posted speed or where crashes have occurred enables increased friction with pavement.	

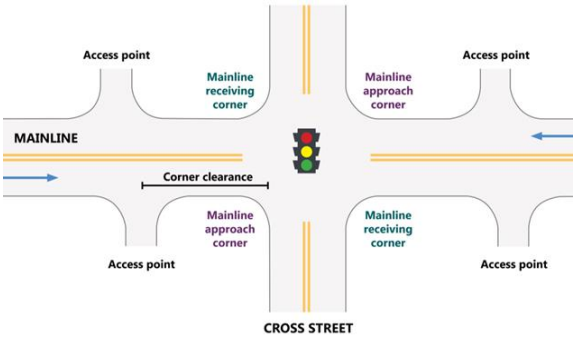
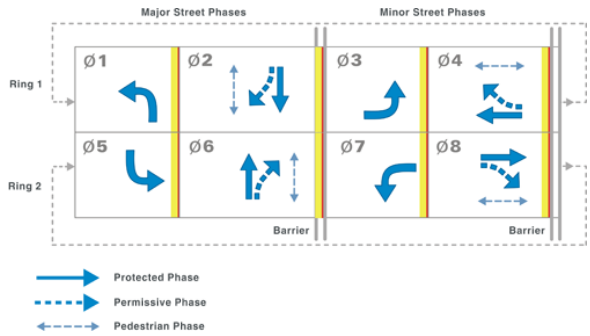
High Friction Surface Treatment	Higher pavement friction helps motorists maintain better control in both wet and dry conditions.	
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	

Table 6.2: Safety Countermeasures for **Intersection-Related**

Countermeasure	Description	Example
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	
Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	

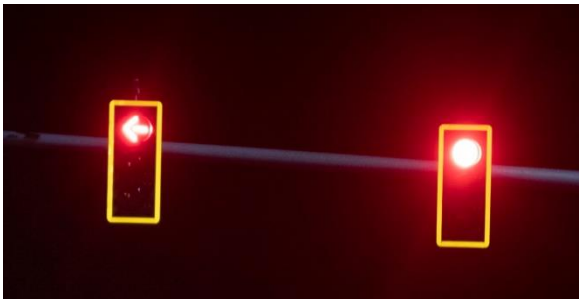
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more visible.	
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	
Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	
Enhanced Stop Sign	Larger stop signs, use of flasher on sign, or use of retroreflective markings to increase visibility of stop signs.	

Table 6.3: Safety Countermeasures for **Unrestrained Occupant**

Countermeasure	Description
Enforcement of Seatbelt Safety	Signage to promote higher visibility of seatbelt and child safety enforcement in both short-term situations and sustained seat belt enforcement.
Education Strategies	Employer-based and older children programs.
Child Restraint Inspections	Child Passenger Safety (CPS) technician staffed inspection stations.

Table 6.4: Safety Countermeasures for **Vulnerable Road Users (VRU)**

Countermeasure	Description	Example
Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	

Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	
Advance Yield or Stop Markings	"Yield Here to Pedestrians" and/or "Stop Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk.	

Table 6.5: Safety Countermeasures for **Distracted Driving**

Countermeasure	Description
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.
Phone/Text Messaging Enforcement	Signage to identify areas with higher cell phone use/text messaging enforcement to effectively deter cell phone use by increasing the perceived risk of a ticket.

Table 6.6: Safety Countermeasures for **Alcohol or Drug Related**

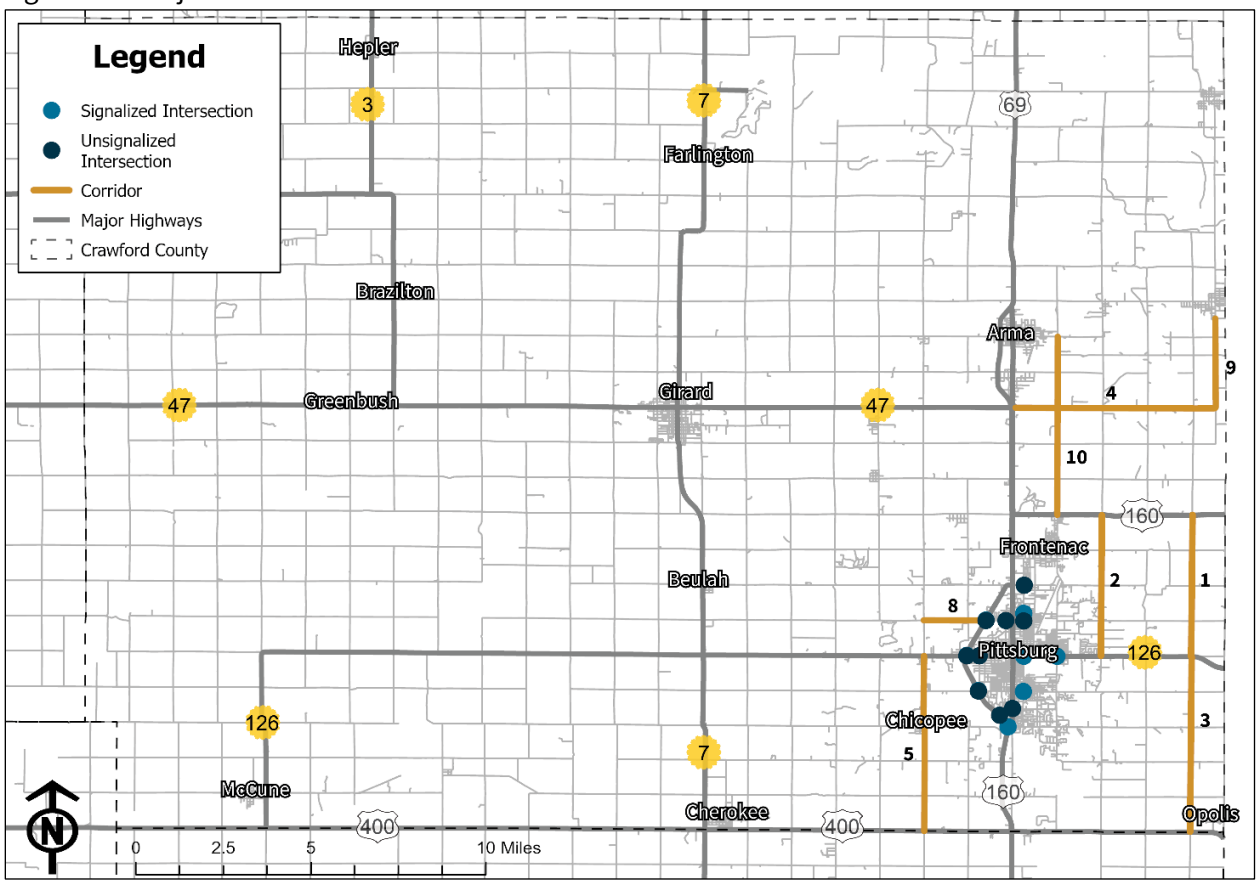
Countermeasure	Description
Enforcement of Drug and Alcohol Impaired Driving	Short-term enforcement checkpoints as well as sustained and consistent DUI enforcement, particularly in key areas.
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.

6.2 Project Recommendations

Projects were identified by locating fatal/serious injury emphasis area crash clusters within Crawford County, considering systemic issues for top emphasis areas, reviewing past plans (including the Local Road Safety Plan), and incorporating feedback from public and stakeholder engagement.

The following list includes ten recommended projects in no priority order. Projects are shown in ***Figure 6.1*** with more detailed information for each project in ***Appendix F***. Other potential projects that are not within the top ten recommended list are also listed in ***Appendix F***. Implementation of any of these projects would contribute to a safer roadway system in Crawford County.

Figure 6.1: Project Locations



Map ID	Project
1	S. 260 Street (A)
2	Free Kings Highway
3	S. 260 Street (B)
4	E. 620 Avenue
5	S. 200th Street
6	Signalized Intersections in City of Pittsburg
7	Unsignalized Intersections in City of Pittsburg
8	W. 20th Street
9	N. 270 Street, E. 620 Street
10	230 Street

Project 1: S. 260th Street (A)

Project Limits: US-160 to K-126 (4.0 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Delineate roadside hazards and add center/edge line rumble strips. ($120,000)	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten and widen foreslopes, install center/edge line rumble strips, install/upgrade guardrail, and extend culverts. ($2.7 million)

Project 2: Free Kings Highway

Project Limits: US-160 to K-126 (4.0 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Delineate roadside hazards, improve edge drop-off, and install center/edge line rumble strips. ($128,000)	Install 2-foot paved shoulders with SafetyEdge^{TM}, flatten and widen foreslopes, and extend culverts. ($2.55 million)

Project 3: S. 260th Street (B)

Project Limits: K-171 to K-126 (4.0 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Add/improve pavement markings, delineate roadside hazards, and install center/edge line rumble strips. ($144,000)	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten and widen fore slopes, and extend culverts. ($2.7 million)

Project 4: E. 620th Avenue

Project Limits: BUS US-69 to N. 260 Street (4.0 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Add/improve pavement markings, clear and grub 15 feet on each side of roadway, and delineate roadside hazards. ($116,000)	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten and widen foreslopes, install/upgrade guardrail, and extend culverts. ($2.7 million)

Project 5: S. 200th Street

Project Limits: US-400 to K-126 (5.0 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Clear and grub 15 feet on each side of roadway, improve pavement edge, add in-lane curve warning pavement markings, and improve railroad advance warning signs and pavement markings. ($335,000)	Install 2-foot paved shoulders with SafetyEdge^{SM}, install center/edge line rumble strips, flatten and widen foreslopes, install/upgrade guardrail, extend culverts, and improve railroad crossing signals. ($3.3 million)

Project 6: Signalized Intersections in City of Pittsburg

Project Limits: Intersections

Emphasis Area	Short-Term Improvements
Intersection	Review and add pedestrian signal heads, reconfigure signal with Leading Pedestrian Intervals (LPI), add retroreflective back plates, and install high-visibility pavement markings for crosswalks. (up to $70,000 per intersection)

Project 7: Unsignalized Intersections in City of Pittsburg

Project Limits: Intersections

Emphasis Area	Short-Term Improvements
Intersection	Review and update signing, add Stop Ahead signs, review traffic control, and check for open intersection sight triangles. (up to $3,000 per intersection)

Project 8: W. 20th Street

Project Limits: S. 200th Street to US-69 (1.4 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Add/improve pavement markings, clear and grub 15 feet on each side of roadway, improve pavement edge, and delineate roadside hazards. ($60,000)	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten and widen fore slopes, and install/upgrade guardrail. ($950,000)

Project 9: N. 270 Street, E. 620th Avenue

Project Limits: E. 14th Street to N. 260 Street (3.1 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Add/improve pavement markings, clear and grub 15 feet on each side of roadway, delineate roadside hazards, upgrade curve signing, and add retroreflective strips on curve signposts. ($93,000)	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten and widen fore slopes, and extend culverts. ($3.1 million)

Project 10: 230th Street

Project Limits: E. 640 Avenue and US-160 (5.1 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Add/improve pavement markings, clear and grub feet on each side of roadway, and delineate roadside hazards. ($93,000)	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten and widen foreslopes, install/upgrade guardrail, and extend culverts. ($3.1 million)

CHAPTER 7 | IMPLEMENTATION PLAN

7.1 Policy and Process Recommendations

Improving roadway safety in communities requires an examination of policies and processes currently in place that contribute to safety on our roadways. Current policies, guidelines, and standards were reviewed to identify opportunities to improve and prioritize transportation safety. The following policy and process recommendations support achieving the Safety Action Plan goals.

Vision Zero Resolution

The Vision Zero goal acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for all road users. Some programs, including the federal SS4A Implementation grant program, require jurisdictions to formally adopt this goal to be eligible for funding support. A Vision Zero resolution to target fatal and serious injury crashes was adopted by Crawford County in 2025. The resolution is included in ***Appendix A***.

Advocate for Regional Initiatives:

Many smaller communities find solving safety issues on state or federal highways to be difficult to address. State Department of Transportation's have many competing priorities, and smaller projects can easily fall down the priority list as the transportation network has emergent and pressing needs. One solution for this is to take a regional or corridor focused approach to improving state and federal highways. Taking a coalition approach with neighboring communities on the same highway corridors can increase visibility of these issues and help advocate for action. Working with impacted municipalities, counties, community groups, and/or regional planning organizations can increase the county's collective power to bring change. The SEKRPC Safety Task Force can be a vehicle for the coalition approach should the region or multiple counties in the region choose to advocate together for changes on Kansas highways.

*In particular, continuing the multi-county coalition to advocate for safety improvements along the north-south **US-69 corridor** is supported by both data analysis and public input. Although likely a lower priority, a similar approach could be considered for the **US-160 and US-400 corridors**.*

Address Post-Crash Care

The timely arrival of emergency responders and well-trained Emergency Medical Services (EMS) providers is a major factor in ensuring an injured person receives the medical care they need to survive a crash. This is especially critical in rural communities, where response times are longer, and EMS resources may be more limited.

Therefore, post-crash care best practices include both advanced planning activities and safety countermeasures. Typical countermeasures include improving emergency medical dispatch and 911 protocols, providing timely on-scene care using model EMS clinical guidelines, providing timely transportation to a trauma center, and then measuring EMS performance over time are important to ensure EMS services are performing optimally.

Crawford County has two healthcare facilities with the ability to address traumatic injuries: (1) Mercy Hospital in Pittsburg is a Level III trauma center and (2) Girard Medical Center is a Level IV trauma center. Additional opportunities to explore to address post-crash care needs include:

- **EMS Telemedicine:** Jurisdictions have explored the use of eCare EMS telemedicine services to improve and expedite post-crash care in rural communities. The program allows first responders and paramedics to connect virtually 24/7 with certified physicians and nurses for peer-to-peer support in the field or during transport. Some agencies have been awarded SS4A funds to support pilot EMS telemedicine programs within their area.
- **Updating Best Practices and Training:** Ensuring first responders are regularly trained on the most up to date best practices in emergency response is critical to maintaining good response times. National resources such as EMS.gov and the National Center for Rural Roadway Safety can help your organization access the most up-to-date emergency response practices and training.

Update Design Policies

Roadway design policies, standards, and best practices change over time. An ongoing review and update of local roadway design policies is critical to ensuring roadway safety best practices are implemented when roadways are maintained, improved, or constructed.

Incorporate Safety into Project Development Process

Include systemic safety improvements in projects developed by Crawford County and KDOT. Include a review of crashes and potential safety improvements when intersections or roadway segments are maintained or improved.

7.2 Next Steps

The Safety Action Plan is a dynamic document intended to be used by Crawford County and other partners to continually advance transportation safety. In addition to the recommended projects and policy guidance, the Southeast Kansas region and Crawford County can utilize these next steps to help achieve the Vision Zero goal.

Plan Leadership

Crawford County assumes leadership of this plan and will support implementation within the county. As part of this role, Crawford County will continue to use the Safety Task Force as a mechanism for regional collaboration and updates.

In partnership with SEKRPC, it is recommended that the Safety Task Force convene annually to discuss progress and updates related to the Safety Action Plan. Stakeholders should continue to:

- Be champions for safety in professional and personal roles
- Share information about transportation safety strategies with other organizations
- Assemble annually to share progress on safety activities

Leverage Resources and Funding Opportunities

Funding is critical to implementing the strategies and action items in this Safety Action Plan and may come from a blend of sources: federal, state, local, and private sector or non-profit partners. Some potential sources of funding include:

- **Safe Streets and Roads for All (SS4A) Program:** The Bipartisan Infrastructure Law (BIL) established the SS4A federal discretionary program that will provide over $5 billion in grants over the five-year program period (2022-2026). With completion of this Safety Action Plan, Crawford County is eligible to apply for SS4A implementation funding.

- **State Coordination:** Coordinate with KDOT to administer annual safety grants funded by the state that are targeted at both roadway design solutions and behavioral programs, including education and enforcement programs.
    - **High Risk Rural Roads (HRRR) Program:** FHWA requires states to define and identify roadways "with significant safety risks" and sets aside federal funding for states to address these safety risks. Funds typically cover low-cost roadway improvements such as pavement markings, rumble strips, and other safety countermeasures. In Kansas, communities can apply for this funding through KDOT's Bureau of Local Projects.
    - **Safe Routes to School Program:** Many other types of agencies can apply for and receive Safe Routes to School funding. These include non-profits, schools and school districts, and regional transportation agencies, among others. In Kansas, communities can apply for this funding through KDOT's Active Transportation Program.
    - **Kansas Infrastructure Hub:** The Kansas Infrastructure Hub provides resources for Kansas communities seeking to improve infrastructure. Communities can apply to the Infrastructure Hub for grant writing assistance and grant matches.
- **Regional Coordination:** Coordinating closely with KDOT, and potentially adjacent counties, can be helpful to achieve safety goals for all involved parties. Taking a coalition approach to improvements may help all counties along the corridor advocate for funding and advance important safety goals.
- **Local Funding:** Local governments may choose to fund projects from local sources such as the annual budget, Capital Improvement Program (CIP), bonding, user fees, special assessments, or through partnerships with other local entities. Consideration of the Safety Action Plan during the annual budget process can be a cost-effective way of advancing safety goals, particularly for maintenance activities or other planned capital improvement projects where simple safety strategies can be incorporated.

Progress and Transparency

Progress toward meeting the Safety Action Plan goals should be measured over time in an open and transparent manner. Regular progress tracking creates accountability to the public and builds trust between the public and the cities, counties, and agencies that are responsible for roadway safety. This could include posting the Safety Action Plan online and annual reporting on progress toward reducing roadway fatalities and serious injuries.

Progress and transparency also help create an environment of informed decision making based on the effectiveness of selected safety strategies and the ability to modify the approach when necessary. Finally, progress and transparency provide a sense of direction and help document tangible outcomes made toward saving lives.

7.3 Summary

Crawford County, in partnership with SEKRPC, has taken an important step to complete this Safety Action Plan and adopt a Vision Zero resolution to address fatal and serious injury crashes. The County will continue to build upon this progress to advance priority safety projects and collaborate with project partners to help save lives in Southeast Kansas.

Appendix A

Vision Zero Resolution

[Insert copy of adopted Vision Zero Resolution]

Appendix B

Safety Task Force Meetings

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #1

Date: October 3, 2024
Time: 11:00am - 1:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Introduction
  - Safe Systems Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

Attendees
Sandy Krider, Labette County Public Works Director (in-person)
Anne Sharp, Cherokee County Sheriff's Office and Columbus School (online)
Anni Beasley, Frontenac High School in Crawford County (online)
Brandon Beurskens, Montgomery County Assistant Public Works Director (online)
Eric Bailey, Bourbon County Public Works Director (online)
Shaun West, Linn County Public Works Director (online)

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Payton Smith, TranSystems
Nicole Hood, TranSystems
Tom Hein, TranSystems
Emma Habosky, TranSystems (online)
Tod Salfrank, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Introduction

- Federal Highway Administration (FHWA) encourages communities to adopt the Vision Zero concept and recently started incorporating the Safe Systems Approach. The SSA goal is to reduce death and serious injuries for all road users.
- Local Road Safety Plans (LRSP) have been completed or are nearly complete in 11 of the 12 counties. Woodson County does not have an LRSP.
- The Safe Streets for All (SS4A) Comprehensive Safety Action Plan (CSAP) incorporates traffic data analysis, stakeholder input, and public engagement into useable safety countermeasures. The CSAP provides information for future implementation funding for individual counties or the southeast Kansas region.
- A "Swiss cheese" model of redundancy is used in the Safe Systems Approach so that all safety systems in place help prevent a system failure resulting in a catastrophic event. Redundancy is a critical piece. Everyone makes mistakes and planning for that is key.
- The project timeline was outlined for August 2024 through February 2025 and includes three Safety Task Force meetings, a public meeting in each county, and a public survey contributing to a CSAP final report.

Role of the Safety Task Force

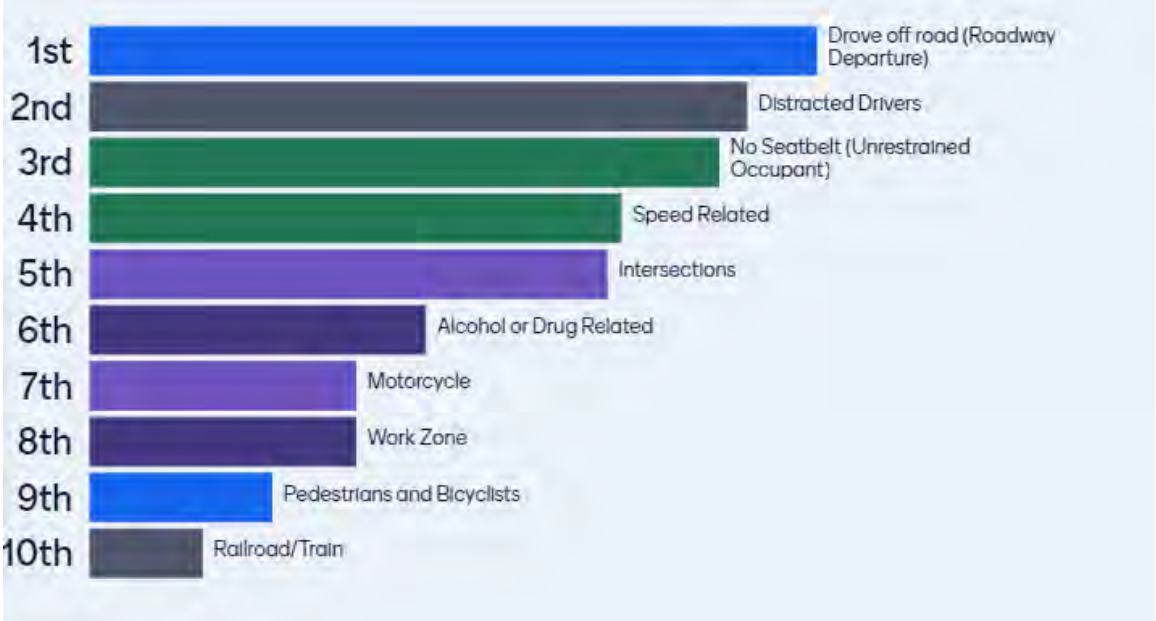
- The Safety Task Force validates information and data, provides insight on emphasis areas, drafts safety goals, represents the community, serves as a community champion, and evaluates performance measures.
- A public survey (https://arcg.is/1v1Pe00) will be sent to about 400 community organizations and members. It takes less than ten minutes to complete and Safety Task Force members can promote the survey in their communities. They survey also has a mapping component so users can identify specific locations of concern.
- Polling question #1 and discussion: **Why is transportation safety important to you?**
  - Anne Sharp (Cherokee County) said her daughter fell asleep while going home resulting in a crash. She shared, "When it's personal, it makes a big difference."

Crash Review

- Slade Engstrom (TranSystems) presented ten-year crash data showing hot spots in the twelve-county study area.
- There were approximately 400 fatalities in the region during that period with a total of 44,295 incidents that includes fatalities, injuries, property damage only crashes plus those involving pedestrians.
- While this is a preliminary overview, it reveals that the state highway system is where a lot of the serious and fatal crashes occur.
    - The Safety Task Force may need to decide whether to work with KDOT on concerns regarding the state highway system or focus in on their own individual communities (county, city, towns).

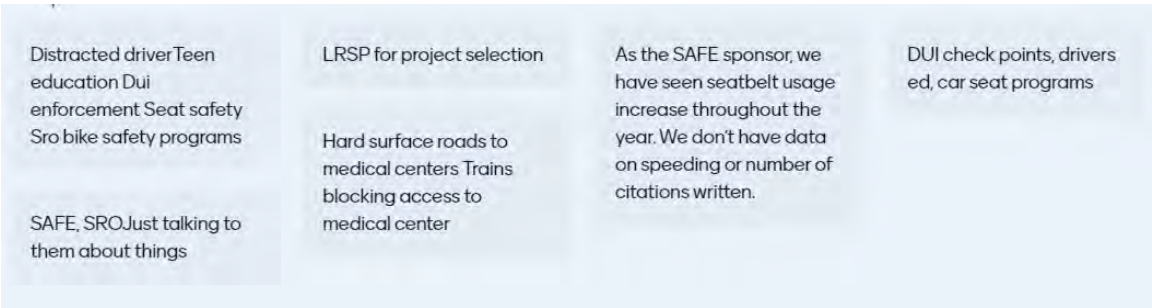
Emphasis Areas

- Crash emphasis charts showed Roadway Departure as the primary contributing factor followed (in numerical order) by Intersections, Distracted Driver, Unrestrained Occupant, Alcohol or Drug, Speed, Motorcycle, Work Zone, and Railroad.
- Anni Beasley (Crawford County) stated that a designated safety corridor had been established near Frontenac High School. She shared, “It is a scary intersection with big trucks that make crossing for students dangerous.”
- US-169 and US-69 were mentioned as a priority corridors.
- Polling question #2 and discussion**: As we focus on solutions, which of these crash types are most important to address?**

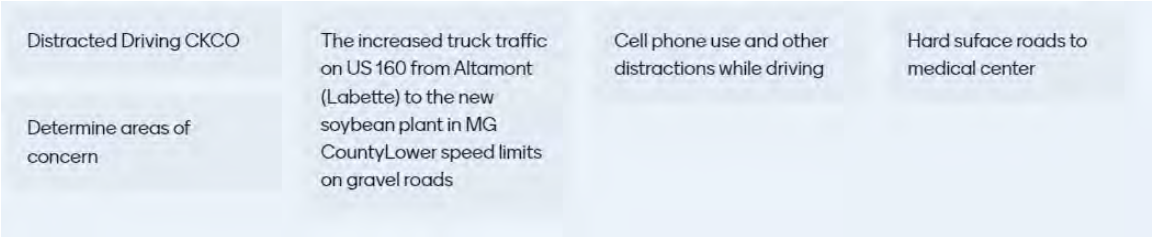


Discussion

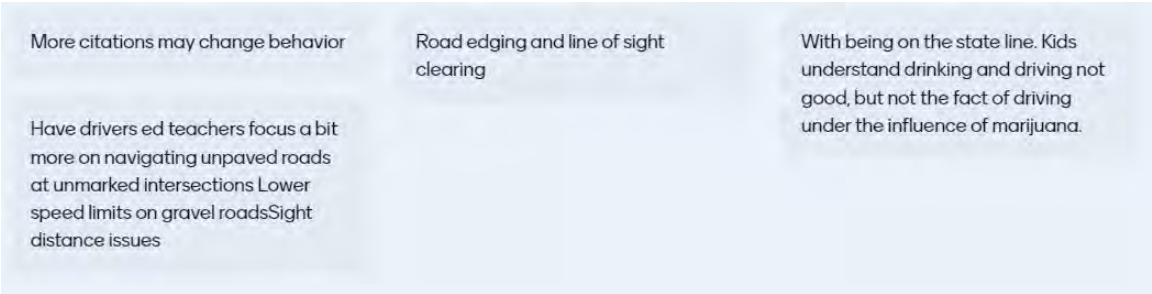
- Polling question #3 and discussion**: Tell us about what kinds of transportation related safety programs or involvement your communities have promoted. What went well? What would you improve?**
  - Sandy Krider (Labette County) mentioned driver's education should include teaching how to navigate on unmarked and gravel roads.



- Polling question #4 and discussion**: What transportation safety concerns have you heard from the community?**
  - Anni Beasley (Crawford County) said the SAFE (Seatbelts Are For Everyone) program started in Crawford County because students were in fatal accident.
  - Lots of ways to leverage data such as quick emergency response through alerts.
  - For reference, Nicole Hood (TranSystems) stated that Missouri Department of Transportation data shows cell usage is 70% older folks.



- Polling question #5 and discussion**: What would you like to see implemented in SEK to improve transportation safety?**
  - Online driver's education needed.
  - Slade Engstrom (TranSystems) commented that rumble strips can seem like a good idea but cannot always be implemented due to road conditions.



Next Steps

- Public survey will be sent within a few days following the meeting.
- Public meetings will be planned in each county.
- Safety Task Force Meetings
    - Meeting #2 on November 14, 2024 will focus on priorities and countermeasures.
    - Meeting #3 on January 23, 2025.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #1

October 3, 2024

AGENDA

- Introductions
- Project Introduction
  - Safe System Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

INTRODUCTIONS

- Southeast Kansas Regional Planning Commission
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

17 08 43 1

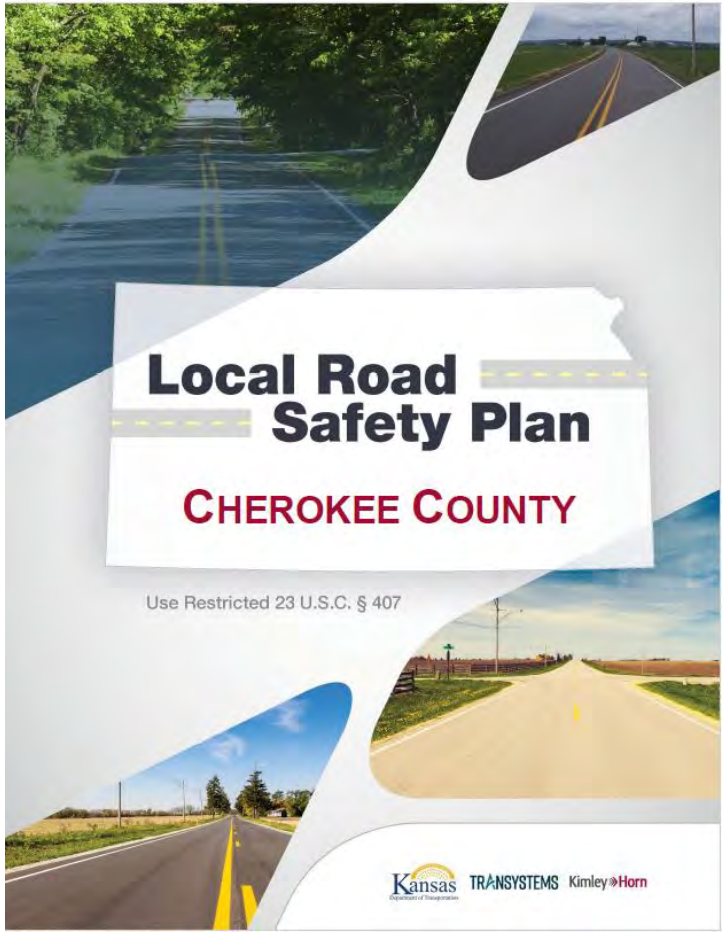
Enter your name, organization, and role.

Or use the QR code!

COMPREHENSIVE SAFETY ACTION PLAN

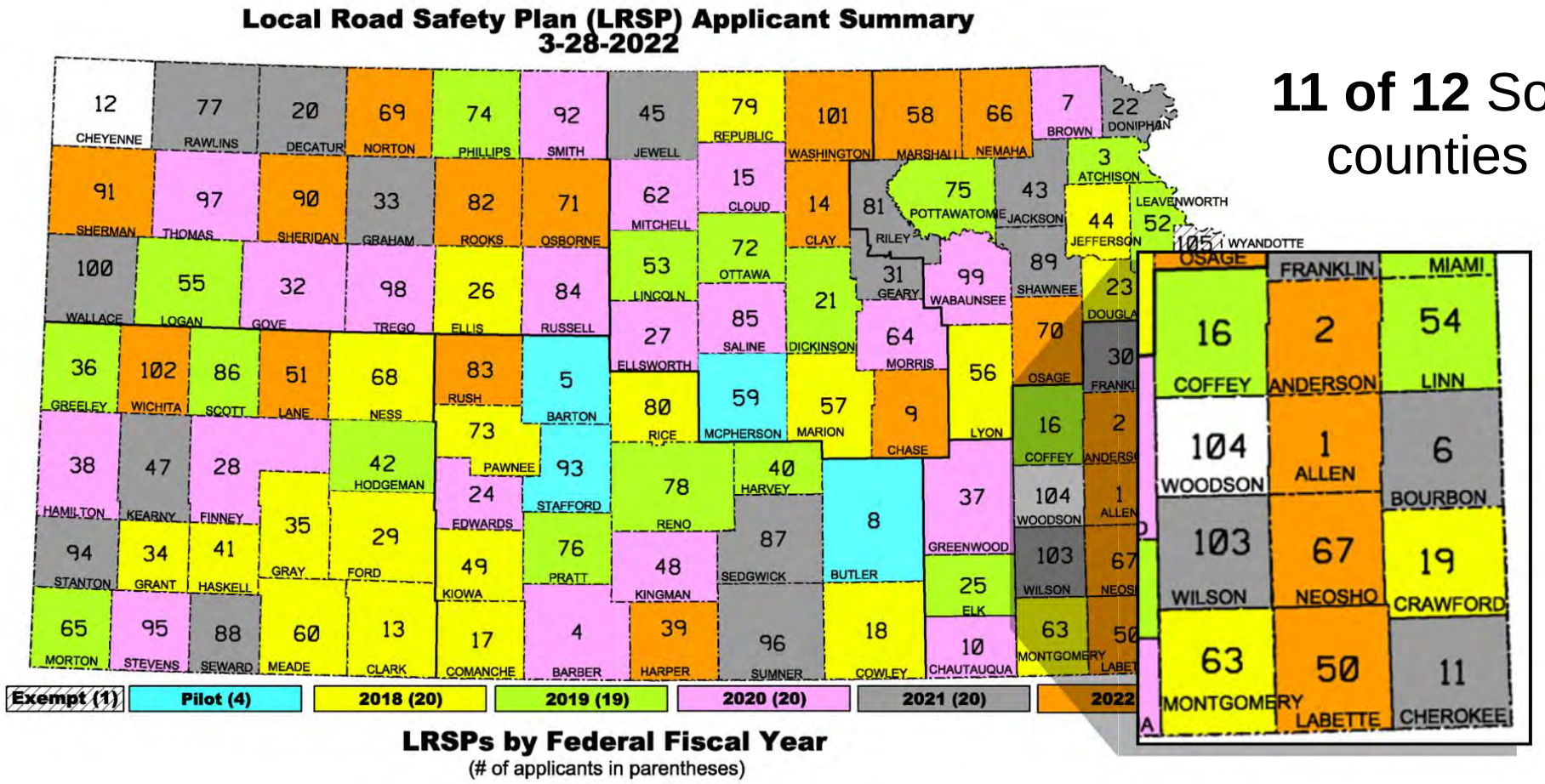
- Imagine and implement safe spaces for all road users
- Discuss safety priority areas and solutions
- Roadmap to reduce and prevent severe crashes
- Utilize plan to pursue funding for implementation to save lives

LOCAL ROAD SAFETY PLAN



- Local Road Safety Plans (LRSPs) provide a framework for identifying safety improvements on local roads
- LRSPs included roadways in unincorporated areas that are classified as collectors or higher
  - Did not include roadways within city limits
  - Did not include rural local roads

LOCAL ROAD SAFETY PLAN



11 of 12 Southeast Kansas counties have a LRSP.

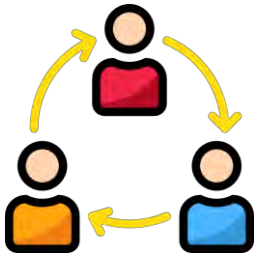
SS4A builds upon LRSPs to include cities and provide a comprehensive look at the entire study area.

FROM PLAN TO ACTION

Planning Grant

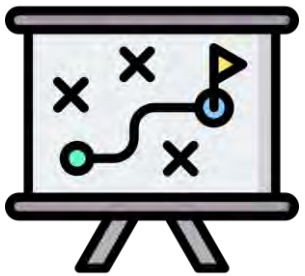
Implementation Grant

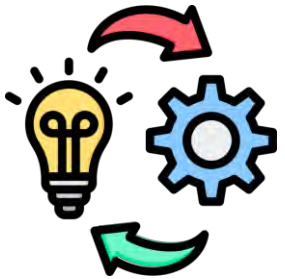
Data Analysis



Engage Stakeholders

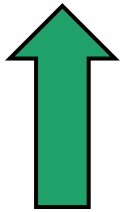
Strategy and Actions





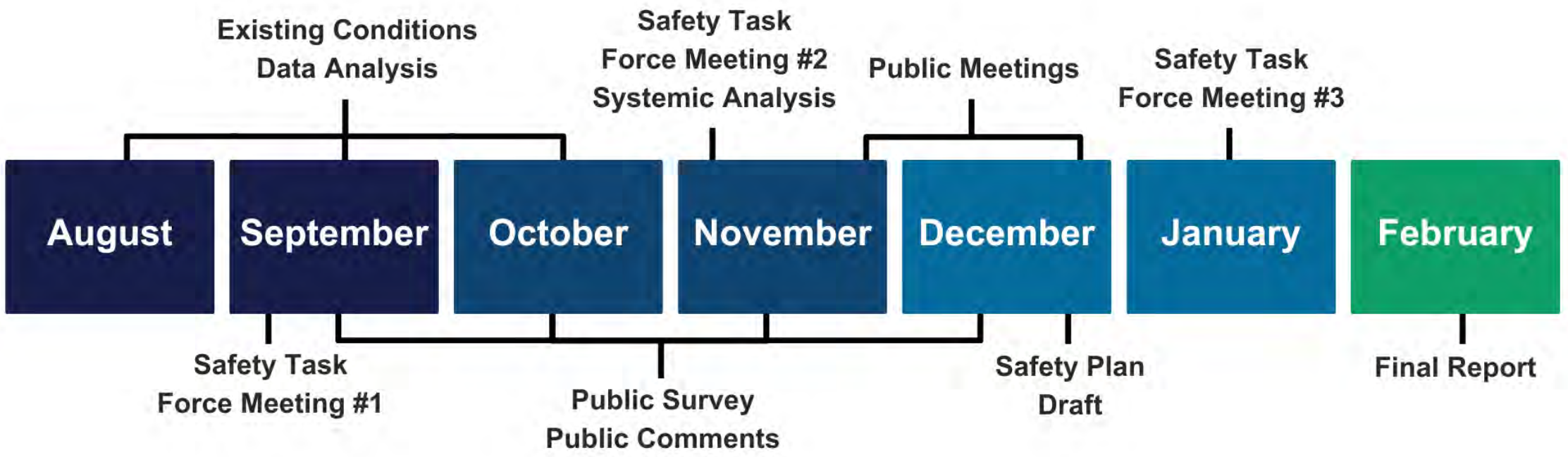
Recommendations

Implementation



We are here!

PROJECT TIMELINE



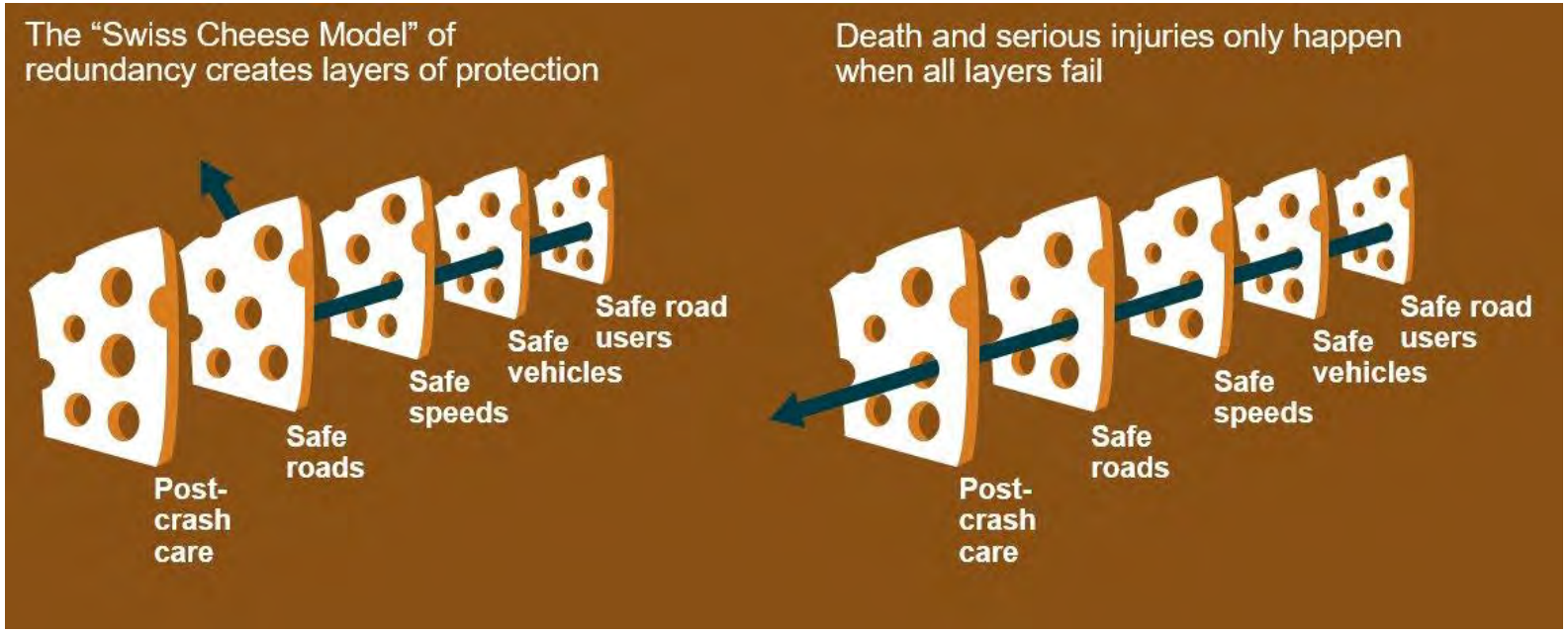
SAFE SYSTEMS APPROACH

- **Safer Road Users:** Encourage safe and responsible user behavior
- **Safer Vehicles:** Expand innovation and technology features to enhance safety
- **Safer Speeds:** Promote context-appropriate design, speed setting, and speed enforcement
- **Safer Roads:** Design roadways to mitigate human mistakes and facilitate safe travel for the most vulnerable users
- **Improved Post-Crash Care:** Enhance access to emergency medical care and prevent secondary crashes

NATIONAL ROADWAY SAFETY STRATEGY

Vision for roadway safety is <u>zero</u> fatalities and severe injuries.

- Adopts the **Safe System Approach** to achieve results
- Seeks opportunities to address safety, equity, and climate simultaneously



DISCUSSION

Why is transportation safety **important** to you?

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SAFETY TASK FORCE

Safety Task Force Role

- Validate information and data
- Provide insight on emphasis areas
- Draft the vision and goals for safety in the region
- Represent the community and solicit feedback
- Serve as trusted community champions
- Evaluate performance measures

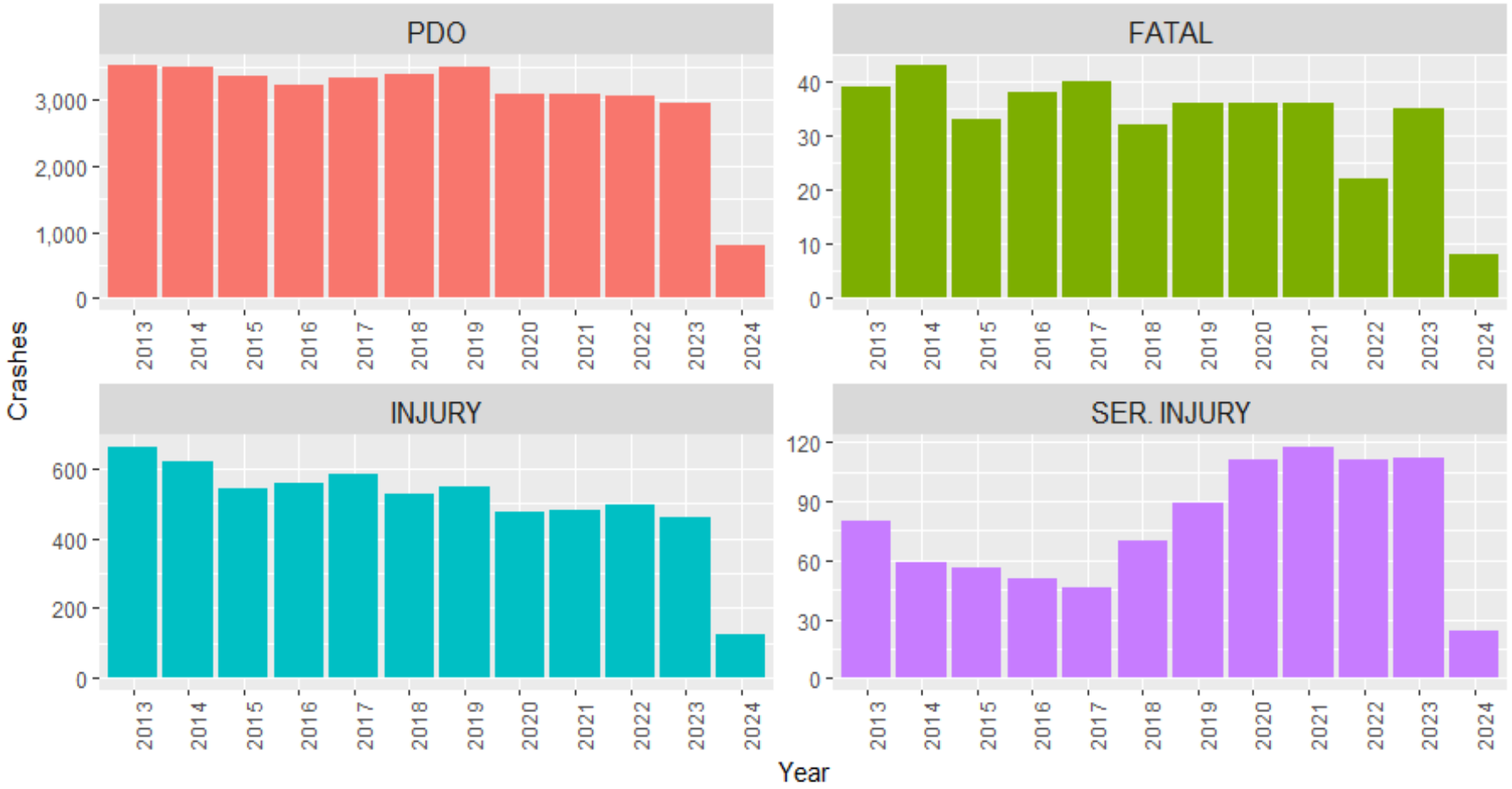
PUBLIC SURVEY

Advocate in Your Community!

- Press release and survey link will be sent to the Safety Task Force and an extended stakeholder list for greater promotion
- Takes about 5-10 minutes to complete
- Allows respondents to submit location-specific concerns

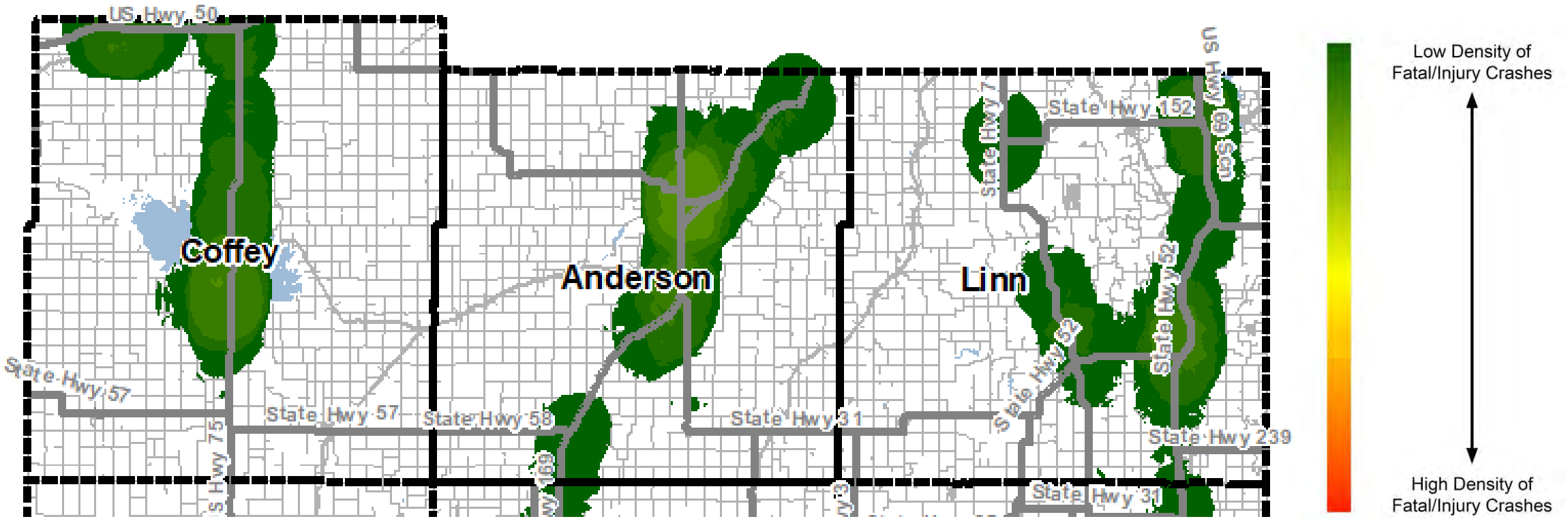
https://arcg.is/1v1Pe00

CRASH REVIEW

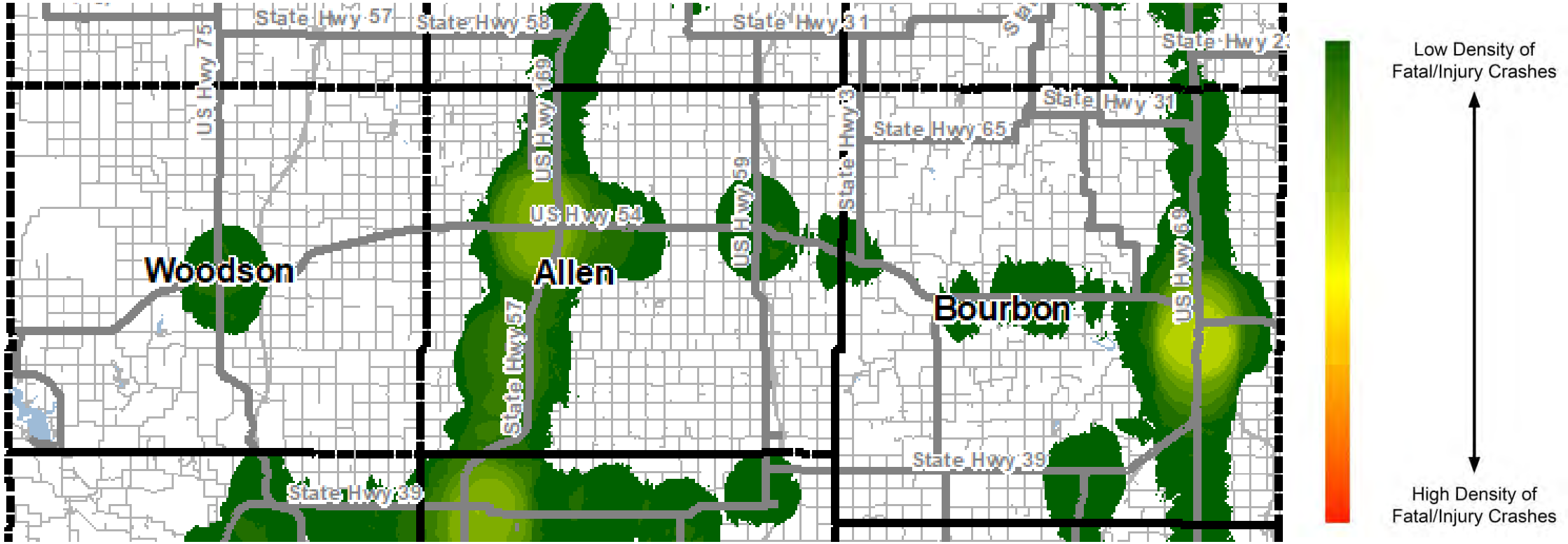


Crash Type	Count
Fatal	398
Injury	7014
PDO	36883
Pedestrian	295
Total	44,295

CRASH REVIEW



CRASH REVIEW



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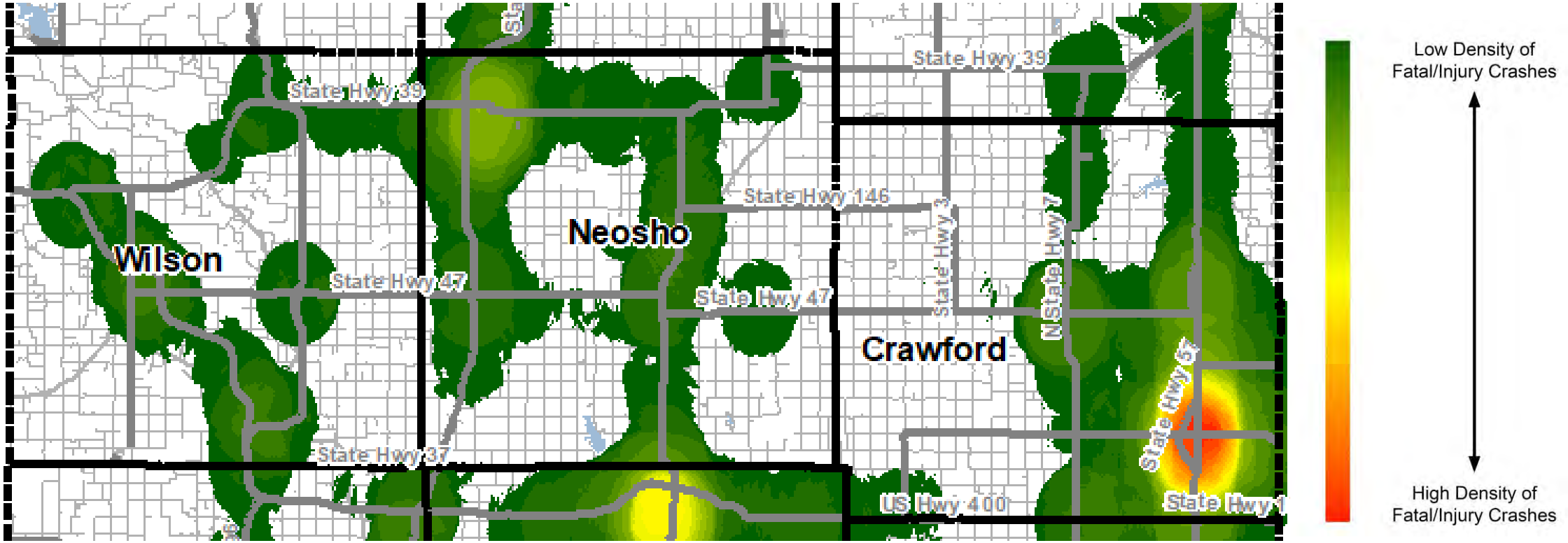
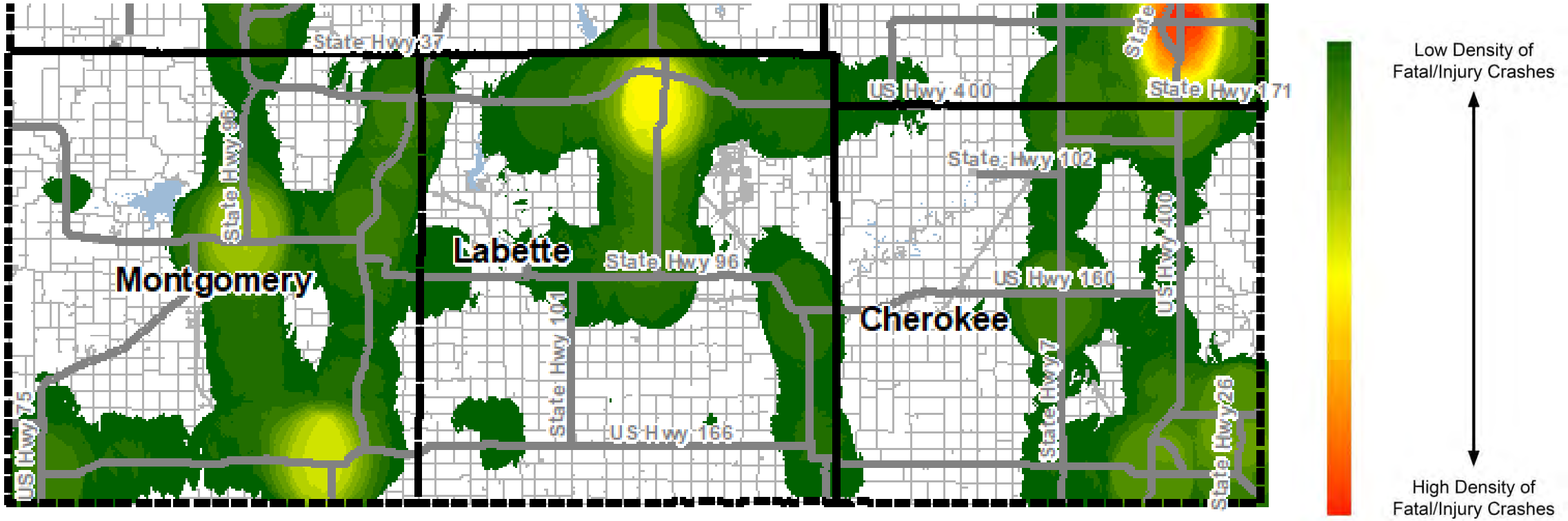


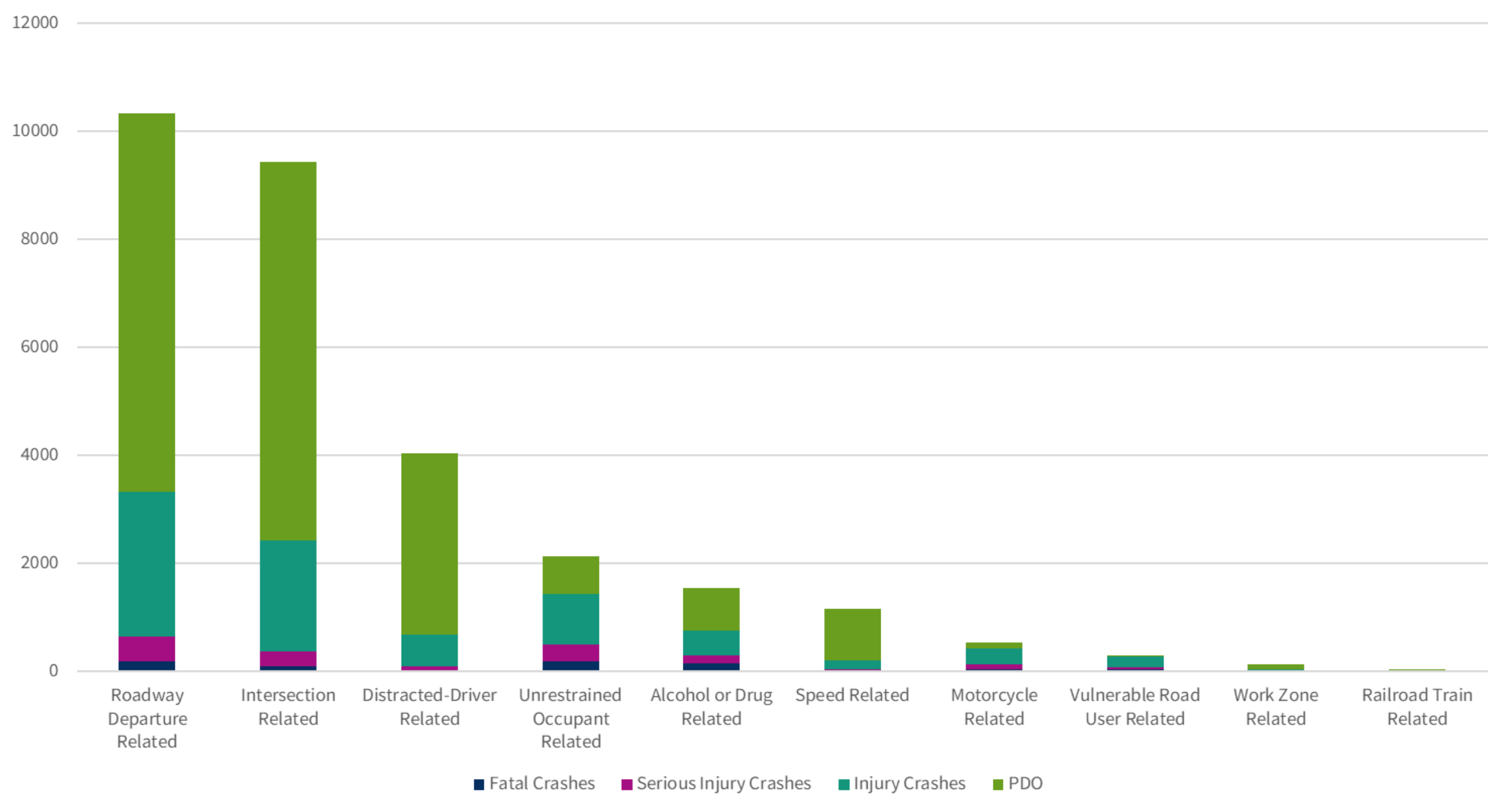
CRASH REVIEW



CRASH REVIEW

Crashes	Fatal	Serious Injury	Injury	Non-Injury (PDO)	Total
State System	249	445	2,645	17,608	20,947
County	116	274	1,527	8,486	10,403
City	33	208	1,915	10,789	12,945
Total	**398**	**927**	**6,087**	**36,883**	**44,295**

BREAK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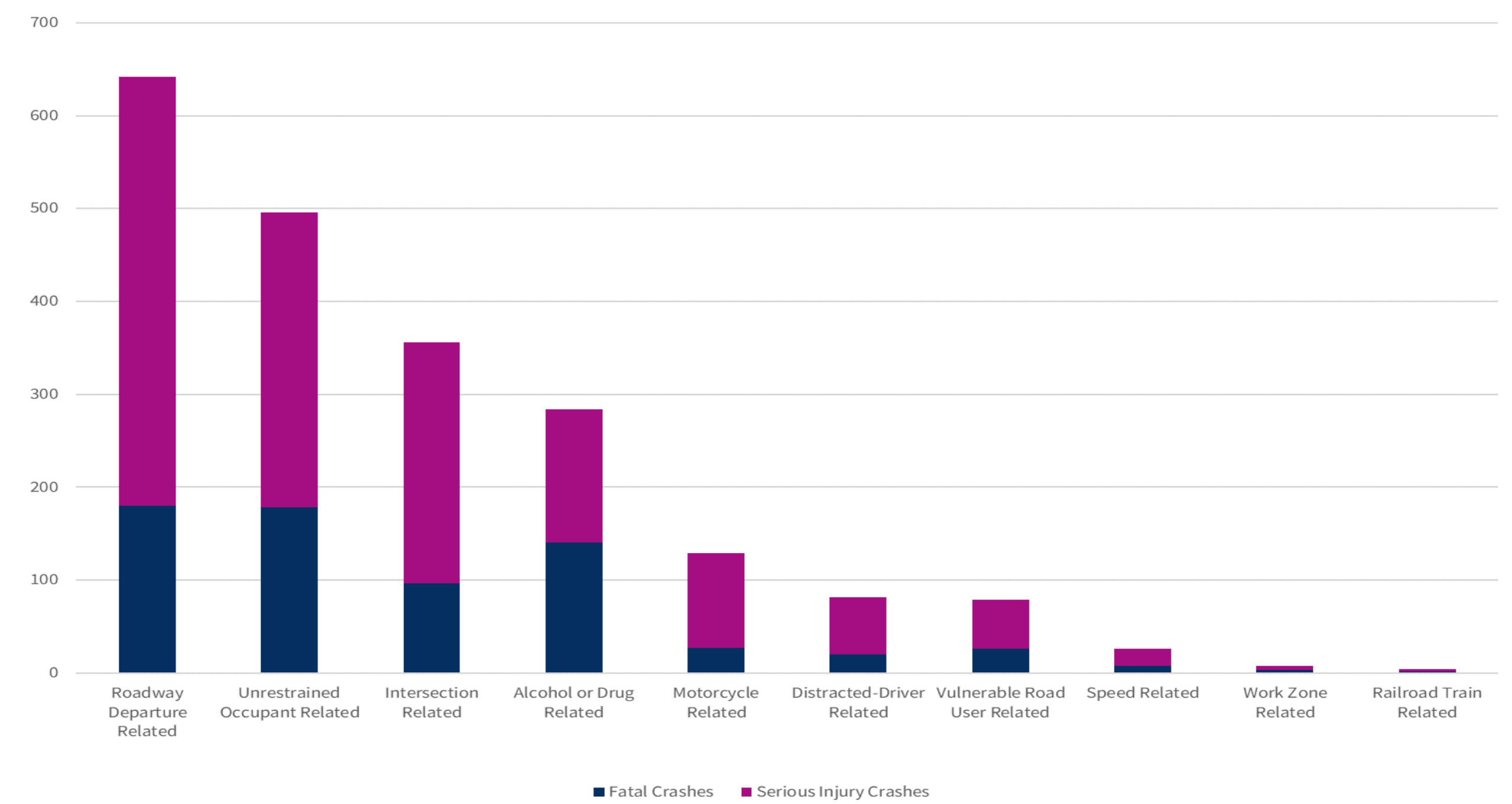
Roadway Departure Related
Intersection Related
Distracted-Driver Related
Unrestrained Occupant Related
Alcohol or Drug Related
Speed Related
Motorcycle Related
Vulnerable Road User Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes
Injury Crashes
PDO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Roadway Departure Related
Unrestrained Occupant Related
Intersection Related
Alcohol or Drug Related
Motorcycle Related
Distracted-Driver Related
Vulnerable Road User Related
Speed Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes

Step 1: Select Emphasis Area

Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

DISCUSSION

As we focus on solutions, which of these crash types are most important to address?

- Drove Off Road
- No Seatbelt
- Intersections
- Alcohol or Drug Related
- Distracted Drivers
- Pedestrians and Bicyclists
- Speed Related
- Motorcycle
- Work Zone
- Railroad/Train

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DISCUSSION

Tell us about what kinds of transportation related **safety programs or involvement** your communities have promoted.

What went well?

What would you improve?

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DISCUSSION

What transportation
safety concerns have you heard
from the community?

Join at menti.com

Enter code: **17 08 43 1**

DISCUSSION

What would you like to see **implemented** in Southeast Kansas to improve transportation safety?

Join at menti.com

Enter code: **17 08 43 1**

NEXT STEPS

- Public Survey
- Public Meetings
- Safety Task Force Meeting #2: November 14, 2024
- Safety Task Force Meeting #3: January 23, 2025
- Safety Priority/Cluster Areas
- Countermeasure Review

THANK YOU!

Next Meeting: November 14, 2024

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #2

Date: November 14, 2024
Time: 12:00pm - 2:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Task Force Meeting #1 Overview
- Public Survey Information and Update
- Crash Emphasis Areas
- Countermeasure Review
- Next Steps

Attendees
Kris Hix, City of Garnett Community Development Director
Darin Wilson, City of Garnett Planning & Zoning Administrator
Chasity Ware, Linn County Economic Development
Terry Weidert, Labette County Commission
Jamie Lynn Blum, Pittsburg State University (online)
Katelyn Young, USD 257 Transportation (Iola) (online)
Aaron Cole, USD 257 Transportation (Iola) (online)
Jessica Hightower, SEKRPC

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Payton Smith, TranSystems
Taylor Cunningham, TranSystems
Nicole Hood, TranSystems (online)
Tod Salfrank, TranSystems (online)
Jeff McKerrow, Kimley-Horn (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Per the project schedule, the consultant team has partially completed the data analysis and targeting February 2025 for completion.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Federal funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Task Force Meeting #1 Overview

- The Safe Systems Approach and the "Swiss Cheese Model" of safety redundancy was reviewed. An ordinance adopted by local governments supporting Vision Zero is needed to apply for future SS4A federal funding.
- A graph showing fatal and serious injury crash numbers was shown and compared to the top three emphasis areas selected by the Safety Task Force: roadway departure, unrestrained occupant, and distracted driving.

Public Survey Information and Update

- A public survey (https://arcg.is/1v1Pe00) was sent to about 300 community stakeholders and groups. To date, about 55 responses have been received. The survey is scheduled to stay open until January when public meetings are anticipated to be held in each county.
- Emphasis areas identified by survey participants to date include intersections, alcohol or drug related, distracted driving, and speed.
- To blend the input from the crash analysis, Safety Task Force, and public survey, the proposed emphasis areas are roadway departure, intersection related, and unrestrained occupant. Other areas for review are Vulnerable Road Users (VRU), distracted driving, and alcohol or drug related.

Crash Emphasis Areas

- A map of clustered crash occurrences was presented with color-coded dots showing multiple occurrences for signalized Intersections, unsignalized Intersections, VRUs, roadway departures, and speed related incidents.
- Specific cluster maps will be developed for each of the 12 counties.
- Follow-up meetings will be scheduled to discuss these with city and/or county stakeholders.

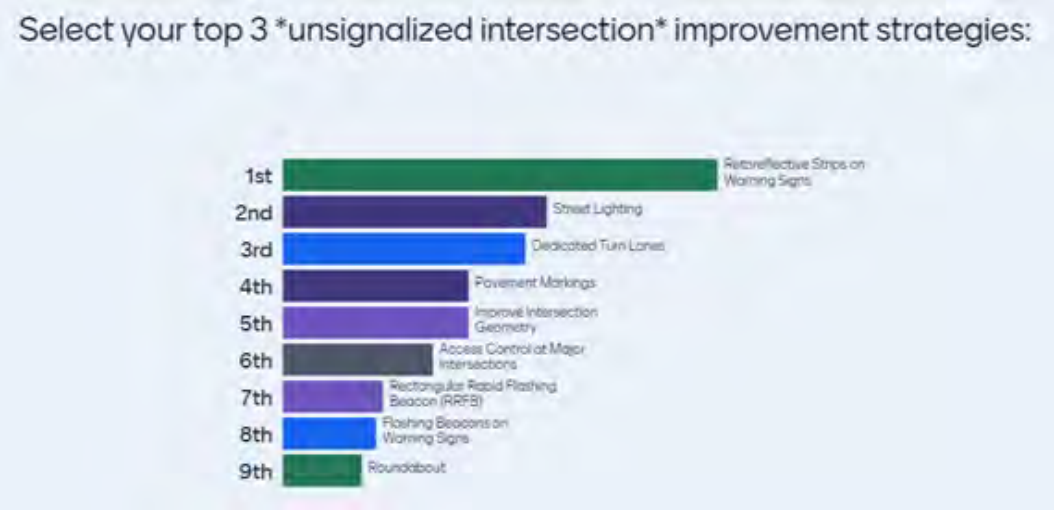
Countermeasure Review

- Countermeasure for **roadway departure** include edge-line and centerline treatments, curve signage, various delineators, clear zone obstruction removal, improved pavement markings, and a two-foot shoulder.
    - Polling question: **Select your top roadway departure improvement strategies.**
    - Additional overhead lighting could be helpful. Franchise agreements with electric companies sometimes make placement free.
    - Terry Weidert (Labette County) shared information about a 90-degree curve that was created with US-400 construction at old US-59 near Parsons. Adjacent to the curve is a pond on private land. Four weeks ago, a young driver missed the curve and crashed but could not be found. He was underwater in the pond. There have been five incidents in this location including this fatal crash. Shawn Turner (TranSystems) said a similar situation occurred on US-169 and KDOT purchased and filled the borrow pit.

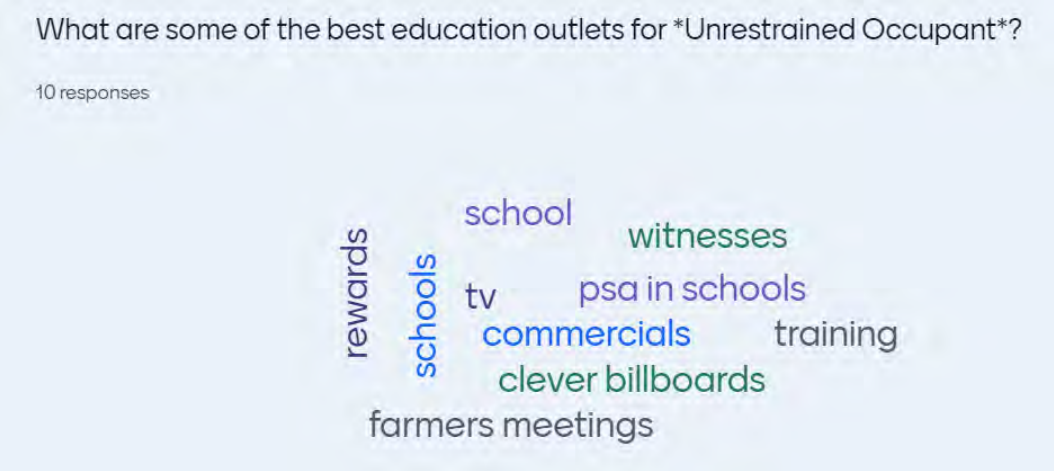
- Countermeasures for **signalized intersections** include signal backplates with retroreflective borders, protected left turns (some with flashing yellow arrows), and improvements for signal phasing and timing plans.

- Countermeasures for **unsignalized Intersections** include flashing beacons on warning signs, retroreflective strips on warning signs, Rectangular Rapid Flashing Beacons (RRFB), improved pavement markings, access control at major intersections, dedicated turn lanes, roundabouts, improved intersection geometry, and overhead lighting.
    - Polling question: **Select your top unsignalized intersection improvement strategies.**
    - The group discussed roundabout functionality and geometry. Slade Engstrom (TranSystems) indicated that larger roundabouts, low curbs, or roundabouts with colored concrete aprons can help large trucks navigate them easier.

- The group discussed diverging diamond interchanges (DDI). Slade Engstrom (TranSystems) said geometry is important and DDIs must fit the individual situation of the interchange. They are useful where lots of left turn traffic exists. There are currently seven in Kansas with more coming. Future improvements to K-96 in northeast Wichita will have DDIs.

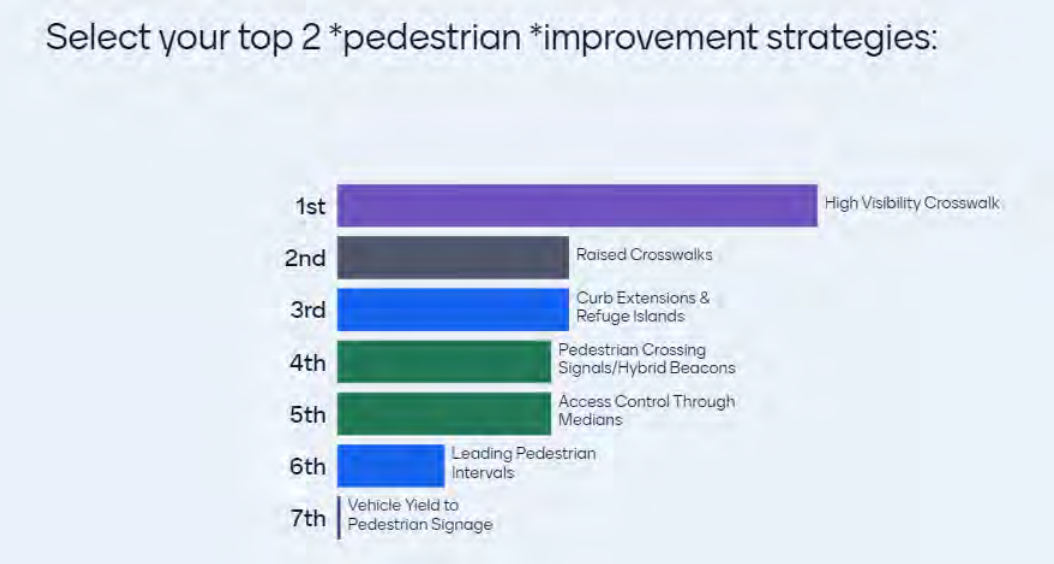


- Countermeasures for **unrestrained occupant** include behavior changing programs and enforcement communications and outreach.
  - Polling question: **What are some of the best education outlets for unrestrained occupants?**
  - The group discussed successful campaigns that play to human emotions regarding family, friends, and pets.
  - Large employers can implement safety programs at work. Cornejo in Wichita has trouble keeping CDL drivers so they offer a company-wide free Uber service. Farmers' meetings are another good place for outreach because farmers generally work alone and socialize with others at meetings.

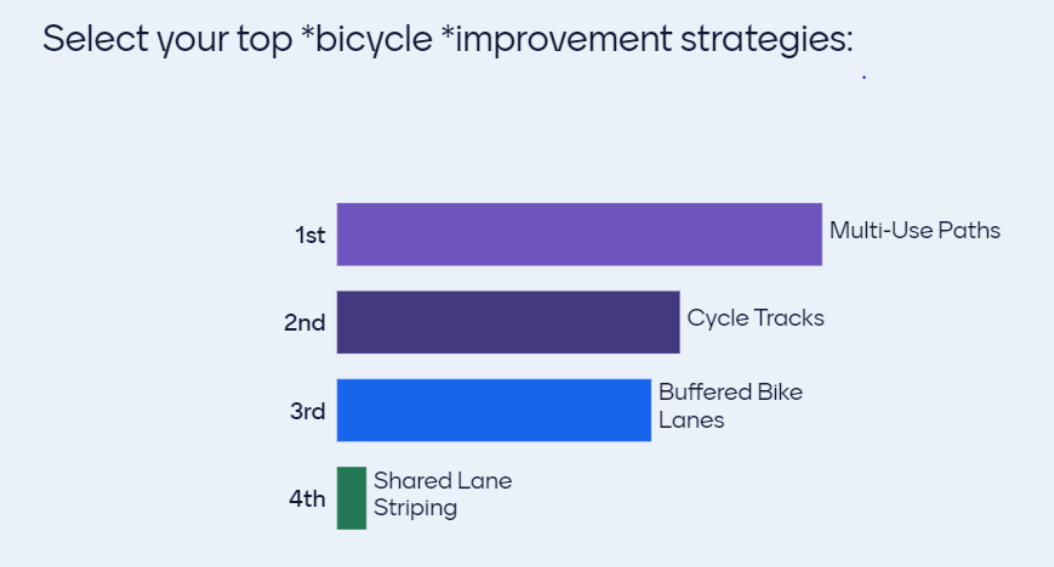


- Countermeasures for distracted driving include high-visibility cell phone and texting enforcement and enforcement communications and outreach.
    - Polling question: **What are some of the best education outlets for distracted driving?**

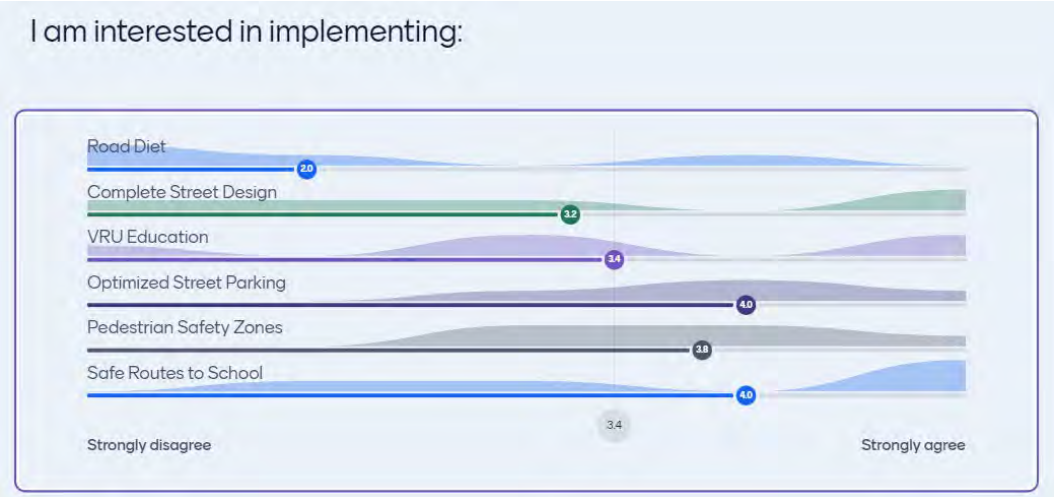
- Countermeasures for **pedestrian safety** include Leading Pedestrian Intervals (LPIs) at intersections, pedestrian crossing signals/hybrid beacons, high visibility crosswalks, signage for vehicles yield to peds, raised crosswalks or intersections, curb extensions or refuge islands, and access control with medians.
    - Polling question: **Select your top pedestrian safety improvement strategies.**



- Countermeasures for **bicycle safety** include buffered bike lanes, shared lanes, multi-use paths, and cycle tracks.
    - Polling question: **Select your top bicycle safety improvement strategies.**



- Countermeasures for both **bicycle and pedestrian safety** include road diet, Complete Street design, VRU education, optimized street parking, pedestrian safety Zznes, and Safe Routes to School programs.
    - Polling question: **How interested are you in implementing these strategies?**
    - The group mentioned that the Safe Routes to Schools program is popular.
    - Drivers to schools include young (high school) drivers and parents making multiple trips through the day, sometimes to multiple schools.



Next Steps

- Consultant team will follow-up to schedule 1-on-1 conversations with city and county representatives for more detailed discussions. Safety Task Force Meeting #3 is anticipated in late January 2025.
- Public survey will continue to be available until public meetings in each county. The public meetings are anticipated to be planned in coordination with standing County Commission meetings.
- Consultant team continues to monitor the political and funding landscape for future funding announcements.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #2

November 14, 2024

AGENDA

- Welcome and Introductions
- Task Force Meeting #1 Overview
- Public Survey Results
- Emphasis Areas
- Countermeasures
- Next Steps

INTRODUCTIONS

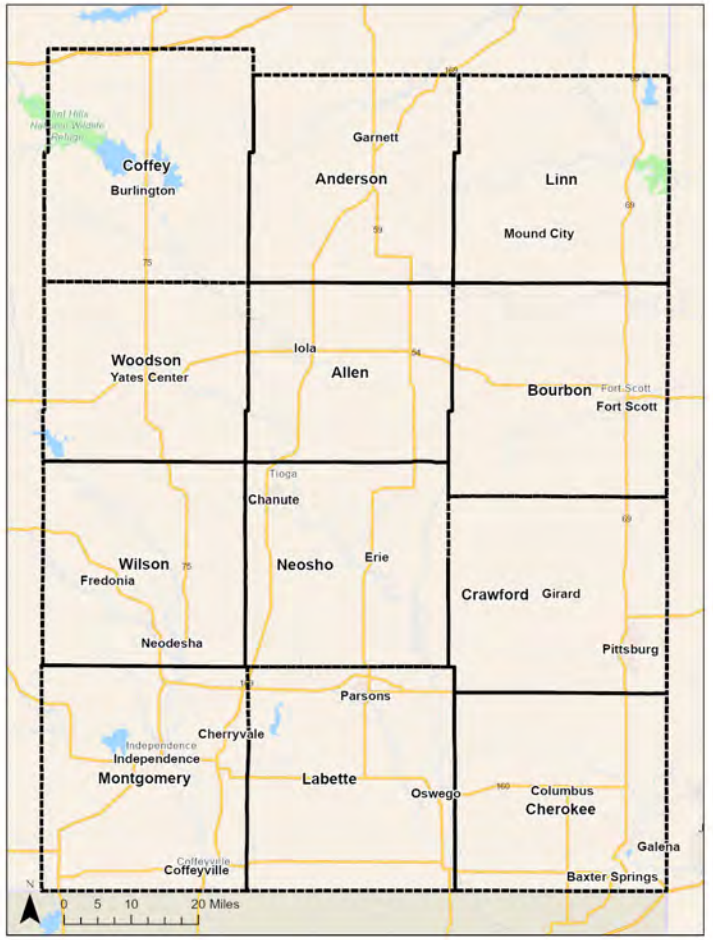
- Southeast Kansas Regional Planning Commission (SEKRPC)
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



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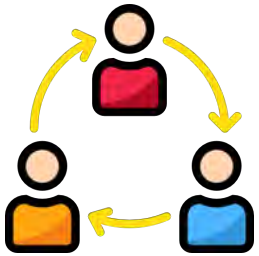
FROM PLAN TO ACTION

Planning Grant

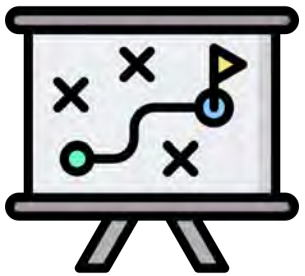
Implementation Grant

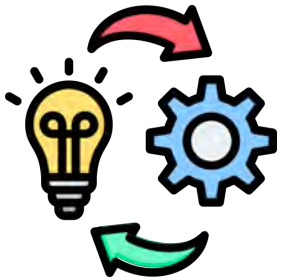
Data Analysis



Engage Stakeholders

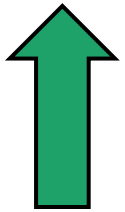
Strategy and Actions





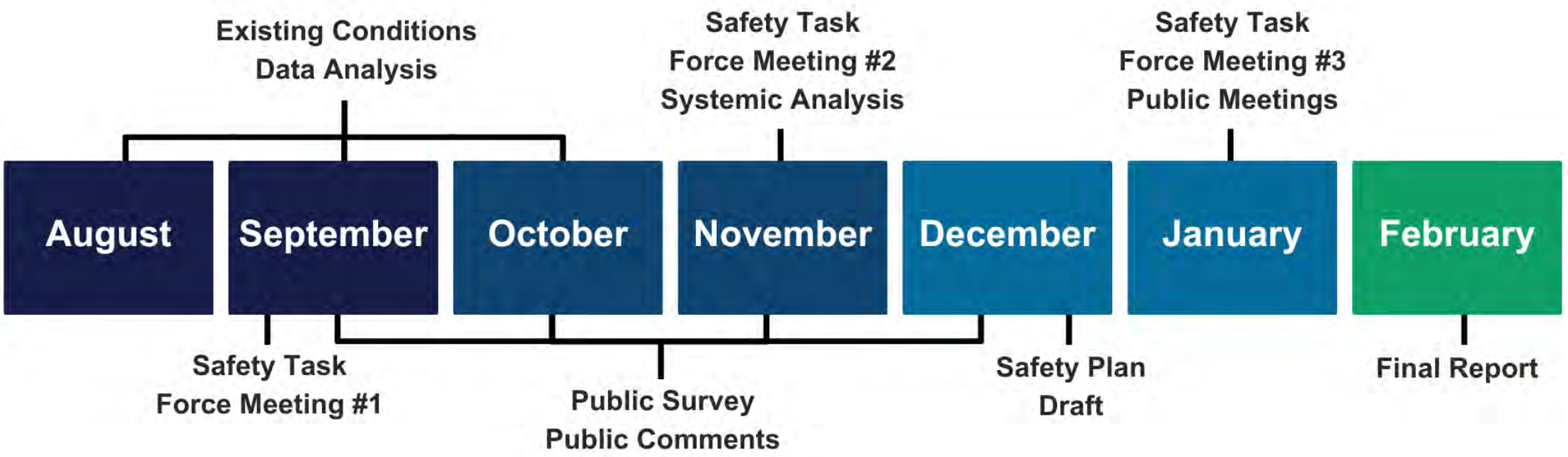
Recommendations

Implementation



We are here!

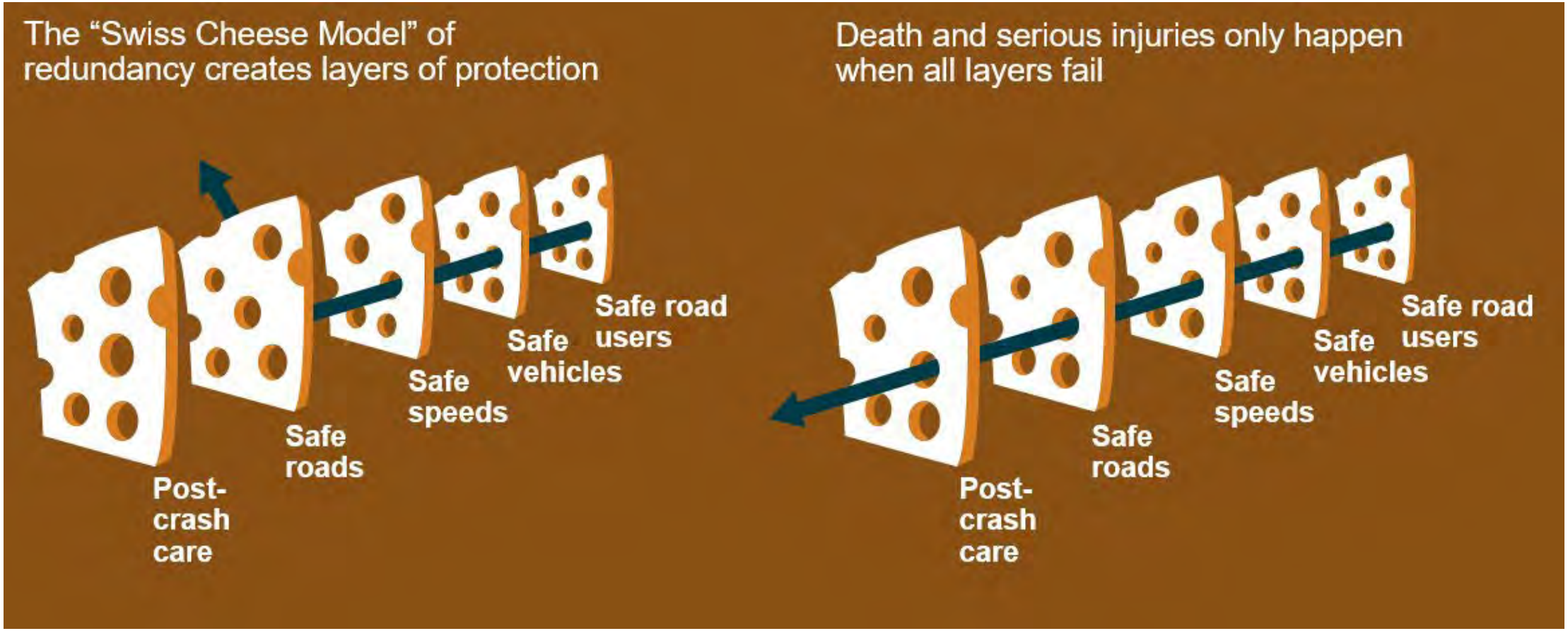
PROJECT TIMELINE



MEETING #1 OVERVIEW

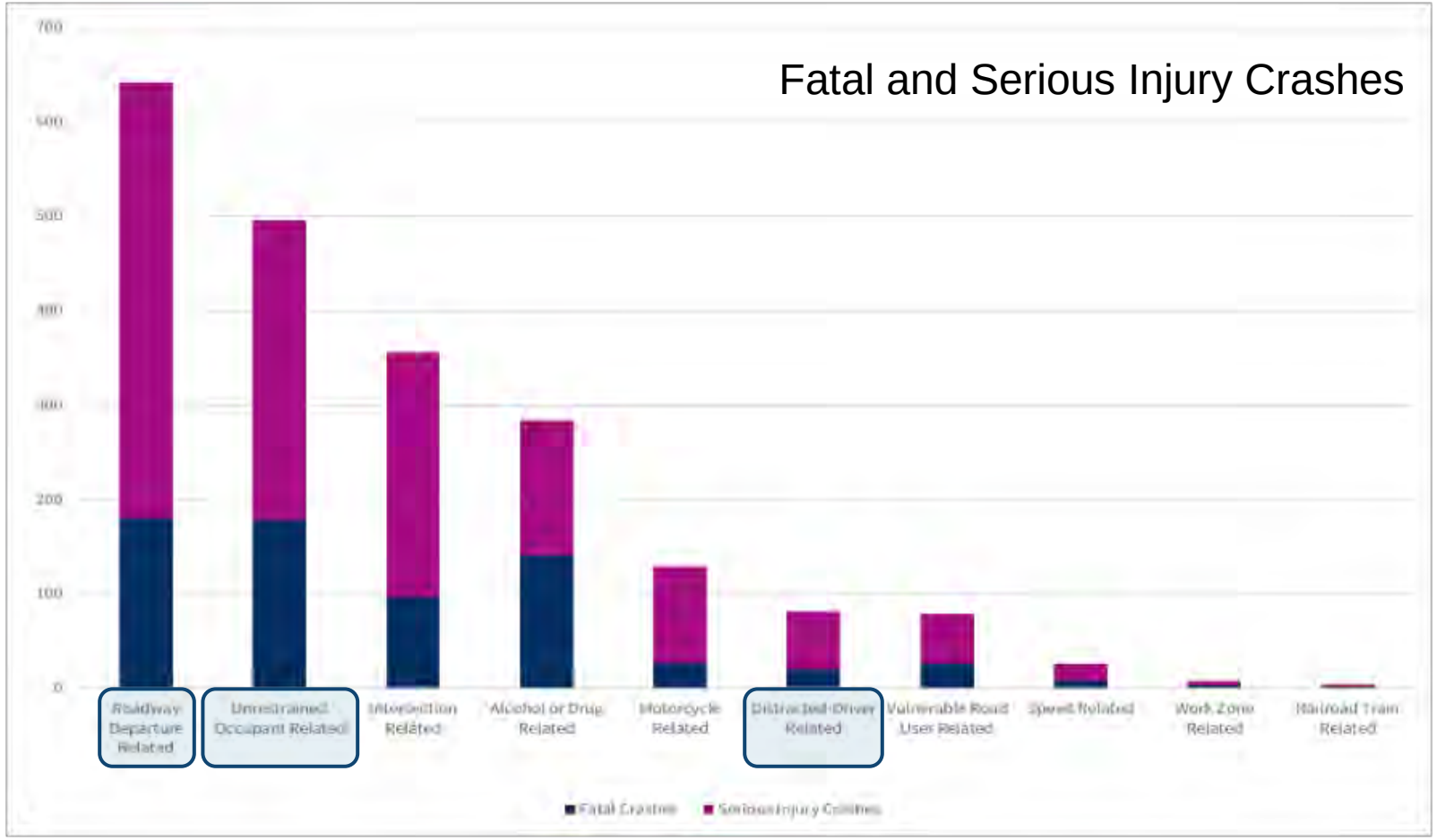
- SS4A Background
  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public survey will guide study outcomes

MEETING #1 OVERVIEW



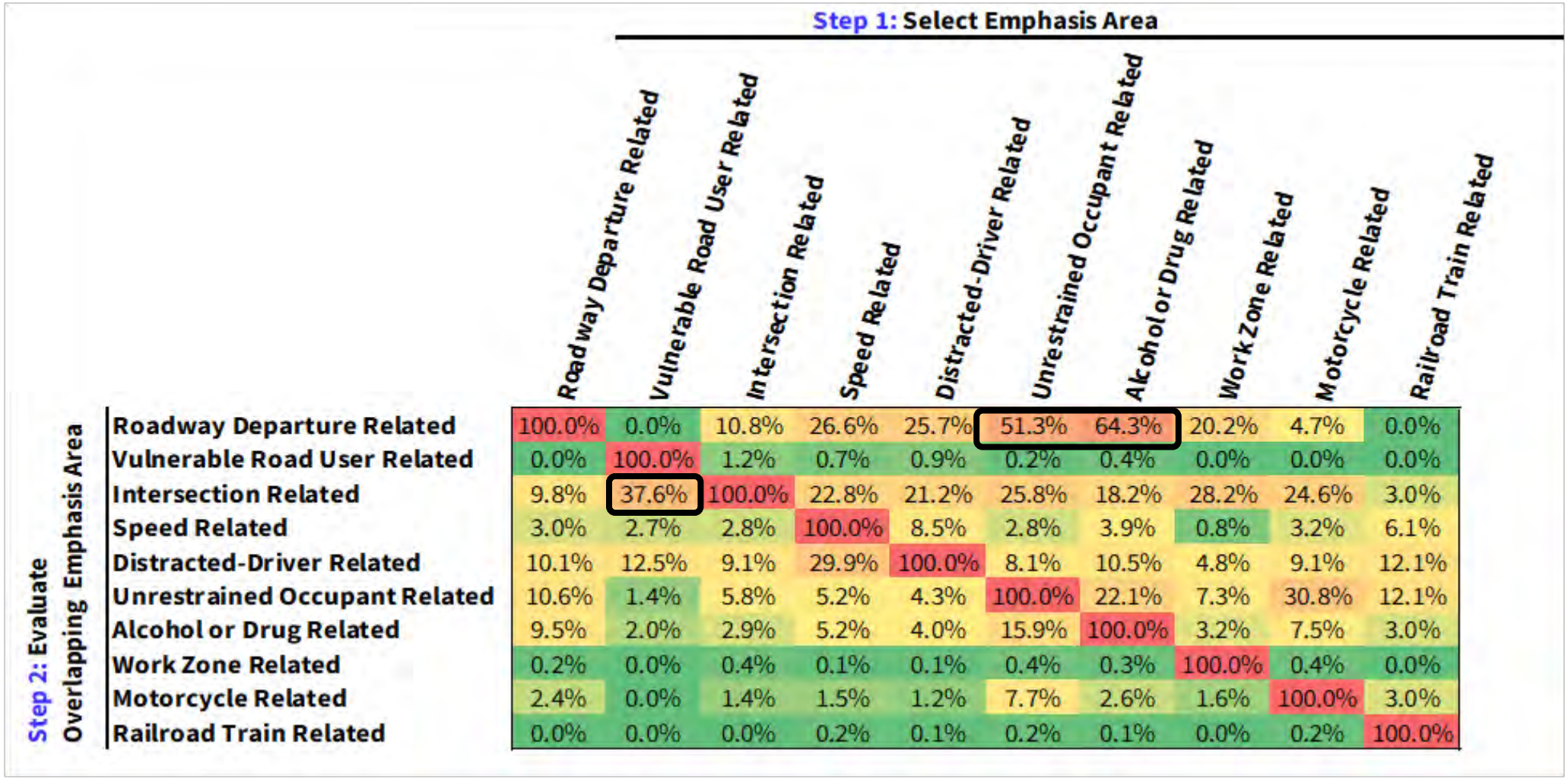
MEETING #1 OVERVIEW

- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

MEETING #1 OVERVIEW



Step 1: Select Emphasis Area

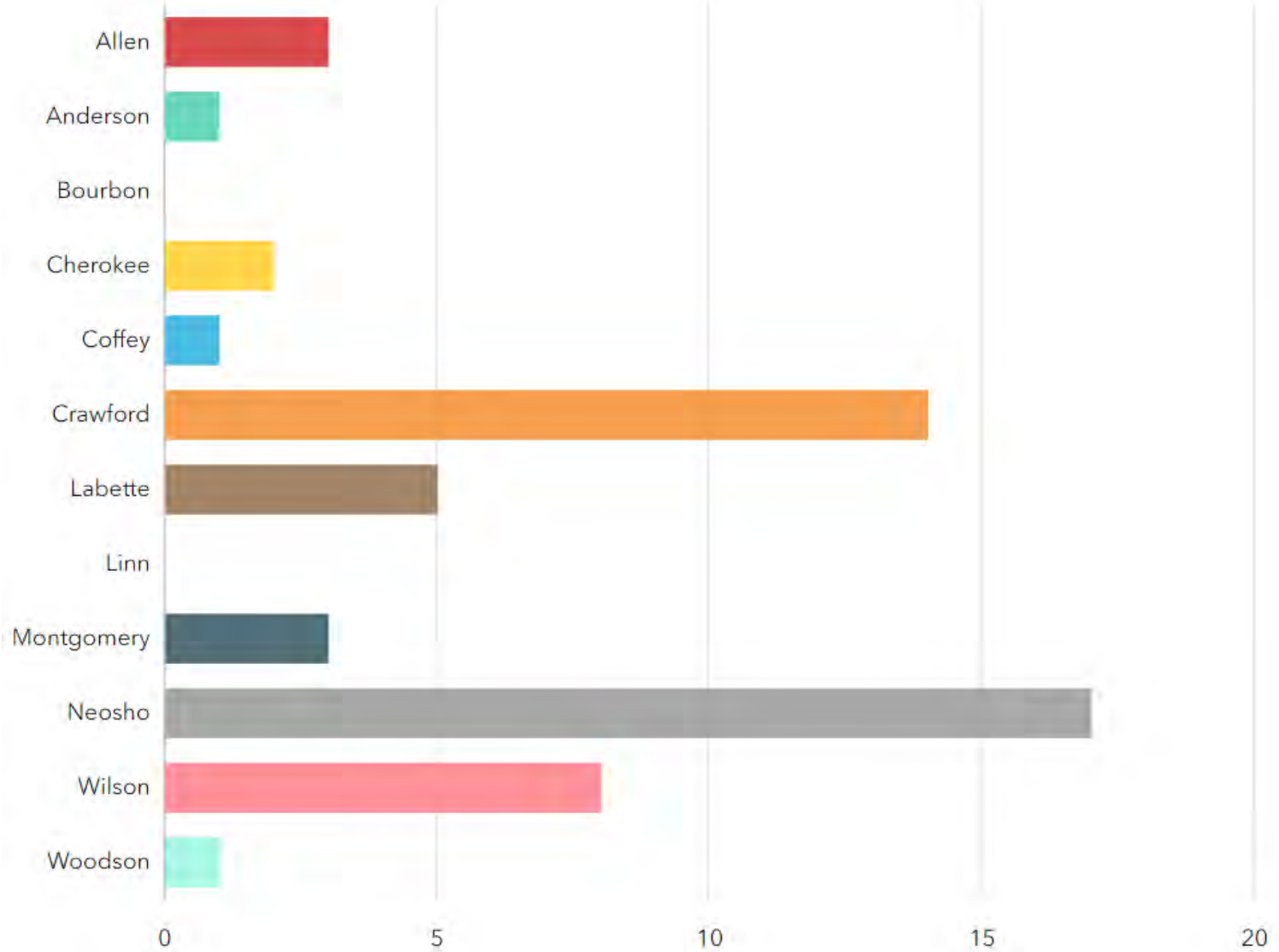
Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

PUBLIC SURVEY RESULTS

- Press release and survey was sent to the Safety Task Force and an extended stakeholder list for greater promotion
- About 55 survey responses to date*
  - Survey reminder to be sent this month
  - Survey to remain open until public meetings in January

Survey Respondents By County



*Responses as of 11/7/24

PUBLIC SURVEY RESULTS

What are your safety concerns?

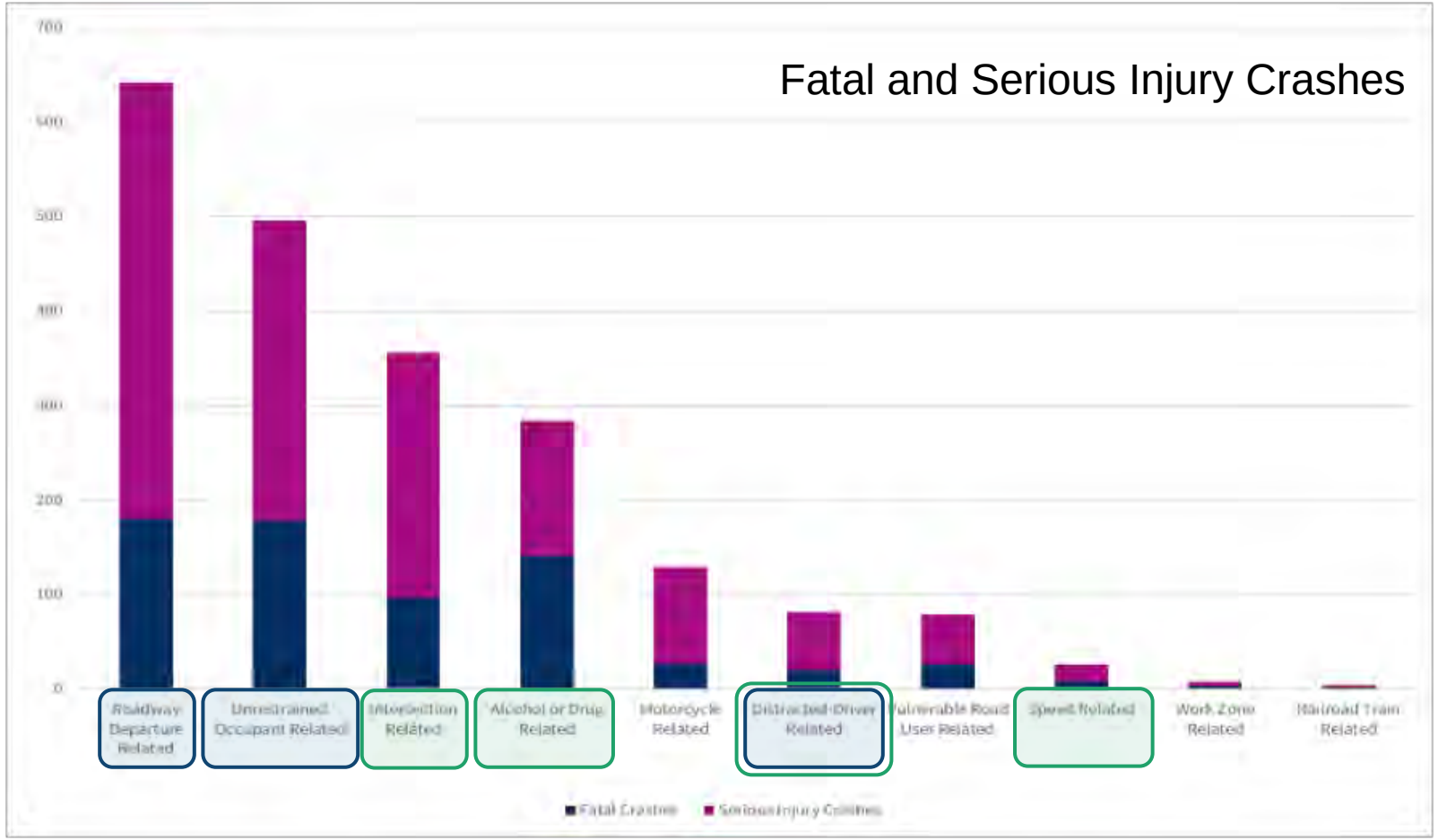
- Infrastructure maintenance
  - Poor roadway conditions
  - Narrow roadways
- Intersection improvements
  - Turn lanes
  - Unsafe unsignalized intersections
- Pedestrian and bicyclist safety
- Safe routes to school
- Speeding

https://arcg.is/1v1Pe00

PUBLIC SURVEY RESULTS

Emphasis Areas

- Roadway Departure
- Unrestrained Occupant
- Intersection Related
- Alcohol or Drug Related
- Distracted Driving
- Speed Related



= *Emphasis areas prioritized by task force*

= *Emphasis areas prioritized by survey respondents*

WHAT WE HEARD FROM YOU:

Proposed Key Emphasis Areas

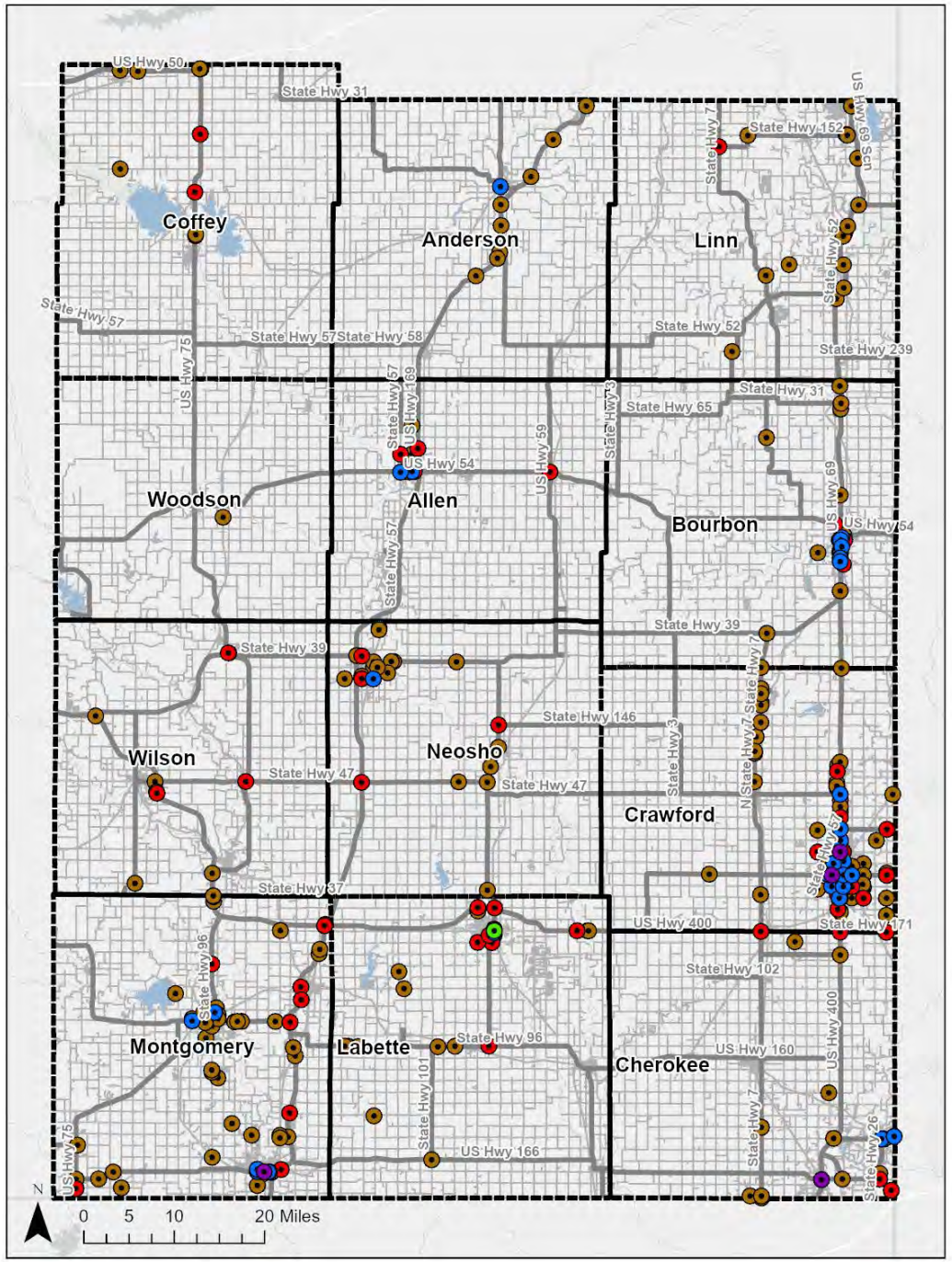
Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

LOCATION-BASED EMPHASIS AREAS

- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Specific cluster maps will be developed for each county
- Follow-up 1-on-1 meetings with county and/or city representatives



COUNTERMEASURE DISCUSSION

COUNTERMEASURES: *Roadway Departure*

Edgeline Treatment

Centerline Treatment

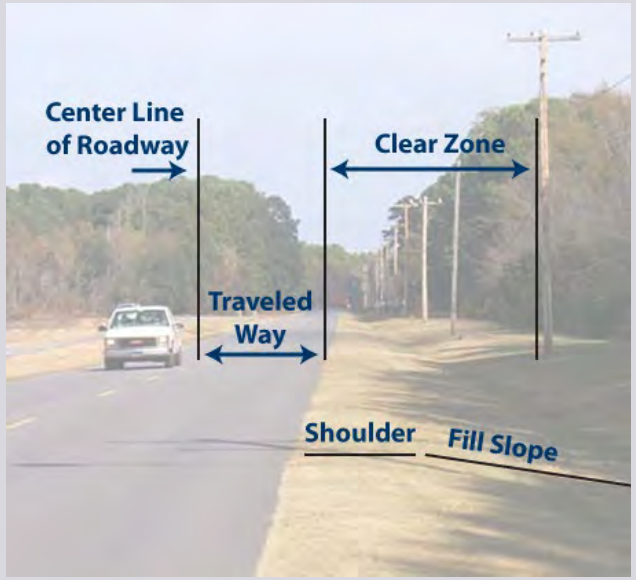
Curve Signage

COUNTERMEASURES: *Roadway Departure*

Post-Mounted Delineators

Delineate Roadside Hazards

Remove Fixed Objects in Clear Zone



COUNTERMEASURES: *Roadway Departure*

Improved Pavement Markings

2-Foot Shoulder

POLLING INSTRUCTIONS

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COUNTERMEASURES: *Signalized Intersection*

Signal Backplates with Retroreflective Borders

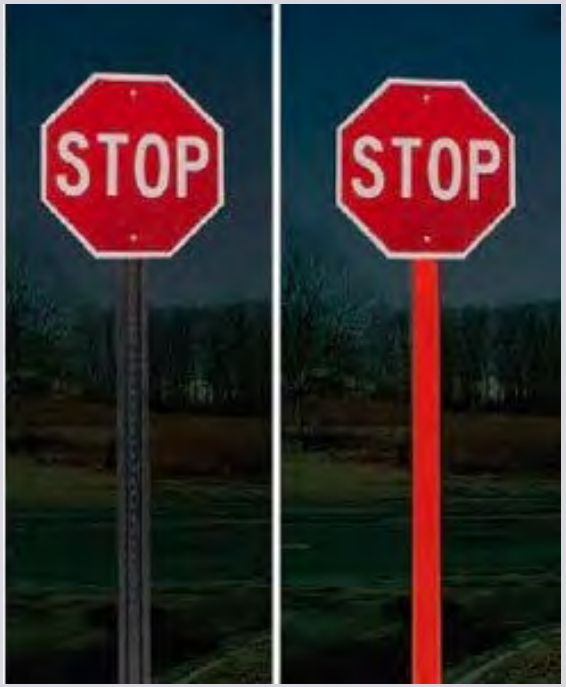
Protected Left Turns and Flashing Yellow Arrows

Improve Signal Phasing and Timing Plans

COUNTERMEASURES: *Unsignalized Intersection*

Install Flashing Beacons on Warning Signs

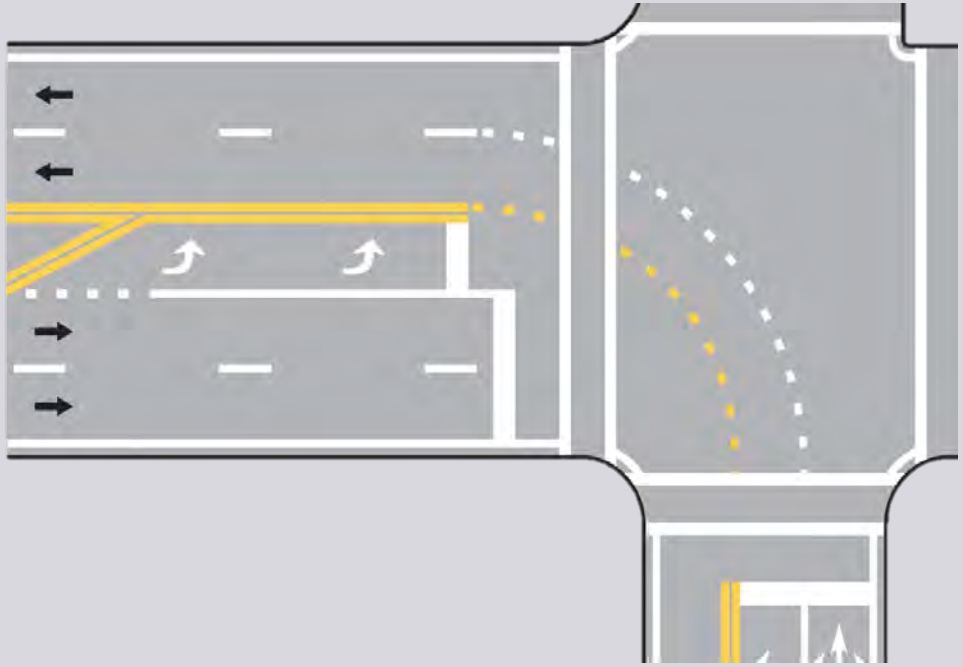
Install Retroreflective Strips on Warning Signs



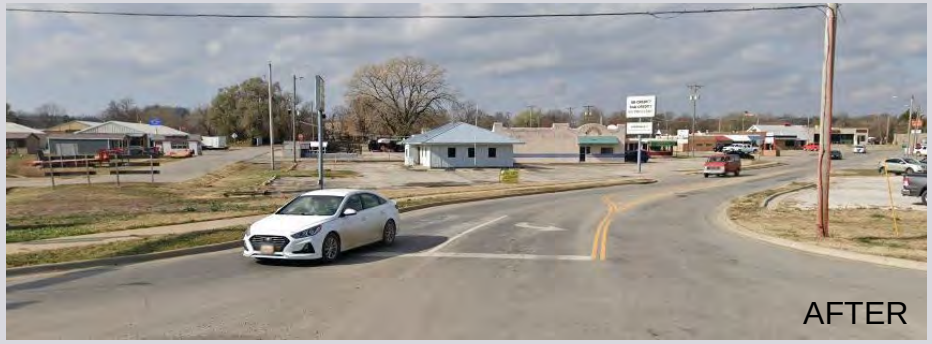
Rectangular Rapid Flashing Beacon (RRFB)

COUNTERMEASURES: *Intersections*

Pavement Markings



Access Control At Major Intersections



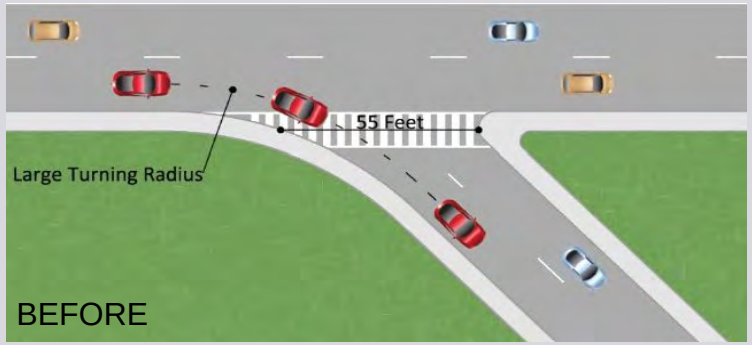
COUNTERMEASURES: *Intersections*

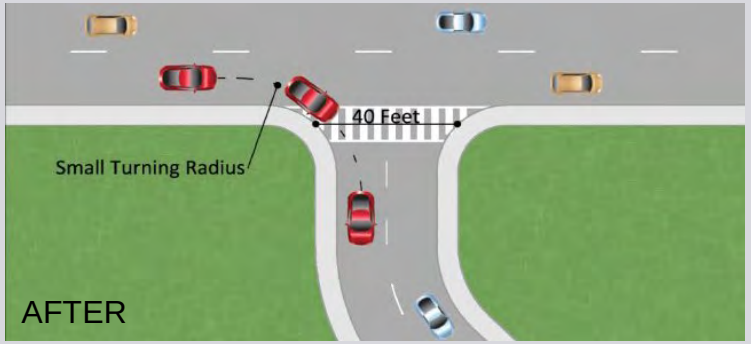
Install Dedicated Turn Lanes

Install Roundabout

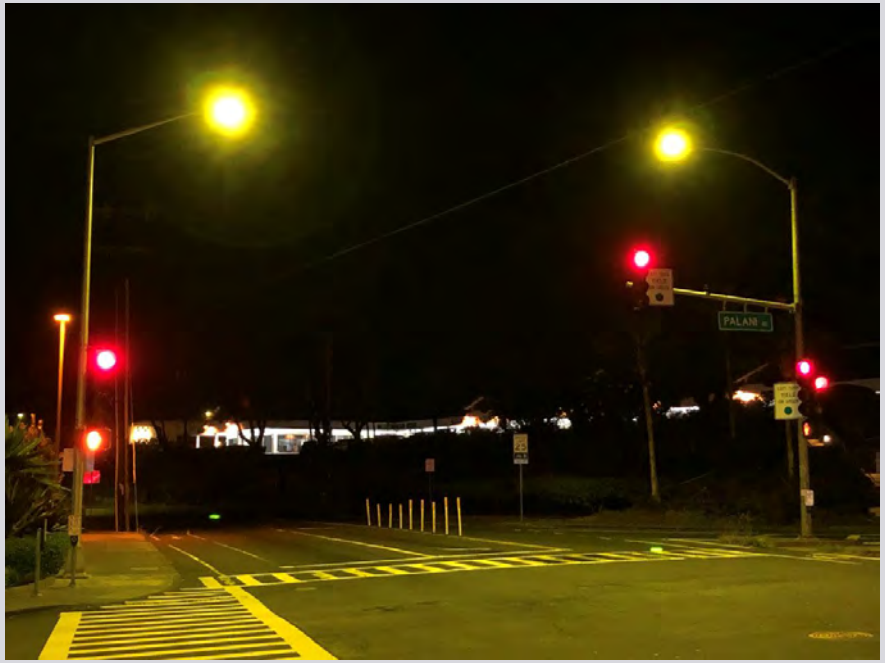
COUNTERMEASURES: *Intersections*

Improve Intersection Geometry





Install Street Lighting



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COUNTERMEASURES: *Unrestrained Occupant*

Behavior Change Programs

Enforcement Communications and Outreach

POLLING INSTRUCTIONS

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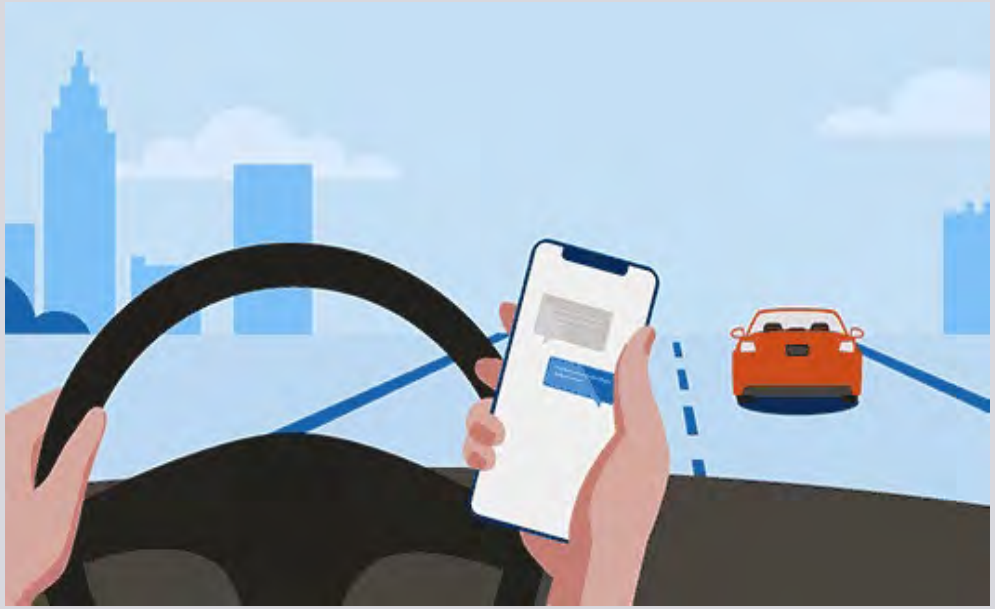
Enter your name, organization, and role.

Or use the QR code!

COUNTERMEASURES: *Distracted Driving*

High-Visibility Cell Phone/ Text Messaging Enforcement



Enforcement Communications and Outreach

POLLING INSTRUCTIONS

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COUNTERMEASURES: *Pedestrians*

Leading Pedestrian Intervals (LPIs)

Pedestrian Crossing Signals/ Hybrid Beacons

COUNTERMEASURES: *Pedestrians*

High Visibility Crosswalks

Vehicle Yield to Pedestrian Signage

Raised Crosswalks or Intersections

COUNTERMEASURES: *Pedestrians*

Curb Extensions and Refuge Islands

Access Control Through Medians

POLLING INSTRUCTIONS

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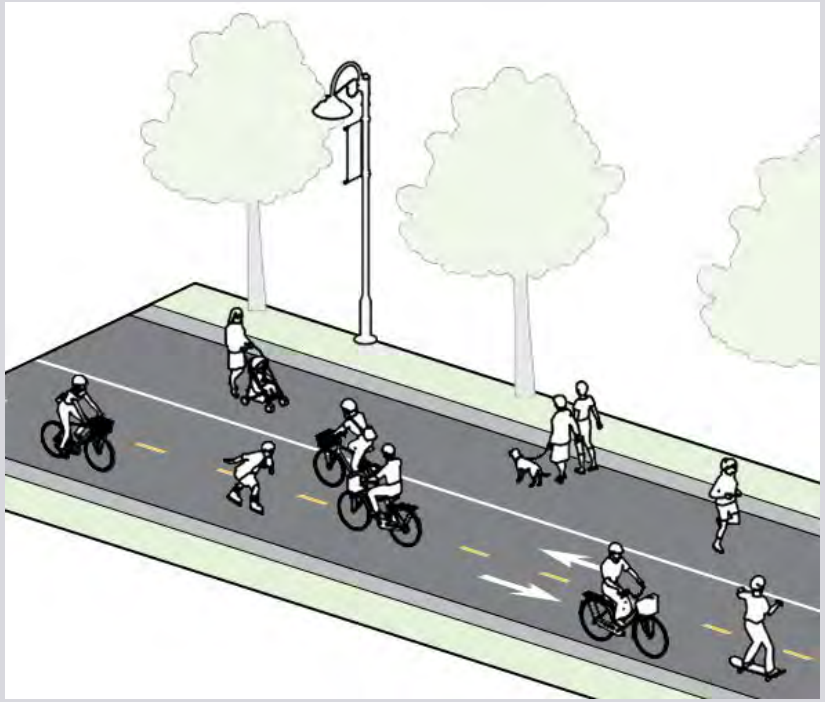
COUNTERMEASURES: *Bicyclists*

(Buffered) Bike Lanes

Shared Lanes

COUNTERMEASURES: *Bicyclists*

Multi-Use Paths



Cycle Tracks

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COUNTERMEASURES: *Bicycle & Pedestrian*

Road Diet

Complete Street Design

COUNTERMEASURES: *Bicycle & Pedestrian*

Vulnerable Road User Education

Optimized Street Parking

COUNTERMEASURES: *Bicycle & Pedestrian*

Pedestrian Safety Zones

Safe Routes to School Program

POLLING INSTRUCTIONS

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NEXT STEPS

- Follow-up 1-on-1 meetings: November and December 2024
- Public Open House in each county: January 2025
- Safety Task Force Meeting #3: January 23, 2025
  - Review draft recommendations
  - Discuss generalized vs. spot improvements
- Final Plans: February 2025
  - Monitoring funding cycle for SS4A Implementation Funds

THANK YOU!

Next Meeting: January 23, 2025

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #3

Date: April 24, 2025
Time: 10:30am - 12:00pm
Format: Memorial Building, 101 S. Lincoln, Chanute Kansas or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

Attendees
Carey Spoon, SEKRPC
Terry Weidert, Labette County
Chari Bauman, Coffey County
Cole Herder, City of Humboldt
Jenny Tatman, Coffey County
Chris Bauman, City of Neodesha
Janet Miller, Network Kansas
Jimmy Holt, City of Cherryvale
Gracie Myers, City of Cherryvale
Anthony Mersman, Anderson County
Bruce Blair, Crawford County
Bill Kavanaugh, Crawford County
Kris Marple, Wilson County
Jessica Mills, Anderson County
Vickie Moss, Thrive Allen County
Paul Westhoff, Neosho County
John Brocker, Allen County
Brandon Beurskens, Montgomery County (online)
Eric Bailey, Bourbon County (online)

Consultant Team
Deanne Winkelmann, TranSystems
Payton Smith, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Nicole Hood, TranSystems (online)
Matt Davis, TranSystems (online)
Taylor Cunningham, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Emily Pietrantone, Kimley-Horn (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)
Rachel Thomas, Wilson & Company (online)
Brian Ortiz, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Review of the project format with three consulting firms working together. Explanation of the Safe System Approach, Vision Zero, and the role of the Safety Task Force and public input via meetings and survey.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Draft versions of the 12 CSAPs will be sent out in May. Funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Crash Data Summary

- The three priorities from the Safety Task Force (STF) input were shown: Roadway Departures, Unrestrained Occupants, and Distracted Driving.
- Hotspot locations were categorized as signalized intersections, unsignalized intersections, vulnerable road users (VRUs), roadway departures, and speed related. Follow-up one-on-one meetings were held with various officials from each of the 12 counties to identify new and confirm known hotspot locations.

Public Engagement Summary

- The public survey generated 899 total responses. The majority of responses were from Montgomery County. The areas of emphasis identified in the survey were Distracted Driving, Speed, and Intersections. Importance of using tax dollars for intersection improvements, enforcement strategies, and traffic enforcement was identified in the survey responses. The survey was open from late 2024 until mid-April 2025.
- Open house public meetings were held in each county. Personal discussions were held as members of the public identified areas of concern in their county. The colored dots on specific locations and their suggestions were noted. Examples of public comments included the lack of adequate sidewalks, especially near schools, specific crash locations, roadway and infrastructure characteristics that need improvement, and lack of lighting in some areas.
- In summary, the public meetings and survey reinforced findings from the crash data analysis. The data showed emphasis needs in Roadway Departures, Intersections, and Unrestrained Occupants plus other areas to review include VRUs, Distracted Driving, and Alcohol/Drug-related crashes.

Project Types

- Each county will be provided with a potential project list that addresses hotspots and emphasis areas. Many align with those identified in previous studies such as Local Road Safety Plans (LRSP) and other comprehensive studies.

- Valuable input was also received from county sheriffs and other law enforcement agencies, county officials, and the public.
- Some on the list have a blend of jurisdictions. Where local and state routes intersect are common areas of concern and will require discussions with the Kansas Department of Transportation (KDOT).
- Examples of specific projects plus short-term and long-term solutions:
    - Roadway departures in Crawford County east of Pittsburg
    - Roadway departures in Wilson County
    - Signalized intersections in Mongomery County
    - Unsignalized intersections in Montgomery County
    - VRUs in Anderson County
    - USBR / KDOT bike routes

Policy Recommendations

- Advocate via regional coalitions (i.e. US-169 Corridor).
- Update design policies and incorporate safety into maintenance programs and projects.
- Enforcement campaigns for behavioral changes including Seat Belts for Everyone (SAFE) and other saturation enforcement programs.

Next Steps

- Project team representative will share each county's specific projects sheets in the next 1-2 weeks.
- Draft Safety Action Plans are nearing completion. Each county will receive a draft plan for review in May.
    - Anderson, Allen, Neosho, and Labette counties are in the last cycle of the LRSP program and the project team aligning those efforts with the Safety Action Plans. Therefore, project sheets and draft plans for those four counties may be on a slightly slower timeline to finalize.
- A resolution adopted by local governments supporting Vision Zero is required for future Federal project funding. The project team will provide draft resolutions to each county.
- The current SS4A funding cycle has a submittal deadline of June 26, 2025. Another funding cycle will occur next year and is anticipated in March 2026.
- Other funding opportunities include Kansas Infrastructure Hub, Highway Safety Improvement Program (HSIP), Safe Routes to Schools, and partnering with community health organizations.

Carey Spoon (SEKRPC) commented that counties should identify their pet projects and work on passing the Vision Zero resolution.

Deanne Winkelmann (TranSystems) stated that Safety Action Plans can be accelerated if a county is planning to pursue SS4A implementation funds this cycle. Please notify us if this is the case for your jurisdiction.

Questions

- **Who will receive the draft report to review?** County Public works directors, Safety Task Force members, and larger city representatives. We will include Commissioners on the SEKRPC Board.
- **What does funding look like in Kansas this year?** Kansas has a local matching program that tries to help with up to 20% of the local match if certain criteria is met. It helps if applications are multi-jurisdictional and possibly within identified equity areas.
- **Regarding the federal SS4A program, has there been a shift in funding or eligibility?** There is an increased set-aside of funding in rural funds and less of an emphasis on equity.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #3

April 24, 2025

AGENDA

- Welcome and Introductions
- Safe Systems Approach
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

INTRODUCTIONS

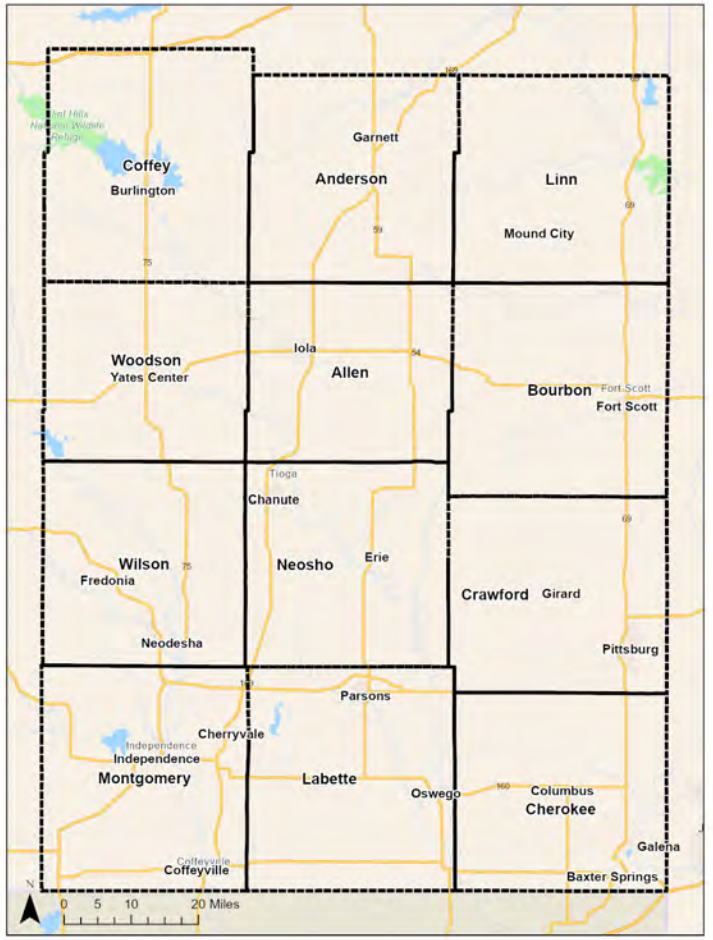
- Southeast Kansas Regional Planning Commission (SEKRPC)
- Consultant Teams
  - TranSystems
  - Kimley-Horn
  - Wilson & Company
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



SAFE SYSTEM APPROACH

- SS4A Background
  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public input helps guide study outcomes

PLAN TO ACTION

Planning Grant

Implementation Grant

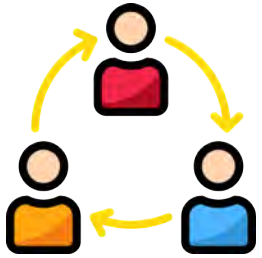
Data Analysis

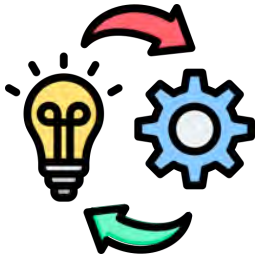
Public Engagement

Strategy and Actions

Projects and Policies

Advance Implementation

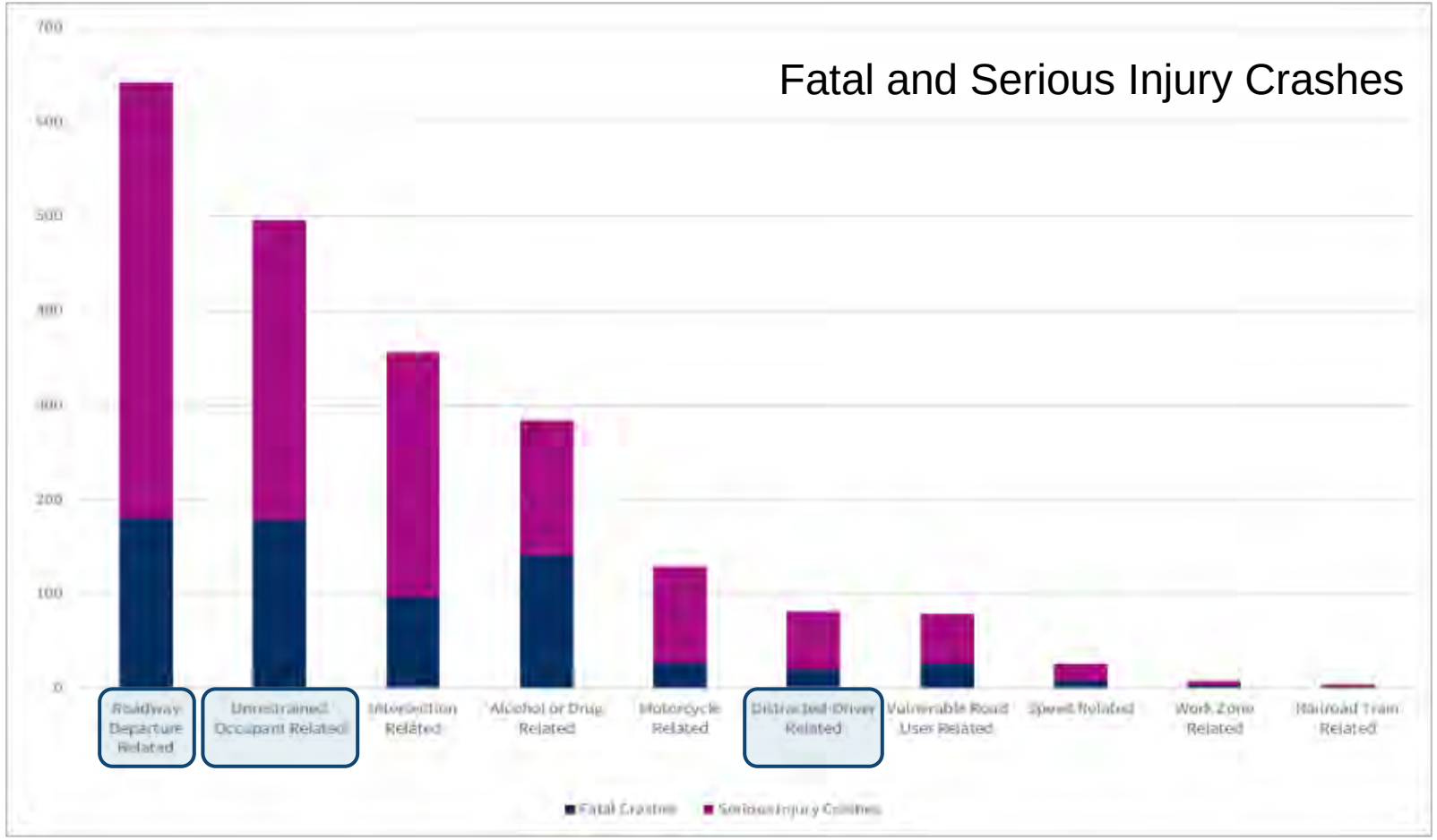




We are here!

CRASH DATA: Emphasis Areas

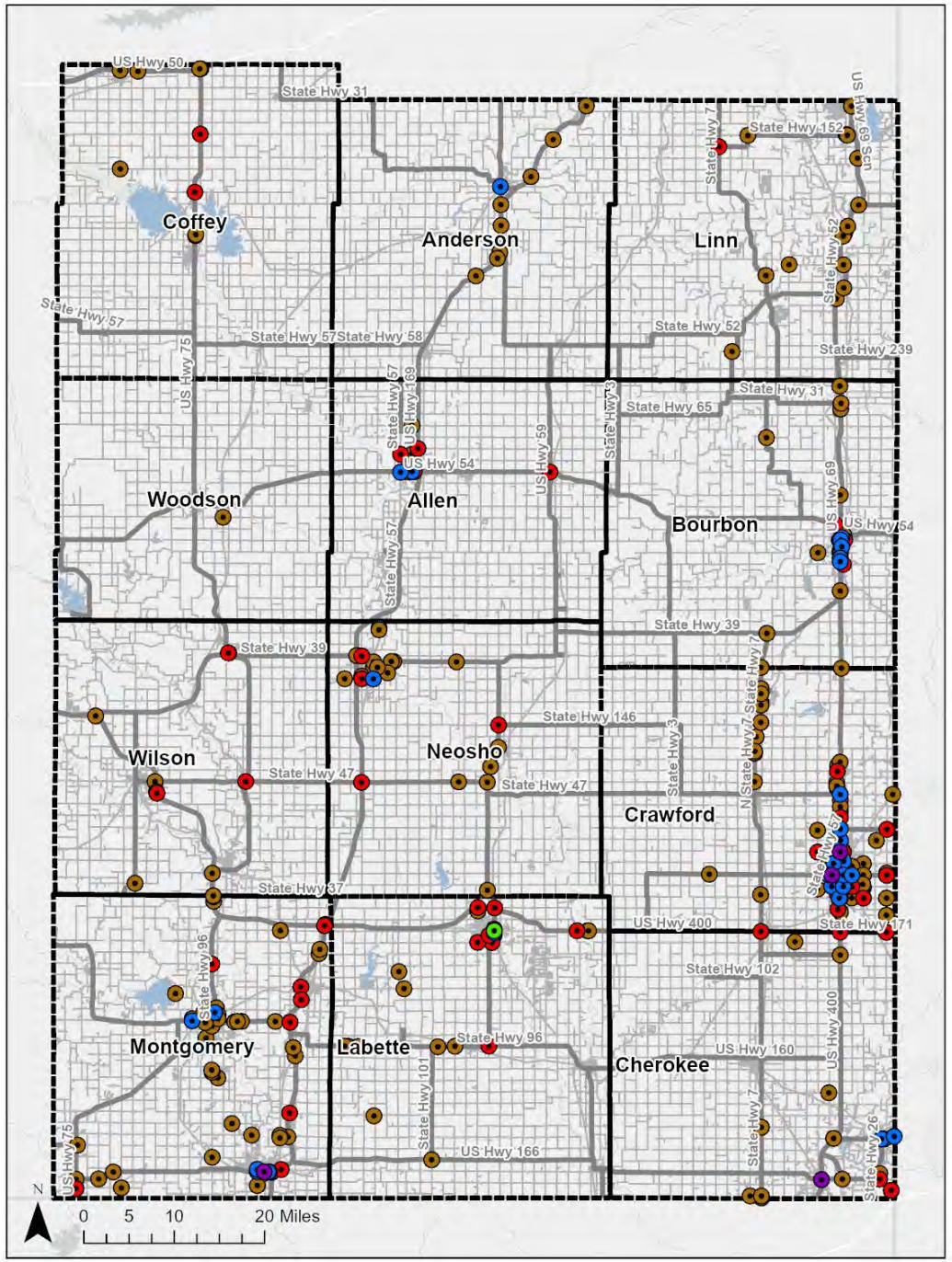
- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

CRASH DATA: Hotspot Locations

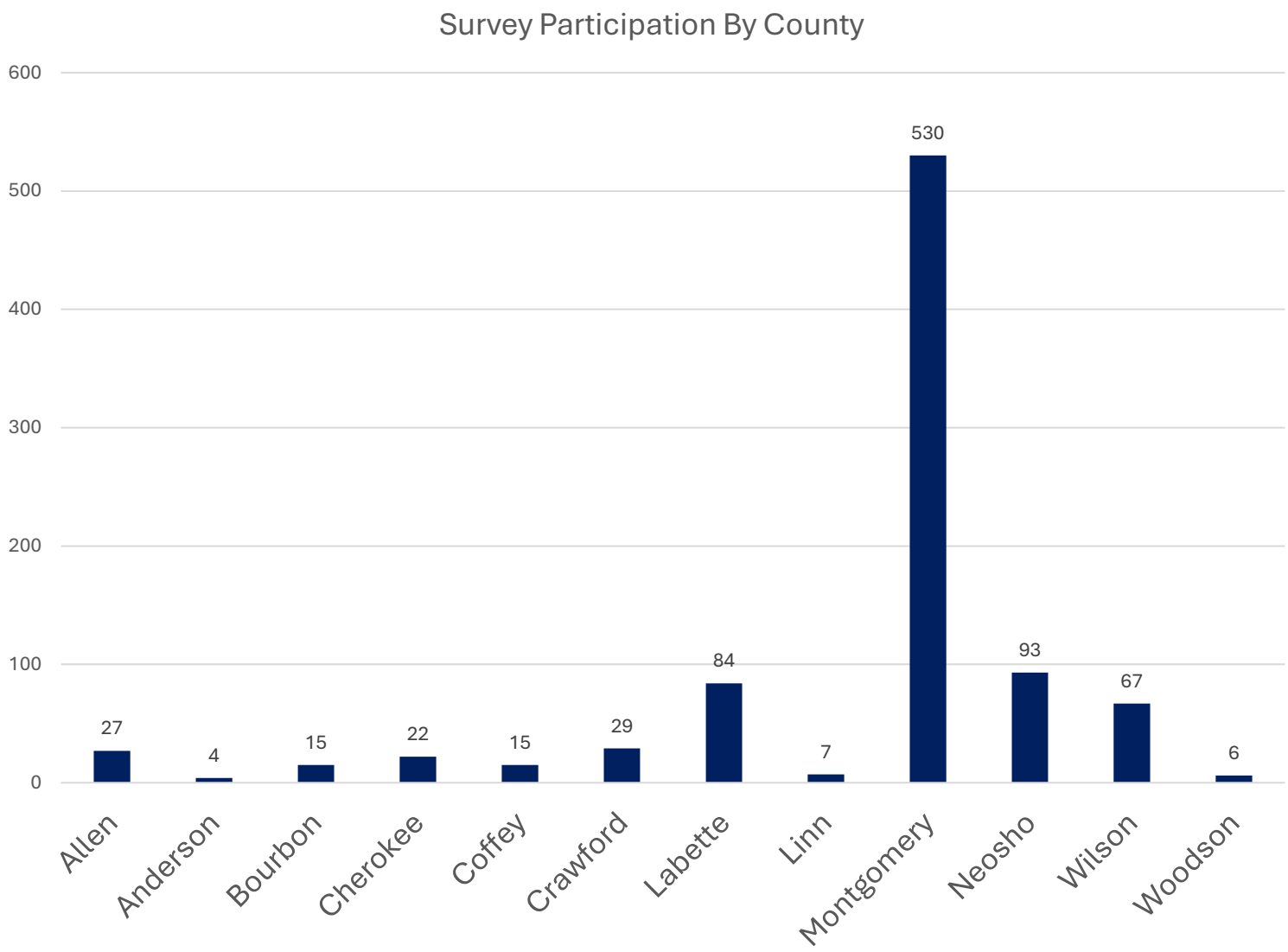
- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Follow-up 1-on-1 meetings with county and/or city representatives



PUBLIC INPUT: Survey Results

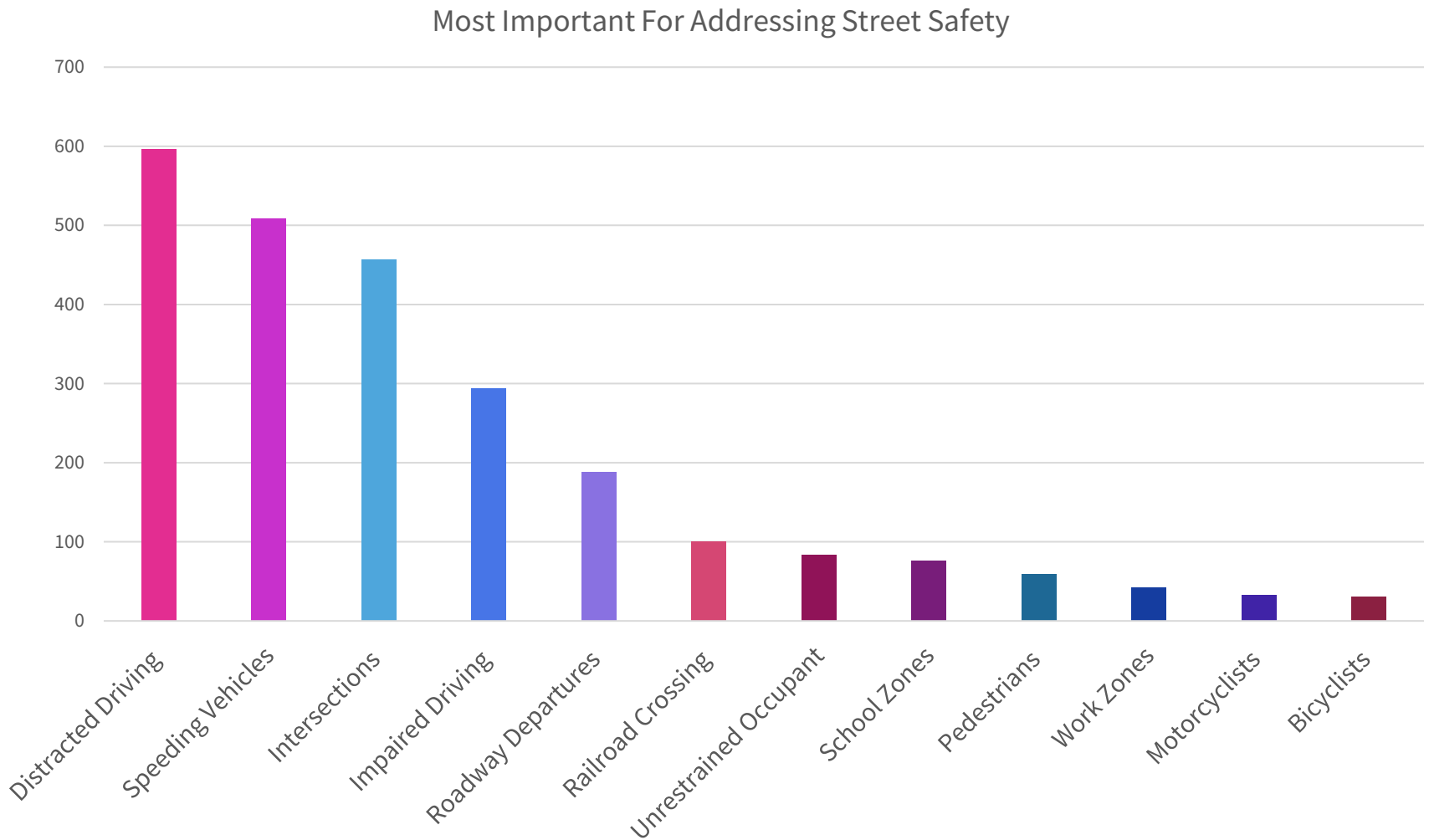
- Press release and survey were sent to the Safety Task Force and an extended stakeholder list for greater promotion
- 899 total survey responses

Survey Respondents By County



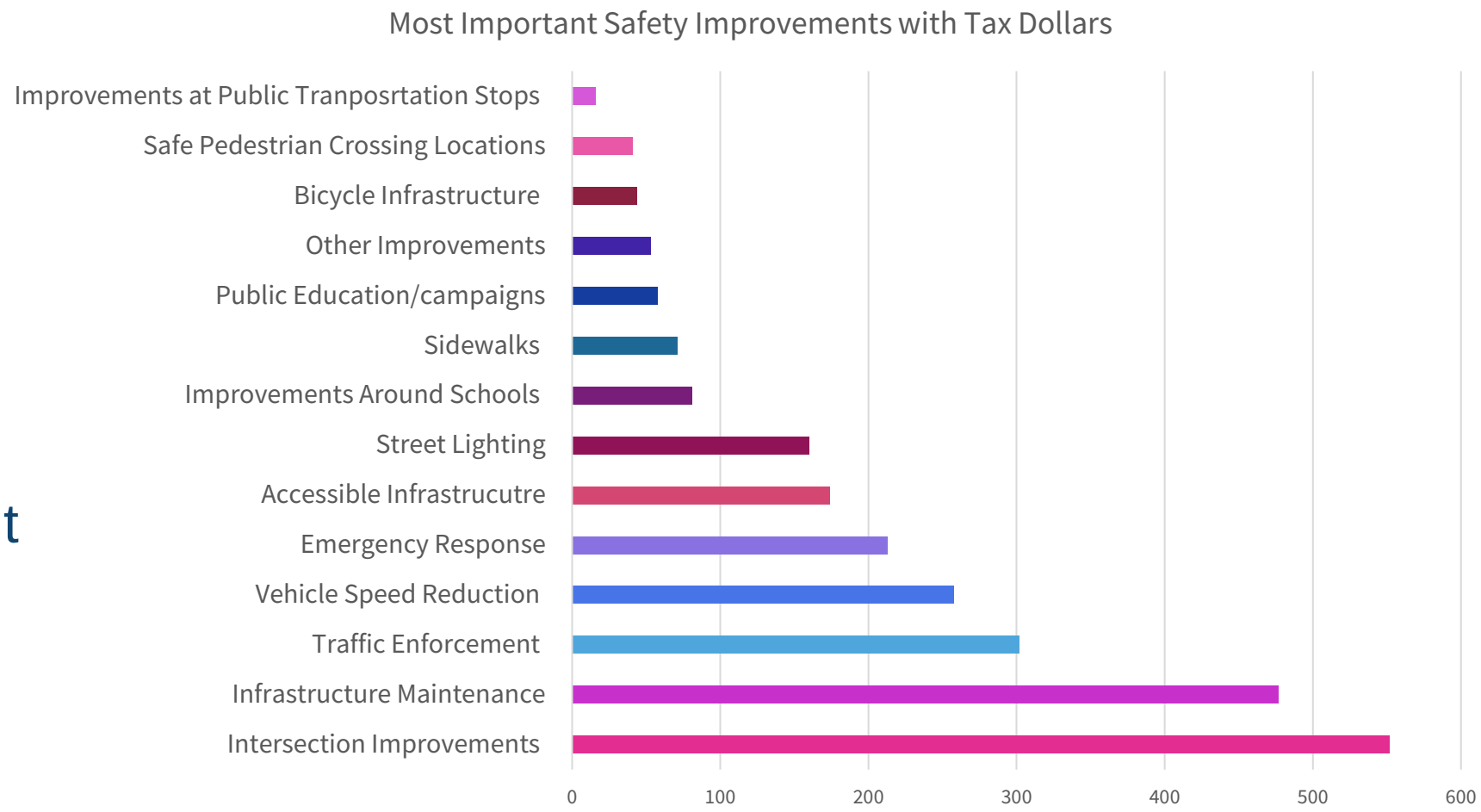
PUBLIC INPUT: Emphasis Areas

- Public Survey Input
  - Distracted Driving
  - Speeding Vehicles
  - Intersections



PUBLIC INPUT: Safety Improvements

- Public Survey Input
  - Intersection Improvements
  - Infrastructure Maintenance
  - Traffic Enforcement

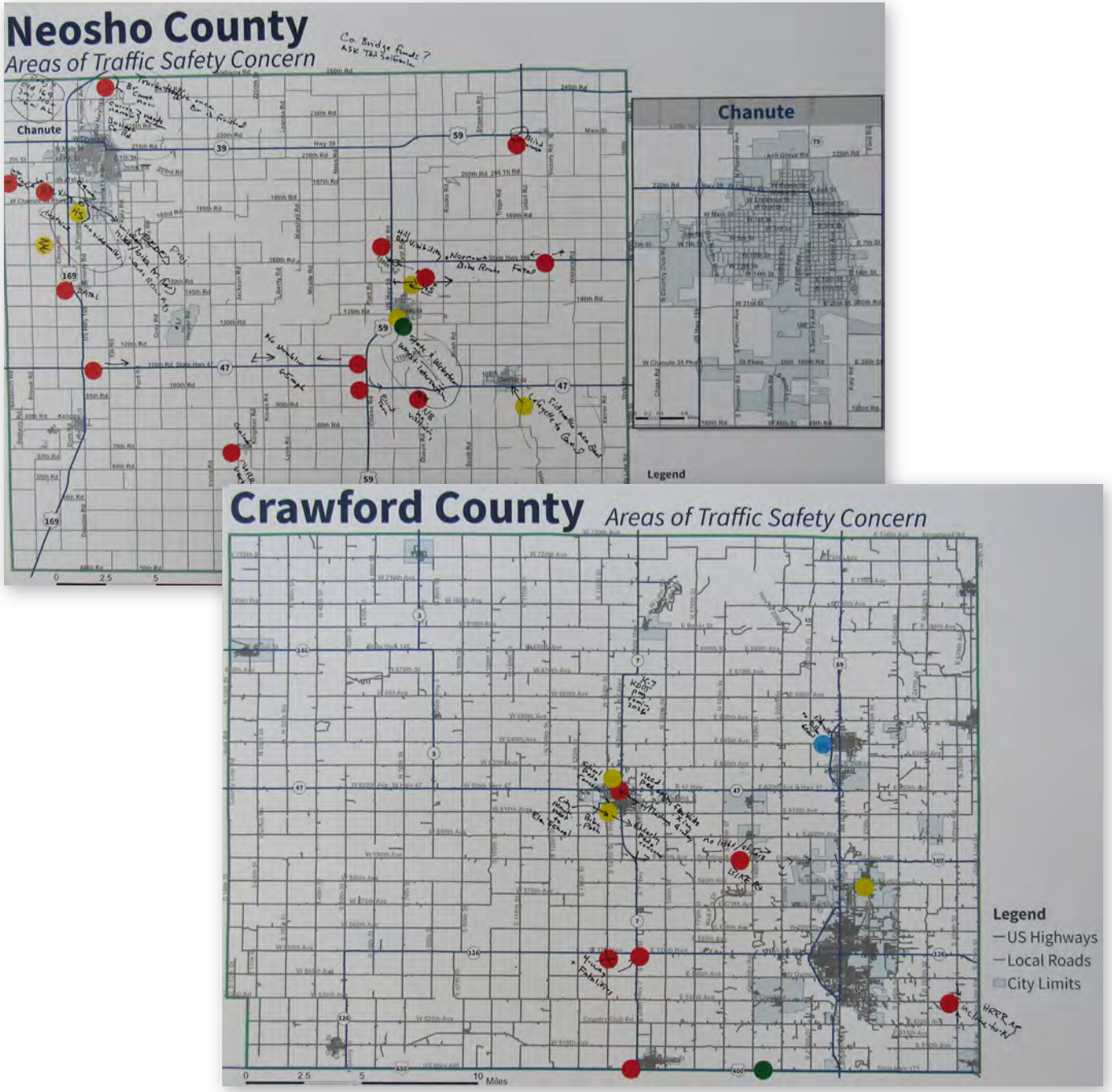


PUBLIC INPUT: Public Meetings

- 12 Public Open House meetings held from February to April 2025.
- Gather feedback through public comment cards and mapping activity.

PUBLIC INPUT: Public Meetings

- Public Feedback and Safety Concerns
  - VRU safety (bicycle and pedestrian facilities, school zones)
  - State highway system and intersections
  - Guardrails, narrow shoulders, visibility and lighting concerns



SUMMARY

Proposed Key Emphasis Areas

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	●
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

PROJECTS AND POLICIES

PROJECT TYPES

- Prioritization Methodology
  - Key Emphasis Area
  - Crash Hotspot on Heat Map
  - Identified in Related Document (ex: LRSP)
  - Local Priority from Stakeholder Interview
  - Public Input
  - Consideration for Local vs. State Routes
- Project Type Examples
  - Roadway Departure
  - Signalized and Unsignalized Intersections
  - Vulnerable Road Users (VRU)

PROJECT TYPE: Roadway Departure

Project	S. 260th Street
Limits	US-160 to K-126 (4.0 miles)
Location	Crawford County
Short-Term	Delineate roadside hazards Install edge/center rumble strips
Long-Term	Install 2-foot paved shoulders Flatten and widen foreslopes Install/upgrade guardrail Extend culverts Consider KDOT intersections

PROJECT TYPE: Roadway Departure

Project	New Albany Road
Limits	Decatur Road to Mill Street (0.1 miles)
Location	Wilson County
Short-Term	Add pavement markings Install edge/center rumble strips Improve curve warning signage Add post-mounted delineators
Long-Term	Add aggregate shoulder Add transverse rumble strips Improve curve superelevation

PROJECT TYPE: Signalized Intersection

Project	8th Street & Buckeye Street
Limits	Intersection
Location	Montgomery County (Coffeyville)
Short-Term	Install high-visibility backplates Add high-visibility pavement markings Add crosswalk markings
Long-Term	Upgrade traffic signals Reconfigure traffic signal with Leading Pedestrian Intervals (LPIs)

PROJECT TYPE: Unsignalized Intersection

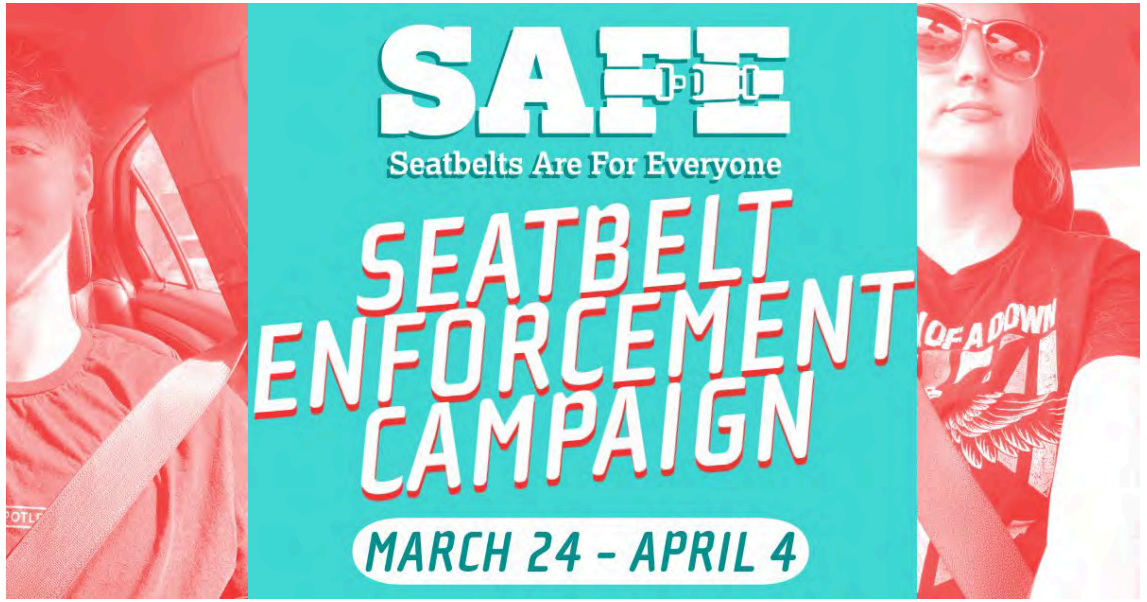
Project	4700 Road & 1450 Road
Limits	Intersection
Location	Montgomery County
Short-Term	Update signage Add retroflective strips to sign posts Upgrade pavement markings
Long-Term	Reconstruct intersection

PROJECT TYPE: Vulnerable Road Users

Project	Prairie Spirit Trail Crossings
Limits	4th Avenue & Main Street
Location	Anderson County (Garnett)
Short-Term	Increase signage Upgrade crosswalk markings Add pedestrian crossing signal
Long-Term	Reconfigure roadway to reduce crossing width

POLICIES

- Advocate with Regional Coalitions
  - US-169 in Anderson, Allen, Neosho, Labette, and Montgomery counties
- Update Design Policies
- Incorporate Safety into Maintenance Programs
- Enforcement Campaigns for Behavioral Changes

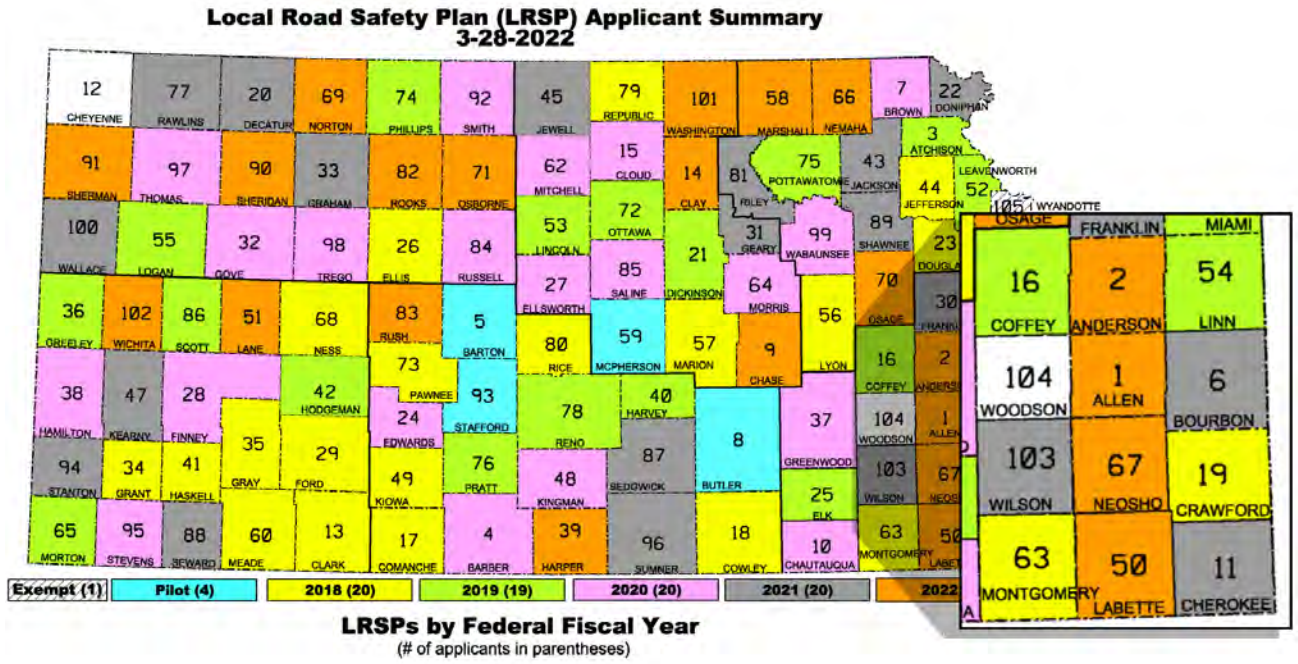


NEXT STEPS

NEXT STEPS: Draft Plans

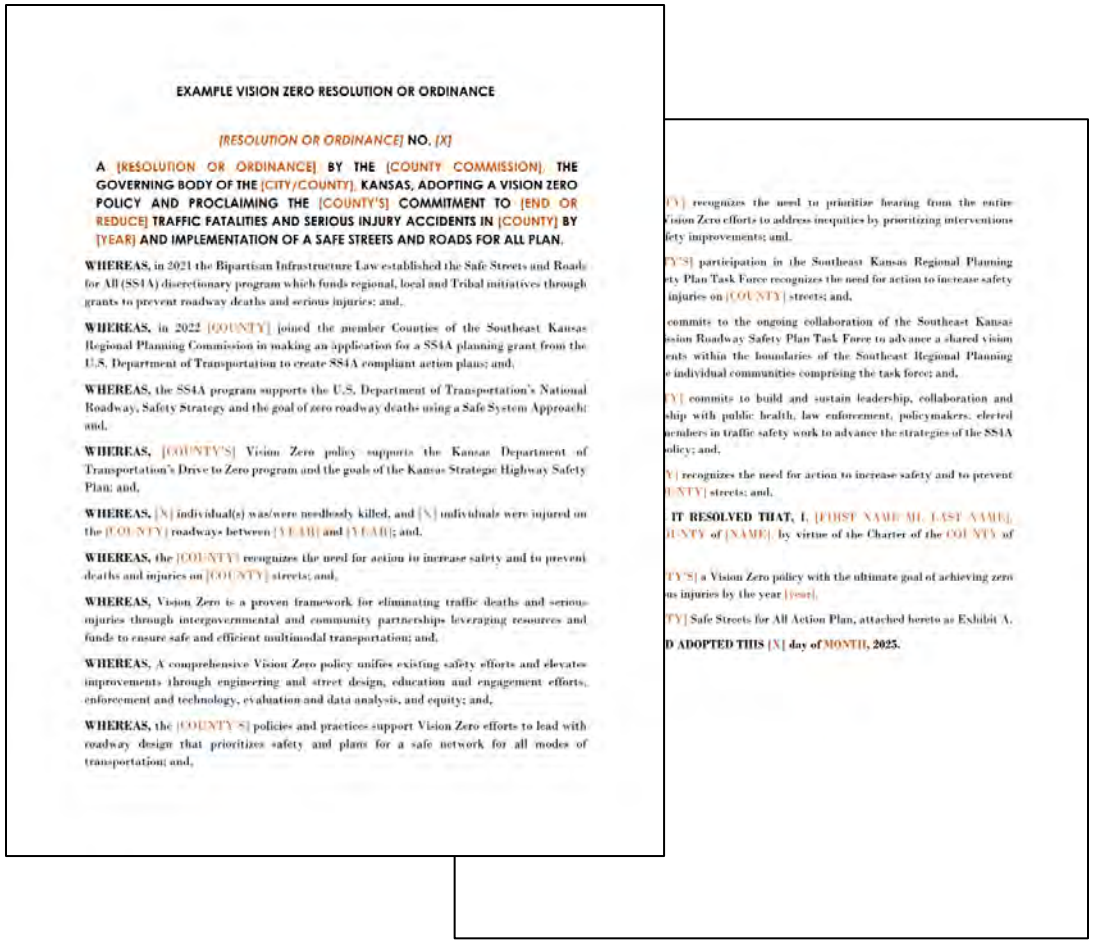
- Priority Projects: A project team representative will contact each county in the next 1-2 weeks to share your draft project list.

- Safety Action Plans
  - Draft plans will be completed in May and sent for review.
  - Efforts are being aligned in counties with an active LRSP project.



NEXT STEPS: Vision Zero Resolution

- Regional commitment to the goal of zero roadway fatalities and serious injuries
- Vision Zero Resolution
  - Percentage reduction goal by a specific date
  - Target date for achievement of zero roadway fatalities and serious injuries



EXAMPLE VISION ZERO RESOLUTION OR ORDINANCE

[RESOLUTION OR ORDINANCE] NO. *[X]*

A [RESOLUTION OR ORDINANCE] BY THE [COUNTY COMMISSION], THE GOVERNING BODY OF THE [CITY/COUNTY], KANSAS, ADOPTING A VISION ZERO POLICY AND PROCLAIMING THE [COUNTY'S] COMMITMENT TO [END OR REDUCE] TRAFFIC FATALITIES AND SERIOUS INJURY ACCIDENTS IN [COUNTY] BY [YEAR] AND IMPLEMENTATION OF A SAFE STREETS AND ROADS FOR ALL PLAN.

WHEREAS, in 2021 the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program which funds regional, local and Tribal initiatives through grants to prevent roadway deaths and serious injuries; and,

WHEREAS, in 2022 [COUNTY] joined the member Counties of the Southeast Kansas Regional Planning Commission in making an application for a SS4A planning grant from the U.S. Department of Transportation to create SS4A compliant action plans; and,

WHEREAS, the SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and the goal of zero roadway deaths using a Safe System Approach; and,

WHEREAS, [COUNTY'S] Vision Zero policy supports the Kansas Department of Transportation's Drive to Zero program and the goals of the Kansas Strategic Highway Safety Plan; and,

WHEREAS, [X] individual(s) was/were needlessly killed, and [X] individuals were injured on the [COUNTY] roadways between [YEAR] and [YEAR]; and,

WHEREAS, the [COUNTY] recognizes the need for action to increase safety and to prevent deaths and injuries on [COUNTY] streets; and,

WHEREAS, Vision Zero is a proven framework for eliminating traffic deaths and serious injuries through intergovernmental and community partnerships leveraging resources and funds to ensure safe and efficient multimodal transportation; and,

WHEREAS, A comprehensive Vision Zero policy unifies existing safety efforts and elevates improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis, and equity; and,

WHEREAS, the [COUNTY'S] policies and practices support Vision Zero efforts to lead with roadway design that prioritizes safety and plans for a safe network for all modes of transportation; and,

[Y] recognizes the need to prioritize hearing from the entire Vision Zero efforts to address inequities by prioritizing interventions fety improvements; and.

Y'S] participation in the Southeast Kansas Regional Planning ty Plan Task Force recognizes the need for action to increase safety injuries on [COUNTY] streets; and,

commits to the ongoing collaboration of the Southeast Kansas sion Roadway Safety Plan Task Force to advance a shared vision ents within the boundaries of the Southeast Regional Planning e individual communities comprising the task force; and,

Y] commits to build and sustain leadership, collaboration and ship with public health, law enforcement, policymakers, elected mbers in traffic safety work to advance the strategies of the SS4A olicy; and,

] recognizes the need for action to increase safety and to prevent UNTY] streets; and,

IT RESOLVED THAT, I, [FIRST NAME MI. LAST NAME], UNTY of [NAME], by virtue of the Charter of the COUNTY of

TY'S] a Vision Zero policy with the ultimate goal of achieving zero us injuries by the year [year].

TY] Safe Streets for All Action Plan, attached hereto as Exhibit A.

D ADOPTED THIS [X] **day of** MONTH, **2025.**

NEXT STEPS: Implementation Funding

- Safe Streets and Roads for All (SS4A) Program
  - A Safety Action Plan and Vision Zero Resolution make you eligible
  - Deadline: June 26, 2025
  - Additional round of funding available in 2026 under the current federal infrastructure bill

- Use the Kansas Infrastructure Hub as a resource

- Other Funding Mechanics
  - High Risk Rural Roads (HRRR)
  - Highway Safety Improvement Program - Intersections (HSIP)
  - Safe Routes to School
  - Community Health programs

THANK YOU!

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Appendix C

Community Engagement Plan

TRANSYSTEMS

Southeast Kansas: Comprehensive Safety Action Plan

Community Engagement Plan

Introduction

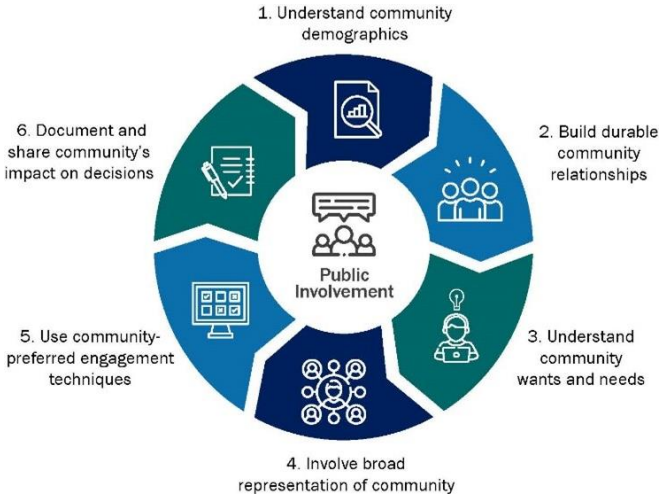
The Southeast Kansas Regional Planning Commission (SEKRPC) has partnered with twelve counties in Southeast Kansas to develop a Comprehensive Safety Action Plan. The twelve counties encompass Coffey, Anderson, Linn, Woodson, Allen, Borbon, Wilson, Neosho, Crawford, Montgonery, Labette, and Cherokee counties. The Comprehensive Safety Action Plan (CSAP) will identify an array of lifesaving measures to improve safety for motorists, pedestrians, cyclists, transit passengers, and other transportation users.

The Action Plan reviews roadway use trends, identifies issues, and then outlines steps to improve transportation safety. The Action Plan is aimed at reducing and eliminating serious injury and fatal crashes affecting transportation users. The eight components of the Action Plan are:

- Leadership commitment and goal setting
- Planning structure
- Safety analysis
- Engagement and collaboration
- Equity
- Policy and process changes
- Strategy and project selections
- Progress and transparency

The Action Plan will be developed using the U.S. Department of Transportation (USDOT) Safe System Approach. The Safey System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable. Rather than blaming road users for crashes, this approach recognizes that the responsibility for road safety lies with multiple stakeholders, including policymakers, road designers, vehicle manufacturers, law enforcement, and emergency response. By designing a forgiving road system that accommodates human error, the Safe System Approach aims to prevent fatal crashes and minimize the severity of injuries.

To create the Action Plan, information will be gathered from many sources, including study partners and the public to find solutions that address current and future issues that can be supported by most stakeholders. Varied methods of community engagement will help develop positive outcomes not only for this process but also instill a more inclusive transportation infrastructure decision-making process. The project team will use the UUSDOT model for meaningful public involvement.



Public Involvement

The project team will proactively seek meaningful public involvement from study partners, residents, and communities impacted by the past and current limitations of the roadway system and its users. Feedback and suggested improvements will be documented and presented in a draft Action Plan. Communication with interested parties will be ongoing throughout the study period with a final Comprehensive Safety Action Plan produced for each of the twelve counties in early 2025.

Three fundamental areas of project public involvement will be created:

1. ***Information and Communications:*** Information regarding the study background, process, methods, schedule, key messages, and project updates will be communicated.
2. ***Stakeholder Input:*** Community leaders, elected and appointed officials, government staff members, and other stakeholder groups will be engaged throughout the planning process.
3. ***Community Outreach:*** Community members will be informed, educated, and engaged with the intent of providing an interactive dialogue for input and considerations as the study evolves.

Key Audiences

Key audiences are anticipated to include:

- Residents of the twelve counties in the Southeast Kansas study area.
- Businesses and employees that use the transportation system in the study area.
- Governmental units for each of the twelve counties, including incorporated cities and unified school districts in the study area.
- First responders serving the study area including law enforcement, fire departments, emergency management, medical services, and others.
- Civic organizations interested in discussing transportation safety in their communities.
- Representatives of relevant regional or statewide agencies, such as SEKRPC and the Kansas Department of Transportation (KDOT).

Community Engagement Methods

Community engagement methods will include:

- ***Kick-Off Meeting:*** A project kick-off meeting with SEKRPC will outline the community engagement plan and process of creating a Safety Task Force team of key regional stakeholders to guide the study.
- ***Project Update Meetings:*** Monthly updates will be shared virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.
- ***Stakeholder Meetings:*** Three (3) Safety Task Force meetings will be organized to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings will be held in a hybrid format with both in-person and virtual attendance options.
- ***Public Meetings:*** One in-person open house style meeting will be held within each county to inform the public of the study's progress, gather public input regarding safety needs, and share features of the proposed Action Plan.
- ***Public Survey:*** An online survey will be distributed that allows respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information will be collected to assign responses to specific counties and/or communities.
- ***Public Comments:*** Public comments will be compiled from meetings, online surveys, phone calls, and face-to-face conversations as well as any written comments received during the study.
- ***Public Information:*** Updates and announcements for news media, county websites, and social media outlets will be provided to SEKRPC for distribution.
- ***Translation Services:*** Translation of project documents into Spanish is possible, if needed. Other language translations may be necessary. To ensure that people with disabilities and diverse needs and experiences are aware of and can participate in community engagement activities, a wide range of engagement tools will be used.

Schedule

The overall project schedule is included in the Project Management Plan. Highlights related to community engagement include:

- The project Community Engagement Plan was initially developed in July 2024 and will be updated as needed throughout the study.
- Safety Task Force meetings are planned for September 2024, November 2024, and January 2025. The project team will monitor the anticipated release of the Notice of Funding Opportunity for SS4A implementation funds and will adjust the schedule if needed.
- Open house public meetings are scheduled for November 2024 and early December 2025
- Public comments will be accepted and compiled throughout the study period.

Follow-Up Activities

- Assist SEKRPC, as needed, with meeting invitations, meeting notes, news release copy, public survey methods, website text, social media content, and a final Community Engagement report.

Study Contacts

SEKRPC Project Manager: Carey Spoon
TranSystems Project Manager: Deanne Winkelmann
TranSystems Project Lead: Slade Engstrom
TranSystems Communications Lead: Tom Hein

Updated: August 20, 2024

Appendix D

Public Survey Results

Safe Streets for All

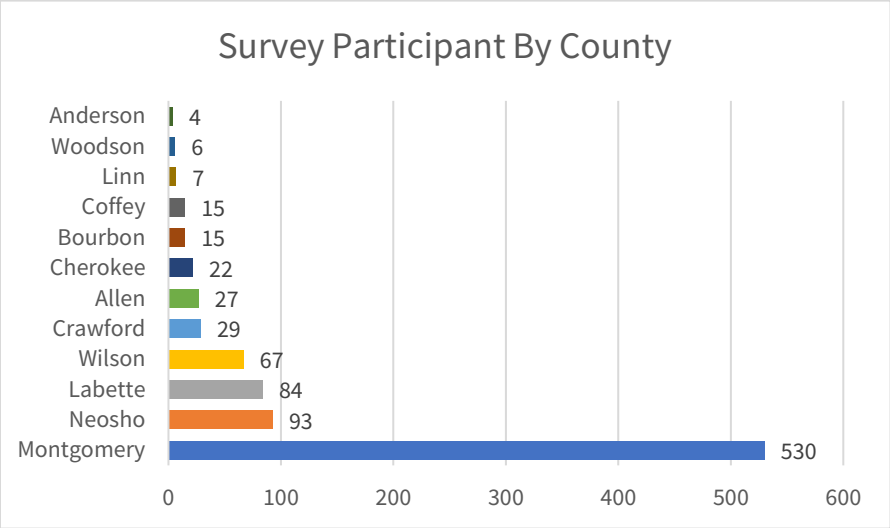
Southeast Kansas Comprehensive Safety Action Plan

Public Survey

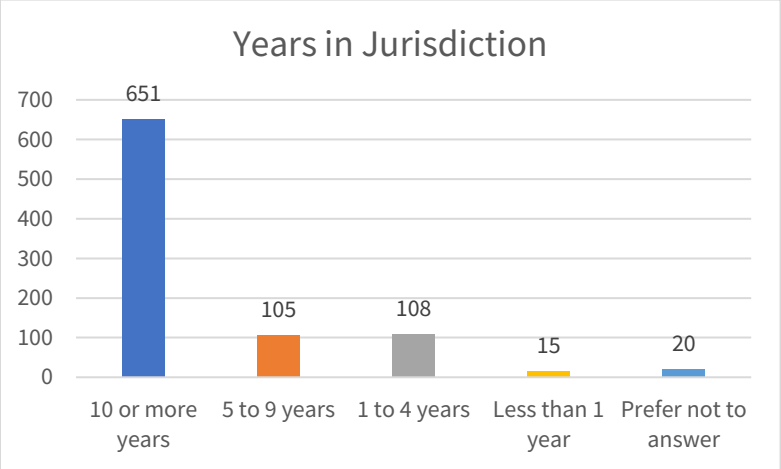
To gather greater community input, an online public survey was distributed throughout the 12-county region from October 2024 to April 2025, including distribution to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region and specific jurisdictions.

The survey was distributed through city and county websites, social media, and advertised at public engagement events. This approach ensured broad participation and diverse perspectives resulting in a total of 899 survey respondents from across the 12-county region.

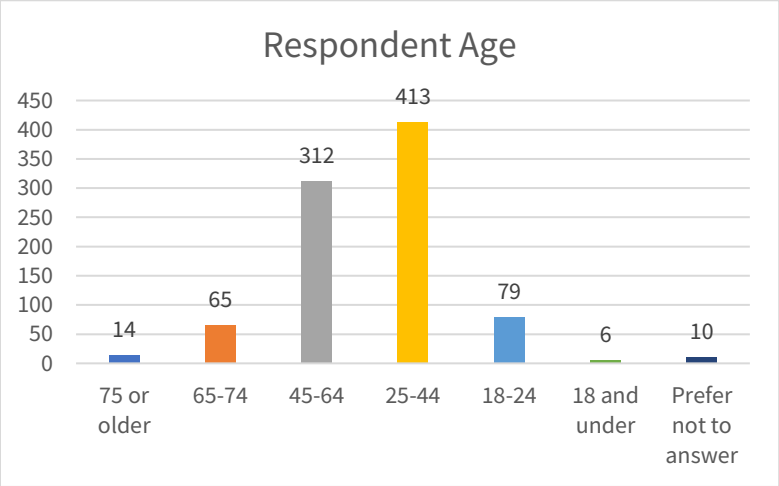
What county do you live in?



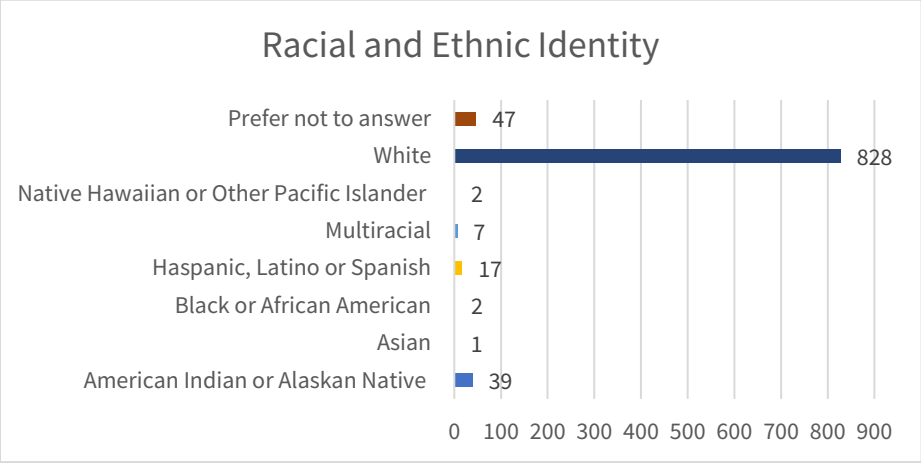
How long have you lived in your jurisdiction?



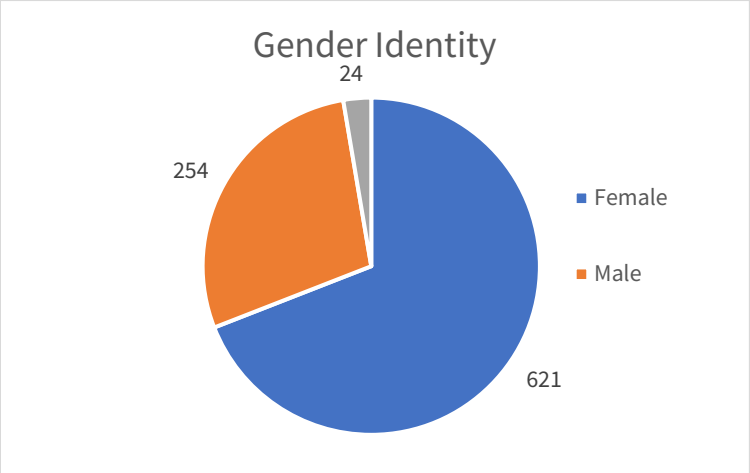
What is your age?



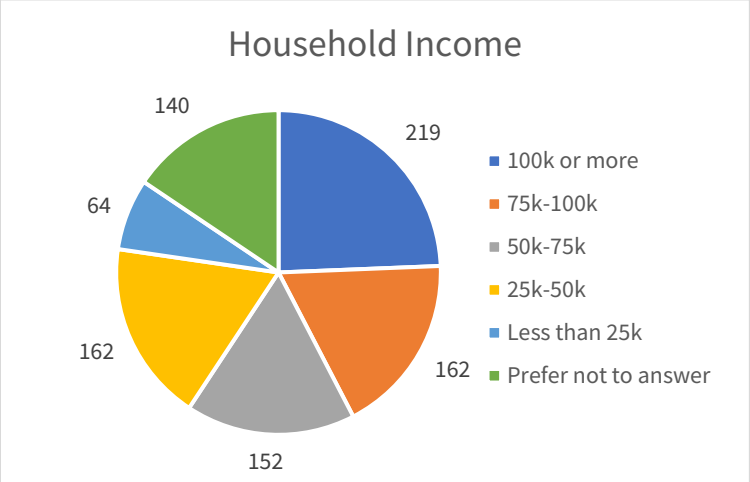
Select the racial or ethnic group with which you identify.



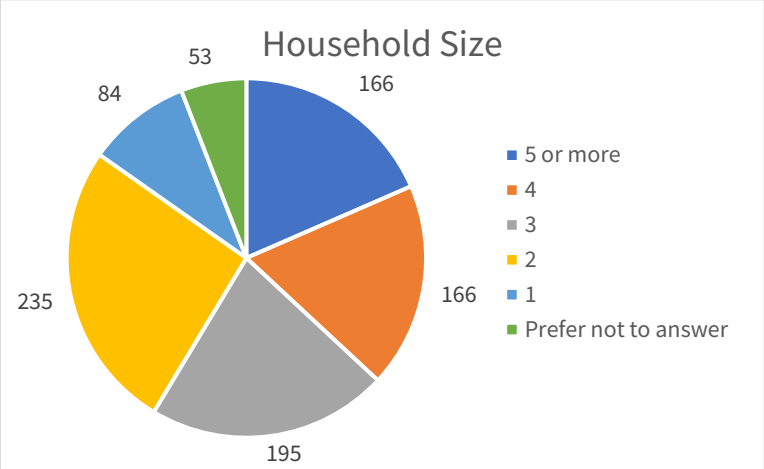
What is your gender identity?



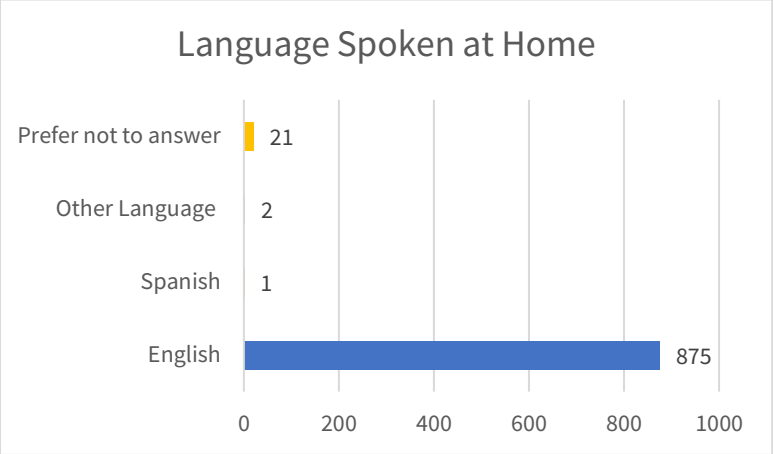
What is your household income?



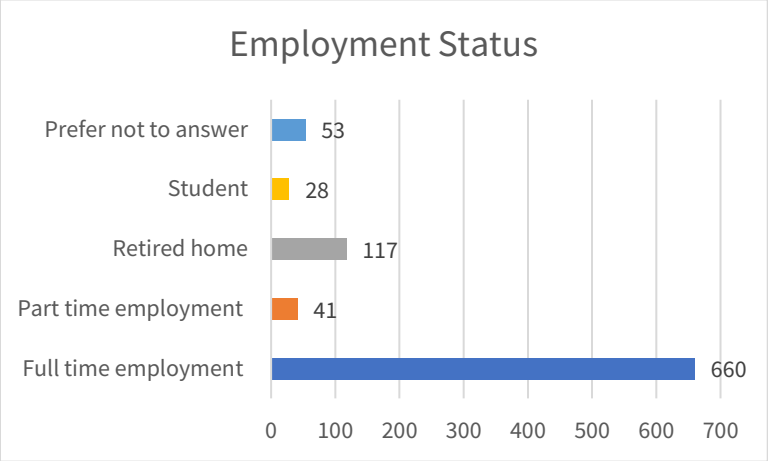
Including yourself, how many people live in your household?



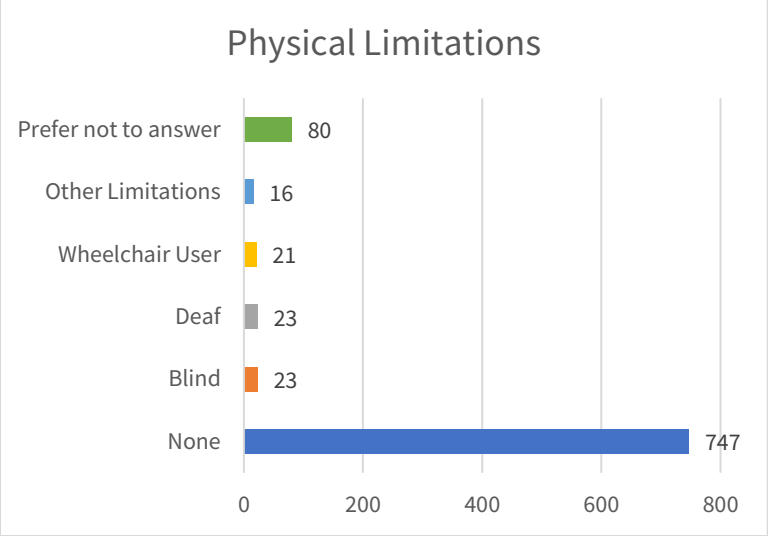
What is the primary language spoken at home?



Select the option that best fits your current occupation:

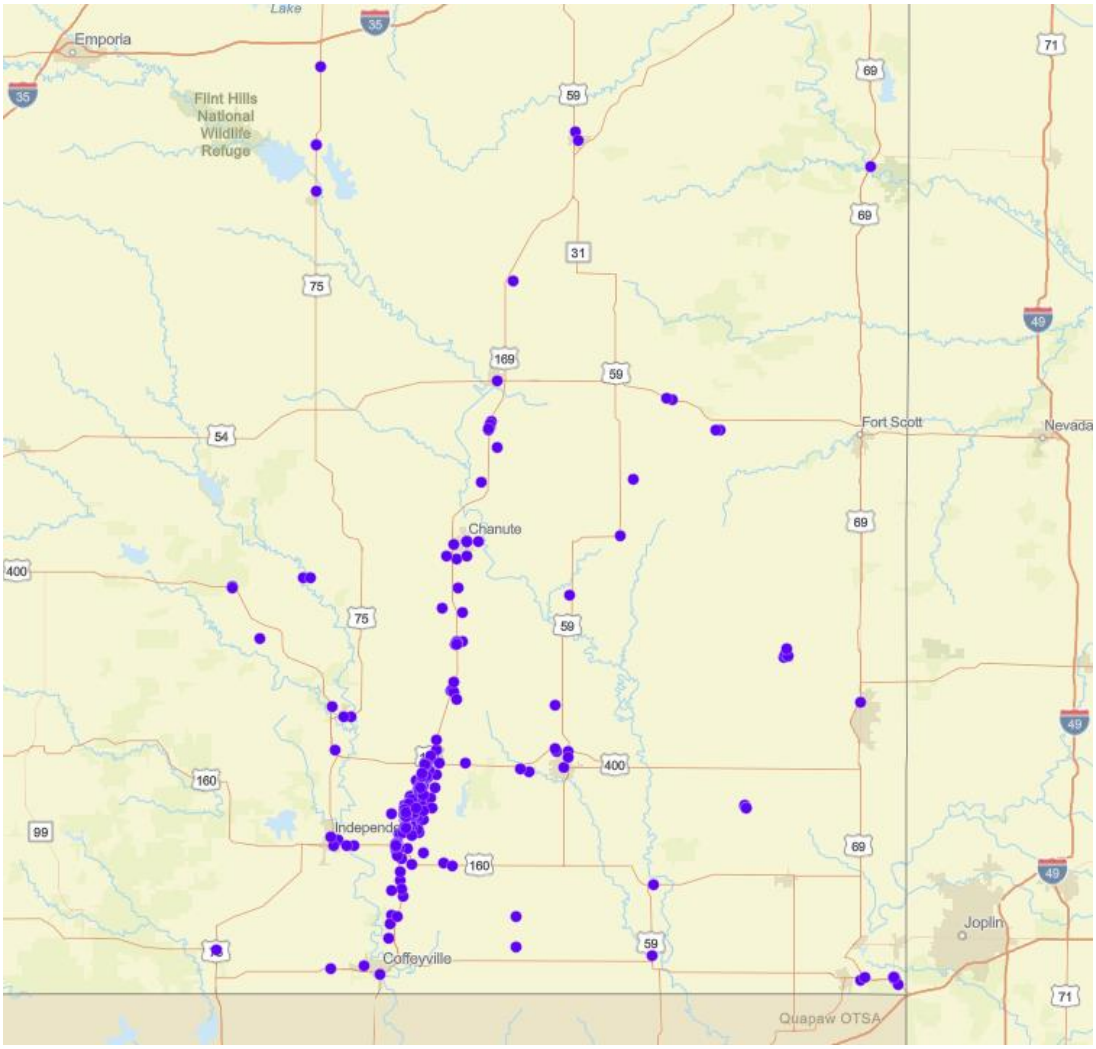


Do you have any physical limitations? (Select all that apply)

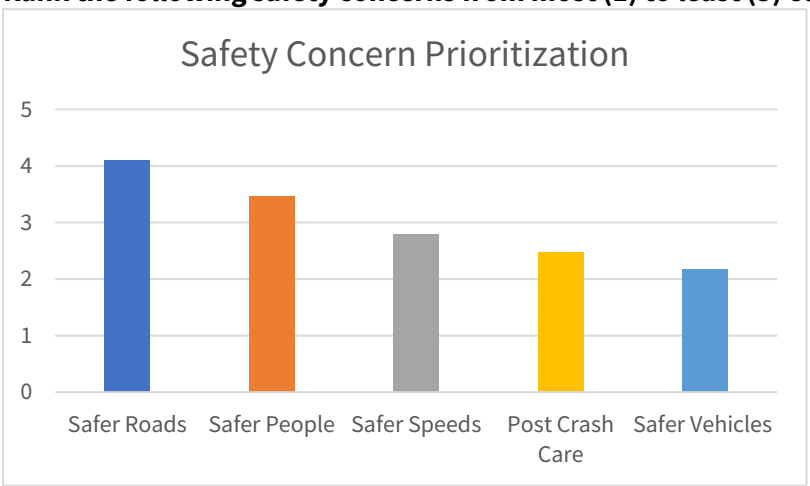


Mapping Activity

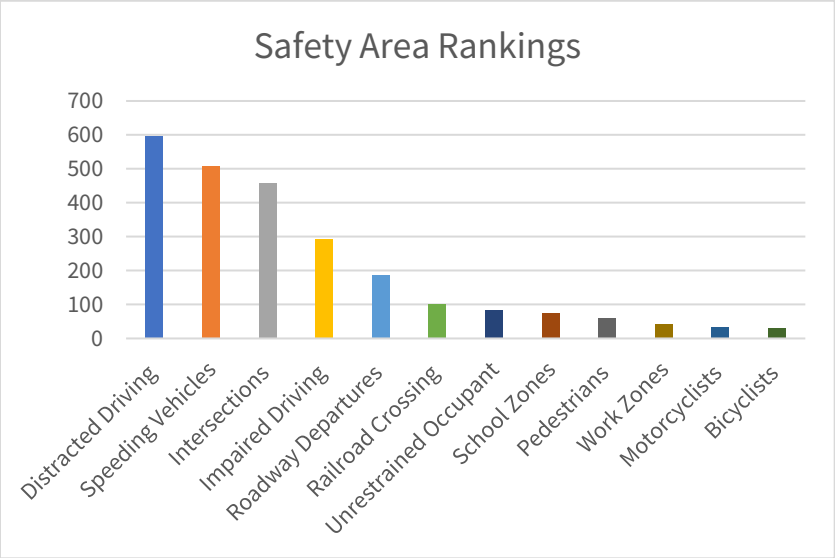
Each dot corresponds with a location-specific safety concern or comment.



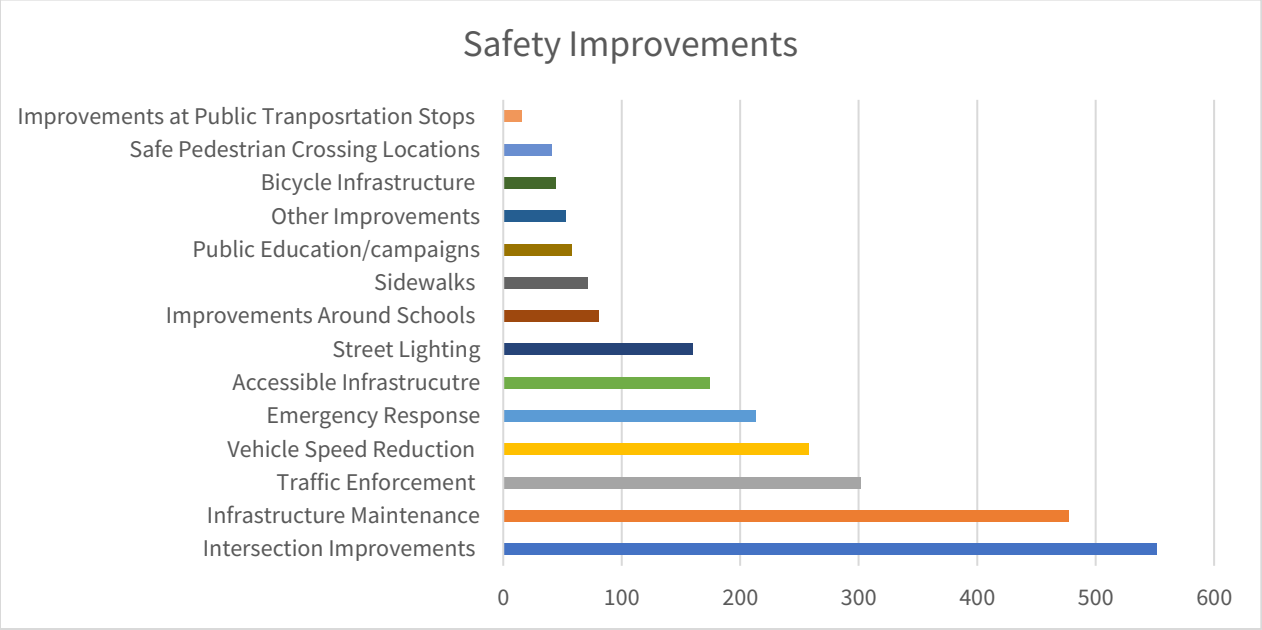
Rank the following safety concerns from most (1) to least (5) concerned.



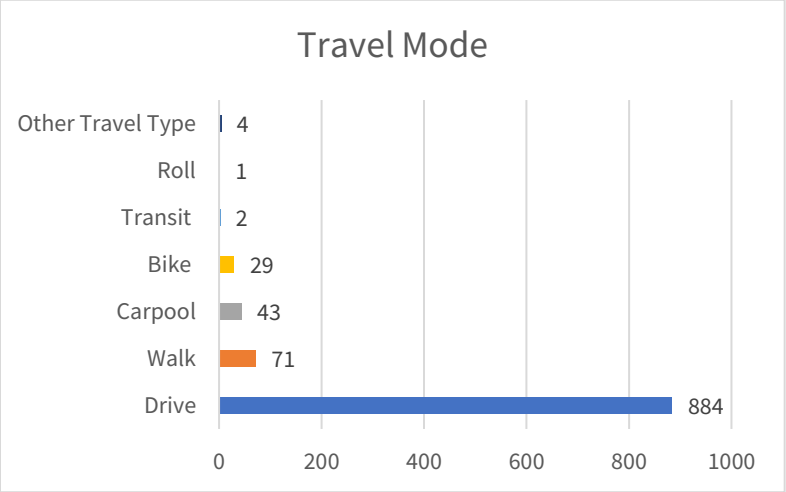
What safety areas are the most important to you in addressing street safety? (Select the top 3)



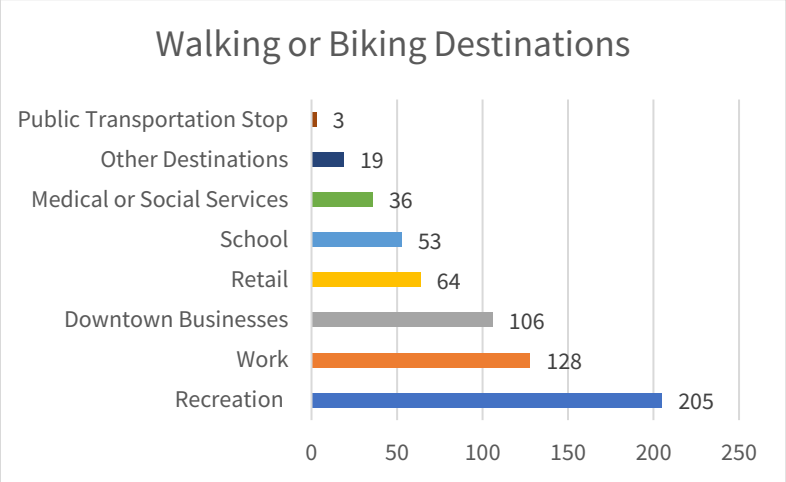
Pick the three most important safety improvements that your tax dollars help pay for, which affect your safety in the transportation system.



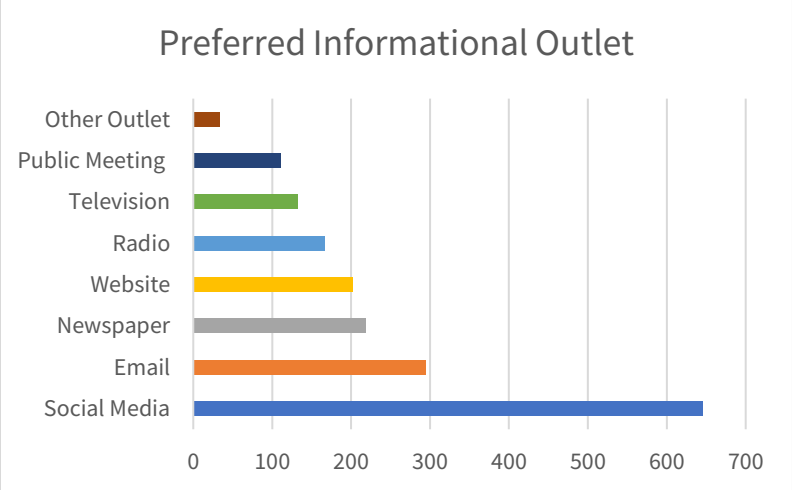
How do you usually travel in a typical week? (Select all that apply)



If you walk or bike in your jurisdiction, what is your destination?



What outlets would you prefer to receive transportation safety Information? (Select all that apply)



Appendix E

Countermeasures Toolbox

COUNTERMEASURES for moving toward Vision Zero goals

Intersections

Roundabouts

Roundabouts can safely and efficiently move traffic. They reduce vehicle speed, provide entry yield control, and minimize conflict points.

Consistent Yellow & All-Red Timings

Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.

Improved Geometry

Positive offset of left turn lanes, skew elimination, or sight distance improvements can decrease the number of crashes in an intersection.

Improved Signal Phasing/ Timing Plans

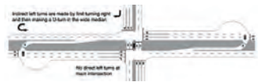
Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.

Reduced Conflict U-Turn (RCUT)

Cross-street traffic makes a right turn followed by a U-turn at a designated location—either signalized or unsignalized—to continue in the desired direction.

Median U-Turn (MUT)

Vehicles proceed through the main intersection, make a U-turn a short distance downstream, followed by a right turn at the main intersection.

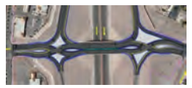


Turbo Roundabouts

Turbo roundabouts utilize different geometrics to address the conflicts associated with the common crash types in multilane roundabouts.

Diverging Diamond Interchange (DDI)

The crossing (or channelizing) of traffic on the crossroad to the left side between the ramp terminals is a variation of the diamond interchange.



Rectangular Rapid Flashing Beacon

Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.

Traffic Calming

Reduces vehicle speeds or volumes to improve quality of life by increasing the safety and comfort of walking and bicycling.

Backplates with Retroreflective Borders

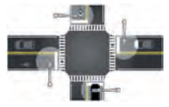
Backplates improve the visibility of a traffic signal with a controlled-contrast background. A 1-3 inch yellow retroreflective border makes it even more conspicuous.

Intersection Conflict Warning System

Drivers are informed of available gaps for turning or crossing. Vehicle detectors alert motorists of conflicting vehicles on an adjacent approach.

Street Lighting

At nighttime, lighting can be applied continuously along segments and at spot locations to increase visibility.



Flashing Beacons on Warning Signs

Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.

Dedicated Turn Lanes

Auxiliary turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.

Curves

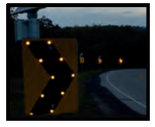
Advanced Warning Signs

Advanced warning signs around curves or other sight-limiting areas or where crash problems exist allow drivers time to make decisions based on changing conditions.

Install or Update Signage & Chevron Placement

Enhanced delineation and signage at horizontal curves can be implemented in advance of or within curves.

Speed Activated Flashers



Speed activated flashers on chevrons in a curve have shown huge decreases in crashes.

Retroreflective Strips on Signposts

Increasing the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increases viewability.

Superelevation Correction

Correcting and reshaping the roadway superelevation allows increased friction with the pavement.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Roadway Departures

Transverse Rumble Strips

Transverse rumble strips alert drivers to slow down, stop, or adjust to upcoming changes that may not be anticipated by an inattentive driver.

Clear Zones

These zones are unobstructed, traversable roadside areas that allow drivers to stop safely or regain control of a vehicle that has left the roadway.

High Friction Surface Treatment

Higher pavement friction helps motorists maintain better control in both wet and dry conditions.

Enhanced Signing & Delineation

Enhanced delineation treatments can alert drivers to upcoming curves, the direction and sharpness of the curve, and the appropriate operating speed.

Road Safety Audits (RSAs)

RSAs consider all road users, account for human factors and road user capabilities, are documented in a formal report, and require a formal response from the road owner.

6" Retroreflective Edgeline

Wider edge lines enhance the visibility of travel lane boundaries compared to traditional edge lines.

Flattening & Widening Foreslopes

Flattening and widening foreslopes allows a more recoverable slope and potentially can decrease the clear zone distance required.

Paved Shoulders

Paved shoulders allow better recovery for roadway departures and are often combined with edgeline rumble strips.

Median Barrier

Median barriers redirect vehicles striking either side of the barrier. They significantly reduce the number of cross-median crashes.

2' Paved Shoulder with Safety Edge

Eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.

6" Retroreflective Centerline

Wider centerlines enhance the visibility of travel lane boundaries compared to traditional edge lines.

On-Pavement Markings for Speed Control

Transverse pavement markings or chevrons placed progressively closer provide a visual illusion of increased speed causing drivers to slow down.

Post-Mounted Delineators

Improving curve delineations helps prevent roadway departures from the mainline pavement.

Improved Pavement Markings

Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.

Access Management

The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.

Longitudinal Rumble Strips

Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Pedestrians & Bicycles

Leading Pedestrian Intervals (LPI)

LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.

High-visibility Crosswalks

Patterns and reflective materials visible to both drivers and pedestrians from farther away, as well as lighting, signs, and pavement markings, improve visibility.

Vehicles Yield to Pedestrian Signage

Signage to increase driver awareness of high volume pedestrian movements works in a similar manner to LPIs.

Curb Extensions/Bulb Outs & Refuge Islands

These decrease the time pedestrians are in the roadway and increase pedestrian visibility.

Complete Streets/Designing for All Users

An approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people using them.

Pedestrian Crossing Signals

Pedestrians crossing signals allow traffic gaps to be forced by stopping traffic and allowing pedestrians to cross.

Raised Crosswalk/Raised Intersection/ Speed Table

These allow pedestrians to cross at grade with the sidewalk, reducing vehicle speeds and enhancing the pedestrian crossing environment.

Pedestrian Hybrid Beacons (PHB)

PHBs are traffic control devices that help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.

Multi-Use Paths

Shared-use paths supplement a system of on-road bike lanes, wide outside lanes, paved shoulders, and bike routes.

Shared Lane Markings

Sharrows are road markings that designate a space to be shared by both motorists and bicyclists.

Road Diet

A Road Diet reconfigures traditional four-lane undivided highways for improved safety, traffic calming, and better access for all road users.

Back-In Angle Parking

Back-in angle parking provides motorists with better vision of pedestrians, bicyclists, motor vehicles, and other road users as they exit a parking space and enter moving traffic.

Bike Lanes & Buffered Bike Lanes

Bike lanes can mitigate or prevent interactions between bicyclists and motor vehicles, and create a network of safer roadways for bicycling.

Bike Boulevards

Signs and pavement markings indicate that a roadway is intended as a shared, slow street, and reinforce the intention of priority for bicyclists along a given route.

Calibrated Bike Detection for Bike Lanes

Bicycle detection occurs either through the use of push buttons or by automated means. Inductive loop vehicle detection can be adjusted for bicycle metallic mass.

Access Control Through Medians

Management of the entry and exit points along a corridor can enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.

Cycle Tracks

Cycle tracks are bikeways that are at street level and use a variety of methods for physical protection from passing traffic.

Vulnerable Road User (VRU) Education

Share the Road programs aim to increase drivers' awareness of the rights of VRUs to improve the safety of all road users.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Improved ADA Accessibility

Curb Ramps

These provide access between the sidewalk and roadway for people using wheelchairs/wheeled devices and pedestrians with limited mobility.

Countdown Signals

These signals provide pedestrians with more information on the remaining crossing time.

Audible Pedestrian Signals

These devices provide auditory information to pedestrians who are blind or have low vision by signaling when it is safe to cross the roadway.

Education

Safe Routes to School (SRTS)

SRTS programs increase the amount of bicycling and walking to and from school while improving safety for children bicycling or walking to school.

Pedestrian Safety Zones

These zones target engineering, education, and enforcement measures to geographic areas and audiences where significant pedestrian crash problems exist.

Enforcement Communications & Outreach

Effective, high-visibility communications and outreach are an essential part of successful seat belt law High Visibility Enforcement programs.

Outreach Strategies for Low-Belt Use Groups

Communications and outreach directed at low-belt-use groups can be effective for targeted programs that support and are supported by enforcement.

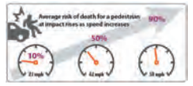
Enforcement

Reduce & Enforce Speed Limits

Reducing travel speeds increases reaction time for drivers and pedestrians to avoid crashes, as well as reduces the severity of pedestrian injuries when these crashes occur.

Communication & Outreach Supporting Enforcement

Effective, high-visibility communications and outreach are essential parts of successful speed and aggressive-driving enforcement programs.



High-Visibility Cell Phone/Text Messaging Enforcement

HVE can effectively deter cell phone use by increasing the perceived risk of a ticket.

Short Term, High-Visibility Seat Belt Law Enforcement

High-visibility seat belt law enforcement consists of short, intense, highly-publicized periods of increased enforcement using checkpoints, saturation patrols, or enforcement zones.

TRANSYSTEMS

Countermeasure	Description	CMF
Roadway Departure		
Advanced Warning Signs	Advanced warning signs around curves or other sight limiting areas or where crash problems exist all drivers more time to make decisions based on changing conditions.	0.65
Improved Pavement Markings	Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.	0.64-0.88 (6” edge line), 0.76 (4” edge line)
Longitudinal Rumble Strips	Longitudinal rumble strips are milled or raised elements on the pavement intended to alert drivers through vibration and sound that their vehicle has left the travel lane. They can be installed on the shoulder, edge line, or at or near the center line of an undivided roadway.	Varies
Transverse Rumble Strips	Transverse rumble strips are used to alert drivers of a need to slow down or stop, or to other upcoming changes that may not be anticipated by an inattentive driver. These rumble strips are placed in the travel lane perpendicular to the direction of travel.	0.66-0.73
Flattening and widening foreslopes	Flattening and widening foreslopes allows a more recoverable slope , and potentially can decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	Varies
2' paved shoulder with safety edge	The SafetyEdge^{SM} technology shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process. This safety practice eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability by reducing edge raveling of asphalt.	0.65 – 0.9

Relocating/Moving/shielding Fixed objects	Roadside Design Improvements to Provide for a Safe Recovery such as providing a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	0.56
Superelevation Correction	Correcting and reshaping the roadway superelvation to meet posted speed, or where crashes have occurred allows an increased friction with pavement.	Varies: Formula based
High Friction Surface Treatment	Pavement friction treatments, such as High Friction Surface Treatment (HFST), can be better targeted and result in more efficient and effective installations when using continuous pavement friction data along with crash and roadway data.	0.37
Post mounted delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers where the edge of shoulder is. This is also helpful at night.	0.72 – 0.82
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	.77 to .95
Reflective Strips on Posts	Retroreflective Strips on signposts increase the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increase viewability.	No yet determined

Countermeasure	Description	CMF
Intersection Related		
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	0.79
Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	0.86
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more conspicuous.	0.85
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	.6 (for LT) .75 (all)
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	.30 (for LT)
Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	0.9
Improved Geometry	Geometry improvements can have great effects on the safety of an intersection, positive offset of left turn lanes, Skew elimination, sight distance improvements all can have great effects on the number of crashes in the intersection.	Varies
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	0.4
Enhanced Stop Signs	Larger stop signs, use of flasher on sign or use of retroreflective markings to increase visibility of stop signs.	0.9

Countermeasure	Description	CMF
Vulnerable Road Users		
Rectangular Rapid Flashing Beacon	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	.53 (Ped)
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	.45 (Ped)
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	.92 (Ped)
Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	0.87
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	.11-.35 (Ped)
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	.60 (Ped)
Advance Yield or Stop markings	YIELD Here to Pedestrians" or "STOP Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk.	0.62 (Ped)
SRTS Program	The goal of Safe Routes to School programs is to increase the amount of bicycling and walking trips to and from school while simultaneously improving safety for children bicycling or walking to school.	***

Countermeasure	Description	NHTSA Star Rating
Unrestrained Occupant		
High Visibility Enforcement of Seatbelt	Both Short Term and Sustained Seat Belt Enforcement, including child passenger safety.	*****
Education Strategies	Employer based and Older Children programs.	***
Child Restraint Inspection Stations	Child Passenger Safety (CPS) Technician staffed Inspection Stations.	***

Countermeasure	Description	NHTSA Star Rating
Distracted Driving		
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.	Needs further evaluation
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

Countermeasure	Description	NHTSA Star Rating
Alcohol or Drug Related		
Enforcement of Drug and Alcohol Impaired Driving	Increased enforcement of impaired-driving laws can be a major factor in reducing impaired-driving deaths.	***
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

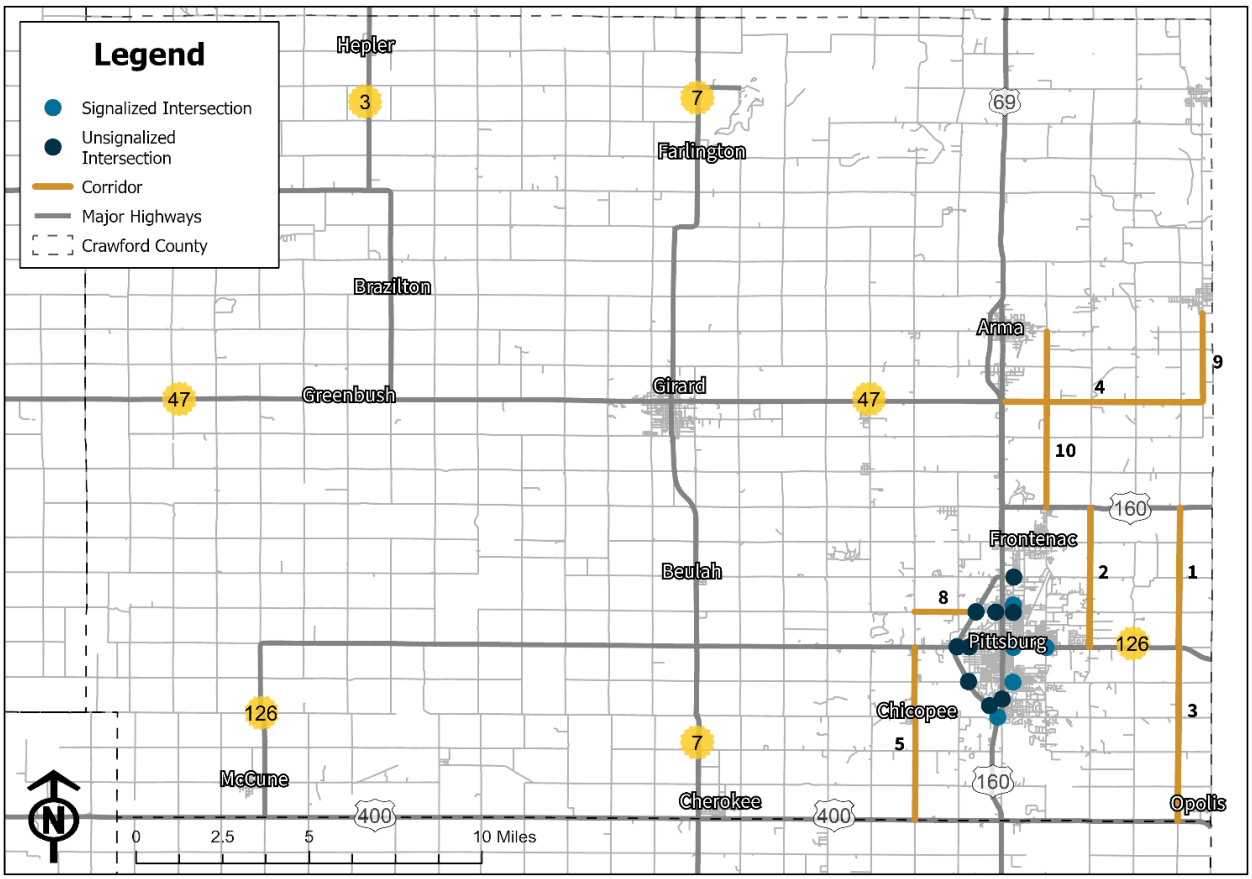
Appendix F

Project Sheets

Crawford County

Priority Project List

Map ID	Project	Type
1	S. 260 Street (A)	Systemic Roadway
2	Free Kings Highway	Systemic Roadway
3	S. 260 Street (B)	Systemic Roadway
4	E. 620 Avenue	Systemic Roadway
5	S. 200th Street	Systemic Roadway
6	Signalized Intersections	Intersection
7	Unsignalized Intersections	Intersection
8	W. 20th Street	Systemic Roadway
9	N. 270 Street, E. 620 Street	Systemic Roadway
10	230 Street	Systemic Roadway



S. 260 Street (A)

Crawford County

Location: S. 260 Street from US-160 to K-126 (4.0 miles)

Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, High Public Interest, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Delineate roadside hazards and add center/edge line rumble strips.
Long-Term Improvements	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten and widen foreslopes, install center/edge line rumble strips, install/upgrade guardrail, and extend culverts

Project Cost:

Short-Term Improvements	$120,000
Long-Term Improvements	$2.7 million

NOTE: Additional safety improvements could be coordinated with KDOT at the intersections of S. 260 Street with US-160 and K-126. Estimates do not include intersection improvements.

Project Images:

Free Kings Highway

Crawford County

Location: Free Kings Highway from US-160 to K-126 (4.0 miles)

Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Stakeholder Input, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Delineate roadside hazards, improve edge drop-off, and install center/edge line rumble strips.
Long-Term Improvements	Install 2-foot paved shoulders with SafetyEdge™, flatten and widen foreslopes, and extend culverts.

Project Cost:

Short-Term Improvements	$128,000
Long-Term Improvements	$2.55 million

Project Images:

S. 260 Street (B)

Crawford County

Location: S. 260 Street from K-171 to K-126 (4.0 miles)

Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, High Public Interest, Crash Data
Short-Term Improvements	Add/improve pavement markings, delineate roadside hazards, and install center/edge line rumble strips.
Long-Term Improvements	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten and widen fore slopes, and extend culverts.

Project Cost:

Short-Term Improvements	$144,000
Long-Term Improvements	$2.7 million

NOTE: Additional safety improvements could be coordinated with KDOT at the intersections of S. 260 Street with K-171 and K-126. Estimates do not include Intersection improvements.

Project Images:

E. 620 Avenue

Crawford County

Location: E. 620 Avenue from BUS US-69 to N. 260 Street (4.0 miles)

Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Add/improve pavement markings, clear and grub 15 feet on each side of roadway, and delineate roadside hazards.
Long-Term Improvements	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten and widen foreslopes, install/upgrade guardrail, and extend culverts

Project Cost:

Short-Term Improvements	$116,000
Long-Term Improvements	$2.7 million

Project Images:

S. 200th Street

Crawford County

Location: S. 200th Street from US-400 to K-126 (5.0 miles)

Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, High Public Interest, Crash Data
Short-Term Improvements	Clear and grub 15 feet on each side of roadway, improve pavement edge, add in-lane curve warning pavement markings, and improve railroad advance warning signs and pavement markings.
Long-Term Improvements	Install 2-foot paved shoulders with SafetyEdge^{SM}, install center/edge line rumble strips, flatten and widen foreslopes, install/upgrade guardrail, extend culverts, and improve railroad crossing signals.

Project Cost:

Short-Term Improvements	$335,000
Long-Term Improvements	$3.3 million

Project Images:

Signalized Intersections

Crawford County - City of Pittsburg

Location: Signalized Intersections in City of Pittsburg

Project Information:

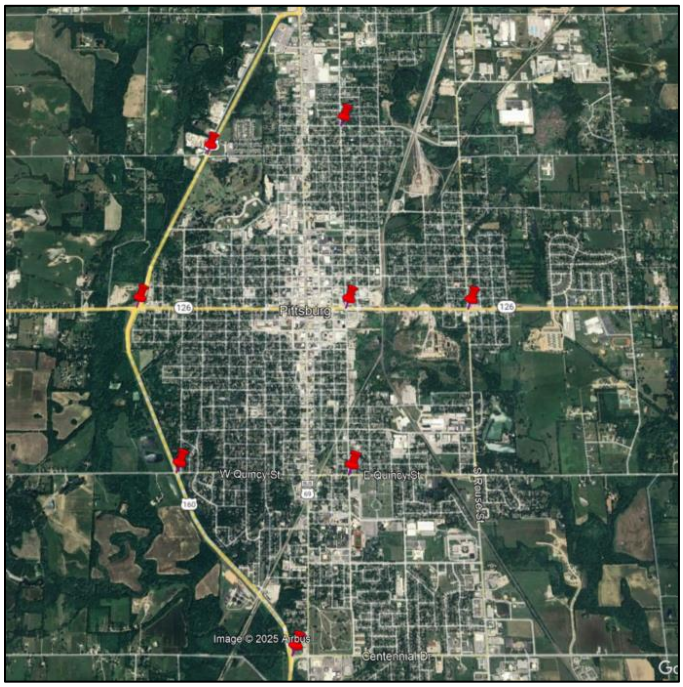
Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Crash Data
Short-Term Improvements	Review and add pedestrian signal heads, reconfigure signal with Leading Pedestrian Intervals (LPI), add retroreflective back plates, and install high-visibility pavement markings for crosswalks.
Long-Term Improvements	N/A

Project Cost:

Short-Term Improvements	Up to $70,000 per intersection
Long-Term Improvements	N/A

Project Images:

Map locations below represent statistically higher signalized intersection crash locations.



Unsignalized Intersections

Crawford County - City of Pittsburg

Location: Unsignalized Intersections in City of Pittsburg

Project Information:

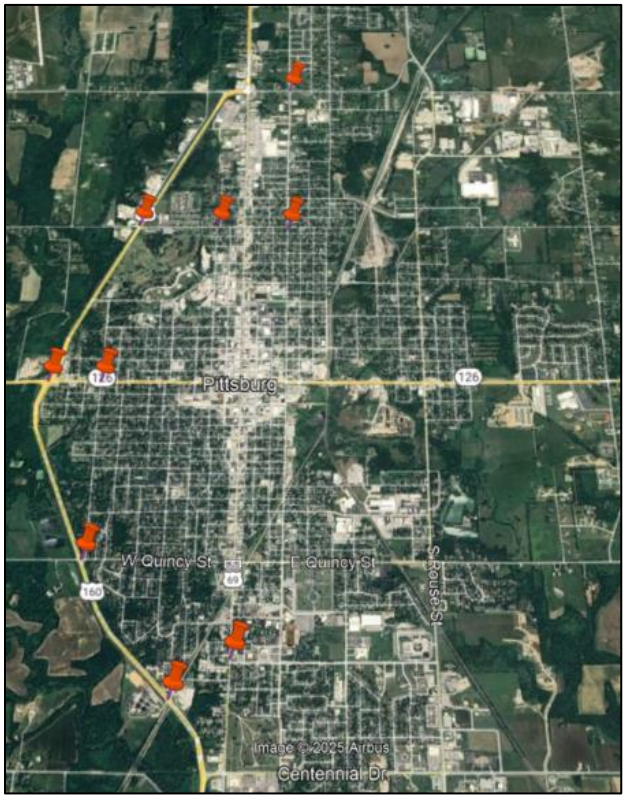
Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Crash Data
Short-Term Improvements	Review and update signing, add Stop Ahead signs, review traffic control, and check for open intersection sight triangles.
Long-Term Improvements	N/A

Project Cost:

Short-Term Improvements	Up to $3,000 per intersection
Long-Term Improvements	N/A

Project Images:

Map locations below represent statistically higher signalized intersection crash locations.



W 20th Street

Crawford County

Location: W. 20th Street from S. 200th Street to US-69 (1.4 miles)

Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Add/improve pavement markings, clear and grub 15 feet on each side of roadway, improve pavement edge, and delineate roadside hazards.
Long-Term Improvements	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten and widen fore slopes, and install/upgrade guardrail.

Project Cost:

Short-Term Improvements	$60,000
Long-Term Improvements	$950,000

Project Images:

N. 270 Street, E 620 Street

Crawford County

Location: N. 270 Street and E. 620 Avenue from E. 14th Street to N. 260 Street (3.1 miles)

Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Add/improve pavement markings, clear and grub 15 feet on each side of roadway, delineate roadside hazards, upgrade curve signing, and add retroreflective strips on curve signposts.
Long-Term Improvements	Install 2-foot paved shoulders with SafetyEdge[SM], flatten and widen fore slopes, and extend culverts.

Project Cost:

Short-Term Improvements	$93,000
Long-Term Improvements	$3.1 million

Project Images:

230 Street

Crawford County

Location: 230 Street from E, 640 Avenue and US-160 (5.1 miles)

Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Add/improve pavement markings, clear and grub feet on each side of roadway, and delineate roadside hazards.
Long-Term Improvements	Install 2-foot paved shoulders with SafetyEdge^{SM}, flatten and widen foreslopes, install/upgrade guardrail, and extend culverts.

Project Cost:

Short-Term Improvements	$93,000
Long-Term Improvements	$3.1 million

Project Images:

Location	Type	County/City	Description	Source	KDOT Facility	Notes
S 260 Street between US-160 and K-126	Segment, Intersection	Crawford County	pavement markings, delineate roadside hazards, pave 2' shoulder with safety edge, flatten foreslopes, extend culverts, edge and center rumble strips, review intersection configurations	LRSP, Cluster, 1-on-1	No	4 miles, 2 fatal, 4 injury crashes 2013-2017, edge wedge has been added to existing but county wants additional improvements, estimate does not include intersection changes
Free King Highway between US-160 and K-126	Segment	Crawford County	pavement markings, delineate roadside hazards, pave 2' shoulder with safety edge, flatten foreslopes, extend culverts, edge and center rumble strips	LRSP, 1-on-1	No	4 miles, 4 injury crashes 2013-2017, 1 serious injury 2014-2023, edge wedge has been added to existing but county wants additional improvements, the north two miles are top priority
S 260 Street between K-126 and K-171	Segment	Crawford County	pavement markings, delineate roadside hazards, pave 2' shoulder with safety edge, flatten foreslopes, extend culverts, edge and center rumble strips	1-on-1	No	edge wedge has been added
E 620 Avenue between US-69 (Business) and N 260 Street	Segment	Crawford County	pavement markings, delineate roadside hazards, pave 2' shoulder with safety edge, install/upgrade guardrail, flatten foreslopes, extend culverts	LRSP	No	4 miles, 1 serious injury and 6 injury crashes 2013-2017
200 Road from US-400 to K-126	Segment	Crawford County	pavement markings, delineate roadside hazards, pave 2' shoulder with safety edge, flatten foreslopes, extend culverts, edge and center rumble strips	1-on-1	No	5 miles, intersection at 530th also needs to be reviewed, two miles north of this (K-126 to 570 Road) are being let FY25 to add safety edge
Signalized Intersections	Intersection	Pittsburg	review and add ped heads, LPI, retroreflective back plates, high visibility crosswalks as needed.	Cluster	Yes/No	estimate $70,000 per intersection
Unsignalized intersections	Intersection	Pittsburg	review and update signing, add Stop Ahead signs, review control as needed	Cluster	No	estimate $3,000 per intersection
W 20th Street between S 200 Street and US-69	Segment	Crawford County	pavement markings, delineate roadside hazards, pave 2' shoulder with safety edge, install/upgrade guardrail, flatten foreslopes	LRSP	No	1.4 miles, 1 fatal, 2 injury crashes 2013 2017

N 270 Street and E 620 Avenue between E 14th Street and N 260 Street	Segment	Crawford County	pavement markings, delineate roadside hazards, pave 2' shoulder with safety edge, reconstruct tie in, flatten foreslopes, high frequency surface treatment on curve	LRSP	No	3 miles, 3 injury crashes 2013-2017
230 Street between E 640 Avenue and US-160	Segment	Crawford County	pavement markings, delineate roadside hazards, pave 2' shoulder with safety edge, install/upgrade guardrail, flatten foreslopes, extend culverts	LRSP	No	5 miles, 1 serious and 3 injury crashes 2013-2017
E 530 Avenue between 0.3 miles west of S 180 Street and US-69	Segment	Crawford County	pavement markings, delineate roadside hazards, pave 2' shoulder with safety edge, install/upgrade guardrail, flatten foreslopes, extend culverts, high frequency surface treatment on curve	LRSP	No	4.3 miles, 2 injury crashes 2013-2017
E 710 Avenue between US-69 and N 260 Street	Segment	Crawford County	pavement markings, delineate roadside hazards, pave 2' shoulder with safety edge, install/upgrade guardrail, flatten foreslopes, extend culverts	LRSP	No	4.2 miles, 1 injury crash 2013-2017
K-7 from K-37 to Girard	Segment	Crawford County			Yes	in development by KDOT
260 Road & K-171	Intersection	Crawford County	review and coordinate with KDOT	Cluster, 1-on-1	Yes	2 serious injury, 4 injury crashes 2014-2023
240 Road (Free Kings) from Quincy to K-126	Segment	Crawford County, Pittsburg	pavement markings, delineate roadside hazards, pave 2' shoulder with safety edge, flatten foreslopes, extend culverts, edge and center rumble strips	Cluster, 1-on-1	No	1 serious injury, 3 injury crashes 2014-2023 , all roadway departures, reconstruction of roadway likely needed based on available footage
E 640 Avenue between N 190 Street and US-69	Segment	Crawford County	pavement markings, delineate roadside hazards, pave 2' shoulder with safety edge, install/upgrade guardrail, flatten foreslopes, extend culverts	LRSP	No	2.75 miles, no injury crashes 2013-2017
S 160 Street between Carline Road and E 590 Avenue	Segment	Crawford County	pavement markings, delineate roadside hazards, pave 2' shoulder with safety edge, install/upgrade guardrail, flatten foreslopes, extend culverts	LRSP	No	2.5 miles, no injury crashes 2013-2017

590 Road from K-7 to 200 Road	Segment	Crawford County	pave 2' shoulder with safety edge, flatten foreslopes, extend culverts, edge and center rumble strips, culvert extensions	1-on-1	No	5 miles, bike route
680 Road from K-3 to K-7	Segment	Crawford County	pavement markings, delineate roadside hazards, pave 2' shoulder with safety edge, flatten foreslopes, extend culverts, edge and center rumble strips, bridge replacements, culvert extensions	1-on-1	No	7 miles
K-7 & US-400	Intersection	Crawford County, Cherokee County	review with update signing, transverse rumble strips, study for reconfiguration	Cluster	Yes	2 serious injury, 8 injury crashes 2014-2023
240 Road & 530 Roads	Intersection	Crawford County	reconstruct to modern geometrics	Cluster, 1-on-1	No	1 serious injury, 5 injury crashes 2014-2023
N 20 Road from Walnut to K-3	Segment	Crawford County	pave 2' shoulder with safety edge, flatten foreslopes, extend culverts, edge and center rumble strips, culvert extensions	1-on-1	No	8.5 miles, bike route
520 Road & 200 Road	Intersection	Crawford County	remove curve portion from roadway	1-on-1		

Southeast Kansas Comprehensive Safety Action Plan

Labette County, Kansas

Southeast Kansas Comprehensive Safety Action Plan
Labette County, Kansas

Southeast Kansas Regional Planning Commission (SEKRPC) | June 2025

The Southeast Kansas Regional Planning Commission (SEKRPC) would like to acknowledge the valuable contribution of its member jurisdictions and project partners. Their active participation and input throughout the planning process were essential to developing this Comprehensive Safety Action Plan (CSAP). Additionally, the SEKRPC extends its gratitude to stakeholders, community organizations, and members of the public whose valuable feedback and insights guided the development of the plan to help meet the safety needs and priorities of the 12-county Southeast Kansas region.

Regional Partners
Allen County
Anderson County
Bourbon County
Cherokee County
Coffey County
Crawford County
Labette County
Linn County
Montgomery County
Neosho County
Wilson County
Woodson County

County Partners
Labette County Sheriff's Office
City of Parsons

Southeast Kansas Regional Planning Commission
20 S. Highland
Chanute, KS 66720

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Consultant Team
TranSystems
2400 Pershing Road, Suite 400
Kansas City, MO 64108

TRANSYSTEMS

Kimley-Horn
805 Pennsylvania Avenue, Suite 150
Kansas City, MO 64105

Kimley»Horn

Wilson & Company
800 E. 101st Terrace, Suite 200
Kansas City, MO 64131

WILSON & COMPANY

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CHAPTER 1 | INTRODUCTION

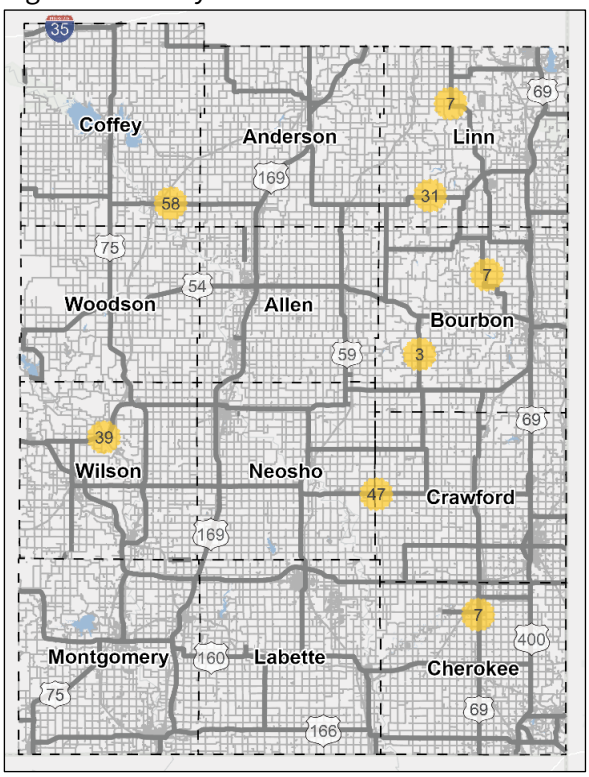
Roadway safety is an issue that impacts every person and every community in the United States. Every individual is exposed to risk on the roadway network whether a driver, passenger, transit user, bicyclist, or pedestrian. In the United States, roadway crashes account for large numbers of serious injuries and death. To combat this challenge, the U.S. Department of Transportation (USDOT) created the Safe Streets and Roads for All (SS4A) grant program to support safety initiatives designed to prevent roadway deaths and serious injuries.

In 2024, the Southeast Kansas Regional Planning Commission (SEKRPC) was awarded an SS4A Planning grant to study roadway safety in the 12-county region. This study would culminate in the development of a Comprehensive Safety Action Plan (CSAP) for each county to address the most significant transportation safety risks in the community with an emphasis on fatal and serious injury crashes.

The SEKRPC region includes Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas. The 12-county study area is shown in ***Figure 1.1***.

Over 39,000 crashes occurred in the Southeast Kansas region in the past 10 years. In Labette County, 3,959 crashes occurred during this period including 38 fatal crashes, 80 serious injury crashes, and 685 other injury crashes.

Figure 1.1: Study Area



1.1 Commitment to Safety

SEKRPC and Labette County recognize that one life lost is one too many and seek to develop a set of programs and projects that will reduce transportation safety risks and save lives. This Safety Action Plan outlines specific strategies and actions to reduce fatal and serious injury crashes in Labette County.

The success of this Safety Action Plan relies on the commitment and participation of all stakeholders in Labette County and the SEKRPC region. Development of the Safety Action Plan fostered collaboration among the counties and cities in the 12-county region. By bringing together residents, local government, law enforcement, transportation authorities, school districts, and community organizations, collective expertise and resources were leveraged to implement safety initiatives.

By working together, we can promote a culture of safety and work towards making our communities a safe place to live, work, and visit. A Safety Task Force with representatives from each county in the region is dedicated to fostering collaboration, innovation, and a proactive approach to addressing safety issues and making a positive impact on Southeast Kansas.

1.2 Safe System Approach

The SS4A program supports the USDOT National Roadway Safety Strategy and Labette County's goal of zero roadway deaths using a Safe System Approach. The SS4A program supports the development of a CSAP that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues.

The USDOT Safe System Approach is a comprehensive and proactive framework to reduce the number of fatalities and serious injuries on roadways. The Safe System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable and responsibility for roadway safety lies with multiple stakeholders.

Figure 1.2: Safe System Approach

The Safe System Approach has key elements as shown in ***Figure 1.2.*** Layering these together creates redundancy so that if one component fails, the others are still in place to prevent severe outcomes. Policies and projects recommended in this report focus on these five proven objectives to create safer conditions for all roadway users. The five objectives for the Safe System Approach are:

- **Safer Roads:** The design and maintenance of roadway environments to mitigate human mistakes and account for injury tolerances, encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

- **Safer Speeds:** Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate mitigation measures such as roadway design, targeted education, outreach campaigns, and enforcement.

- **Safer Road Users:** Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed by promoting a safety awareness culture through various outlets.

- **Safer Vehicles:** Expand the availability of vehicle systems and features that help prevent crashes and minimize the impact of crashes on both occupants and non-occupants. Additionally, encouraging other safety actions such as seat belt use, proper child seats, and proper vehicle maintenance.

- **Post Crash Care:** Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for first responders and preventing secondary crashes through robust traffic incident management practices.

1.3 Plan Organization

This Comprehensive Safety Action Plan is built on the following eight key components:

- **Leadership Commitment and Goal Setting:** An official public commitment by a high-ranking official and/or governing body to an eventual goal of eliminating roadway fatalities and serious injuries. *(Chapter 1)*
- **Planning Structure:** A committee, task force, or similar body charged with oversight of the Safety Action Plan development, implementation, and monitoring. *(Chapter 1)*
- **Engagement and Collaboration:** Robust engagement with the public and relevant stakeholders that allows for both community representation and feedback. Information received is analyzed and incorporated into the Safety Action Plan. *(Chapter 2)*
- **Safety Analysis:** A comprehensive analysis of existing conditions, historical trends, and risk factors that provides a baseline level of fatal and serious injuries. *(Chapter 3)*
- **Equity Considerations:** Plan development using inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners. *(Chapter 4)*
- **Strategy and Project Selection:** Identification of a comprehensive set of projects and strategies shaped by data, equity considerations, public and stakeholder input, and best practices to address the safety issues identified in the Safety Action Plan. *(Chapter 5-6)*
- **Policy and Process Changes:** Assessment of current policies, plans, guidelines, and standards to identify opportunities to improve how processes prioritize transportation safety. *(Chapter 6)*
- **Progress and Transparency:** A method to measure progress over time after the Safety Action Plan is developed or updated. *(Chapter 7)*

1.4 Leadership Commitment and Goal Setting

Committing to zero roadway deaths is ambitious and achieving this goal will be challenging for any community. Leadership from local officials on this issue is critically important as leadership sets the tone for the organization and the community. Elected leadership can steer the course of policy and secure the resources necessary to implement safety strategies. The commitment of elected leadership can also result in new local regulations, legislative support at the state or federal level, and better enforcement of existing laws.

Through participation in the planning process facilitated by SEKRPC, the participating counties formed a Safety Task Force. This regional leadership group shaped a shared vision to eliminate roadway fatalities. This vision employs Vision Zero elements and the Safe System Approach to develop a Safety Action Plan for each SEKRPC county. These plans seek to improve roadway safety outcomes, with the eventual goal of zero deaths across the Labette County transportation network by 2050. Labette County's commitment to this goal is demonstrated by the Vision Zero resolution passed by the Labette County Commission. The resolution is included in ***Appendix A.***

Vision

The Safety Task Force envisions the development of comprehensive transportation infrastructure that meets the needs of all residents in the SEKRPC region through transportation improvements, education, and community collaboration with a goal of zero traffic deaths and serious injuries.

Goals

SEKRPC and the Safety Task Force are committed to reducing the risk of fatal or serious injury crashes for all road users. The goals established and facilitated through this plan support this vision:

- Adopt and implement the Vision Zero resolution in each Southeast Kansas county to eliminate all fatal and serious injury crashes by 2050.
- Utilize a comprehensive data driven approach to address factors contributing to traffic crashes.
- Engage stakeholders, monitor progress, and allocate resources to ensure meaningful progress toward achieving the vision.

1.5 Planning Structure

SEKRPC received a SS4A Planning grant and facilitated the development of a Comprehensive Safety Action Plan for each county in the 12-county region: Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas.

The vision and goals described above were identified by a regional Safety Task Force consisting of representatives from each county. The Safety Task Force and the communities it represents are charged with oversight of plan development, project implementation, and monitoring. Follow-up meetings were also held with each county to facilitate more detailed discussions.

Safety Task Force

The Safety Task Force is a regional working group consisting of county staff, law enforcement, and school district representatives. Safety Task Force members served as representatives of their community to validate information and data, provide insight on potential focus areas, discuss safety strategies, and serve as community champions. The Safety Task Force played an integral role in the process by participating in a series of stakeholder meetings and directly informing the development of the Safety Action Plans. Members invited to participate in the Safety Task Force are identified in ***Appendix B***.

Expanded Stakeholder List

Due to the regional nature of the study, an expanded stakeholder list of over 300 organizations was also engaged through an online survey to provide additional input to the Safety Task Force. The expanded stakeholder list included additional city staff, emergency services, school districts, healthcare organizations, public transportation providers, business organizations, and transportation advocacy groups. Organizations in the expanded stakeholder list are also identified in ***Appendix B***.

CHAPTER 2 | ENGAGEMENT AND COLLABORATION

The Safety Action Plan included a robust engagement plan with the public and stakeholders that allowed for community representation and feedback. The plan used input from the engagement process to inform development of the plan.

2.1 Community Engagement Plan

The Community Engagement Plan in ***Appendix B*** was prepared as a guide to obtain meaningful input from study partners, community organizations, residents, and employees impacted by the transportation system. The Community Engagement Plan focused on the entire 12-county region but also provided flexibility to identify engagement needs specific to each county. Three primary opportunities to obtain public input were provided:

1. **Information and Communications:** Communicated information regarding the study background, process, methods, schedule, key messages, and project updates.
2. **Stakeholder Input:** Facilitated meetings with community leaders, elected and appointed officials, government staff, and other stakeholder groups to inform recommendations.
3. **Community Outreach:** Informed, educated, and engaged with community members with the intent of providing an interactive dialogue for input throughout the study.

Key Audiences

Many stakeholders were engaged in the process to provide a comprehensive perspective on the Safe System Approach and share unique insights for understanding transportation safety needs in Southeast Kansas. Residents, employees, and businesses provided insights into local transportation challenges, while local governments and school districts ensured alignment with community needs. First responders shared critical knowledge of safety risks and emergency response. Regional and state agencies contributed broader expertise and guidance to address transportation safety issues.

Key audiences in the 12-county Southeast Kansas region that provided input for the plan included:

- Residents, employees, and businesses
- Governmental units (county staff, city staff, school districts, elected officials)
- First responders (law enforcement, fire departments, emergency management, healthcare services)
- Community organizations (business organizations, transportation advocacy groups)
- Regional or statewide agencies (SEKRPC, KDOT, public transportation providers)

Community Engagement Methods

A variety of community engagement methods were utilized to promote meaningful involvement and gather input from stakeholders and the public. Targeted stakeholder discussions and Safety Task Force meetings provided expert insights and shaped the plan development, while surveys and public open house meetings offered opportunities for community members to highlight safety concerns and share feedback.

These approaches promoted inclusive participation, enhanced understanding of regional safety issues, and fostered collaboration in developing effective solutions.

- **Project Update Meetings:** Project updates were shared in-person and virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.

- **Stakeholder Meetings:** Three Safety Task Force meetings were held to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings were held in a hybrid format with both in-person and virtual attendance options.
- **Public Meetings:** One in-person open house style meeting was held within each county to inform the public of the study's progress, gather input regarding safety needs, and share features of the proposed plan.
- **Public Survey:** An online survey was distributed that allowed respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information was collected to monitor responses by location and socioeconomic characteristics.
- **Public Comments:** Public comments were compiled from meetings, online surveys, phone calls, and face-to-face conversations and incorporated into the plan.
- **Public Information:** Announcements for news media, websites, and social media outlets were provided to SEKRPC, the Safety Task Force, and the expanded stakeholder list for distribution.

2.2 Safety Task Force Meetings

The Safety Task Force participated in three meetings throughout the process to review crash data and help identify safety needs in the region. Safety Task Force members played an integral role in confirming challenges and opportunities, which directly influenced plan recommendations to align with the safety vision for the Southeast Kansas region. Meeting summaries are included in ***Appendix C***.

Safety Task Force Meeting #1

Safety Task Force Meeting #1 was held in October 2024 to introduce the study and the Safe System Approach, review crash data, and discuss safety concerns and potential solutions. The meeting also included an initial discussion of emphasis areas to provide direction for the planning process.

During the meeting, an interactive survey was conducted to better understand community needs. After crash data trends were presented, participants had an opportunity to select their top three emphasis areas for developing safety solutions. Based on this initial input, the selected emphasis areas were *roadway departures*, *distracted driving*, and *unrestrained occupants*. These stakeholder-selected areas helped provide focused direction for the planning process.

In addition to specific locations noted in ***Appendix C***, participants also noted the following concerns:

- **Seatbelt Usage:** In Crawford County, a SAFE (Seatbelts Are For Everyone) program began after students were involved in a fatal crash. This tragic event highlighted the need for enhanced education around seatbelt usage.
- **Distracted Driving:** Concerns were raised about distracted driving and cell phone use, including its prevalence among older adults.
- **Road Access and Truck Traffic:** Discussion highlighted the need for improved hard surface roads to medical centers and major employers, particularly areas with newly constructed or planned facilities.
- **Speeding on Gravel Roads:** Concerns were expressed about drivers traveling higher speeds on gravel roads and underestimating road conditions.

The following areas were potential solutions identified by stakeholders for improving roadway safety:

- **Driver Education Enhancements:** Online driver education programs and other similar initiatives that emphasize navigating unpaved roads and unmarked intersections.
- **Behavioral Interventions:** Increase citations to encourage safer driving behaviors and address misconceptions, such as the dangers of driving under the influence of marijuana.
- **Infrastructure Improvements:** Implement measures like road edging and clearing line-of-sight obstructions to improve visibility and reduce crashes.
- **Speed Management:** Lower speed limits on gravel roads to enhance safety.

Safety Task Force Meeting #2

Safety Task Force Meeting #2 was held in November 2024 to re-visit key emphasis areas and discuss proven effective countermeasures to address the emphasis areas. Based on crash patterns and a review of public input to date, the Safety Task Force built consensus around *roadway departures*, *intersection-related crashes*, and *unrestrained occupants* as the refined top emphasis areas. Other identified areas that would receive consideration were vulnerable road users, distracted driving, and alcohol or drug-related crashes.

In addition to specific locations noted in ***Appendix C***, an interactive survey allowed participants to discuss how potential countermeasures could be integrated into their communities to address the emphasis areas:

- **Roadway Departure:** Preferred improvements included 2-foot shoulders, edge line treatment, and removing fixed objects in the clear zone.
- **Intersections**: Preferred improvements for unsignalized intersections included retroreflective strips on warning signs, street lighting, dedicated turn signals, and roundabout designs for both passenger vehicles and trucks. Overhead lighting was emphasized as a cost-effective option due to franchise agreements with electric companies (as applicable).
- **Unrestrained Occupant:** Strategies discussed included behavior-changing programs, enforcement campaigns, and outreach, including targeting specific groups such as school age children or farmers.
- **Distracted Driving:** Strategies discussed included high-visibility cell phone/texting enforcement and targeted communications.
- **Vulnerable Road Users:** Preferred strategies for pedestrian improvements included high visibility crosswalks, raised crosswalks, curb extensions, and refugee islands. Bicycle improvements included multi-use paths, cycle tracks, and buffered bike lanes. Discussion also included challenges in school zones and strong support for Safe Routes to School programs.

Safety Task Force Meeting #3

Safety Task Force Meeting #3 was held in April 2025 to summarize the crash data analysis and public engagement efforts to date and discuss example project recommendations and potential countermeasures. Safety projects at specific locations were shown for *roadway departures*, *signalized intersections, unsignalized intersections,* and *vulnerable road users.* Programs, policies, and potential actions were also described to address education related to speeding, pedestrian and bicycle travel, and distracted driving. Steps to implement Vision Zero and potential funding opportunities for implementation were discussed as well.

2.3 Public Survey

To gather greater community input, an online public survey was distributed throughout the 12-county region and available from October 2024 to April 2025 – including distribution to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region as well as location-specific concerns, as summarized in ***Figure 2.1***. Survey results are summarized below with detailed survey responses included in ***Appendix D***.

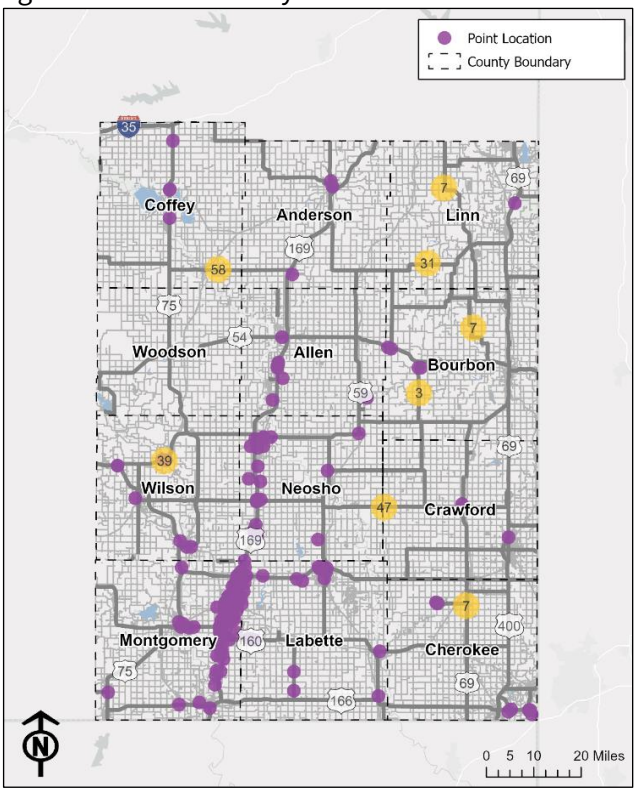
Safety Priorities

The survey results revealed a strong consensus that there are too many severe crashes and a need for prioritized investments. Participants expressed the most concern for Safer Roads and Safer People and identified distracted driving, speeding vehicles, and intersections as their top three emphasis areas. In support of increased safety, participants identified intersection improvements, infrastructure maintenance, and traffic maintenance as top funding priorities. Specific safety concern locations were concentrated along US-169.

County-Specific Concerns

Labette County survey participants expressed concerns related to driver behavior, particularly speeding and distracted driving near schools. Respondents noted that characteristics such as lack of shoulders, turning lanes, and insufficient width for heavy truck and farm equipment traffic should be addressed to improve safety. There were also concerns regarding railroad crossing visibility and the ability of EMS services to handle serious incidents.

Figure 2.1: Public Survey Comment Locations

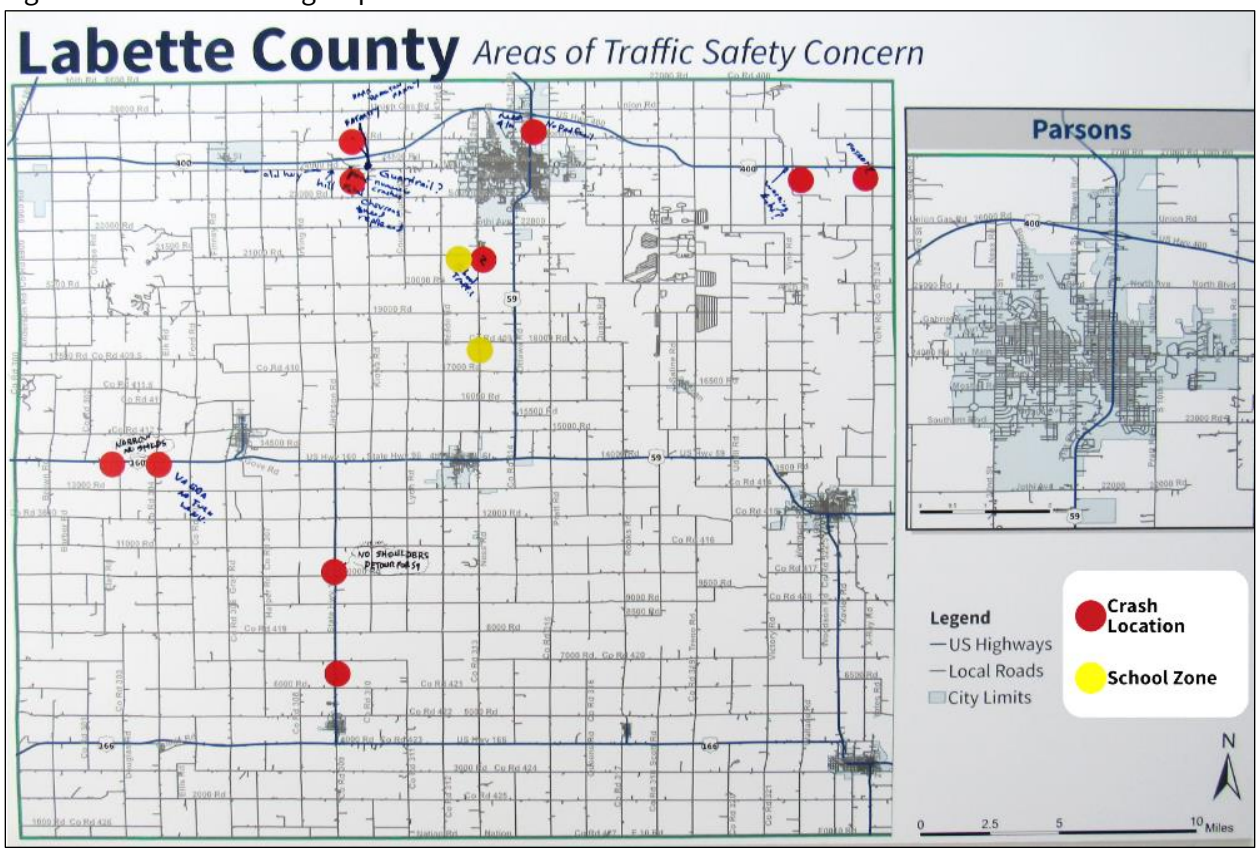


2.4 Public Meeting

An open house public meeting was held in each county to share project information and gather feedback from the public. Feedback was collected through multiple methods including comment cards, an interactive mapping activity, and conversations with attendees. The public meeting in Labette County was held on March 18, 2025 from 4:00-6:00pm in the Altamont Park Building and was attended by 12 community members.

As shown in ***Figure 2.2***, meeting attendees identified areas of traffic safety concern by placing color coded dots on a map of Labette County. Safety concerns were identified in numerous locations on the US-400 corridor and on US-160 west of Mound Valley. Local roads that were identified include Ness Road south of Parsons and Jackson Road southeast of Mound Valley.

Figure 2.2: Public Meeting Map



CHAPTER 3 | EXISTING CONDITIONS ANALYSIS

3.1 Background

Southeast Kansas is a region characterized by a mix of rural landscapes, small towns, and urban centers, playing a critical role in the state's economy through agriculture, manufacturing, and transportation. The region is served by a network of highways, including eight U.S. Routes and many state routes, to facilitate the movement of people and goods across the region and beyond. These corridors provide vital connections between many of the larger communities in Southeast Kansas that offer major employment centers, agricultural markets, and growing industrial facilities. The network of city and county roadways, which includes both paved and unpaved roadways, then facilitates local connections to specific destinations.

Due to this context of a primarily rural region with interspersed activity centers, Southeast Kansas faces unique transportation challenges. These include addressing safety concerns at intersections on high-speed corridors, managing increased freight activity, and improving rural roadway conditions.

Labette County has a population of approximately 20,000 people with about half of the population residing in the City of Parsons. The US-59, US-160, US-166 and US-400 corridors provide important connections within and beyond the county.

3.2 Collaboration with Other Plans

A review of previously completed or ongoing studies was documented to help align the Safety Action Plan with existing plans and processes. ***Table 3.1*** summarizes relevant strategies identified through other planning efforts.

Table 3.1: Document Review

Document	Goals	Strategies	Application
KDOT Long Range Transportation Plan (2021)	Promote safety, security, and transportation system management	Adopt a systemic approach to safety and use education, enforcement, and engineering to reduce the severity of crashes and reduce the number of travel-related deaths	Provides information about KDOT's Strategic Safety Initiative and an overview of KDOT's safety priorities and processes
Kansas Strategic Highway Safety Plan (2020)	Achieve a fatal and injury crash rate of less than 35 crashes per 100 million vehicle miles travel by 2025	Use data to address roadway departures, impaired driving, teen drivers, older drivers, intersections, local roads, and pedestrians and cyclists	Provides a statewide safety framework to apply to local plans
Labette County Local Road Safety Plan (2025)	Help local jurisdictions select and prioritize roadway projects that will have the biggest impact on safety	Use education, enforcement, engineering, and emergency response to reduce the severity and number of crashes	Identifies high-priority road segments, curves, and intersections for safety improvements in unincorporated areas

3.3 Crash Analysis

The most recent ten years of crash data (2014-2023) was analyzed to evaluate crash trends within the Southeast Kansas region and Labette County. The crash analysis includes a hotspot analysis to identify where crashes are occurring but also reviews trends and emphasis areas to identify high-risk roadway characteristics. This approach allows the Safety Action Plan to offer a proactive approach to systemic issues that may affect the greater roadway network.

Within the crash data, crash severity is categorized using an injury scale that includes property damage only, possible injury, minor injury, serious injury, and fatal. To focus on the Vision Zero goal in Southeast Kansas, the crash analysis primarily focuses on the most severe crashes that result in serious injuries and/or fatalities.

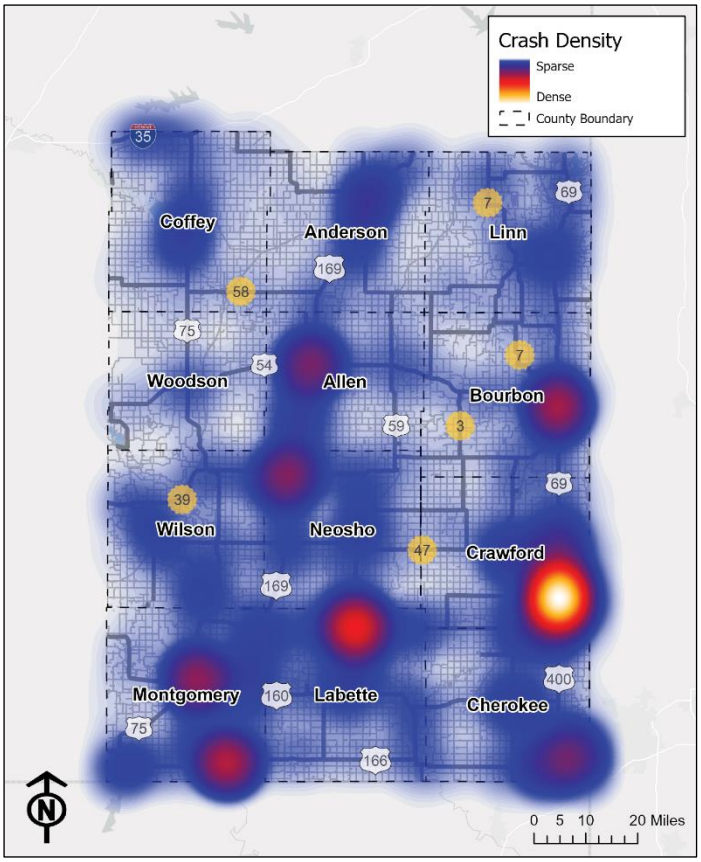
Note: The Federal Highway Administration (FHWA) required KDOT to change its serious injury definition in 2019, which resulted in a higher number of serious injury crashes from 2019-2023. The data also reflects changes in travel patterns during the COVID-19 pandemic from 2020-2022.

Regional Crash Summary

Data for the 12-county Southeast Kansas region provided a large sample size to identify regional crash trends. During the 10-year study period, there were 39,032 total crashes, including 351 fatal and 823 serious injury crashes. The remaining 37,858 crashes were injury or property damage only (PDO) crashes. These crashes occurred on the local road system, the county system, and the state system, underscoring the need for cross-agency collaboration and a systemic approach to improving roadway safety. A heat map of fatal and serious injury crashes in the Southeast Kansas region is shown in ***Figure 3.1***.

For all crashes in the 12-county region, the most common types of crashes were *roadway departure* and *intersection related* crashes. There were significantly fewer *unrestrained occupant* and *alcohol or drug related* crashes, but these crash types accounted for similar numbers of fatal and serious injury crashes, demonstrating the need to address these issues. Distracted driver-related crashes were also high in number but lower in fatal and serious injuries.

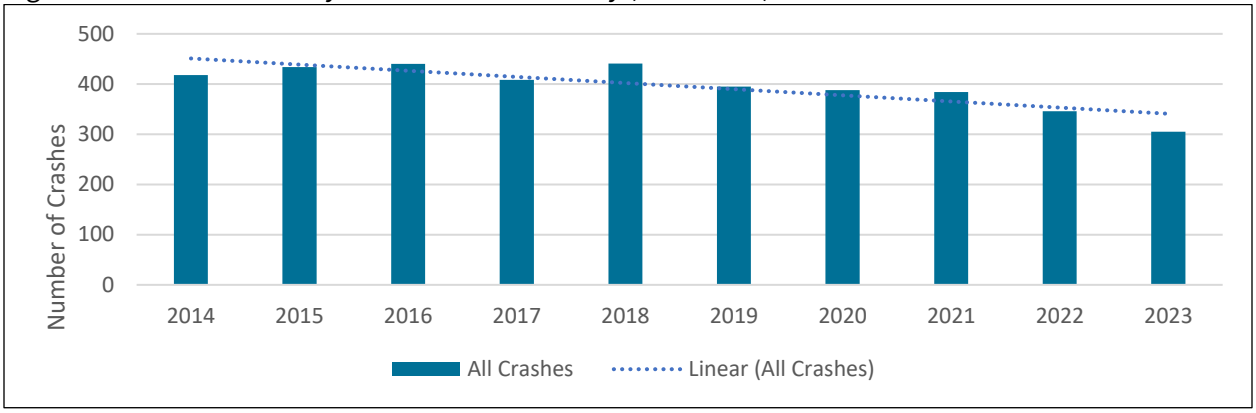
Figure 3.1: Heat Map of Fatal and Serious Injury Crashes in Southeast Kansas (2014-2023)



Crash Trend Analysis

In Labette County, 3,959 crashes occurred in the 10-year study period (2014-2023). The total number of crashes per year is shown in ***Figure 3.2***. The total number of crashes generally decreased over the study period with an average of 400 crashes per year.

Figure 3.2: Total Crashes by Year in Labette County (2014-2023)



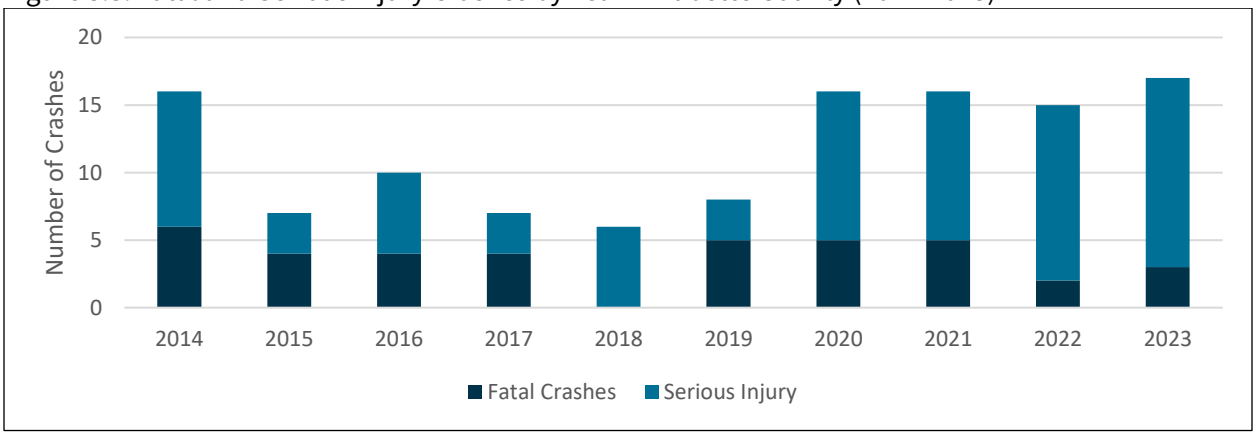
Crash Severity

As shown in ***Table 3.2***, 3.0% of all crashes in Labette County resulted in a fatality or serious injury. Crash severity by year is shown in ***Figure 3.3***. With the exception of 2018, the number of fatal crashes per year generally remained consistent. The number of serious injury crashes increased over the study period, but the increase also corresponds with the change in the serious injury crash definition that occurred in 2019.

Table 3.2: Crash Severity in Labette County (2014-2023)

Crash Severity	Crashes	Percent
Fatal	38	1.0%
Serious Injury	80	2.0%
Injury	685	17.3%
Property Damage Only	3,156	79.7%
Total	3,959	100.0%

Figure 3.3: Fatal and Serious Injury Crashes by Year in Labette County (2014-2023)



Crash Type

Crash type (e.g., collision with other vehicles, fixed object, pedestrian) analysis is a common method to understand crash characteristics and develop effective countermeasure solutions. As shown in ***Table 3.3***, the three most prevalent crash types were collisions with animals (40.0%), other motor vehicles (28.2%), and fixed objects (17.7%).

However, pedestrian, pedalcycle (human-powered bike), and train crashes accounted for the highest percentage of fatalities and serious injuries (FSI) compared to the total number of crashes. While the total number of pedestrian and pedalcycle crashes is low, they account for significantly higher rates of severe injury due to their unprotected nature. Both crash frequency and percentage of fatal and serious injury crashes can be used to identify applicable improvement strategies for Vision Zero.

Table 3.3: Crash Type with Fatal/Severe Injury Percentage in Labette County (2014-2023)

Crash Type	Count	Percent	Fatal	Serious Injury	FSI Percent
Animal	1,580	40.0%	0	1	0.1%
Fixed Object	698	17.7%	6	15	3.0%
Other Motor Vehicle	1,116	28.2%	20	33	4.7%
Other Non-Collision	39	1.0%	0	0	0.0%
Other Object	59	1.5%	0	4	6.8%
Overturned	205	5.2%	9	17	12.7%
Parked Motor Vehicle	223	5.6%	0	0	0.0%
Pedalcycle	12	0.3%	0	2	16.7%
Pedestrian	20	0.5%	3	7	50.0%
Railroad/Train	1	0.0%	0	1	100.0%
Total[1]	3,953	100.0%	38	80	3.0%

[1] Total excludes crashes listed as “non” or “unknown” crash types.

KDOT crash data separates collisions with other vehicles into further breakdowns of type (e.g., angle-side impact, head-on). As shown in ***Table 3.4***, this data indicates that angle-side impact (48.7%), sideswipe in the same direction (23.7%), and rear end (7.9%) collisions are the most common crash types with other motor vehicles. However, head on, angle-side impact, and rear end collisions accounted for the highest percentage of fatalities and serious injuries (FSI) compared to the total number of crashes. The angle-side impact crashes are concerning due to both their high total number of crashes and higher FSI percent.

Table 3.4: Crash Type for Collisions with Other Motor Vehicle in Labette County (2014-2023)

Crash Type	Count	Percent	Fatal	Serious Injury	FSI Percent
Angle-Side Impact	543	48.7%	4	18	4.1%
Backed Into	54	4.8%	0	0	0.0%
Head On	67	6.0%	11	9	29.9%
Sideswipe: Opposite Direction	11	1.0%	0	0	0.0%
Sideswipe: Same Direction	264	23.7%	2	5	2.7%
Rear End	88	7.9%	2	1	3.4%
Other	89	8.0%	1	0	1.1%
Total	1,116	100.0%	20	33	4.7%

Crash Location (Intersection and Non-Intersection)

Approximately 21% of all crashes occurred at intersections and 79% of all crashes occurred at non-intersections. For fatal and serious injury crashes, the primary crash type at intersections was with other motor vehicles. At non-intersections, the most frequent crash type was also collisions with other motor vehicles, followed by overturned vehicles and fixed objects – which highlights that a significant portion of the severe non-intersection crashes are likely due to roadway departures. Crash location and type for fatal and serious injury crashes is shown in ***Table 3.5***.

Table 3.5: Crash Type by Intersection Type in Labette County

Crash Type	Intersection				Non-Intersection			
	Fatal		Serious Injury		Fatal		Serious Injury	
	Count	Percent[1]	Count	Percent[1]	Count	Percent[1]	Count	Percent[1]
Animal	0	0.0%	0	0.0%	0	0.0%	1	1.9%
Fixed Object	1	12.5%	1	3.6%	5	16.7%	14	26.9%
Other Motor Vehicle	5	62.5%	23	82.1%	15	50.0%	10	19.2%
Other Object	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other Non-Collision	0	0.0%	0	0.0%	0	0.0%	4	7.7%
Overturned	1	12.5%	1	3.6%	8	26.7%	16	30.8%
Parked Motor Vehicle	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Pedalcycle	0	0.0%	1	3.6%	0	0.0%	1	1.9%
Pedestrian	1	12.5%	2	7.1%	2	6.7%	5	9.6%
Railway Train	0	0.0%	0	0.0%	0	0.0%	1	1.9%
Unknown	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	8	100%	28	100%	30	100%	52	100%

[1] Percent of fatal and serious injury crashes

Crash by Maintaining Authority

Crashes by the maintaining roadway authority are shown in ***Table 3.6***. Approximately 56.4% of all crashes occurred on city or county-owned roadways and the remaining 43.6% of crashes occurred on KDOT-maintained roadways. This average is generally similar to the percentage of injury and property damage only crashes occurring on city and county roadways compared to state system roadways. However, 63.2% of fatalities occurred on KDOT-maintained roadways compared to 36.8% on non-KDOT-maintained roadways.

Table 3.6: Crashes by Maintaining Authority in Labette County

Maintaining Authority	Fatal		Serious Injury		Total	
	Count	Percent	Count	Percent	Count	Percent
State System	24	63.2%	31	38.8%	1,408	43.6%
Non-State System	14	36.8%	49	61.3%	1,748	56.4%
Total	38	100.0%	80	100.0%	3,156	100.0%

3.4 Identification of High Risk Locations

Heat maps provide a way to visualize data by identifying crash locations with color shading to indicate the concentration of crashes. ***Figure 3.4*** shows a heat map of all crashes in Labette County. ***Figure 3.5*** then shows a heat map of fatal and serious injury crashes only.

The US-59 and US-400 corridors are the predominant hot spots on both maps, and more distinct locations are prominent on the fatal and severe injury crash map. These hotspots tend to be concentrated at intersections along state highways including:

- Within and near the City of Parsons
- US-59 and US-160
- US-59 and US-166

A vulnerable road user (VRU) is anyone on the road who is not protected by a vehicle shell, including pedestrians, cyclists, and roadway workers. While VRU crashes only make up 1% of crashes that occurred in Labette County, they represent a key demographic of the Vision Zero initiative as VRUs are at a higher risk of serious injury or death in a crash. As shown in ***Figure 3.6***, VRU crashes are concentrated within city limits, particularly in Parsons.

Figure 3.4: Heat Map for All Crashes in Labette County (2014-2023)

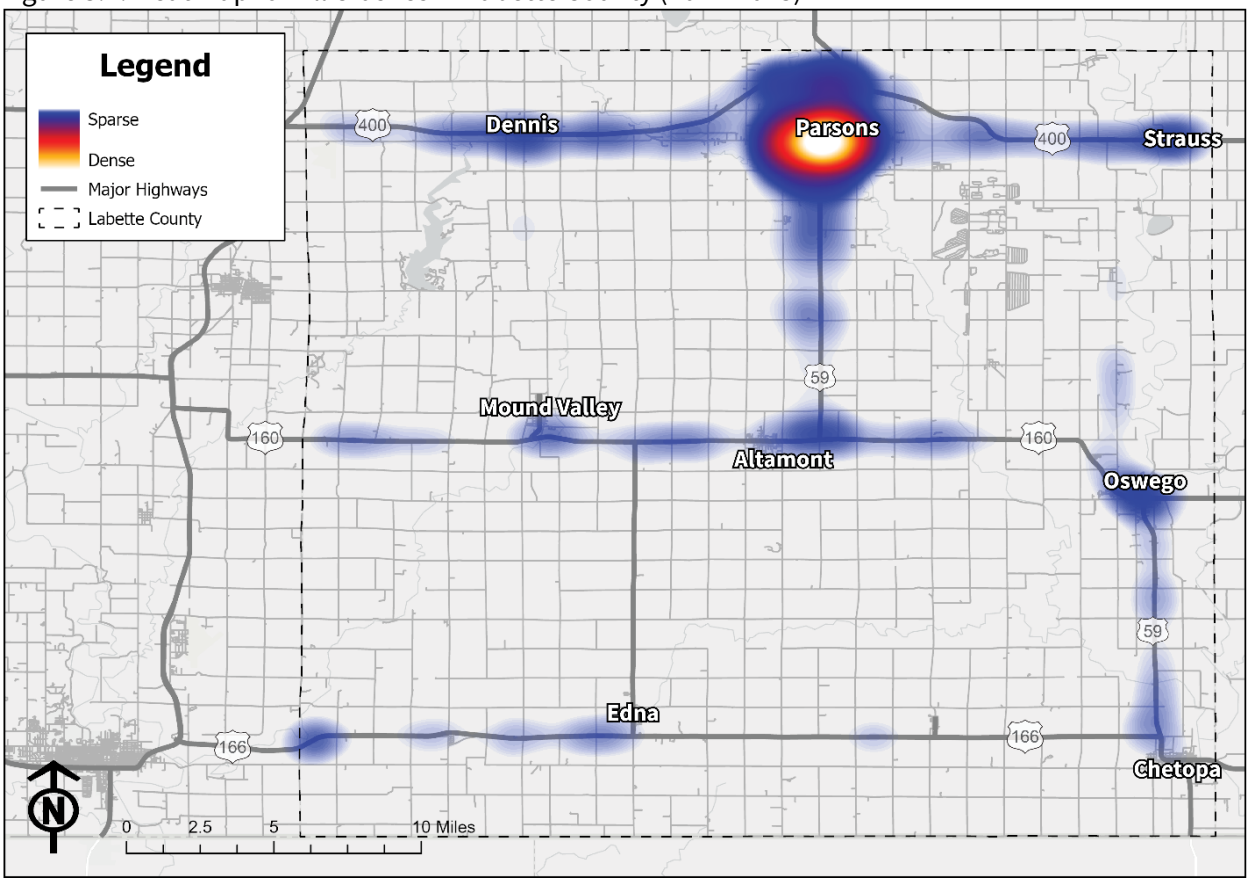


Figure 3.5: Heat Map for Fatal and Serious Injury Crashes in Labette County (2014-2023)

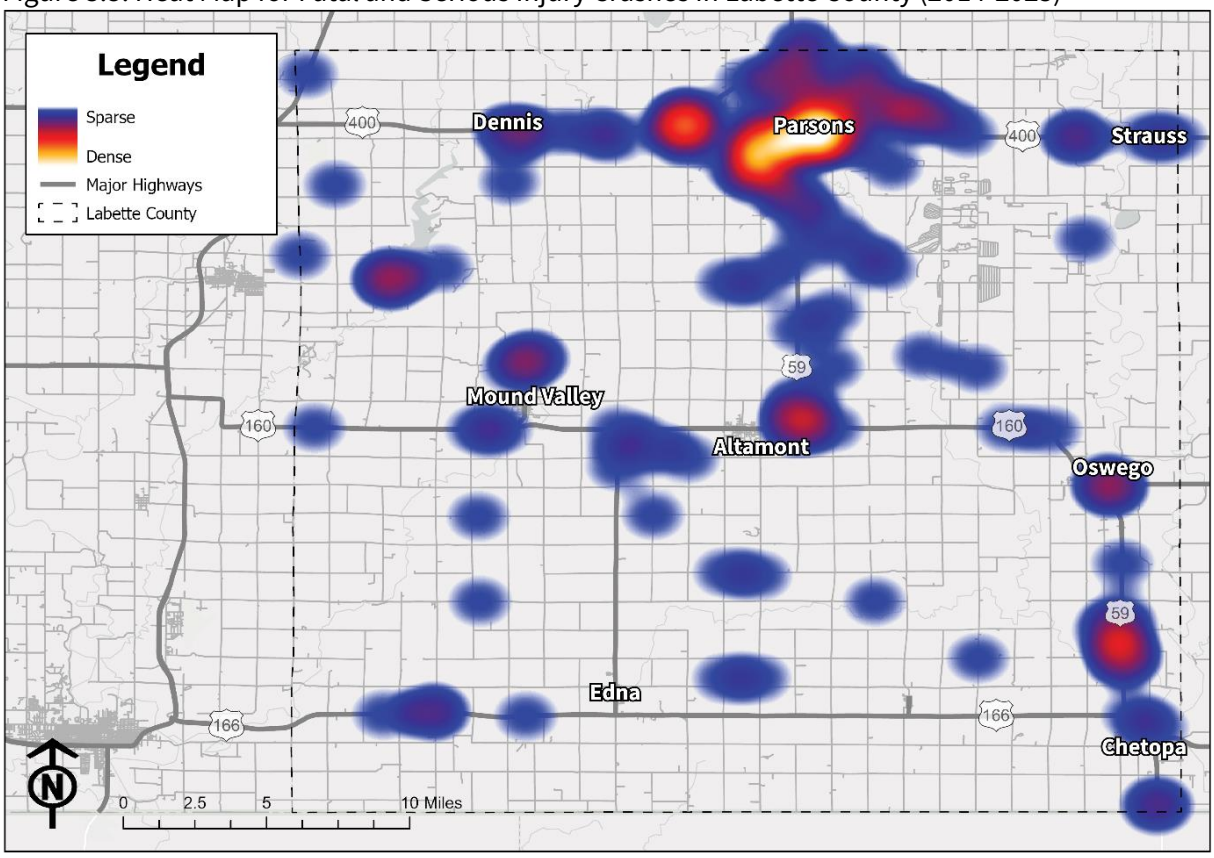
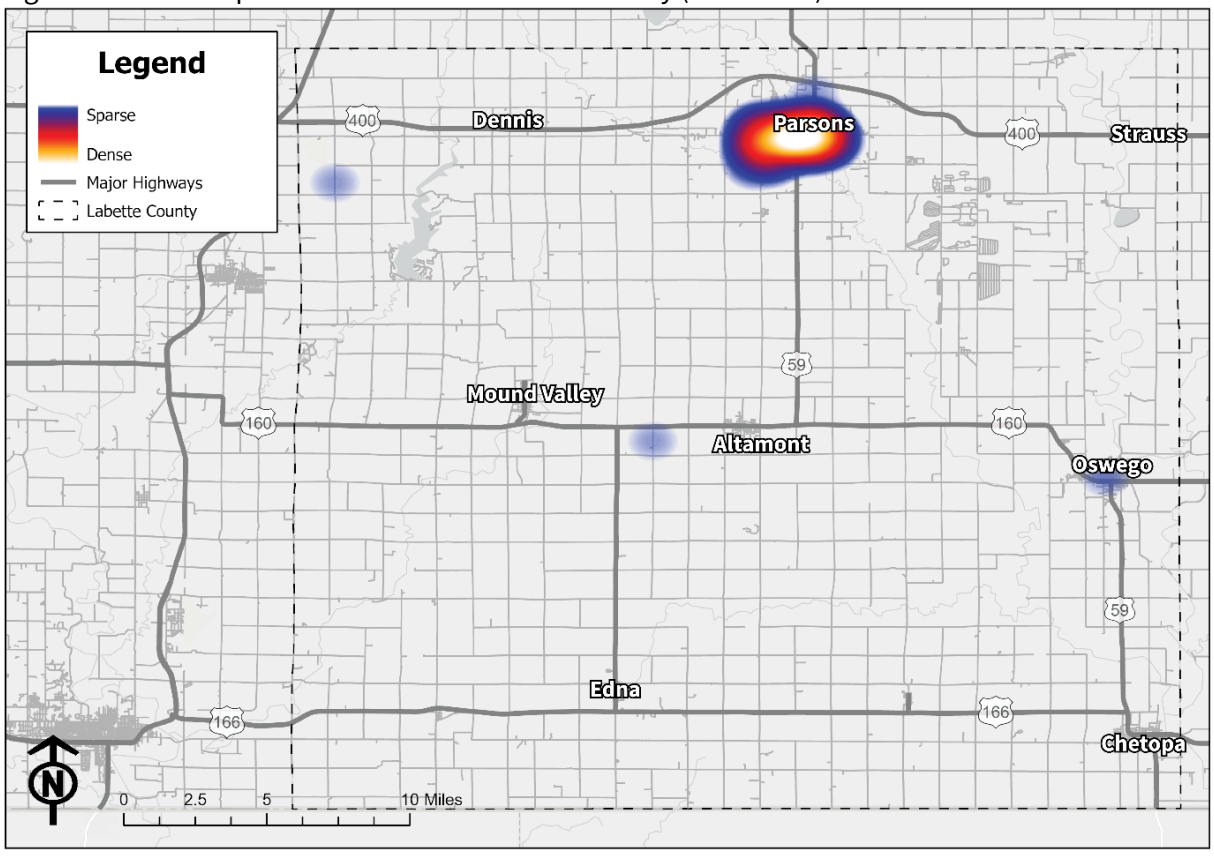


Figure 3.6: Heat Map for VRU Crashes in Labette County (2014-2023)



CHAPTER 4 | EQUITY ANALYSIS

Equity is a concept that centers on the idea of fairness and justice. Advancing the Safe System Approach and the Vision Zero goal of eliminating fatal and serious injury crashes requires providing safe transportation options that meet the needs of all community members. Therefore, the equity analysis identifies any populations that are underserved and/or under-resourced to help understand the implications of any safety risk disparities in the community.

The Safety Action Plan uses criteria for areas of persistent poverty and historically disadvantaged communities (as identified by USDOT) and the Social Vulnerability Index (as defined by the Centers for Disease Control and Prevention). The SS4A program defines an Underserved Community consistent with the USDOT definition of a disadvantaged community using two sources:

- **Equitable Transportation Community (ETC) Explorer:** The tool provides a percentile rank by census tract based on five components related to climate, environmental burden, health vulnerability, social vulnerability, and transportation factors.
- **Climate and Economic Justice Screening Tool (CEJST):** The tool identifies census tracts that demonstrate burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

4.1 Community Profile

The demographic profiles in ***Table 4.1*** and ***Table 4.2*** provide a snapshot of population characteristics and commuting patterns in Labette County. Based on the equity analysis, 6 of 8 census tracts in Labette County are designated as disadvantaged. This represents 70.6% of the county population and 55.0% of the land area in the county. The designation for each census tract is shown in ***Figure 4.1***.

Table 4.1: Demographic Profile in Labette County

Characteristic	Labette County	12-County Region
Population	20,184	190,320
Median Household Income	$55,439	$57,904
Race and Ethnicity		
White	16,464	162,337
American Indian and Alaska Native	451	3,318
Asian	91	1,213
Black or African American	867	4,397
Hispanic or Latino	939	9,327
Native Hawaiian and Other Pacific Islander	9	275
Some Other Race	264	3,456
Population of Two or More Races	2038	15,324

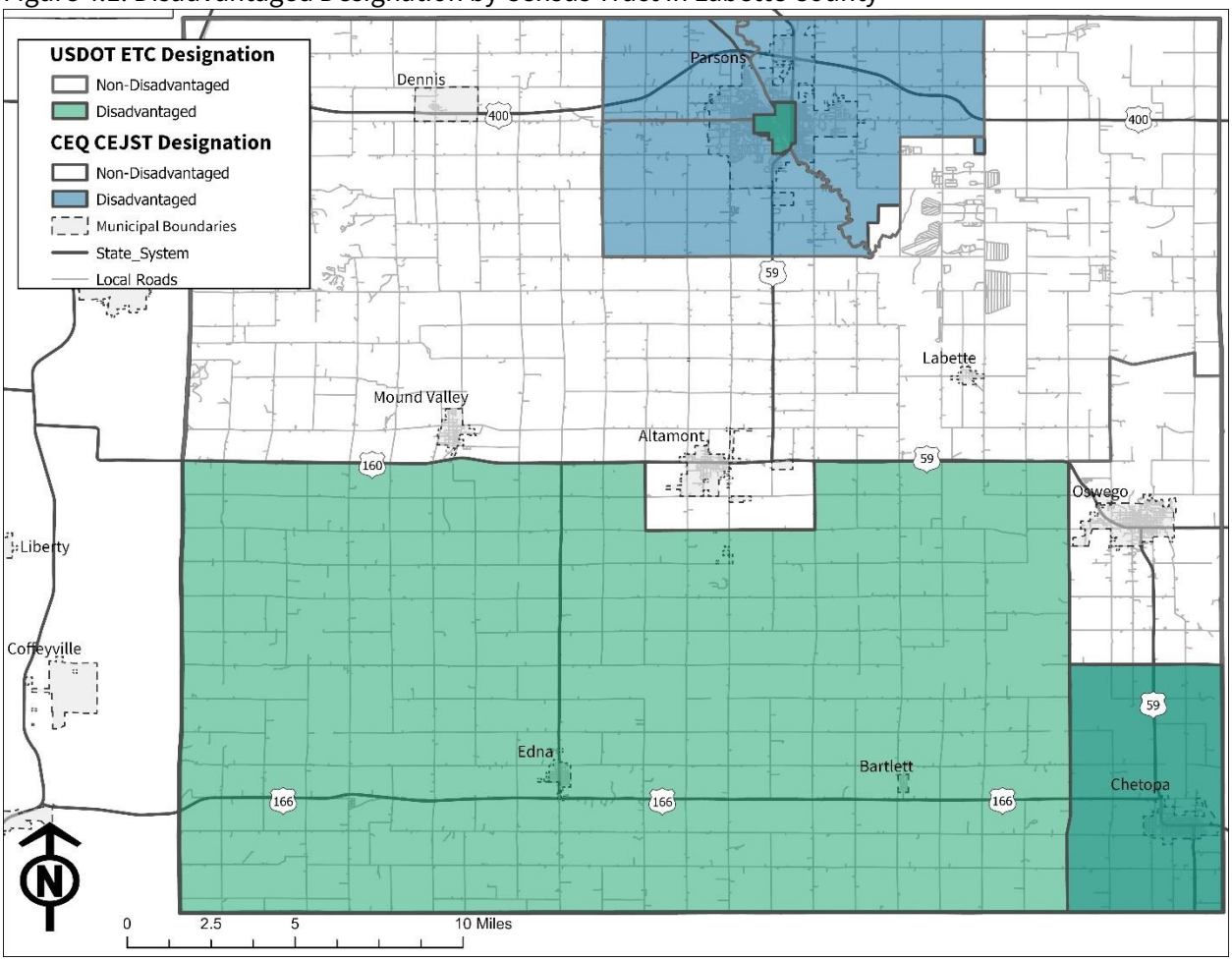
Source: 2021-2022 American Community Survey 5-Year Estimates, 2020 Decennial Census

Table 4.2: Commuting Profile in Labette County

Characteristic	Labette County	12-County Region
Commuting Patterns		
Drove Alone	76.1%	79%
Carpool	13.8%	11%
Walked/Biked	3.6%	3%
Telecommute	5.5%	6%
Other	1.0%	1%
Average Travel Time to Work	15 minutes	20.7 minutes

Source: 2021-2022 American Community Survey 5-Year Estimates, 2020 Decennial Census

Figure 4.1: Disadvantaged Designation by Census Tract in Labette County



4.2 Equity Analysis

During the 10-year safety analysis study period (2014-2023), Labette County recorded 3,959 crashes with 66.4% of crashes occurring in disadvantaged communities. These areas also encompass most of the county's population, land area, and road miles. Therefore, the analysis did not indicate a disproportionate distribution of crashes.

Approximately 46.7% of the county population lives within an incorporated city and 34.3% of crashes occurred within city limits, demonstrating a generally even distribution of crashes within and outside incorporated areas. A summary of the equity analysis is outlined in ***Table 4.3***.

Table 4.3: Equity Analysis Summary for Labette County

Crash Characteristics	Disadvantaged Communities		Non-Disadvantaged Communities	
	Count	Percentage	Count	Percentage
Crash Location				
Inside City Limits	1,227	31.0%	132	3.3%
Outside City Limits	1,403	35.4%	1,197	30.2%
Crash Severity				
Fatal	26	0.7%	12	0.3%
Serious Injury	53	1.3%	27	0.7%
Injury	452	11.4%	233	5.9%
Property Damage Only	2,099	53.0%	1,057	26.7%
Total Crashes	2,630	66.4%	1,329	33.6%

CHAPTER 5 | EMPHASIS AREAS

5.1 Background

Emphasis areas help focus crash reduction efforts on specific crash factors with the highest risk of serious injury or death, and greatest potential for improvement. By focusing on these areas, decision makers can address the most critical crash-related issues in their community, such as intersections with high crash rates or corridors with frequent roadway departures, leading to a more effective and targeted safety strategy. Additionally, emphasis areas provide a clear framework for measuring the success of a road safety strategy, allowing for data-driven decision-making and continuous improvement in crash prevention.

Grouping crashes together based on crash factors and location is a good basis for understanding which emphasis areas deserve extra consideration. Some emphasis areas are focused on engineering and design-related solutions (location or systemic-based crashes) while others rely on changing the behaviors associated with the crashes using enforcement, education, and/or emergency response.

Emphasis Area Methodology

Emphasis areas for the 12-county region were determined by understanding community concerns around roadway safety and through a review of 10 years of crash data. The review of local crash data sorted the emphasis areas by (1) frequency of emphasis area for all crashes and (2) frequency of emphasis area for fatal and serious injury crashes. Emphasis area crashes were clustered when four or more crashes occurred in the 10-year period within approximately 300 feet of each other. Fatal and serious injury crashes by emphasis area are shown in ***Figure 5.1*** with crash clusters mapped in ***Figure 5.2***. This review of the data revealed that roadway departure, intersection-related, and distracted driving were the most frequent crash types for all crashes. Roadway departure, unrestrained occupant, and intersection-related were the most frequent crash types for fatal and serious injury crashes.

Taking into consideration the results from the data analysis and community and stakeholder input, three key emphasis areas were selected by the regional Safety Task Force for review: *roadway departure*, *intersection-related*, and *unrestrained occupant* crashes. Other emphasis areas for consideration include vulnerable road users, distracted driving, and alcohol or drug-related crashes.

Figure 5.1: Fatal and Serious Injury Crashes by Emphasis Area in Southeast Kansas

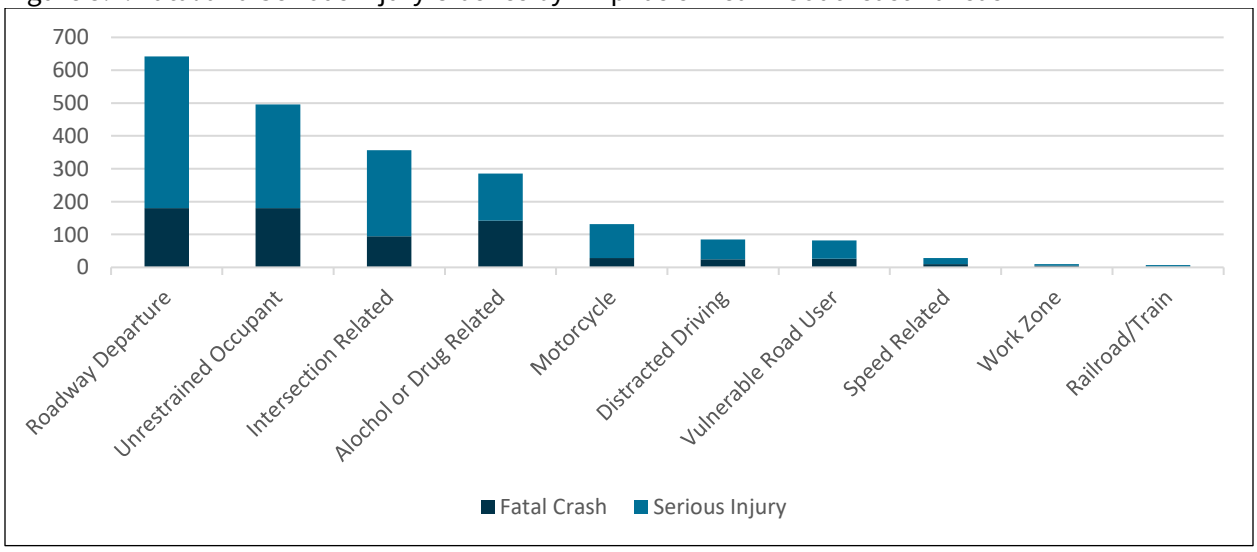
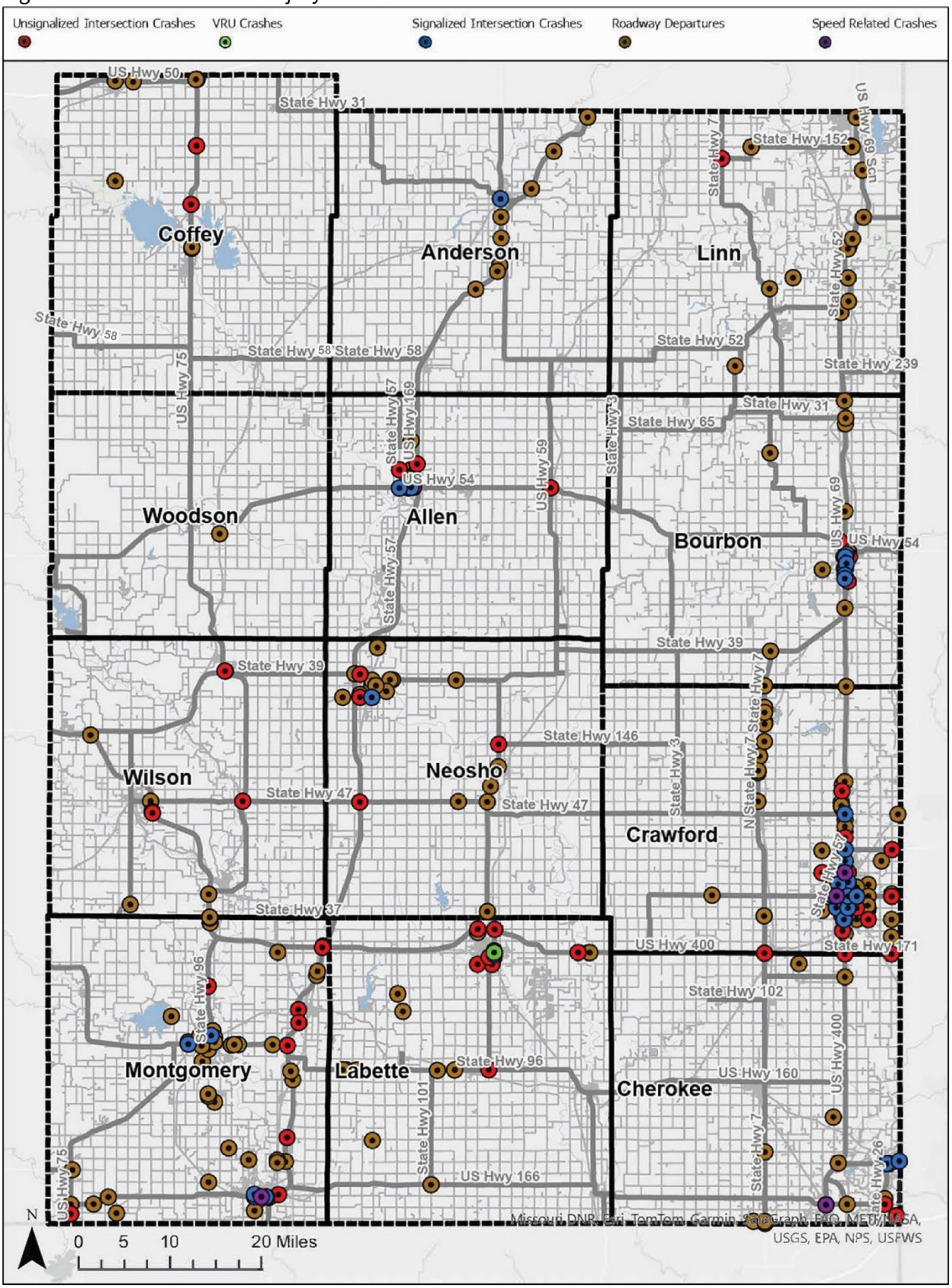


Figure 5.2: Fatal and Serious Injury Crash Clusters in Southeast Kansas



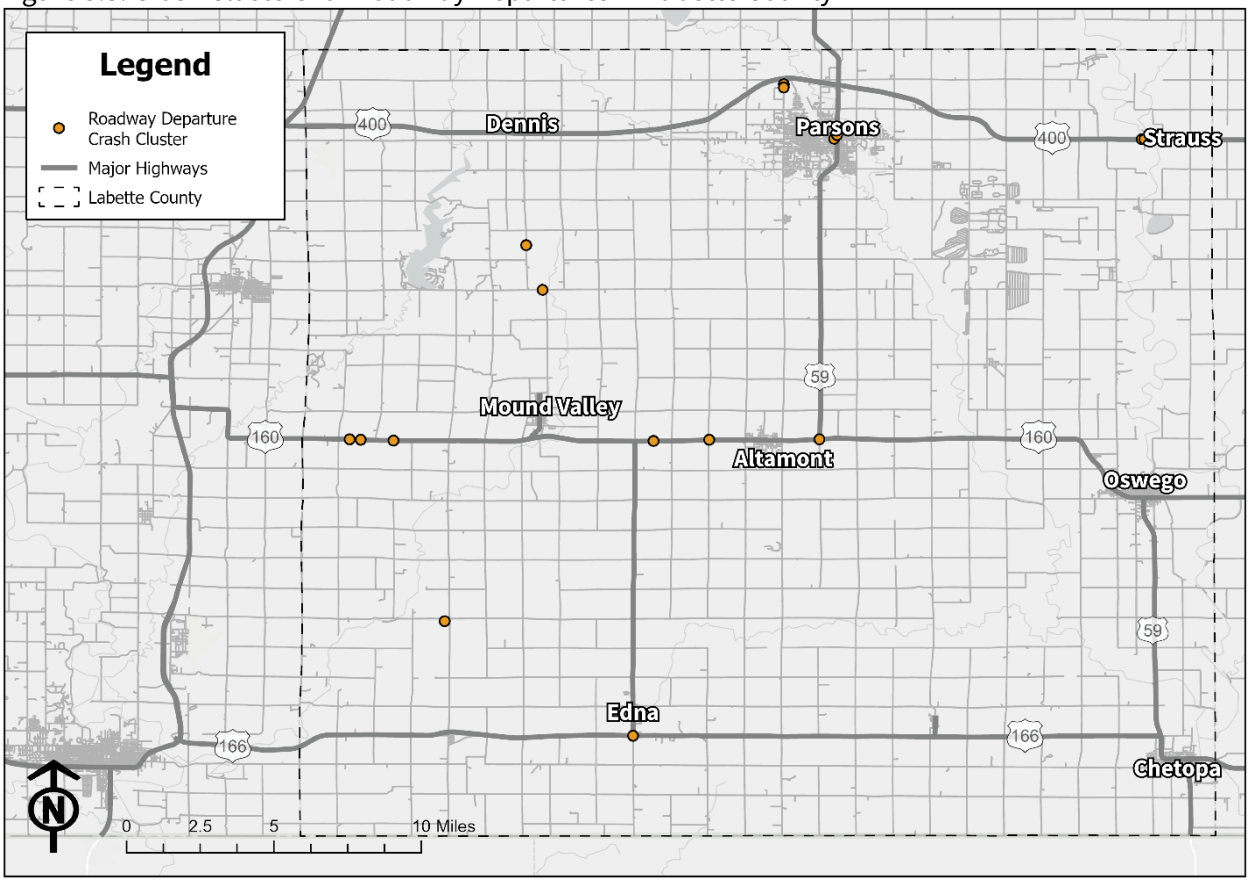
5.2 Top Crash Emphasis Areas

Roadway Departure

Roadway departure crashes are a leading cause of highway fatalities, accounting for over half of the deaths on roads in the United States each year. These crashes occur when a vehicle deviates out of its designated lane, either crossing the edge line or centerline. Roadway departures can include head-on collisions, rollovers, or collisions with objects such as utility poles, trees, or other objects located off the roadway. Factors contributing to these incidents include excessive speed, roadway geometry such as shoulder width and curve radii, impaired driving, distracted driving, and failure to use seatbelts. Addressing these factors is critical to reducing the frequency and impact of roadway departure crashes.

During the study period, there were 16 roadway departure crash clusters identified in Labette County. These clusters accounted for 2 serious injury crashes, making it the second most frequent fatal/serious injury emphasis area in the county. Clusters of roadway departure crashes in Labette County are displayed in ***Figure 5.3***.

Figure 5.3: Crash Clusters for Roadway Departures in Labette County



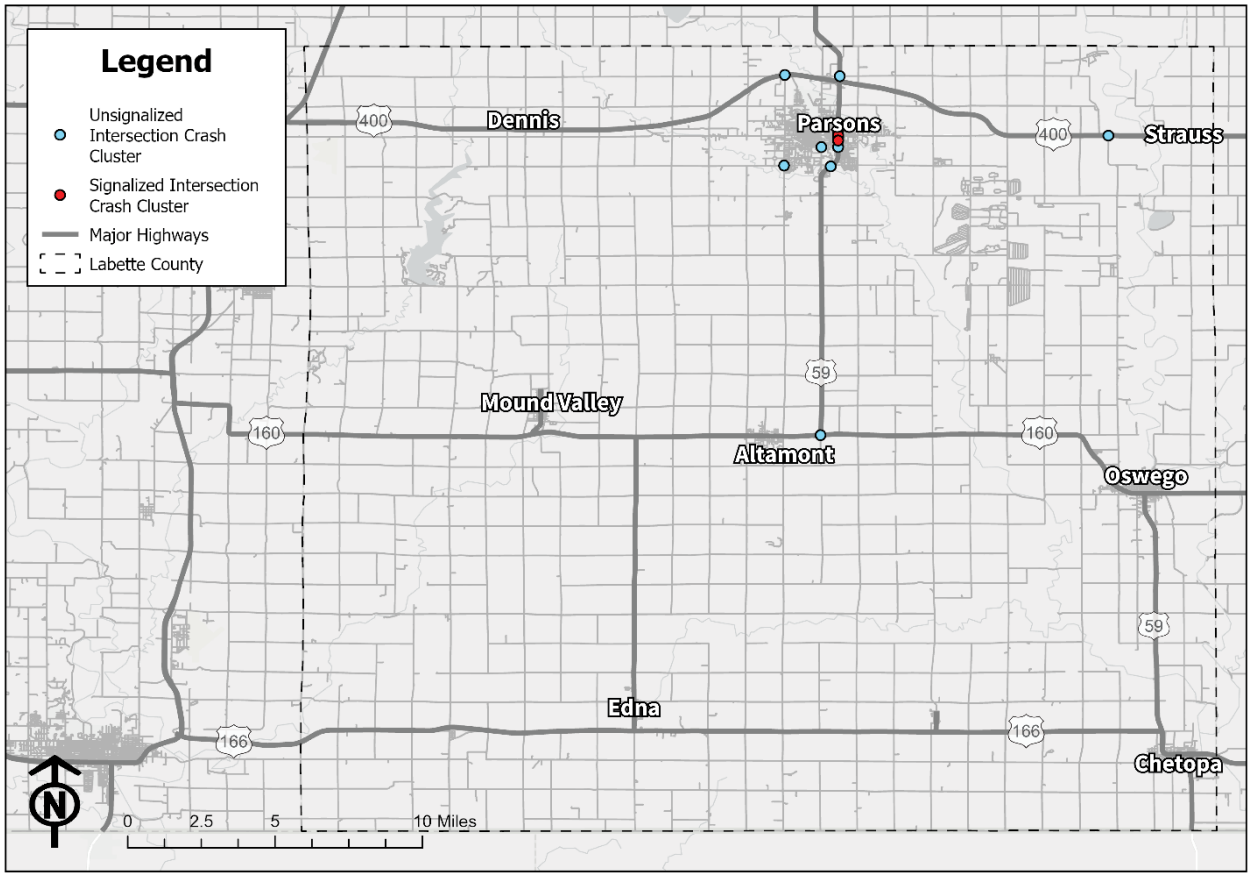
Intersection-Related

Intersections result in increased conflict points between roadway users. Approximately one-quarter of traffic fatalities and one-half of all traffic injuries in the United States are attributed to intersections. Unsignalized intersections are the most common type of intersection in Southeast Kansas and can include stop sign-controlled, yield sign-controlled, or uncontrolled intersections. Signalized intersections are more frequently used within urban areas or at the intersection of higher volume corridors. Almost any other crash type can occur at intersections, so intersection crashes may also be

attributed to other crash types or factors. Understanding which factors frequently contribute to crashes can help decision makers focus on effective countermeasures.

During the study period, there were 12 crash clusters related to intersection crashes. One (1) fatal crash and 2 serious injury crashes occurred within these intersection-related crash clusters, making intersection-related crashes the most frequently occurring fatal/serious injury emphasis area in the county. Clusters of signalized and unsignalized intersection crashes in Labette County are displayed in ***Figure 5.4***.

Figure 5.4: Crash Clusters for Intersection-Related Crashes in Labette County



Unrestrained Occupant

Restraint devices such as seatbelts are critical to protecting vehicle occupants in a crash. The simple act of wearing a seatbelt is one of the most effective ways to reduce the risk of death or serious injury in a crash. This is especially evident in roadway departures and intersection crashes where unrestrained occupants are far more likely to suffer catastrophic outcomes, including being ejected from the vehicle.

The Safety Task Force indicated seatbelt use as a concern in Southeast Kansas and Labette County specifically. Statewide data from the National Highway Traffic Safety Administration (NHTSA) indicates that approximately 85% of Kansans wear a seat belt, and Labette County has a below average seat belt usage rate among children (ages 0-17) at 87%.

Note: For this analysis, crashes with unrestrained occupants are not mapped as the act of being unrestrained is not related to the cause or location of the crash.

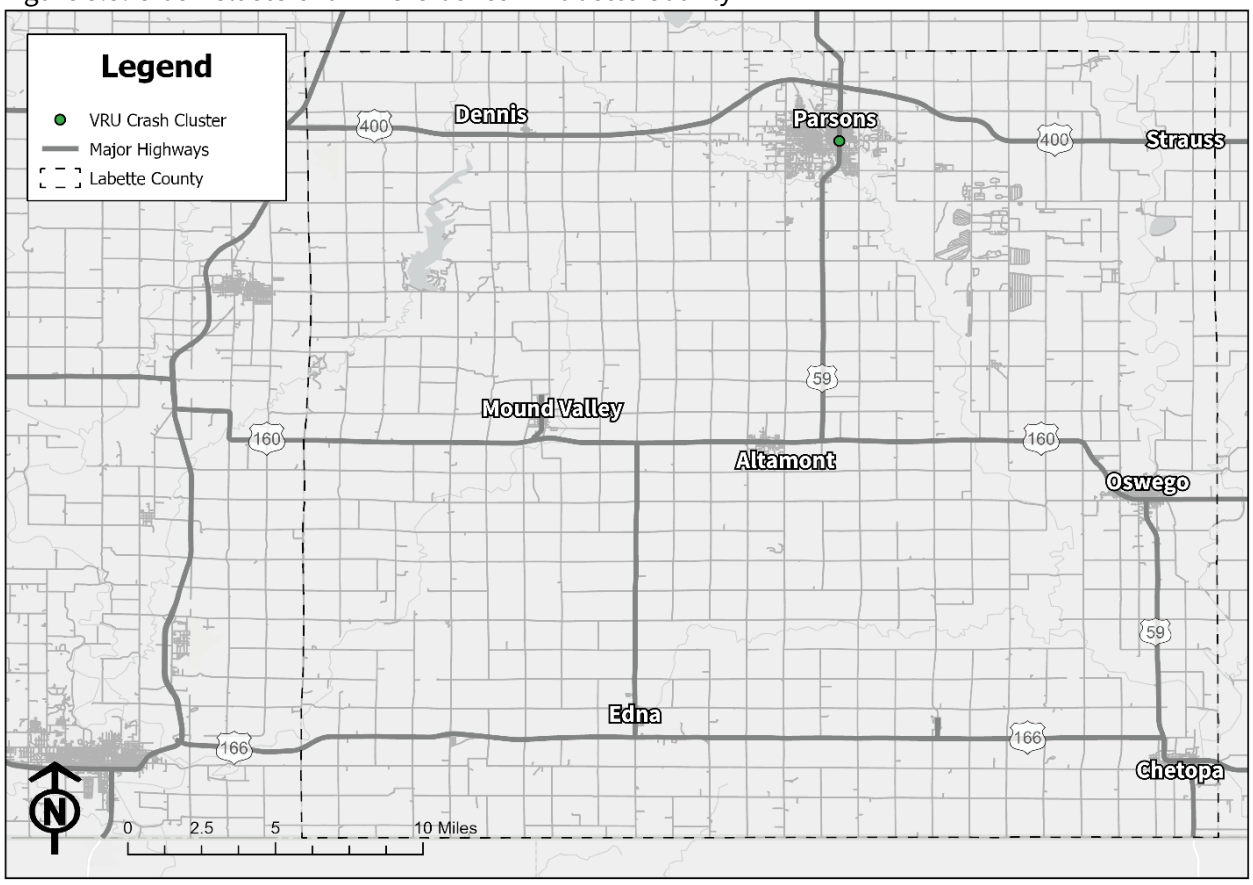
5.3 Other Areas for Review

Vulnerable Roadway Users

A Vulnerable Road User (VRU) is a person using the transportation system that is unprotected, such as a pedestrian, cyclist, or roadway worker. Crashes between a VRU and a vehicle more frequently result in an injury or fatality. Common risk factors for VRU crashes include undivided four lane roads, roads with over 10,000 vehicles per day, roads with 30-35 mph speed limits, disadvantaged areas, and areas with higher levels of pedestrian activity.

Despite only one VRU crash cluster in Labette County shown in ***Figure 5.5***, VRU safety is a key component of the Vision Zero initiative to provide safe and convenient transportation options for all people regardless of mode of transportation. Therefore, it is a best practice to incorporate VRU safety strategies in specific areas such as near schools or downtown areas to help reduce crashes.

Figure 5.5: Crash Clusters for VRU Crashes in Labette County



Speed-Related

Speeding – exceeding posted speed limits or traveling too fast for conditions – is a contributing factor to nearly one-third of fatal crashes in the United States. Speeding is one of the most dangerous crash factors as higher speeds can increase the risk of and severity of a crash. Managing speed is a complex issue involving engineering, driving behavior, education, and enforcement. It is likely that the number of fatal and serious injury crashes attributed to speeding in Southeast Kansas is underreported.

Distracted Driving

Distracted driving occurs when the driver of a vehicle performs any activity that takes their attention from driving. Ongoing education programs, as well as initiatives that promote safe driving habits, can reduce the number of distracted driving related crashes. Changes to the road environment that reduce the impact of other crash types – such as separating VRUs from motor vehicles or providing opportunities to recover from roadway departures – can also help minimize the effects of mistakes due to distracted driving. Like speeding, distracted driving may be underreported in crash data.

Alcohol or Drug Related

Impaired driving is when a vehicle is being operated under the influence of any substance or in any condition that may reduce the ability to drive safely. This includes driving under the influence of alcohol, drugs, or other controlled substances that diminish your mental or physical capabilities.

The Safety Task Force indicated driving under the influence as a significant concern in Southeast Kansas as drivers may overestimate their capacity or have limited alternative options to traveling home safely. The legalization of recreational marijuana in neighboring states was specifically mentioned by counties along state borders as an increasingly challenging issue.

Overlapping Emphasis Areas

In many crashes, multiple emphasis areas are identified as contributing factors. Identifying contributing factors can help us understand why crashes occur and identify appropriate safety interventions. ***Table 5.1*** demonstrates overlapping circumstances among all crashes in Southeast Kansas during the 10-year study period.

Common crash patterns include:

- Crashes involving unrestrained occupants or alcohol and/or drug impairment are frequently also roadway departures.
- Crashes involving VRUs such as bicyclists or pedestrians typically occur at intersections.
- Crashes involving speeding tend to also be affected by distracted driving.

Table 5.1: Overlapping Emphasis Areas in Southeast Kansas

Step 2: Evaluate Overlapping Emphasis Area \ Step 1: Select Emphasis Area	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

CHAPTER 6 | SAFETY STRATEGIES AND PROJECTS

By understanding the priority emphasis areas for the Southeast Kansas region, and using the Safe System Approach as a framework, safety strategies can be identified to help reduce crashes and decrease crash severity.

6.1 Safety Countermeasures

Using national best practices, FHWA and the National Highway Traffic Safety Administration (NHTSA) developed a series of data-driven, proven safety countermeasures. Countermeasures to address the top emphasis areas in Southeast Kansas and Labette County are identified in ***Table 6.1*** to ***Table 6.6***. Each Safe System element (safe roads, safe speeds, safe road users, safe vehicles, and post-crash care) was considered when selecting these safety strategies. A comprehensive list of countermeasures is included in ***Appendix E***.

Table 6.1: Safety Countermeasures for **Roadway Departures**

Countermeasure	Description	Example
Advanced Warning Signs	Advanced warning signs around curves, sight limiting areas, or where crash problems exist provide drivers with additional time to make decisions.	
Improved Pavement Markings	Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.	
Longitudinal Rumble Strips	Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane. Commonly installed on the edge line, shoulder, and/or centerline.	

Post-Mounted Delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers the edge of shoulder in daytime and night conditions.	
Paved Shoulder with SafetyEdge[SM]	Shapes the edge of pavement to eliminate the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.	
Flattening and Widening Foreslopes	Flattening and widening foreslopes allows for a more recoverable slope and may decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	
Clear Zones	Improvements to provide a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	
Superelevation Correction	Correcting and reshaping the roadway superelevation to meet posted speed or where crashes have occurred enables increased friction with pavement.	

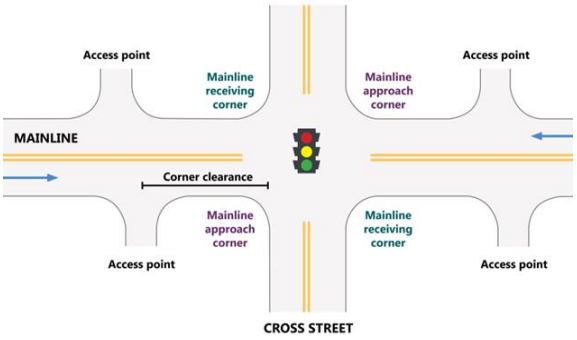
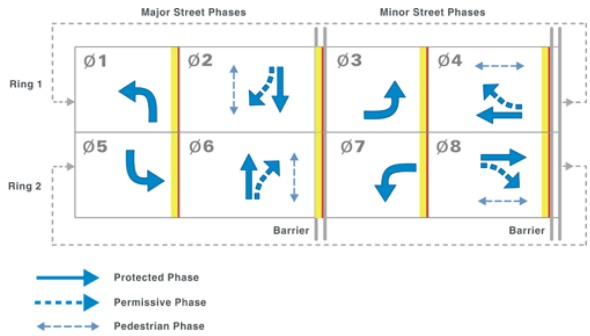
High Friction Surface Treatment	Higher pavement friction helps motorists maintain better control in both wet and dry conditions.	
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	

Table 6.2: Safety Countermeasures for **Intersection-Related**

Countermeasure	Description	Example
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	
Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	

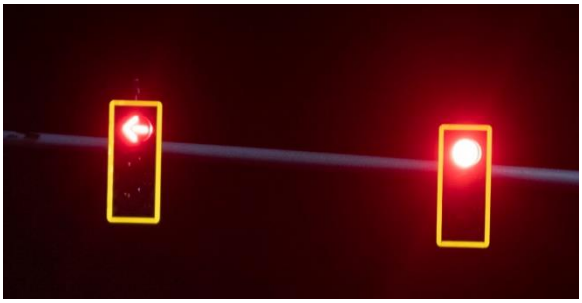
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more visible.	
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	
Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	
Enhanced Stop Sign	Larger stop signs, use of flasher on sign, or use of retroreflective markings to increase visibility of stop signs.	

Table 6.3: Safety Countermeasures for **Unrestrained Occupant**

Countermeasure	Description
Enforcement of Seatbelt Safety	Signage to promote higher visibility of seatbelt and child safety enforcement in both short-term situations and sustained seat belt enforcement.
Education Strategies	Employer-based and older children programs.
Child Restraint Inspections	Child Passenger Safety (CPS) technician staffed inspection stations.

Table 6.4: Safety Countermeasures for **Vulnerable Road Users (VRU)**

Countermeasure	Description	Example
Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	

Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	
Advance Yield or Stop Markings	"Yield Here to Pedestrians" and/or "Stop Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk.	

Table 6.5: Safety Countermeasures for **Distracted Driving**

Countermeasure	Description
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.
Phone/Text Messaging Enforcement	Signage to identify areas with higher cell phone use/text messaging enforcement to effectively deter cell phone use by increasing the perceived risk of a ticket.

Table 6.6: Safety Countermeasures for **Alcohol or Drug Related**

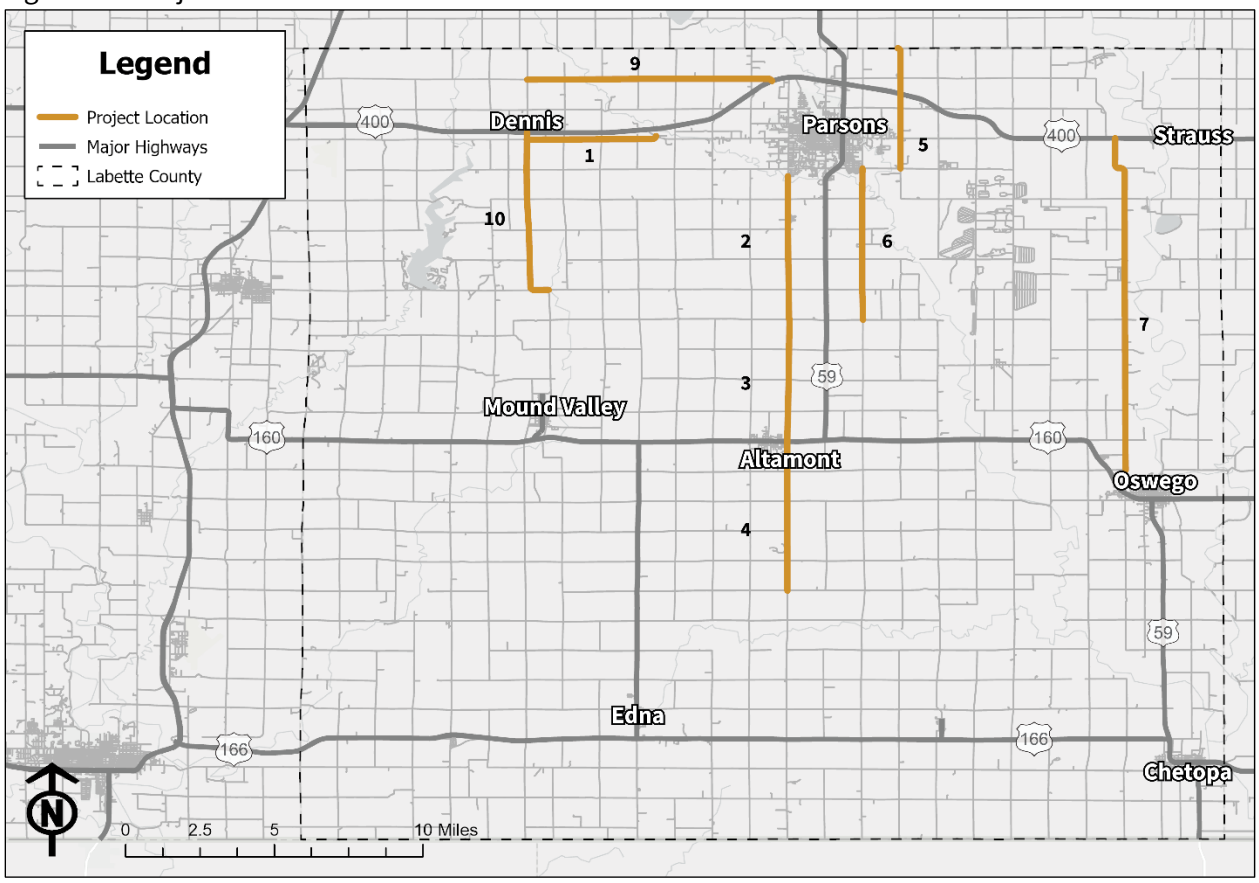
Countermeasure	Description
Enforcement of Drug and Alcohol Impaired Driving	Short-term enforcement checkpoints as well as sustained and consistent DUI enforcement, particularly in key areas.
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.

6.2 Project Recommendations

Projects were identified by locating fatal/serious injury emphasis area crash clusters within Labette County, considering systemic issues for top emphasis areas, reviewing past plans (including the Local Road Safety Plan), and incorporating feedback from public and stakeholder engagement.

The following list includes ten recommended projects in no priority order. Projects are shown in ***Figure 6.1*** with more detailed information for each project in ***Appendix F***. Other potential projects that are not within the top ten recommended list are also listed in ***Appendix F***. Implementation of any of these projects would contribute to a safer roadway system in Labette County.

Figure 6.1: Project Locations



Map ID	Project
1	24000 Road from Gray Road to 24500 Road
2	Ness Road (A) from Wood Avenue to 18000 Road
3	Ness Road (B) from 18000 Road to US-160
4	Ness Road (C) from US-160 to 9000 Road
5	Queens Road from 23000 Road to County Line
6	Pratt Road from 23000 Road to 18000 Road
7	Wallace Road from US-400 to 13000 Road
8	All Rural Intersections
9	26000 Road from Gray Road to US-400
10	Gray Road, 19000 Road from US-400 to Gove Road

Project 1: 24000 Road

Project Limits: Gray Road to 24500 Road

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, clear and grub roadside, install in-lane curve warning pavement markings, improve curve warning signs, improve edge drop-off, delineate roadside hazards, and add post-mounted delineators. ($77,000)	Install 18-inch aggregate shoulders, flatten and widen foreslopes, install center/edge line rumble strips, install transverse rumble strips before curve, apply high friction surface treatment, install guardrail, and extend culverts. ($1.6 million)

Project 2: Ness Road (A)

Project Limits: Wood Avenue to 18000 Road

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Update/install pavement markings, clear and grub roadside, delineate roadside hazards, improve edge drop-off, and add post-mounted delineators. ($108,000)	Install 2-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, install/upgrade guardrail, and extend culverts. ($2.7 million)

Project 3: Ness Road (B)

Project Limits: 18000 Road to US-160

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Update/install pavement markings, clear and grub roadside, delineate roadside hazards, improve edge drop-off, and add post-mounted delineators. ($93,000)	Install 2-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, and extend culverts. ($2.4 million)

Project 4: Ness Road (C)

Project Limits: US-160 to 9000 Road

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Update/install pavement markings, clear and grub roadside, delineate roadside hazards, improve edge drop-off, and add post-mounted delineators. ($116,000)	Install 2-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, and extend culverts. ($3.0 million)

Project 5: Queens Road

Project Limits: 23000 Road to County Line

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, install in-lane curve warning pavement markings, improve curve warning signs, clear and grub roadside, delineate roadside hazards, improve edge drop-off, and add post-mounted delineators. ($102,000)	Install 2-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, and extend culverts. ($2.4 million)

Project 6: Pratt Road

Project Limits: 23000 Road to 18000 Road

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Update/install pavement markings, clear and grub roadside, delineate roadside hazards, improve edge drop-off, and add post-mounted delineators. ($118,000)	Install 18-inch aggregate shoulders, flatten and widen foreslopes, and extend culverts. ($1.7 million)

Project 7: Wallace Road

Project Limits: US-400 to 13000 Road

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Update/install pavement markings, install in-lane curve warning pavement markings, improve curve signing, clear and grub roadside, delineate roadside hazards, improve edge drop-off, and add post-mounted delineators. ($325,000)	Install 2-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, install transverse rumble strips prior to curves, install/update guardrail, and extend culverts. ($6.7 million)

Project 8: All Rural Intersections

Project Limits: All Rural Intersections

Emphasis Area	Improvements
Intersections	Identify rural intersections with insufficient sight distance due to overgrown trees, fence rows, or crops. Develop a program to partner with adjacent property owners to remove foliage to improve intersection sight distance. (Cost to be determined by annual budget)

Project 9: 26000 Road

Project Limits: Gray Road to US-400

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Update/install pavement markings, install in-lane curve warning pavement markings, improve curve signing, clear and grub roadside, delineate roadside hazards, improve edge drop-off, and add post-mounted delineators. ($145,000)	Install 2-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, install transverse rumble strips prior to curves, correct superelevation, add speed activated flashers on chevron signs, add speed feedback signs on curve warning signs, and extend culverts. ($4.26 million)

Project 10: Gray Road, 19000 Road

Project Limits: US-400 to Gove Road

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Update/install pavement markings, install in-lane curve warning pavement markings, improve curve signing, clear and grub roadside, delineate roadside hazards, and improve edge drop-off. ($202,000)	Install 2-foot paved shoulders, flatten and widen foreslopes, install center/edge line ruble strips, install transverse rumble strips prior to curves, and extend culverts. ($4.4 million)

CHAPTER 7 | IMPLEMENTATION PLAN

7.1 Policy and Process Recommendations

Improving roadway safety in communities requires an examination of policies and processes currently in place that contribute to safety on our roadways. Current policies, guidelines, and standards were reviewed to identify opportunities to improve and prioritize transportation safety. The following policy and process recommendations support achieving the Safety Action Plan goals.

Vision Zero Resolution

The Vision Zero goal acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for all road users. Some programs, including the federal SS4A Implementation grant program, require jurisdictions to formally adopt this goal to be eligible for funding support. A Vision Zero resolution to target fatal and serious injury crashes was adopted by Labette County in 2025. The resolution is included in ***Appendix A***.

Advocate for Regional Initiatives

Many smaller communities find solving safety issues on state or federal highways to be difficult to address. State Department of Transportation's have many competing priorities, and smaller projects can easily fall down the priority list as the transportation network has emergent and pressing needs. One solution for this is to take a regional or corridor focused approach to improving state and federal highways. Taking a coalition approach with neighboring communities on the same highway corridors can increase visibility of these issues and help advocate for action. Working with impacted municipalities, counties, community groups, and/or regional planning organizations can increase the county's collective power to bring change. The SEKRPC Safety Task Force can be a vehicle for the coalition approach should the region or multiple counties in the region choose to advocate together for changes on Kansas highways.

*In particular, forming or refreshing a multi-county coalition to advocate for safety improvements along the north-south **US-59 corridor** or east-west **US-160 corridor** is supported by both data analysis and public input.*

Address Post-Crash Care

The timely arrival of emergency responders and well-trained Emergency Medical Services (EMS) providers is a major factor in ensuring an injured person receives the medical care they need to survive a crash. This is especially critical in rural communities, where response times are longer, and EMS resources may be more limited.

Therefore, post-crash care best practices include both advanced planning activities and safety countermeasures. Typical countermeasures include improving emergency medical dispatch and 911 protocols, providing timely on-scene care using model EMS clinical guidelines, providing timely transportation to a trauma center, and then measuring EMS performance over time are important to ensure EMS services are performing optimally.

Labette County has one hospital with the ability to address traumatic injuries: Labette Health in Parsons is a Level III trauma center. Additional opportunities to explore to address post-crash care needs include:

- **EMS Telemedicine:** Jurisdictions have explored the use of eCare EMS telemedicine services to improve and expedite post-crash care in rural communities. The program allows first responders and paramedics to connect virtually 24/7 with certified physicians and nurses for peer-to-peer support in the field or during transport. Some agencies have been awarded SS4A funds to support pilot EMS telemedicine programs within their area.
- **Updating Best Practices and Training:** Ensuring first responders are regularly trained on the most up to date best practices in emergency response is critical to maintaining good response times. National resources such as EMS.gov and the National Center for Rural Roadway Safety can help your organization access the most up-to-date emergency response practices and training.

Update Design Policies

Roadway design policies, standards, and best practices change over time. An ongoing review and update of local roadway design policies is critical to ensuring roadway safety best practices are implemented when roadways are maintained, improved, or constructed.

Incorporate Safety into Project Development Process

Include systemic safety improvements in projects developed by Labette County and KDOT. Include a review of crashes and potential safety improvements when intersections or roadway segments are maintained or improved.

7.2 Next Steps

The Safety Action Plan is a dynamic document intended to be used by Labette County and other partners to continually advance transportation safety. In addition to the recommended projects and policy guidance, the Southeast Kansas region and Labette County can utilize these next steps to help achieve the Vision Zero goal.

Plan Leadership

Labette County assumes leadership of this plan and will support implementation within the county. As part of this role, Labette County will continue to use the Safety Task Force as a mechanism for regional collaboration and updates.

In partnership with SEKRPC, it is recommended that the Safety Task Force convene annually to discuss progress and updates related to the Safety Action Plan. Stakeholders should continue to:

- Be champions for safety in professional and personal roles
- Share information about transportation safety strategies with other organizations
- Assemble annually to share progress on safety activities

Leverage Resources and Funding Opportunities

Funding is critical to implementing the strategies and action items in this Safety Action Plan and may come from a blend of sources: federal, state, local, and private sector or non-profit partners. Some potential sources of funding include:

- **Safe Streets and Roads for All (SS4A) Program:** The Bipartisan Infrastructure Law (BIL) established the SS4A federal discretionary program that will provide over $5 billion in grants over the five-year program period (2022-2026). With completion of this Safety Action Plan, Labette County is eligible to apply for SS4A implementation funding.

- **State Coordination:** Coordinate with KDOT to administer annual safety grants funded by the state that are targeted at both roadway design solutions and behavioral programs, including education and enforcement programs.
    - **High Risk Rural Roads (HRRR) Program:** FHWA requires states to define and identify roadways "with significant safety risks" and sets aside federal funding for states to address these safety risks. Funds typically cover low-cost roadway improvements such as pavement markings, rumble strips, and other safety countermeasures. In Kansas, communities can apply for this funding through KDOT's Bureau of Local Projects.
    - **Safe Routes to School Program:** Many other types of agencies can apply for and receive Safe Routes to School funding. These include non-profits, schools and school districts, and regional transportation agencies, among others. In Kansas, communities can apply for this funding through KDOT's Active Transportation Program.
    - **Kansas Infrastructure Hub:** The Kansas Infrastructure Hub provides resources for Kansas communities seeking to improve infrastructure. Communities can apply to the Infrastructure Hub for grant writing assistance and grant matches.
- **Regional Coordination:** Coordinating closely with KDOT, and potentially adjacent counties, can be helpful to achieve safety goals for all involved parties. Taking a coalition approach to improvements may help all counties along a multi-county corridor advocate for funding and advance important safety goals.
- **Local Funding:** Local governments may choose to fund projects from local sources such as the annual budget, Capital Improvement Program (CIP), bonding, user fees, special assessments, or through partnerships with other local entities. Consideration of the Safety Action Plan during the annual budget process can be a cost-effective way of advancing safety goals, particularly for maintenance activities or other planned capital improvement projects where simple safety strategies can be incorporated.

Progress and Transparency

Progress toward meeting the Safety Action Plan goals should be measured over time in an open and transparent manner. Regular progress tracking creates accountability to the public and builds trust between the public and the cities, counties, and agencies that are responsible for roadway safety. This could include posting the Safety Action Plan online and annual reporting on progress toward reducing roadway fatalities and serious injuries.

Progress and transparency also help create an environment of informed decision making based on the effectiveness of selected safety strategies and the ability to modify the approach when necessary. Finally, progress and transparency provide a sense of direction and help document tangible outcomes made toward saving lives.

7.3 Summary

Labette County, in partnership with SEKRPC, has taken an important step to complete this Safety Action Plan and adopt a Vision Zero resolution to address fatal and serious injury crashes. The County will continue to build upon this progress to advance priority safety projects and collaborate with project partners to help save lives in Southeast Kansas.

Appendix A

Vision Zero Resolution

[Insert copy of adopted Vision Zero Resolution]

Appendix B

Community Engagement Plan

TRANSYSTEMS

Southeast Kansas: Comprehensive Safety Action Plan

Community Engagement Plan

Introduction

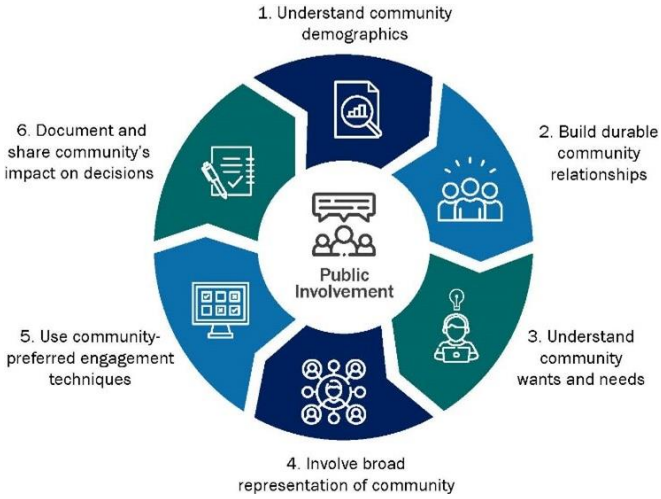
The Southeast Kansas Regional Planning Commission (SEKRPC) has partnered with twelve counties in Southeast Kansas to develop a Comprehensive Safety Action Plan. The twelve counties encompass Coffey, Anderson, Linn, Woodson, Allen, Borbon, Wilson, Neosho, Crawford, Montgonery, Labette, and Cherokee counties. The Comprehensive Safety Action Plan (CSAP) will identify an array of lifesaving measures to improve safety for motorists, pedestrians, cyclists, transit passengers, and other transportation users.

The Action Plan reviews roadway use trends, identifies issues, and then outlines steps to improve transportation safety. The Action Plan is aimed at reducing and eliminating serious injury and fatal crashes affecting transportation users. The eight components of the Action Plan are:

- Leadership commitment and goal setting
- Planning structure
- Safety analysis
- Engagement and collaboration
- Equity
- Policy and process changes
- Strategy and project selections
- Progress and transparency

The Action Plan will be developed using the U.S. Department of Transportation (USDOT) Safe System Approach. The Safey System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable. Rather than blaming road users for crashes, this approach recognizes that the responsibility for road safety lies with multiple stakeholders, including policymakers, road designers, vehicle manufacturers, law enforcement, and emergency response. By designing a forgiving road system that accommodates human error, the Safe System Approach aims to prevent fatal crashes and minimize the severity of injuries.

To create the Action Plan, information will be gathered from many sources, including study partners and the public to find solutions that address current and future issues that can be supported by most stakeholders. Varied methods of community engagement will help develop positive outcomes not only for this process but also instill a more inclusive transportation infrastructure decision-making process. The project team will use the UUSDOT model for meaningful public involvement.



Public Involvement

The project team will proactively seek meaningful public involvement from study partners, residents, and communities impacted by the past and current limitations of the roadway system and its users. Feedback and suggested improvements will be documented and presented in a draft Action Plan. Communication with interested parties will be ongoing throughout the study period with a final Comprehensive Safety Action Plan produced for each of the twelve counties in early 2025.

Three fundamental areas of project public involvement will be created:

1. ***Information and Communications:*** Information regarding the study background, process, methods, schedule, key messages, and project updates will be communicated.
2. ***Stakeholder Input:*** Community leaders, elected and appointed officials, government staff members, and other stakeholder groups will be engaged throughout the planning process.
3. ***Community Outreach:*** Community members will be informed, educated, and engaged with the intent of providing an interactive dialogue for input and considerations as the study evolves.

Key Audiences

Key audiences are anticipated to include:

- Residents of the twelve counties in the Southeast Kansas study area.
- Businesses and employees that use the transportation system in the study area.
- Governmental units for each of the twelve counties, including incorporated cities and unified school districts in the study area.
- First responders serving the study area including law enforcement, fire departments, emergency management, medical services, and others.
- Civic organizations interested in discussing transportation safety in their communities.
- Representatives of relevant regional or statewide agencies, such as SEKRPC and the Kansas Department of Transportation (KDOT).

Community Engagement Methods

Community engagement methods will include:

- ***Kick-Off Meeting:*** A project kick-off meeting with SEKRPC will outline the community engagement plan and process of creating a Safety Task Force team of key regional stakeholders to guide the study.
- ***Project Update Meetings:*** Monthly updates will be shared virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.
- ***Stakeholder Meetings:*** Three (3) Safety Task Force meetings will be organized to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings will be held in a hybrid format with both in-person and virtual attendance options.
- ***Public Meetings:*** One in-person open house style meeting will be held within each county to inform the public of the study's progress, gather public input regarding safety needs, and share features of the proposed Action Plan.
- ***Public Survey:*** An online survey will be distributed that allows respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information will be collected to assign responses to specific counties and/or communities.
- ***Public Comments:*** Public comments will be compiled from meetings, online surveys, phone calls, and face-to-face conversations as well as any written comments received during the study.
- ***Public Information:*** Updates and announcements for news media, county websites, and social media outlets will be provided to SEKRPC for distribution.
- ***Translation Services:*** Translation of project documents into Spanish is possible, if needed. Other language translations may be necessary. To ensure that people with disabilities and diverse needs and experiences are aware of and can participate in community engagement activities, a wide range of engagement tools will be used.

Schedule

The overall project schedule is included in the Project Management Plan. Highlights related to community engagement include:

- The project Community Engagement Plan was initially developed in July 2024 and will be updated as needed throughout the study.
- Safety Task Force meetings are planned for September 2024, November 2024, and January 2025. The project team will monitor the anticipated release of the Notice of Funding Opportunity for SS4A implementation funds and will adjust the schedule if needed.
- Open house public meetings are scheduled for November 2024 and early December 2025
- Public comments will be accepted and compiled throughout the study period.

Follow-Up Activities

- Assist SEKRPC, as needed, with meeting invitations, meeting notes, news release copy, public survey methods, website text, social media content, and a final Community Engagement report.

Study Contacts

SEKRPC Project Manager: Carey Spoon
TranSystems Project Manager: Deanne Winkelmann
TranSystems Project Lead: Slade Engstrom
TranSystems Communications Lead: Tom Hein

Updated: August 20, 2024

SAFETY TASK FORCE

County	Organization	Type	Contact Person	Title
Allen	Allen County	County Staff	Mitch Garner	Public Works Director
Allen	Allen County	Law Enforcement	Bryan Murphy	County Sheriff
Anderson	Anderson County	County Staff	Ethan Lickteig	Road Supervisor
Anderson	Anderson County	Law Enforcement	Vernon Valentine	County Sheriff
Bourbon	Bourbon County	County Staff	Eric Bailey	Public Works Director
Bourbon	Uniontown USD 235	Education*	Jim Mason	Uniontown High School
Bourbon	Bourbon County	Law Enforcement	Bill Martin	County Sheriff
Cherokee	Cherokee County	County Staff	Cody Zook	Road & Bridge Superintendent
Cherokee	Baxter Springs USD 508	Education*	Amanda Walker	Baxter Springs High School
Cherokee	Columbus USD 493	Education*	Anne Sharp	Columbus High School
Cherokee	Riverton USD 404	Education*	David Groves	Riverton High School
Cherokee	Cherokee County	Law Enforcement	Russ Harper	County Sheriff
Coffey	Coffey County	County Staff	Ryan Durst	Road & Bridge Superintendent
Coffey	Coffey County	Law Enforcement	Thomas Johnson	County Sheriff
Crawford	Crawford County	County Staff	Alyssa Edwards	Road & Bridge Superintendent
Crawford	Pittsburg State University	Education	Stu Hite	Police & Safety Executive Director
Crawford	Saint Mary's Colgan Catholic Schools	Education*	Amanda Minton	Title
Crawford	Frontenac USD 249	Education*	Anni Beasley	Frontenac High School
Crawford	Pittsburg USD 250	Education*	Chase Turner	Deputy - Pittsburg High School
Crawford	Southeast USD 247	Education*	Devin Ulerry	Deputy - Southeast High School
Crawford	Girard USD 248	Education*	Jeff McDonald	Assistant Chief - Girard High School
Crawford	Northeast USD 246	Education*	Kourtney Yantis	Northeast High School
Crawford	Crawford County	Law Enforcement	Danny Smith	County Sheriff
Labette	Labette County	County Staff	Sandy Krider	Public Works Director
Labette	Labette County	Law Enforcement	Darren Eichinger	County Sheriff
Linn	Linn County	County Staff	Shaun West	Public Works Director
Linn	Linn County	County Staff	Chasity Ware	Economic Development Director
Linn	Linn County	Law Enforcement	Kevin Murphy	County Sheriff
Montgomery	Montgomery County	County Staff	Brandon Beurksens	Assistant Public Works Director
Montgomery	Montgomery County	County Staff	Jim Wright	Public Works Director
Montgomery	Montgomery County	Law Enforcement	Ron Wade	County Sheriff
Neosho	Neosho County	County Staff	Mike Brown	Road & Bridge Director
Neosho	Erie USD 101	Education*	Chelcey Sexton	Erie High School
Neosho	Chanute USD 413	Education*	Leah Hoesli	Chanute High School
Neosho	Neosho County	Law Enforcement	Greg Taylor	County Sheriff
Wilson	Wilson County	County Staff	Kary Tatum	Highway Supervisor
Wilson	Wilson County	Law Enforcement	Jack Lucke	County Sheriff
Woodson	Woodson County	County Staff	Dane Onnen	Public Works Administrator
Woodson	Woodson County	County Staff	Gary Ward	Road Supervisor
Woodson	Woodson County	Law Enforcement	Jacob Morrison	County Sheriff

Others that have participated in Safety Task Force meetings:

County	Organization	Type	Contact Person	Title
Allen	USD 257 Transportation	Education	Katelyn Young	Operations Administrative Assistant
Allen	USD 257 Transportation	Education	Aaron Cole	Director of Operations
Allen	Allen County	Elected Official	John F Brocker	County Commissioner
Allen	Thrive Allen County	Advocacy	Vickie Moss	Director
Allen	City of Humboldt	City Staff	Cole Herder	City Administrator
Anderson	City of Garnett	City Staff	Kris Hix	Community Development Director
Anderson	City of Garnett	City Staff	Darin Wilson	Zoning Administrator
Anderson	Anderson County	Elected Official	Anthony Mersman	County Commissioner
Anderson	Anderson County	County Staff	Jessica Mills	Economic Development Director
Crawford	Crawford County	Elected Official	Bruce Blair	County Commissioner
Crawford	Pittsburg State University	Education	Jamie Lynn Blum	Director of Institutional Equity
Coffey	Coffey County Chamber of Commerce	Major Employers	Chari Bauman	Director
Coffey	Coffey County	County Staff	Jenny Tatman	Economic Development Director
Labette	Labette County	County Staff	Terry Weidert	County Commissioner
Linn	Linn County	County Staff	Chasity Ware	Economic Development Director
Montogomery	City of Cherryvale	Law Enforcement	Jimmy Holt	Chief of Police
Montgomery	City of Cherryvale	City Staff	Gracie Myers	Utility Clerk
Wilson	City of Neodesha	City Staff	Chris Bauman	City Administrator
Wilson	Wilson County	Elected Official	Kris Marple	County Commissioner
Multiple	Network Kansas	Economic Development	Janet Miller	Entrepreneurship Manager

EXPANDED STAKEHOLDER LIST

County	Organization	Type	Contact Person	Title
Allen	Thrive Allen County	Advocacy	Lisse Regehr	CEO
Allen	City of Savonburg	City Staff	Mike Vile	City Clerk
Allen	City of Moran	City Staff	Lori Evans	City Clerk
Allen	City of La Harpe	City Staff	Michelle Altis	City Clerk
Allen	City of Iola	City Staff	Corey Schinstock	Assistant City Administrator
Allen	City of Iola	City Staff	Jason Ellis	Street & Alley and Solid Waste Superintendent
Allen	City of Iola	City Staff	Matt Rehder	City Administrator
Allen	City of Humboldt	City Staff	Cole Herder	City Administrator
Allen	City of Gas	City Staff	Rhonda Hill	City Clerk
Allen	City of Elsmore	City Staff	Vera Isaacs	City Clerk
Allen	City of Basset	City Staff	Carol Crawford	City Clerk
Allen	Allen County	County Staff	Mitch Garner	Public Works Director
Allen	Allen County	County Staff	Shannon Patterson	County Clerk
Allen	Marmaton Valley USD 256	Education	Kim Ensminger	Superintendent
Allen	Iola USD 257	Education	Stacey Fager	Superintendent
Allen	Humboldt USD 258	Education	Amber Wheeler	Superintendent
Allen	Allen Community College	Education	John Materson	President (Interim)
Allen	Allen County	Elected Official	John Broker	County Commissioner
Allen	City of Iola	Emergency Services	Corey Isbell	Fire Chief
Allen	Allen County	Emergency Services	Michael Burnett	Emergency Medical Services Director
Allen	Allen County Regional Hospital (Saint Luke's)	Healthcare	Darren Bass	CEO
Allen	City of Iola	Law Enforcement	Jared Warner	Police Chief
Allen	Allen County	Law Enforcement	Bryan Murphy	County Sheriff
Allen	Iola Area Chamber of Commerce	Major Employers	Marie Barclay	Executive Director
Allen	Tri-Valley Developmental Services, Inc.	Transportation	Bill Fiscus	CEO
Allen	Southeast Kansas Mental Health Center	Transportation	Shana Bennett	Director of Support Services
Allen	Allen Regional Transit (ART)	Transportation	Jeff Keithly	President
Anderson	City of Westphalia	City Staff	Tonya Alumnbaugh	City Clerk
Anderson	City of Lone Elm	City Staff	Linda Lundlum	City Clerk
Anderson	City of Kincaid	City Staff	Marla Main	City Clerk
Anderson	City of Greeley	City Staff	Diana Feuerborn	City Clerk
Anderson	City of Garnett	City Staff	Donnie Dilley	Public Works Director
Anderson	City of Garnett	City Staff	Roy Salazar	Street Department Foreman
Anderson	City of Garnett	City Staff	Travis Wilson	City Manager
Anderson	City of Colony	City Staff	Phyllis Gettler	City Clerk
Anderson	Anderson County	County Staff	Michelle Miller	Deputy Director of Planning
Anderson	Anderson County	County Staff	Ethan Lickteig	Road Supervisor
Anderson	Anderson County	County Staff	Julie Wettstein	County Clerk
Anderson	Garnett USD 365	Education	Don Blome	Superintendent
Anderson	Crest USD 479	Education	Shane Walter	Superintendent
Anderson	Anderson County	Elected Official	Anthony Mersman	County Commissioner
Anderson	City of Garnett	Emergency Services	Wes Skillman	Fire Chief
Anderson	Anderson County	Emergency Services	Mark Locke	Emergency Management Director
Anderson	Anderson County Hospital (Saint Luke's)	Healthcare	Laurel Gifford	Media Relations Director
Anderson	City of Garnett	Law Enforcement	Kurt King	Police Chief
Anderson	Anderson County	Law Enforcement	Vernon Valentine	County Sheriff
Anderson	Garnett Area Chamber of Commerce	Major Employers	Jodie Beets	Executive Director
Anderson	Tri-Ko, Inc	Transportation	John Platt	Executive Director
Anderson	Anderson County Council on Aging	Transportation	Deanna Wolken	Business Office Manager
Bourbon	City of Uniontown	City Staff	Sally Johnson	City Clerk
Bourbon	City of Redfield	City Staff	Heather Guss-Hunt	City Clerk
Bourbon	City of Mapleton	City Staff	Name	Title
Bourbon	City of Fulton	City Staff	Carmen Beckford	City Clerk
Bourbon	City of Fort Scott	City Staff	Brad Matkin	City Manager
Bourbon	City of Fort Scott	City Staff	Jerry Morgan	Street Department Supervisor

Bourbon	City of Fort Scott	City Staff	Mary Wyatt	Community Development Director
Bourbon	City of Bronson	City Staff	John Stokes	City Superintendent
Bourbon	Bourbon County	County Staff	Eric Bailey	Public Works Director
Bourbon	Bourbon County	County Staff	Jennifer Hawkins	County Clerk
Bourbon	Bourbon County	County Staff	Robert Harrington	Economic Development Director
Bourbon	Uniontown USD 235	Education	Vance Eden	Superintendent
Bourbon	Fort Scott USD 234	Education	Charlie Hensley	Transportation Director
Bourbon	Fort Scott USD 234	Education	Destry Brown	Superintendent
Bourbon	Fort Scott Community College	Education	Sara Sutton	President (Interim)
Bourbon	Uniontown USD 235	Education*	Jim Mason	Uniontown High School
Bourbon	City of Fort Scott	Emergency Services	Dave Bruner	Fire Chief
Bourbon	Bourbon County	Emergency Services	Brian Allen	Emergency Management Director
Bourbon	Bourbon County Community Hospital	Healthcare	Name	Title
Bourbon	City of Fort Scott	Law Enforcement	Jason Pickert	Police Chief
Bourbon	Bourbon County	Law Enforcement	Bill Martin	County Sheriff
Bourbon	Fort Scott Area Chamber of Commerce & Tourism	Major Employers	Lindsay Madison	CEO
Cherokee	City of West Mineral	City Staff	Brandi Knowlen	City Clerk
Cherokee	City of Weir	City Staff	Amy Zortz	City Clerk
Cherokee	City of Scammon	City Staff	Tammy Duley	City Clerk
Cherokee	City of Galena	City Staff	Flora Charles	City Clerk
Cherokee	City of Galena	City Staff	Josh Reed	Public Works Director
Cherokee	City of Columbus	City Staff	Jake Ketner	City Administrator
Cherokee	City of Columbus	City Staff	Randy Coble	Public Works Superintendent
Cherokee	City of Columbus	City Staff	Ruth Hutley	City Clerk
Cherokee	City of Baxter Springs	City Staff	Sharon Clark	City Clerk
Cherokee	City of Baxter Springs	City Staff	Sheldon Bales	Public Works Director
Cherokee	Cherokee County	County Staff	Cody Zook	Road & Bridge Superintendent
Cherokee	Cherokee County	County Staff	Dave Helwig	Economic Development Director
Cherokee	Cherokee County	County Staff	Rebecca Brassart	County Clerk
Cherokee	Galena USD 499	Education	David Berry	Transportation Director
Cherokee	Galena USD 499	Education	Toby VanCleave	Superintendent
Cherokee	USD 247 Southeast Lancers	Education	Dr. Brad Miner	Superintendent
Cherokee	Baxter Springs USD 508	Education	Melissa Arnall	Baxter Springs High School
Cherokee	Riverton USD 404	Education*	David Groves	Riverton High School
Cherokee	Columbus USD 493	Education*	Anne Sharp	Columbus High School
Cherokee	Baxter Springs USD 508	Education*	Amanda Walker	Baxter Springs High School
Cherokee	Cherokee County	Elected Official	Lorie Johnson	County Commissioner
Cherokee	City of West Mineral	Emergency Services	Randy Johnson	Fire Chief
Cherokee	City of Galena	Emergency Services	Stephen Hall	Fire Chief
Cherokee	City of Columbus	Emergency Services	Steven Burton	Fire Chief
Cherokee	Cherokee County	Emergency Services	Matt Haviland	Emergency Management Director
Cherokee	City of Weir	Emergency Services	James Curtis	Fire Chief
Cherokee	City of Scammon	Emergency Services	Jason Spencer	Fire Chief
Cherokee	Mercy Hospital Columbus - Columbus	Healthcare	Jordan Larimore	Media Contact
Cherokee	City of Columbus	Law Enforcement	Kyle Clark	Police Chief
Cherokee	Cherokee County	Law Enforcement	Russ Harper	County Sheriff
Cherokee	City of Galena	Law Enforcement	Noble Dobkins	Chief of Police
Cherokee	City of Baxter Springs	Law Enforcement	Brian Henderson	Police Chief
Cherokee	Class LTD	Transportation	Bob Davis	Vice President of Operations
Coffey	City of Waverly	City Staff	Pattie Pfeifauf	City Clerk
Coffey	City of New Strawn	City Staff	Lana Johnson	City Clerk
Coffey	City of LeRoy	City Staff	Kim Alexander	City Clerk
Coffey	City of Lebo	City Staff	Carrie Sloan	City Clerk
Coffey	City of Gridley	City Staff	Teresa Budd	City Clerk
Coffey	City of Burlington	City Staff	Mark Davidson	Street Department
Coffey	City of Burlington	City Staff	Mary Mader	City Clerk
Coffey	Coffey County	County Staff	Angie Kirchner	County Clerk
Coffey	Coffey County	County Staff	Bobby Skipper	Economic Development Director

Coffey	Coffey County	County Staff	Ryan Durst	Road & Bridge Superintendent
Coffey	Southern Lyon County USD 252	Education	Ryan Muhlig	Superintendent
Coffey	LeRoy-Gridley USD 245	Education	Matt Thomsen	Superintendent
Coffey	Lebo-Waverly USD 243	Education	Duane Ford	Superintendent
Coffey	Burlington USD 244	Education	Craig Marshall	Superintendent
Coffey	Coffey County	Emergency Services	Amber Presley	Emergency Management Director
Coffey	Coffey County Hospital	Healthcare	Stacy Augustyn	CEO
Coffey	Coffey County	Law Enforcement	Thomas Johnson	County Sheriff
Coffey	City of Burlington	Law Enforcement	Doug Jones	Police Chief
Coffey	Coffey County Chamber of Commerce	Major Employers	Melissa Daily	Executive Director
Coffey	CrossWinds Counseling and Wellness	Transportation	Name	Title
Coffey	Coffey County Public Transportation	Transportation	Kara Reynolds	Transportation Director
Coffey	COF Training Services	Transportation	Joy Beatty	Community Relations Manager
Crawford	City of Walnut	City Staff	Saralyn Boyd	City Clerk
Crawford	City of Pittsburg	City Staff	Daron Hall	City Manager
Crawford	City of Pittsburg	City Staff	Jared Wetzel	Public Information Officer
Crawford	City of Pittsburg	City Staff	Jay Byers	Deputy City Manager/Chief Information Officer
Crawford	City of Pittsburg	City Staff	Kim Froman	Community Development Director
Crawford	City of Pittsburg	City Staff	Lonnie Wells	Street Superintendent
Crawford	City of Pittsburg	City Staff	Matt Bacon	Public Works Director
Crawford	City of Mulberry	City Staff	Cerokee Pelican	City Clerk
Crawford	City of McCune	City Staff	Weston Holdahl	City Superintendent
Crawford	City of Hepler	City Staff	Name	Title
Crawford	City of Girard	City Staff	Jackie Messer	Public Works Director
Crawford	City of Girard	City Staff	Johanna O'Brien	City Administrator
Crawford	City of Girard	City Staff	Karen E. Buck	City Clerk
Crawford	City of Frontenac	City Staff	John Zafuta	City Administrator
Crawford	City of Cherokee	City Staff	Pamela Tompkins	City Clerk
Crawford	City of Arma	City Staff	Bette Lessen	City Clerk
Crawford	City of Arcadia	City Staff	Name	Title
Crawford	Crawford County	County Staff	Alyssa Edwards	Road & Bridge Superintendent
Crawford	Crawford County	County Staff	Lisa Lusker	County Clerk
Crawford	Crawford County	County Staff	May Smith	Planning & Zoning Administrator
Crawford	Southeast USD 247	Education	Dustin Wheeler	Transportation Director
Crawford	Saint Mary's Colgan Catholic Schools	Education	Eric Wilson	Transportation and Maintenance Supervisor
Crawford	Saint Mary's Colgan Catholic Schools	Education	Kristen O'Brien	Principal (Grade K-6)
Crawford	Saint Mary's Colgan Catholic Schools	Education	Tim Conrad	Principal (Grade 7-12)
Crawford	Pittsburg USD 250	Education	J.B. Elliott	Superintendent
Crawford	Pittsburg State University	Education	Dan Shipp	President
Crawford	Pittsburg State University	Education	Hannah Eckstein	Student Government Association President
Crawford	Pittsburg State University	Education	Lindell Haverstic	University Architect and Director
Crawford	Pittsburg State University	Education	Stu Hite	Police & Safety Executive Director
Crawford	Northeast USD 246	Education	Deanne Harryman	Transportation Director
Crawford	Northeast USD 246	Education	Ray Streeter	Superintendent
Crawford	Girard USD 248	Education	Rick Neil	Transportation Director
Crawford	Girard USD 248	Education	Todd Ferguson	Superintendent
Crawford	Frontenac USD 249	Education	DJ McCarley	Transportation and Maintenance Director
Crawford	Frontenac USD 249	Education	Rick Simoncic	Superintendent
Crawford	Southeast USD 247	Education*	Devin Ulerry	Deputy - Southeast High School
Crawford	Saint Mary's Colgan Catholic Schools	Education*	Amanda Minton	Title
Crawford	Pittsburg USD 250	Education*	Chase Turner	Deputy - Pittsburg High School
Crawford	Northeast USD 246	Education*	Kourtney Yantis	Northeast High School
Crawford	Girard USD 248	Education*	Jeff McDonald	Assistant Chief - Girard High School
Crawford	Frontenac USD 249	Education*	Anni Beasley	Frontenac High School
Crawford	Crawford County	Elected Official	Bruce Blair	County Commissioner
Crawford	Crawford County	Emergency Services	Rusty Akins	Emergency Manager
Crawford	City of Pittsburg	Emergency Services	Taylor Cerne	Fire Chief
Crawford	City of Girard	Emergency Services	Justin Turner	Fire Chief

Crawford	City of Frontenac	Emergency Services	Jim Long	Fire Chief
Crawford	Crawford County Hospital District No. 1 - Girard	Healthcare	Ruth Duling	CEO
Crawford	Ascension Via Christi Hospital - Pittsburg	Healthcare	Joseph Impicciche	CEO
Crawford	Crawford County	Law Enforcement	Danny Smith	County Sheriff
Crawford	City of Pittsburg	Law Enforcement	Brent Narges	Police Chief
Crawford	City of Girard	Law Enforcement	Seirra Roberts	Police Chief
Crawford	City of Frontenac	Law Enforcement	Cody Milligan	Police Chief
Crawford	Pittsburg Area Chamber of Commerce	Major Employers	Blake Benson	President
Crawford	Girard Area Chamber of Commerce	Major Employers	Jessica Ripper	Executive Director
Crawford	Frontenac Chamber of Commerce	Major Employers	Name	Title
Crawford	Community Health Center of Southeast Kansas	Transportation	Dee Yount	Transportation Program Manager
Labette	City of Parsons	City Staff	Darrell Moyer	Public Works Director
Labette	City of Parsons	City Staff	Debbie Lamb	City Manager
Labette	City of Parsons	City Staff	Laura Moore	Community Development Director
Labette	City of Parsons	City Staff	Robyn Baker	City Clerk
Labette	City of Oswego	City Staff	Jennifer Hine	City Clerk
Labette	City of Mound Valley	City Staff	Tammie Logan	City Clerk
Labette	City of Chetopa	City Staff	Toni Crumrine	City Clerk
Labette	City of Bartlett	City Staff	Bobbie Harms	City Clerk
Labette	City of Altamont	City Staff	LeaAnn Myers	City Administrator
Labette	Labette County	County Staff	Gena Landis	County Clerk
Labette	Labette County	County Staff	Sandy Krider	Public Works Director
Labette	Labette County	County Staff	Terry Weidert	County Commissioner
Labette	Parsons USD 503	Education	Lori Ray	Superintendent
Labette	Parsons USD 503	Education	Rick Giefer	Transportation Director
Labette	Oswego USD 504	Education	Jeremiah Littlepage	Transportation Director
Labette	Oswego USD 504	Education	Mitchell Shaw	Superintendent
Labette	Labette County USD 506	Education	Dr. John Wyrick	Superintendent
Labette	Labette County USD 506	Education	Sharon Wolgamott	Transportation and Maintenance Secretary
Labette	Chetopa-St. Paul USD 505	Education	Craig Bagshaw	Superintendent
Labette	Labette County	Emergency Services	Charlie Morse	Emergency Management Director
Labette	City of Parsons	Emergency Services	Brad Boss	Fire Chief
Labette	Labette Health	Healthcare	Brian Williams	CEO
Labette	Labette County	Law Enforcement	Darren Eichinger	County Sheriff
Labette	City of Parsons	Law Enforcement	Robert Spinks	Police Chief
Labette	Parsons Chamber of Commerce	Major Employers	Liz Cochran	Executive Director
Labette	Oswego Chamber of Commerce	Major Employers	Patty Blair	President
Labette	Chetopa Chamber of Commerce	Major Employers	Scott Feagan	President
Linn	Mound City	City Staff	Shelby Murray	City Clerk
Linn	Mound City	City Staff	John Bruns	Public Works Superintendent
Linn	City of Prescott	City Staff	Kathy Wood	City Clerk
Linn	City of Pleasanton	City Staff	Becky Hegwald	City Administrator
Linn	City of Pleasanton	City Staff	John Harrington	Street Department Head
Linn	City of Linn Valley	City Staff	Corey Murrison	Public Safety Director
Linn	City of Linn Valley	City Staff	Mendi Cyr	City Clerk
Linn	City of La Cygne	City Staff	Dan Nasalroad	Public Works Superintendent
Linn	City of La Cygne	City Staff	Jodi Wade	City Clerk
Linn	City of Blue Mound	City Staff	Name	Title
Linn	Linn County	County Staff	Darin Wilson	Planning & Zoning Director
Linn	Linn County	County Staff	David Lamb	County Clerk
Linn	Linn County	County Staff	Jessica Hightower	Economic Development Director
Linn	Linn County	County Staff	Shaun West	Public Works Director
Linn	Prairie View USD 362	Education	Dr. Chris Johnson	Superintendent
Linn	Prairie View USD 362	Education	Laurie McCarthy	Transportation Director
Linn	Jayhawk USD 346	Education	Jaclyn Swearingen	Transportation Services
Linn	Jayhawk USD 346	Education	Shawn Thomas	Superintendent
Linn	Linn County	Emergency Services	Randy Hegwald	Emergency Management Director
Linn	City of Pleasanton	Emergency Services	Rob Dent	Fire Chief

Linn	City of La Cygne	Emergency Services	Dan Nasalroad	Fire Chief
Linn	Mound City	Law Enforcement	Clifford McKee	Police
Linn	Linn County	Law Enforcement	Kevin Murphy	County Sheriff
Linn	City of Pleasanton	Law Enforcement	Tristan Snyder	Chief of Police
Linn	City of Parker	Law Enforcement	Craig Haley	Police Chief
Linn	City of La Cygne	Law Enforcement	Zachary Mathies	Chief of Police
Linn	Mound City Chamber of Commerce	Major Employers	Al Hurt	President
Linn	Linn County Transportation	Transportation	Joyce Hall	Accounts Receivable
Montgomery	City of Tyro	City Staff	Janie Blakemore	City Clerk
Montgomery	City of Liberty	City Staff	Linda Berryman	City Clerk
Montgomery	City of Independence	City Staff	John Garris	Public Works Director
Montgomery	City of Independence	City Staff	Kelly Passauer	City Manager
Montgomery	City of Havana	City Staff	Judy Wade	City Clerk
Montgomery	City of Elk City	City Staff	Kevin Kneisley	City Clerk
Montgomery	City of Dearing	City Staff	Patricia Smith	City Clerk
Montgomery	City of Coffeyville	City Staff	Ben Brubaker	City Manager
Montgomery	City of Coffeyville	City Staff	Thomas Osborn	Public Works Director
Montgomery	City of Cherryvale	City Staff	Mike Passauer	Public Works Director
Montgomery	City of Cherryvale	City Staff	Name	City Administrator
Montgomery	City of Caney	City Staff	Kelley Zellner	City Administrator
Montgomery	Montgomery County	County Staff	Brandon Beurksens	Assistant Public Works Director
Montgomery	Montgomery County	County Staff	Charlotte Scott Schmidt	County Clerk
Montgomery	Montgomery County	County Staff	Jim Wright	Public Works Director
Montgomery	Montgomery County	County Staff	Jonathan Booe	County Administrator
Montgomery	Montgomery County	County Staff	Matt Debo	Planning & Zoning Director
Montgomery	Independence USD 446	Education	Jason McAfee	Superintendent
Montgomery	Independence USD 446	Education	Randy Burchett	Transportation Director
Montgomery	Independence Community College	Education	Dr. Jonathan D. Sadhoo	President
Montgomery	Coffeyville USD 445	Education	Craig Correll	Superintendent
Montgomery	Coffeyville Community College	Education	Dr. Marlon Thornburg	President
Montgomery	Cherryvale USD 447	Education	Dena Schicke	Transportation Director
Montgomery	Cherryvale USD 447	Education	Travis Githens	Superintendent
Montgomery	Caney Valley USD 436	Education	Blake Vargas	Superintendent
Montgomery	Caney Valley USD 436	Education	Shayne Hummer	Transportation Director
Montgomery	Montgomery County	Elected Official	Larry McManus	County Commissioner
Montgomery	Montgomery County	Emergency Services	Rick Whitson	Emergency Management Director
Montgomery	City of Independence	Emergency Services	Shawn Wallis	Fire Chief/EMS Director
Montgomery	City of Coffeyville	Emergency Services	Hal Bumgarner	Fire Chief
Montgomery	City of Cherryvale	Emergency Services	Joe Rexwinkle	Fire Chief
Montgomery	Coffeyville Regional Medical Center - Coffeyville	Healthcare	Name	Title
Montgomery	Montgomery County	Law Enforcement	Ron Wade	County Sheriff
Montgomery	City of Independence	Law Enforcement	David Hutchings	Police Chief (Interim)
Montgomery	City of Coffeyville	Law Enforcement	Kwin Bomley	Police Chief
Montgomery	City of Cherryville	Law Enforcement	Jimmy Holt	Police Chief
Neosho	City of Thayer	City Staff	Dusti Dyke	City Administrator
Neosho	City of Stark	City Staff	Carol Hill	City Clerk
Neosho	City of St. Paul	City Staff	Jeri Giefer	City Clerk
Neosho	City of Galesburg	City Staff	Carol Clevenger	City Clerk
Neosho	City of Erie	City Staff	Jake Tromsness	City Administrator
Neosho	City of Earlton	City Staff	Jennifer Green	City Clerk
Neosho	City of Chanute	City Staff	Steve Trestor	Community Services Director
Neosho	City of Chanute	City Staff	Todd Newman	City Manager
Neosho	City of Chanute	City Staff	Tony Vining	Street Supervisor
Neosho	Neosho County	County Staff	Heather Elsworth	County Clerk
Neosho	Neosho County	County Staff	Mike Brown	Road & Bridge Director
Neosho	Erie USD 101	Education*	Chelcey Sexton	Erie High School
Neosho	Chanute USD 413	Education*	Leah Hoesli	Chanute High School
Neosho	Neosho County	Elected Official	Paul Westhoff	County Commissioner

Neosho	Neosho County	Emergency Services	Melanie Kent-Culp	Emergency Management Director
Neosho	City of Chanute	Emergency Services	Jeff Mitchell	Fire Chief
Neosho	Neosho Memorial Regional Medical Center	Healthcare	Dennis Franks	CEO
Neosho	Neosho County	Law Enforcement	Greg Taylor	County Sheriff
Neosho	City of Chanute	Law Enforcement	Chris Pefley	Police Chief
Neosho	Erie Chamber of Commerce	Major Employers	Name	Title
Neosho	Chanute Area Chamber of Commerce	Major Employers	Amy Jensen	Executive Director
Statewide	KDOT	State Staff	Ann Katt	KDOT Safe Routes to School Coordinator
Statewide	KDOT	State Staff	Chris Bortz	Traffic Safety Manager
Statewide	KDOT	State Staff	Darrin Petrowsky	KDOT District Engineer
Statewide	KDOT	State Staff	Jenny Kramer	KDOT Active Transportation Manager
Statewide	KDOT	State Staff	Priscilla Petersen	KDOT Public Affairs Manager
Statewide	KDOT	State Staff	Vanessa Spartan	KDOT Transportation Safety Bureau Chief
Wilson	City of New Albany	City Staff	Norma Wood	City Clerk
Wilson	City of Neodesha	City Staff	Brogan Jones	City Administrator
Wilson	City of Neodesha	City Staff	Chris Bauman	Assistant to City Administrator (Planning)
Wilson	City of Neodesha	City Staff	Ryan Toms	Public Works Director
Wilson	City of Fredonia	City Staff	Shane Glover	Public Works Director
Wilson	City of Fredonia	City Staff	Wesley Young	City Administrator
Wilson	City of Coyville	City Staff	Debbie Marr	City Clerk
Wilson	City of Buffalo	City Staff	Traci Kuhn	City Clerk
Wilson	City of Benedict	City Staff	Name	Title
Wilson	City of Altoona	City Staff	Ronda Culbertson	City Clerk
Wilson	Wilson County	County Staff	Kary Tatum	Highway Supervisor
Wilson	Wilson County	County Staff	Kris Marple	County Coordinator
Wilson	Neodesha USD 461	Education	Juanita Erickson	Superintendent
Wilson	Neodesha USD 461	Education	Mark Heck	Bus Supervisor
Wilson	Fredonia USD 484	Education	Brian Smith	Superintendent
Wilson	Fredonia USD 484	Education	Chad Oneal	Transportation Director
Wilson	Altoona-Midway USD 387	Education	Jimmie Burke	Transportation Director
Wilson	Altoona-Midway USD 387	Education	John West	Superintendent
Wilson	Wilson County	Emergency Services	Terry Lyons	Emergency Manager
Wilson	City of Neodesha	Emergency Services	Keenan Fyfe	Fire Chief/EMS Director
Wilson	City of Fredonia	Emergency Services	Todd Harrelson	Fire Chief
Wilson	Wilson Medical Center	Healthcare	Tom Hood	CEO
Wilson	Wilson County	Healthcare	Amy Lell	Health Department Administrator
Wilson	Fredonia Regional Hospital	Healthcare	John Durrett	CEO
Wilson	Wilson County	Law Enforcement	Jack Lucke	County Sheriff
Wilson	City of Neodesha	Law Enforcement	Sam Tomlinson	Police Chief
Wilson	City of Fredonia	Law Enforcement	Bradley Pflueger	Police Chief
Wilson	Neodesha Area Chamber of Commerce	Major Employers	Karen Porter	Executive Director
Wilson	Fredonia Area Chamber of Commerce	Major Employers	Yvonne Hull	Executive Director
Wilson	Thanks Program, Inc	Transportation	Lynn Harding	Project Manager
Wilson	Four County Mental Health	Transportation	Randy Trotter	Transportation Coordinator
Woodson	City of Yates Center	City Council	Jason Cathard	Safety Committee Chair
Woodson	City of Yates Center	City Staff	Janet Thompson	City Clerk
Woodson	City of Yates Center	City Staff	Rodney Ryther	Street Department Supervisor
Woodson	City of Toronto	City Staff	Katy Damron	City Clerk
Woodson	Woodson County	County Staff	Amanda DeWitt	County Clerk
Woodson	Woodson County	County Staff	Dane Onnen	Public Works Administrator
Woodson	Woodson County	County Staff	Tim Dimick	Road Supervisor
Woodson	Woodson USD 366	Education	John Rice	Transportation Director
Woodson	Woodson USD 366	Education	Stephanie Splechter	Superintendent
Woodson	Woodson County	Elected Official	Justin Clark	County Commissioner
Woodson	Woodson County	Emergency Services	John Atkin	Emergency Management Director
Woodson	City of Yates Center	Emergency Services	Brandon Gaulding	Fire Chief
Woodson	Woodson County	Law Enforcement	Jacob Morrison	County Sheriff
Woodson	City of Yates Center	Law Enforcement	Michael Strode	Chief of Police

Appendix C

Safety Task Force Meetings

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #1

Date: October 3, 2024
Time: 11:00am - 1:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Introduction
  - Safe Systems Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

Attendees
Sandy Krider, Labette County Public Works Director (in-person)
Anne Sharp, Cherokee County Sheriff's Office and Columbus School (online)
Anni Beasley, Frontenac High School in Crawford County (online)
Brandon Beurskens, Montgomery County Assistant Public Works Director (online)
Eric Bailey, Bourbon County Public Works Director (online)
Shaun West, Linn County Public Works Director (online)

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Payton Smith, TranSystems
Nicole Hood, TranSystems
Tom Hein, TranSystems
Emma Habosky, TranSystems (online)
Tod Salfrank, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Introduction

- Federal Highway Administration (FHWA) encourages communities to adopt the Vision Zero concept and recently started incorporating the Safe Systems Approach. The SSA goal is to reduce death and serious injuries for all road users.
- Local Road Safety Plans (LRSP) have been completed or are nearly complete in 11 of the 12 counties. Woodson County does not have an LRSP.
- The Safe Streets for All (SS4A) Comprehensive Safety Action Plan (CSAP) incorporates traffic data analysis, stakeholder input, and public engagement into useable safety countermeasures. The CSAP provides information for future implementation funding for individual counties or the southeast Kansas region.
- A "Swiss cheese" model of redundancy is used in the Safe Systems Approach so that all safety systems in place help prevent a system failure resulting in a catastrophic event. Redundancy is a critical piece. Everyone makes mistakes and planning for that is key.
- The project timeline was outlined for August 2024 through February 2025 and includes three Safety Task Force meetings, a public meeting in each county, and a public survey contributing to a CSAP final report.

Role of the Safety Task Force

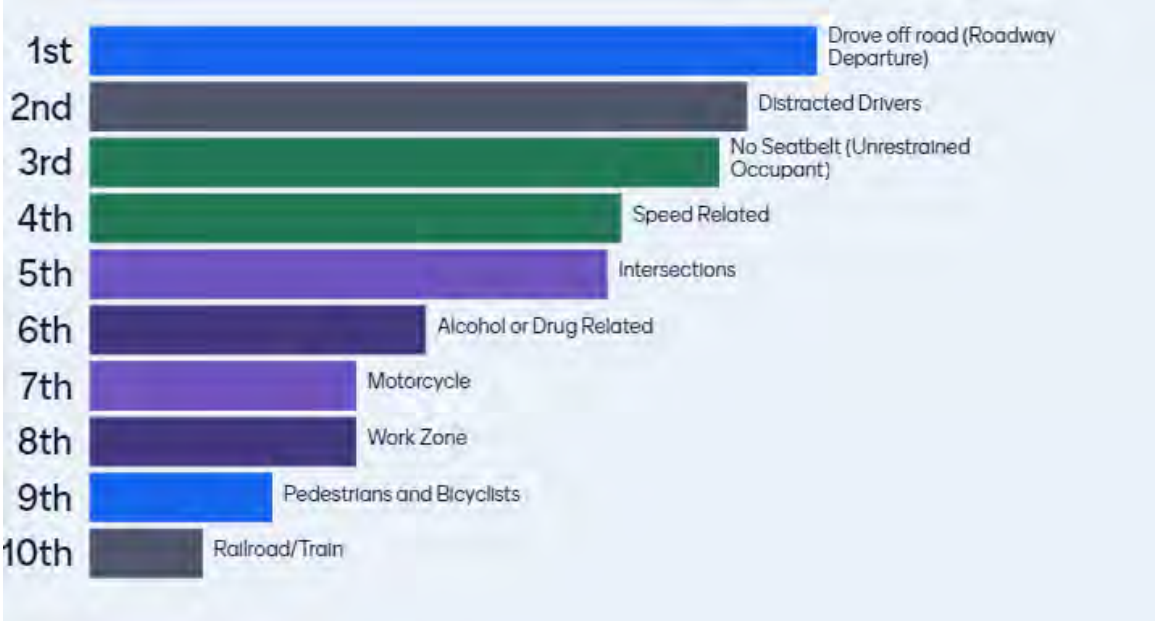
- The Safety Task Force validates information and data, provides insight on emphasis areas, drafts safety goals, represents the community, serves as a community champion, and evaluates performance measures.
- A public survey (https://arcg.is/1v1Pe00) will be sent to about 400 community organizations and members. It takes less than ten minutes to complete and Safety Task Force members can promote the survey in their communities. They survey also has a mapping component so users can identify specific locations of concern.
- Polling question #1 and discussion: **Why is transportation safety important to you?**
  - Anne Sharp (Cherokee County) said her daughter fell asleep while going home resulting in a crash. She shared, "When it's personal, it makes a big difference."

Crash Review

- Slade Engstrom (TranSystems) presented ten-year crash data showing hot spots in the twelve-county study area.
- There were approximately 400 fatalities in the region during that period with a total of 44,295 incidents that includes fatalities, injuries, property damage only crashes plus those involving pedestrians.
- While this is a preliminary overview, it reveals that the state highway system is where a lot of the serious and fatal crashes occur.
    - The Safety Task Force may need to decide whether to work with KDOT on concerns regarding the state highway system or focus in on their own individual communities (county, city, towns).

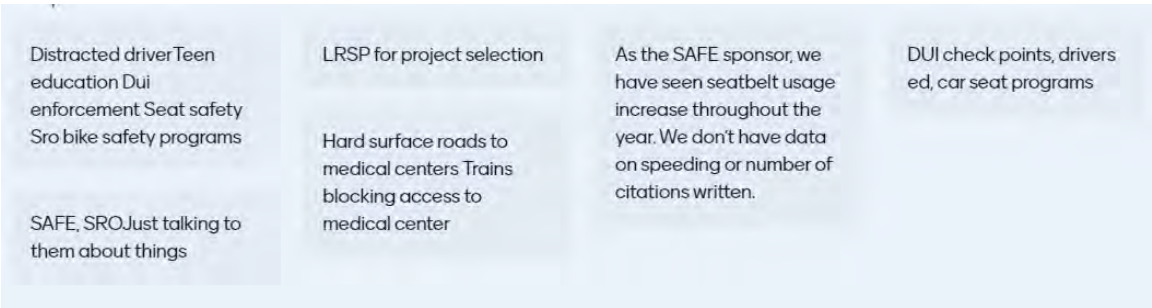
Emphasis Areas

- Crash emphasis charts showed Roadway Departure as the primary contributing factor followed (in numerical order) by Intersections, Distracted Driver, Unrestrained Occupant, Alcohol or Drug, Speed, Motorcycle, Work Zone, and Railroad.
- Anni Beasley (Crawford County) stated that a designated safety corridor had been established near Frontenac High School. She shared, “It is a scary intersection with big trucks that make crossing for students dangerous.”
- US-169 and US-69 were mentioned as a priority corridors.
- Polling question #2 and discussion**: As we focus on solutions, which of these crash types are most important to address?**

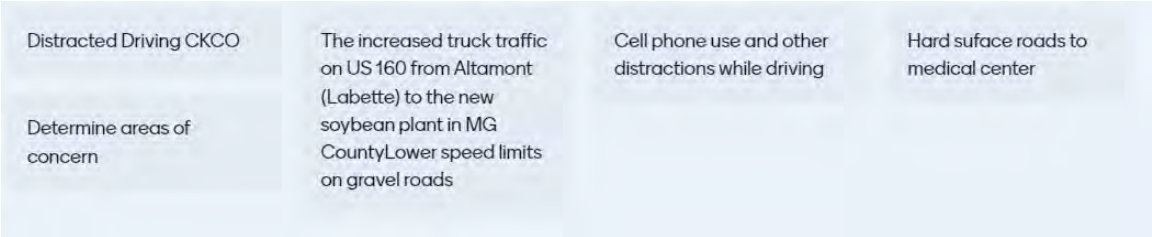


Discussion

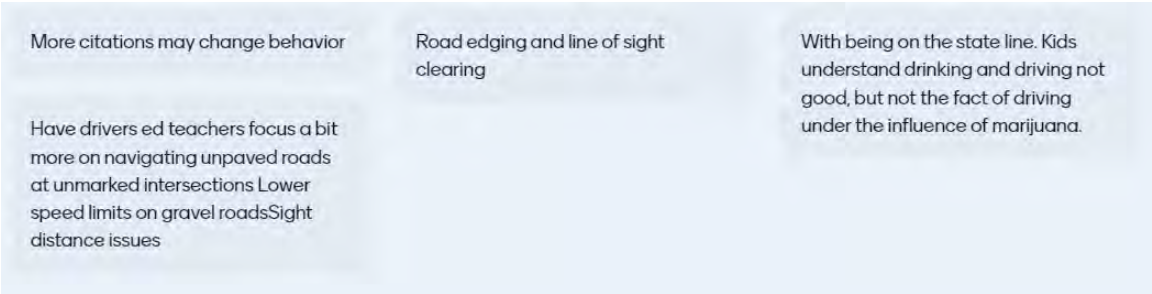
- Polling question #3 and discussion**: Tell us about what kinds of transportation related safety programs or involvement your communities have promoted. What went well? What would you improve?**
  - Sandy Krider (Labette County) mentioned driver's education should include teaching how to navigate on unmarked and gravel roads.



- Polling question #4 and discussion**: What transportation safety concerns have you heard from the community?**
  - Anni Beasley (Crawford County) said the SAFE (Seatbelts Are For Everyone) program started in Crawford County because students were in fatal accident.
  - Lots of ways to leverage data such as quick emergency response through alerts.
  - For reference, Nicole Hood (TranSystems) stated that Missouri Department of Transportation data shows cell usage is 70% older folks.



- Polling question #5 and discussion**: What would you like to see implemented in SEK to improve transportation safety?**
  - Online driver's education needed.
  - Slade Engstrom (TranSystems) commented that rumble strips can seem like a good idea but cannot always be implemented due to road conditions.



Next Steps

- Public survey will be sent within a few days following the meeting.
- Public meetings will be planned in each county.
- Safety Task Force Meetings
    - Meeting #2 on November 14, 2024 will focus on priorities and countermeasures.
    - Meeting #3 on January 23, 2025.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #1

October 3, 2024

AGENDA

- Introductions
- Project Introduction
  - Safe System Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

INTRODUCTIONS

- Southeast Kansas Regional Planning Commission
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

17 08 43 1

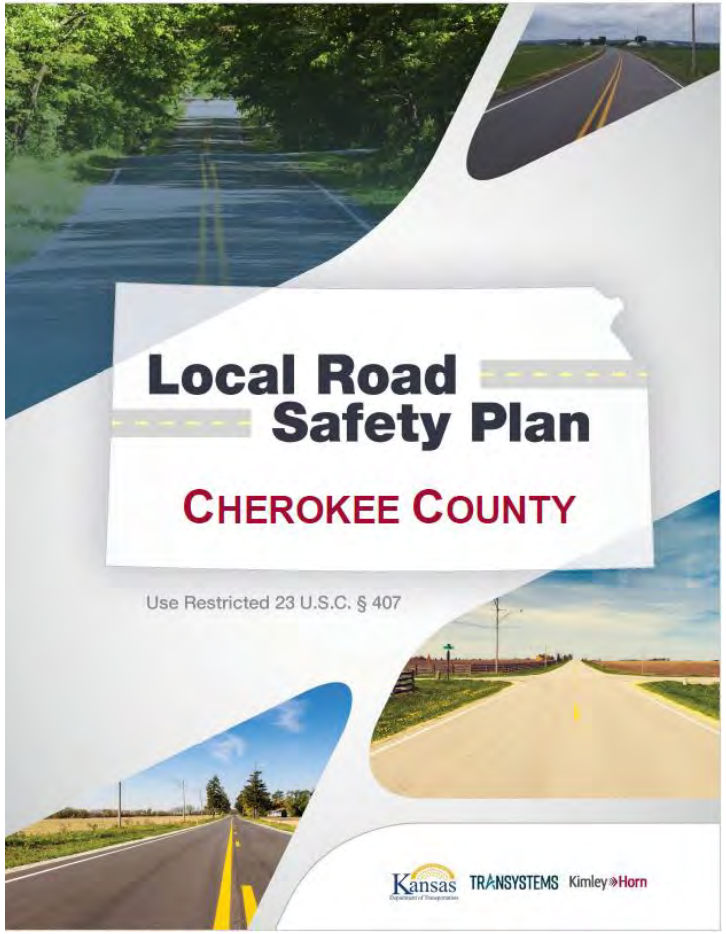
Enter your name, organization, and role.

Or use the QR code!

COMPREHENSIVE SAFETY ACTION PLAN

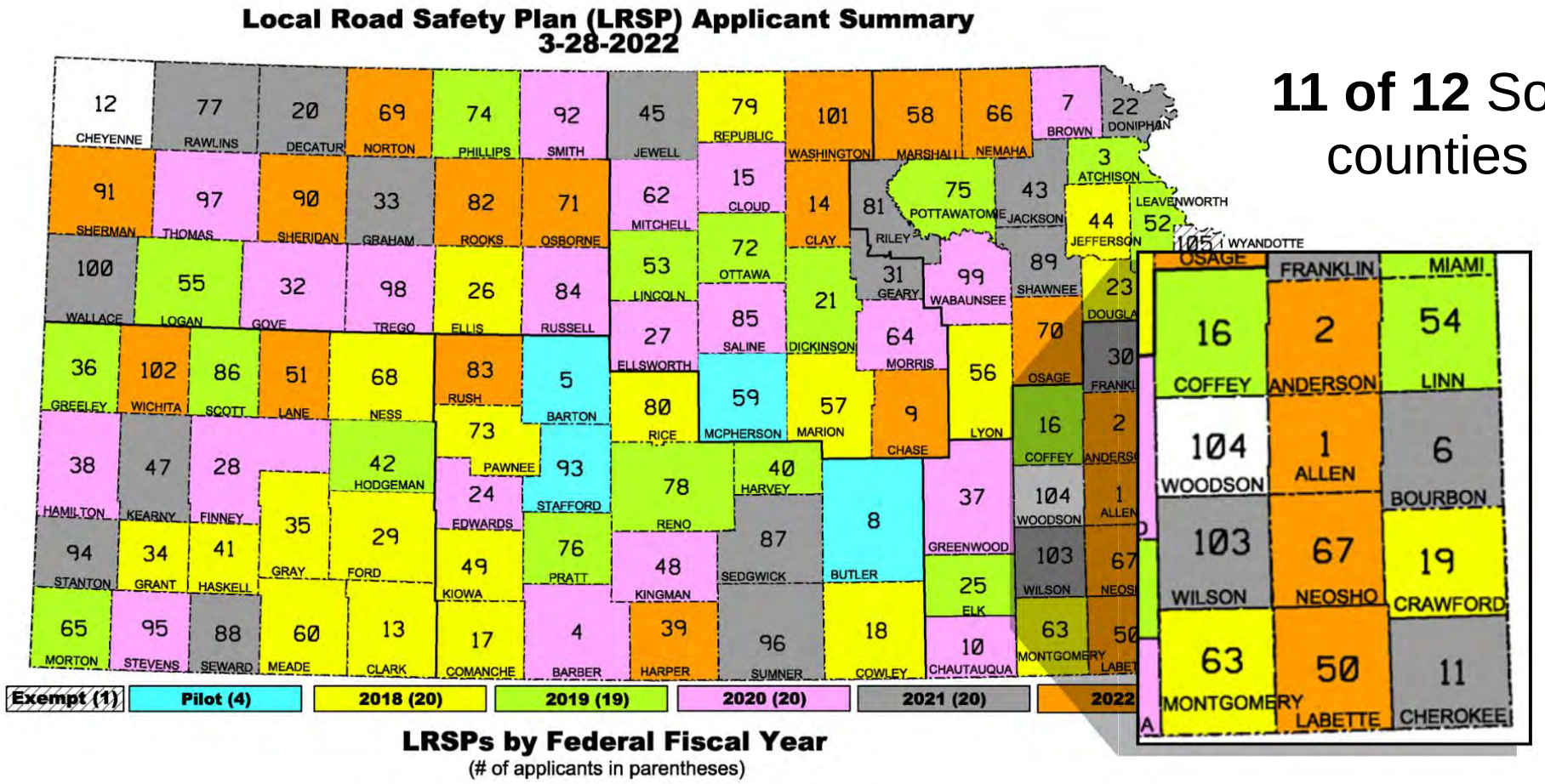
- Imagine and implement safe spaces for all road users
- Discuss safety priority areas and solutions
- Roadmap to reduce and prevent severe crashes
- Utilize plan to pursue funding for implementation to save lives

LOCAL ROAD SAFETY PLAN



- Local Road Safety Plans (LRSPs) provide a framework for identifying safety improvements on local roads
- LRSPs included roadways in unincorporated areas that are classified as collectors or higher
  - Did not include roadways within city limits
  - Did not include rural local roads

LOCAL ROAD SAFETY PLAN



11 of 12 Southeast Kansas counties have a LRSP.

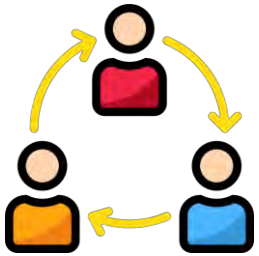
SS4A builds upon LRSPs to include cities and provide a comprehensive look at the entire study area.

FROM PLAN TO ACTION

Planning Grant

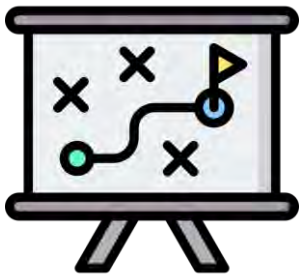
Implementation Grant

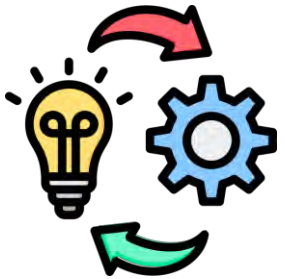
Data Analysis



Engage Stakeholders

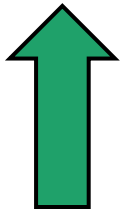
Strategy and Actions





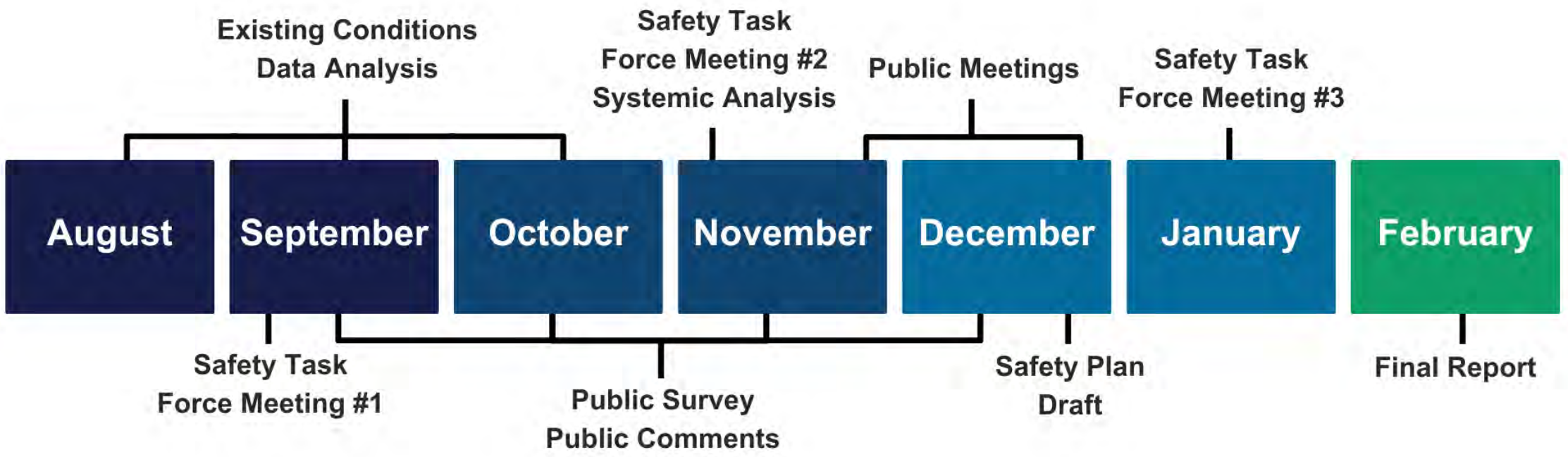
Recommendations

Implementation



We are here!

PROJECT TIMELINE



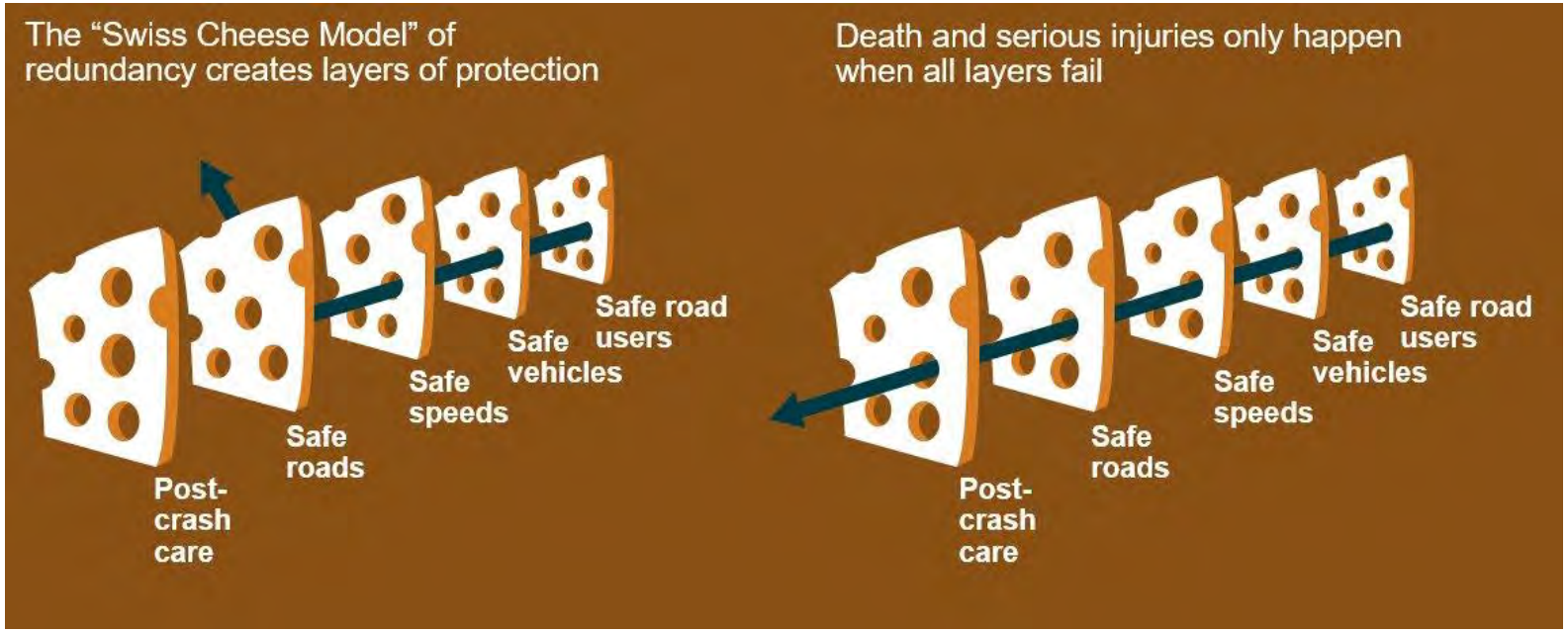
SAFE SYSTEMS APPROACH

- **Safer Road Users:** Encourage safe and responsible user behavior
- **Safer Vehicles:** Expand innovation and technology features to enhance safety
- **Safer Speeds:** Promote context-appropriate design, speed setting, and speed enforcement
- **Safer Roads:** Design roadways to mitigate human mistakes and facilitate safe travel for the most vulnerable users
- **Improved Post-Crash Care:** Enhance access to emergency medical care and prevent secondary crashes

NATIONAL ROADWAY SAFETY STRATEGY

Vision for roadway safety is <u>zero</u> fatalities and severe injuries.

- Adopts the **Safe System Approach** to achieve results
- Seeks opportunities to address safety, equity, and climate simultaneously



DISCUSSION

Why is transportation safety **important** to you?

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SAFETY TASK FORCE

Safety Task Force Role

- Validate information and data
- Provide insight on emphasis areas
- Draft the vision and goals for safety in the region
- Represent the community and solicit feedback
- Serve as trusted community champions
- Evaluate performance measures

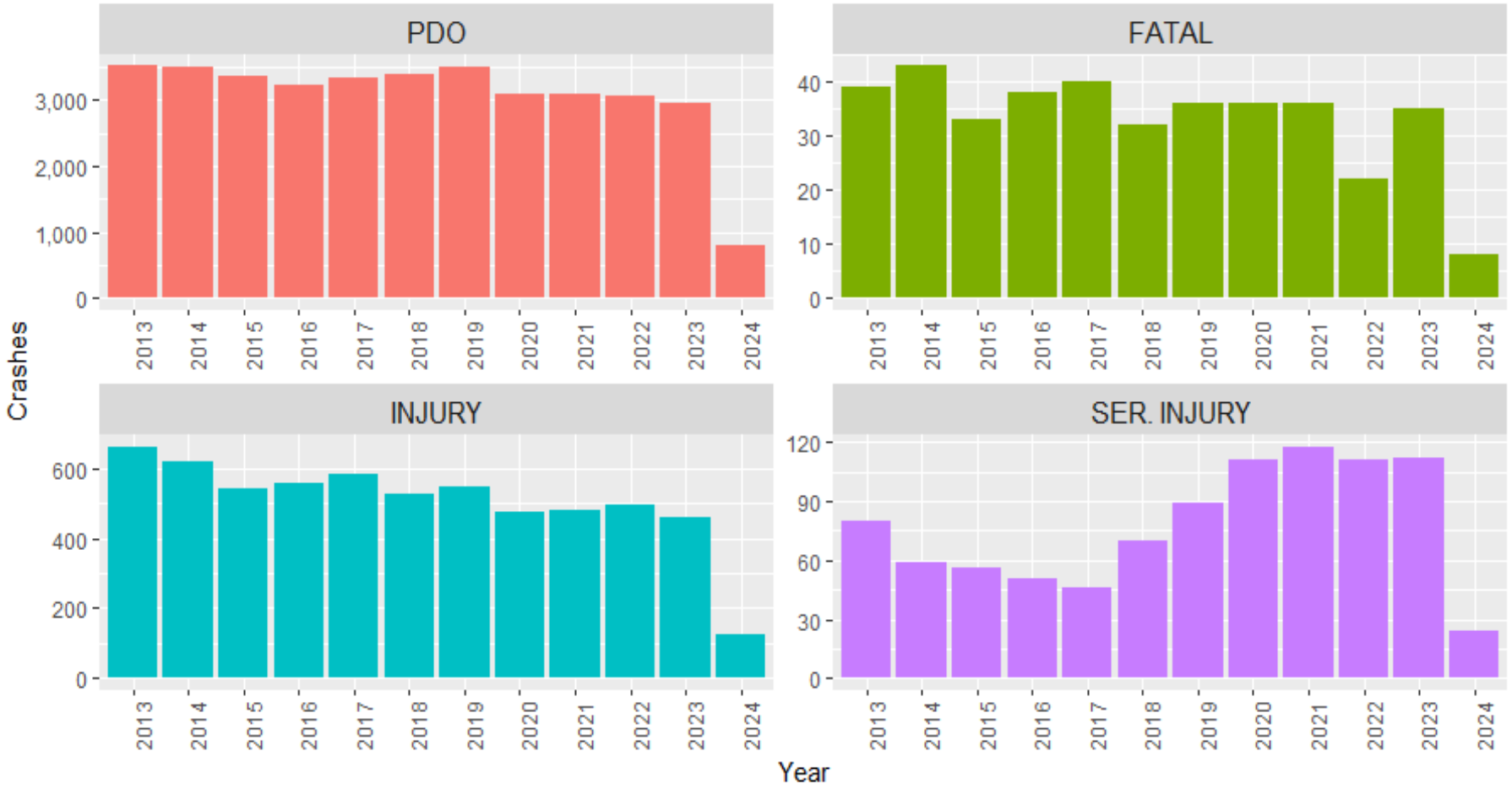
PUBLIC SURVEY

Advocate in Your Community!

- Press release and survey link will be sent to the Safety Task Force and an extended stakeholder list for greater promotion
- Takes about 5-10 minutes to complete
- Allows respondents to submit location-specific concerns

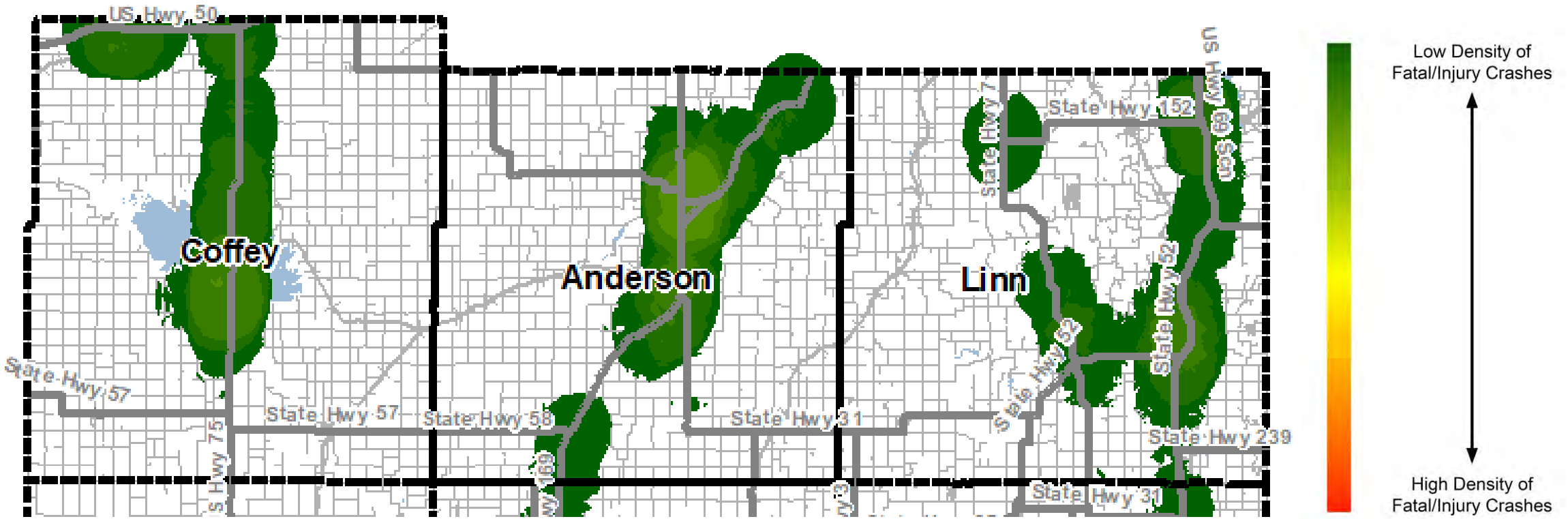
https://arcg.is/1v1Pe00

CRASH REVIEW

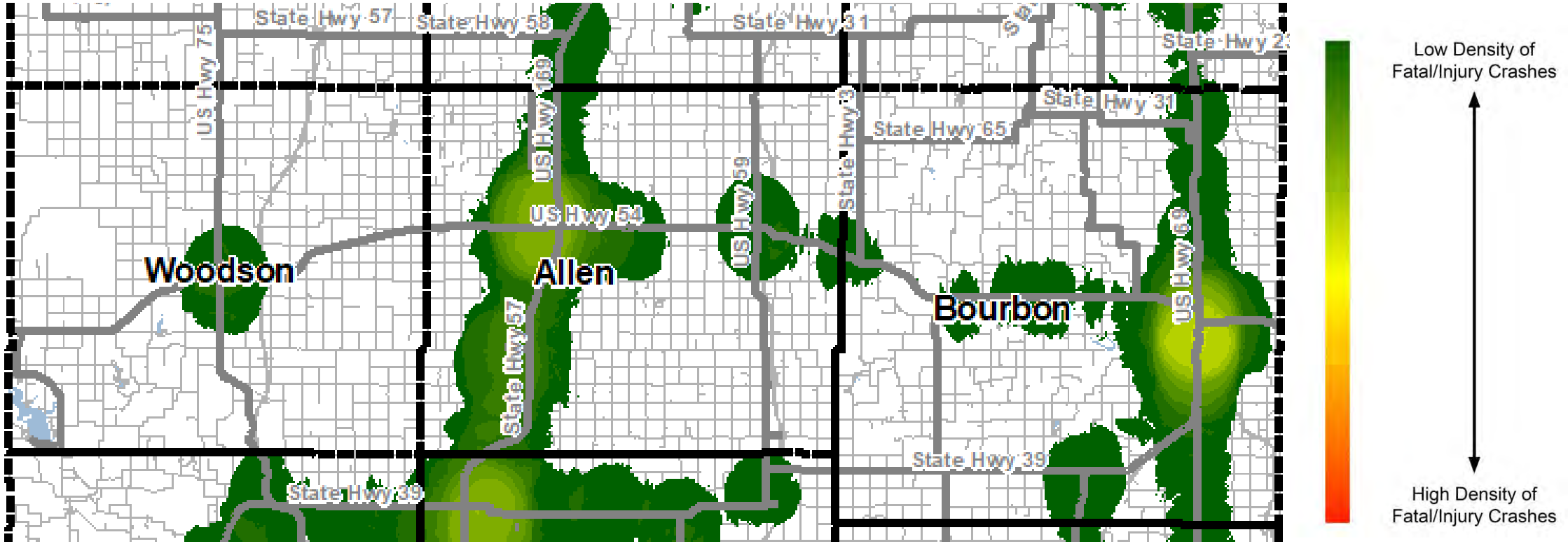


Crash Type	Count
Fatal	398
Injury	7014
PDO	36883
Pedestrian	295
Total	44,295

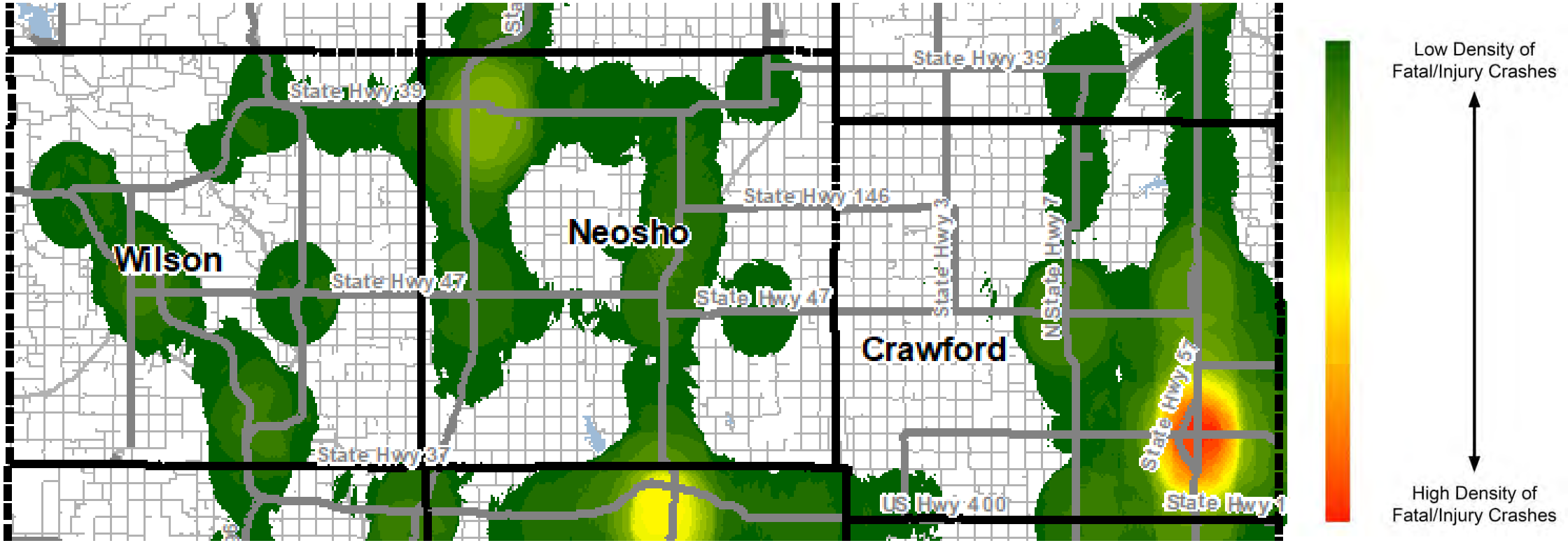
CRASH REVIEW



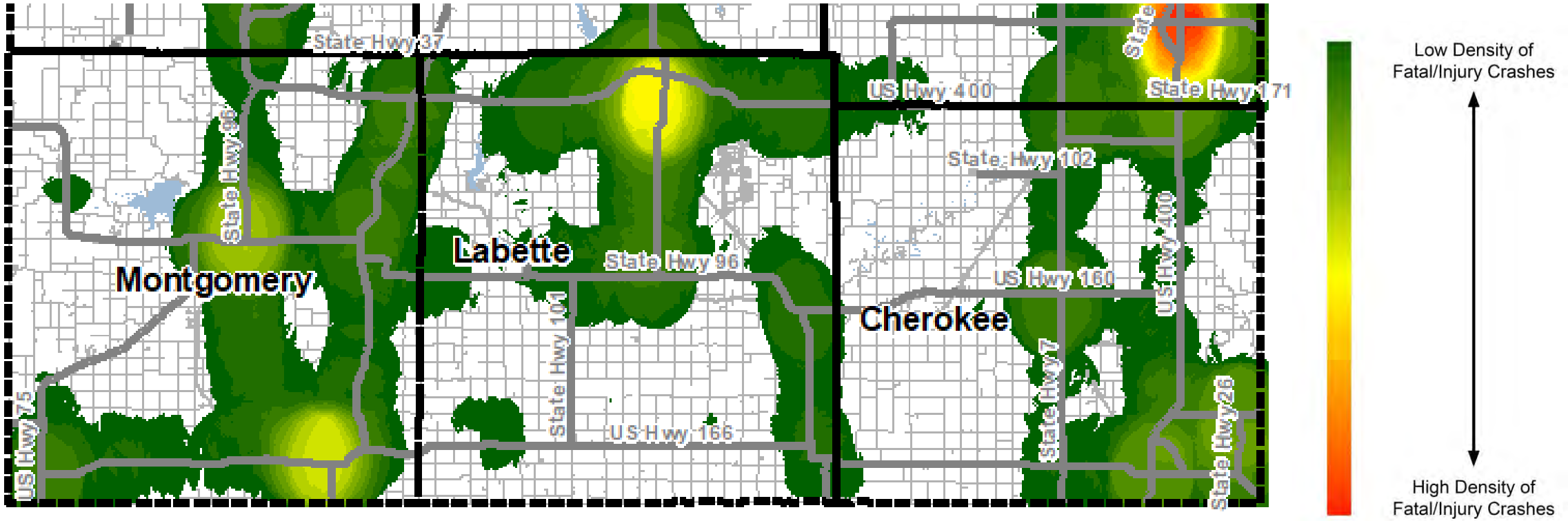
CRASH REVIEW



CRASH REVIEW



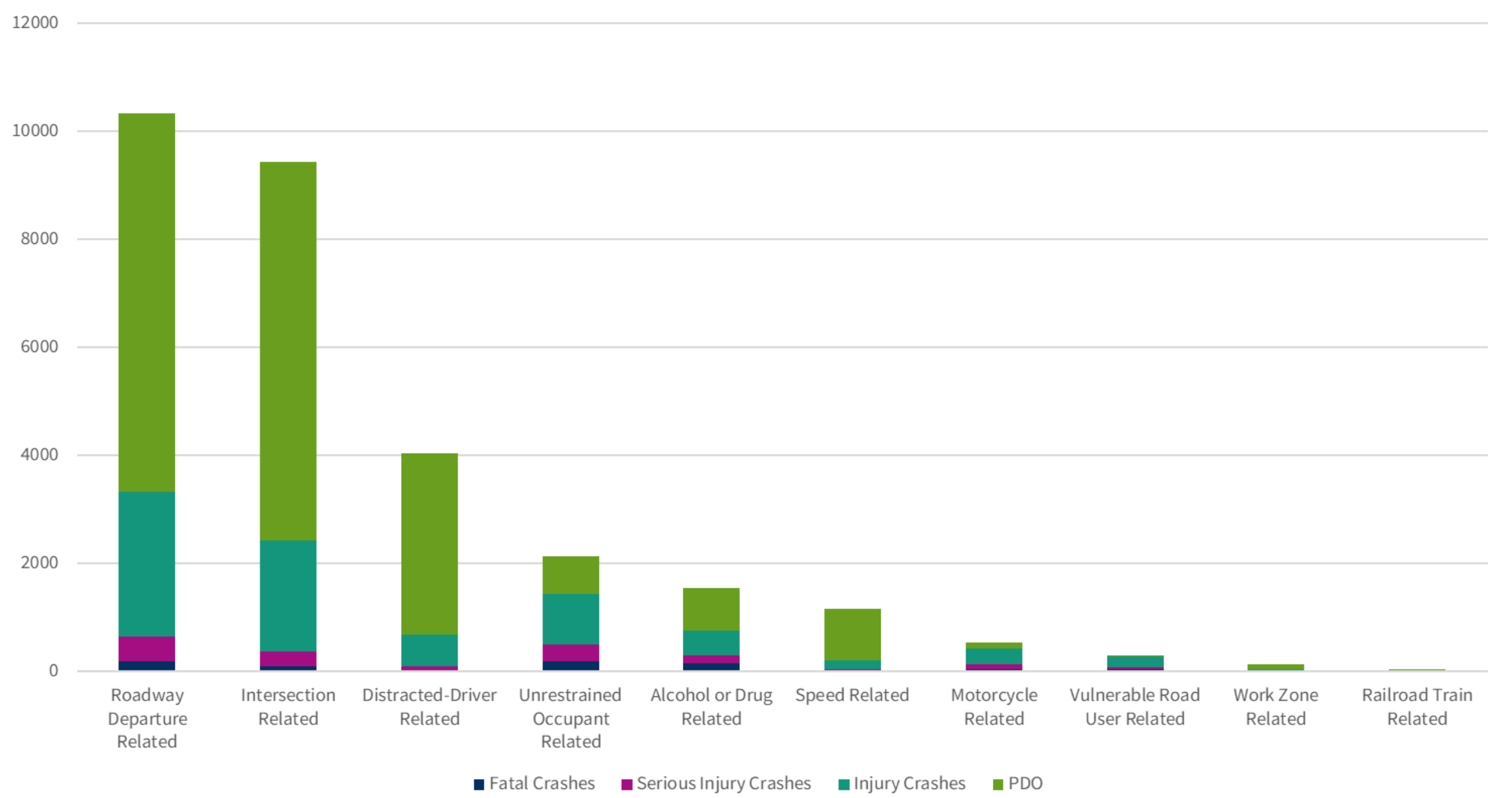
CRASH REVIEW



CRASH REVIEW

Crashes	Fatal	Serious Injury	Injury	Non-Injury (PDO)	Total
State System	249	445	2,645	17,608	20,947
County	116	274	1,527	8,486	10,403
City	33	208	1,915	10,789	12,945
Total	**398**	**927**	**6,087**	**36,883**	**44,295**

BREAK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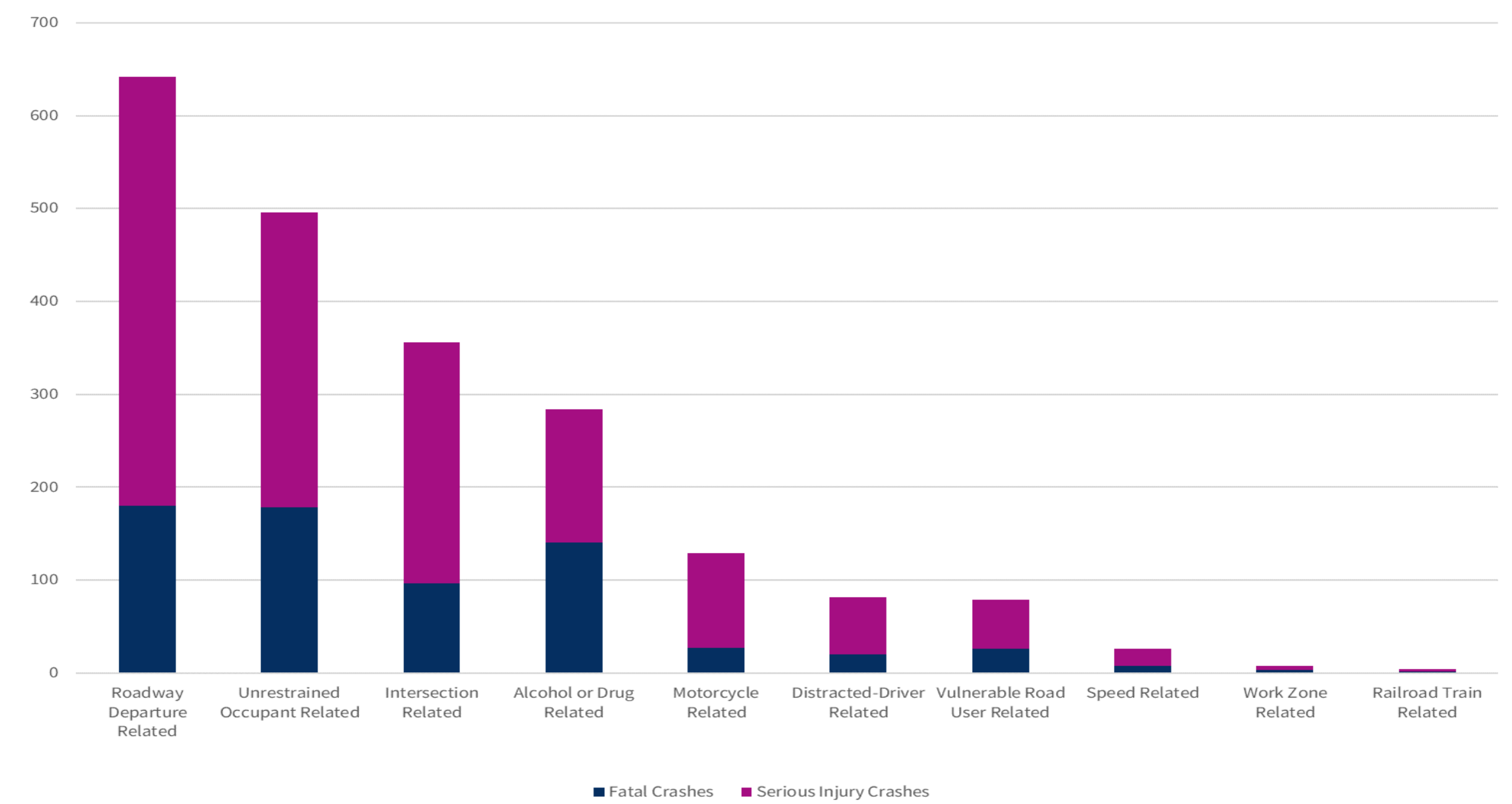
Roadway Departure Related
Intersection Related
Distracted-Driver Related
Unrestrained Occupant Related
Alcohol or Drug Related
Speed Related
Motorcycle Related
Vulnerable Road User Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes
Injury Crashes
PDO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Roadway Departure Related
Unrestrained Occupant Related
Intersection Related
Alcohol or Drug Related
Motorcycle Related
Distracted-Driver Related
Vulnerable Road User Related
Speed Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes

Step 1: Select Emphasis Area

Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

DISCUSSION

As we focus on solutions, which of these crash types are most important to address?

- Drove Off Road
- No Seatbelt
- Intersections
- Alcohol or Drug Related
- Distracted Drivers
- Pedestrians and Bicyclists
- Speed Related
- Motorcycle
- Work Zone
- Railroad/Train

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DISCUSSION

Tell us about what kinds of transportation related **safety programs or involvement** your communities have promoted.

What went well?

What would you improve?

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DISCUSSION

What transportation
safety concerns have you heard
from the community?

Join at menti.com

Enter code: **17 08 43 1**

DISCUSSION

What would you like to see **implemented** in Southeast Kansas to improve transportation safety?

Join at menti.com

Enter code: **17 08 43 1**

NEXT STEPS

- Public Survey
- Public Meetings
- Safety Task Force Meeting #2: November 14, 2024
- Safety Task Force Meeting #3: January 23, 2025
- Safety Priority/Cluster Areas
- Countermeasure Review

THANK YOU!

Next Meeting: November 14, 2024

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #2

Date: November 14, 2024
Time: 12:00pm - 2:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Task Force Meeting #1 Overview
- Public Survey Information and Update
- Crash Emphasis Areas
- Countermeasure Review
- Next Steps

Attendees
Kris Hix, City of Garnett Community Development Director
Darin Wilson, City of Garnett Planning & Zoning Administrator
Chasity Ware, Linn County Economic Development
Terry Weidert, Labette County Commission
Jamie Lynn Blum, Pittsburg State University (online)
Katelyn Young, USD 257 Transportation (Iola) (online)
Aaron Cole, USD 257 Transportation (Iola) (online)
Jessica Hightower, SEKRPC

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Payton Smith, TranSystems
Taylor Cunningham, TranSystems
Nicole Hood, TranSystems (online)
Tod Salfrank, TranSystems (online)
Jeff McKerrow, Kimley-Horn (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Per the project schedule, the consultant team has partially completed the data analysis and targeting February 2025 for completion.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Federal funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Task Force Meeting #1 Overview

- The Safe Systems Approach and the "Swiss Cheese Model" of safety redundancy was reviewed. An ordinance adopted by local governments supporting Vision Zero is needed to apply for future SS4A federal funding.
- A graph showing fatal and serious injury crash numbers was shown and compared to the top three emphasis areas selected by the Safety Task Force: roadway departure, unrestrained occupant, and distracted driving.

Public Survey Information and Update

- A public survey (https://arcg.is/1v1Pe00) was sent to about 300 community stakeholders and groups. To date, about 55 responses have been received. The survey is scheduled to stay open until January when public meetings are anticipated to be held in each county.
- Emphasis areas identified by survey participants to date include intersections, alcohol or drug related, distracted driving, and speed.
- To blend the input from the crash analysis, Safety Task Force, and public survey, the proposed emphasis areas are roadway departure, intersection related, and unrestrained occupant. Other areas for review are Vulnerable Road Users (VRU), distracted driving, and alcohol or drug related.

Crash Emphasis Areas

- A map of clustered crash occurrences was presented with color-coded dots showing multiple occurrences for signalized Intersections, unsignalized Intersections, VRUs, roadway departures, and speed related incidents.
- Specific cluster maps will be developed for each of the 12 counties.
- Follow-up meetings will be scheduled to discuss these with city and/or county stakeholders.

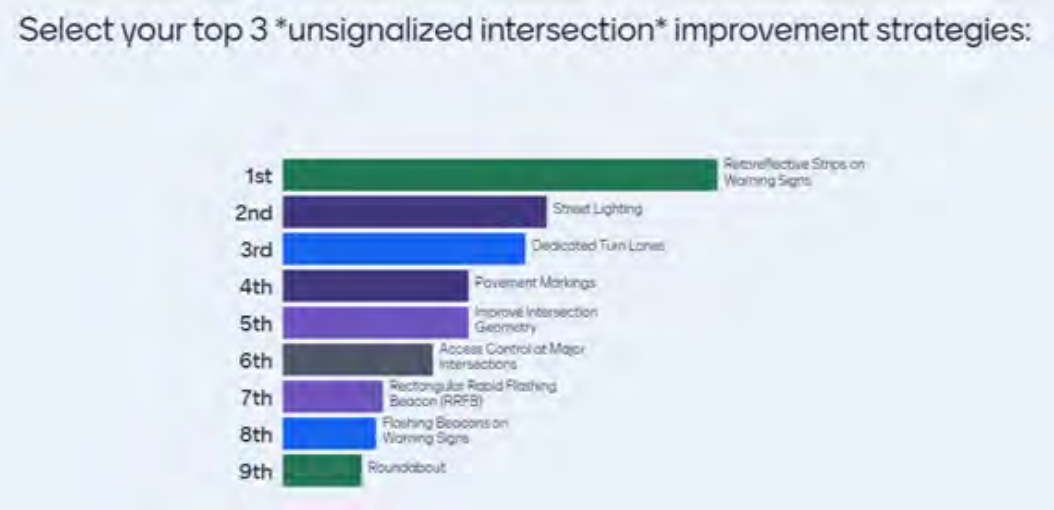
Countermeasure Review

- Countermeasure for **roadway departure** include edge-line and centerline treatments, curve signage, various delineators, clear zone obstruction removal, improved pavement markings, and a two-foot shoulder.
    - Polling question: **Select your top roadway departure improvement strategies.**
    - Additional overhead lighting could be helpful. Franchise agreements with electric companies sometimes make placement free.
    - Terry Weidert (Labette County) shared information about a 90-degree curve that was created with US-400 construction at old US-59 near Parsons. Adjacent to the curve is a pond on private land. Four weeks ago, a young driver missed the curve and crashed but could not be found. He was underwater in the pond. There have been five incidents in this location including this fatal crash. Shawn Turner (TranSystems) said a similar situation occurred on US-169 and KDOT purchased and filled the borrow pit.

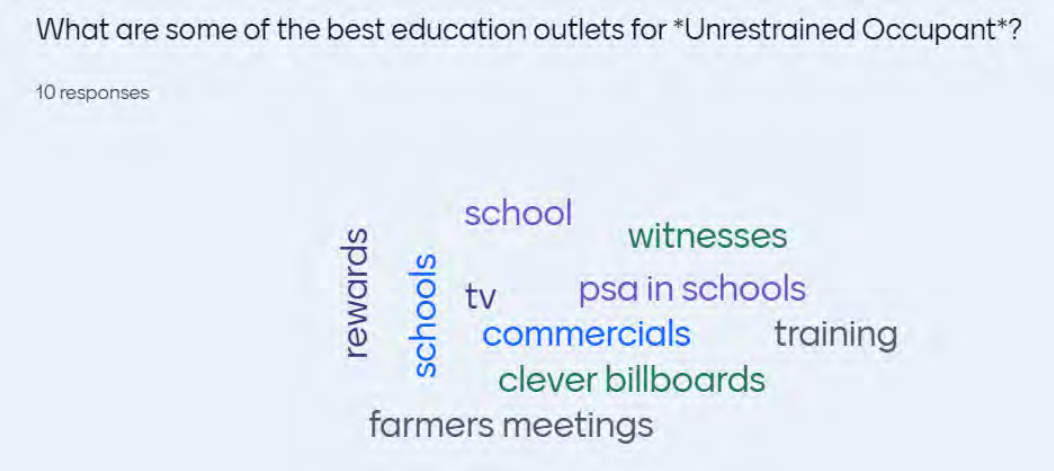
- Countermeasures for **signalized intersections** include signal backplates with retroreflective borders, protected left turns (some with flashing yellow arrows), and improvements for signal phasing and timing plans.

- Countermeasures for **unsignalized Intersections** include flashing beacons on warning signs, retroreflective strips on warning signs, Rectangular Rapid Flashing Beacons (RRFB), improved pavement markings, access control at major intersections, dedicated turn lanes, roundabouts, improved intersection geometry, and overhead lighting.
    - Polling question: **Select your top unsignalized intersection improvement strategies.**
    - The group discussed roundabout functionality and geometry. Slade Engstrom (TranSystems) indicated that larger roundabouts, low curbs, or roundabouts with colored concrete aprons can help large trucks navigate them easier.

- The group discussed diverging diamond interchanges (DDI). Slade Engstrom (TranSystems) said geometry is important and DDIs must fit the individual situation of the interchange. They are useful where lots of left turn traffic exists. There are currently seven in Kansas with more coming. Future improvements to K-96 in northeast Wichita will have DDIs.

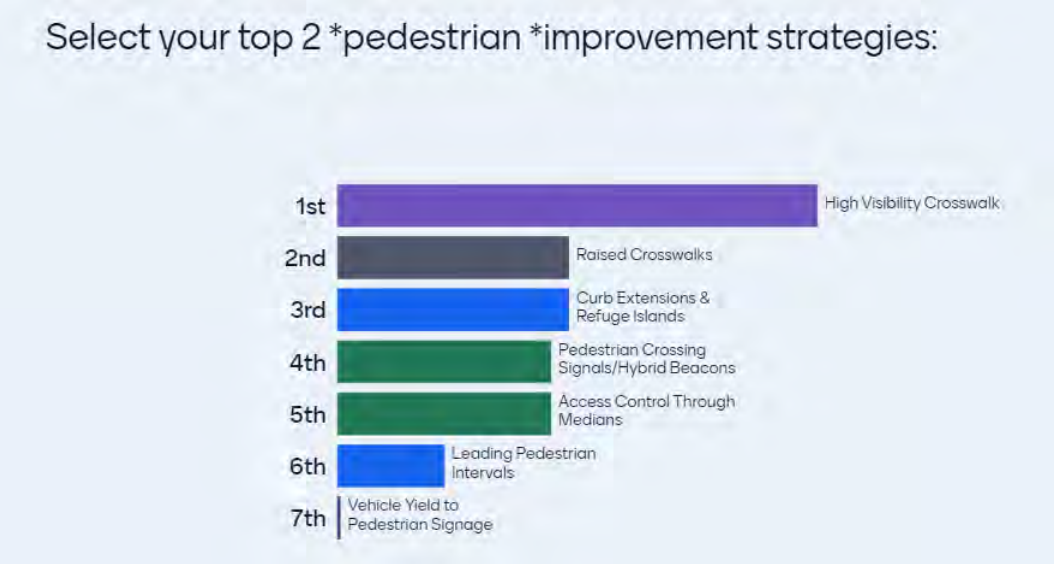


- Countermeasures for **unrestrained occupant** include behavior changing programs and enforcement communications and outreach.
  - Polling question: **What are some of the best education outlets for unrestrained occupants?**
  - The group discussed successful campaigns that play to human emotions regarding family, friends, and pets.
  - Large employers can implement safety programs at work. Cornejo in Wichita has trouble keeping CDL drivers so they offer a company-wide free Uber service. Farmers' meetings are another good place for outreach because farmers generally work alone and socialize with others at meetings.

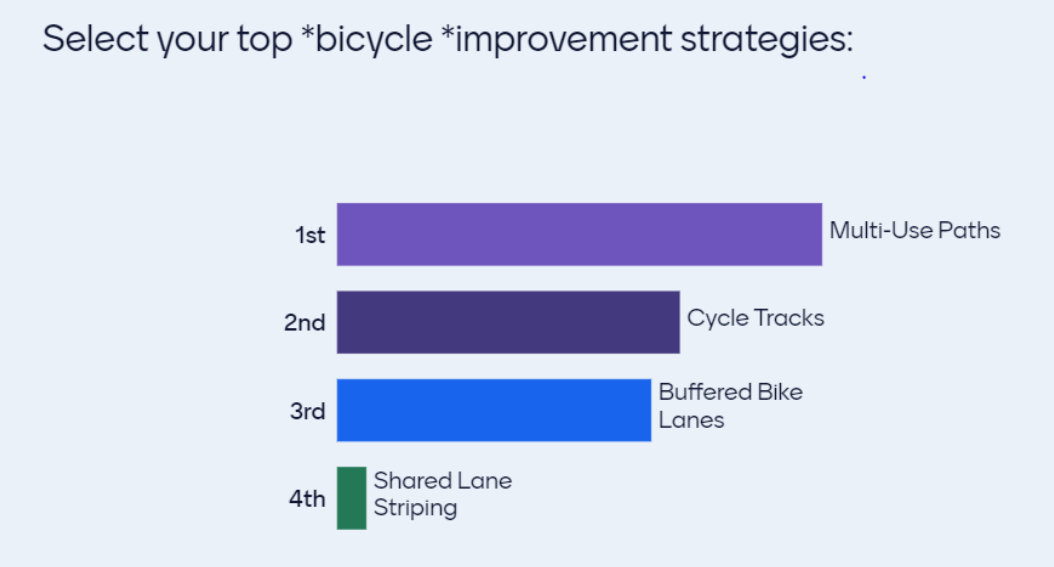


- Countermeasures for distracted driving include high-visibility cell phone and texting enforcement and enforcement communications and outreach.
    - Polling question: **What are some of the best education outlets for distracted driving?**

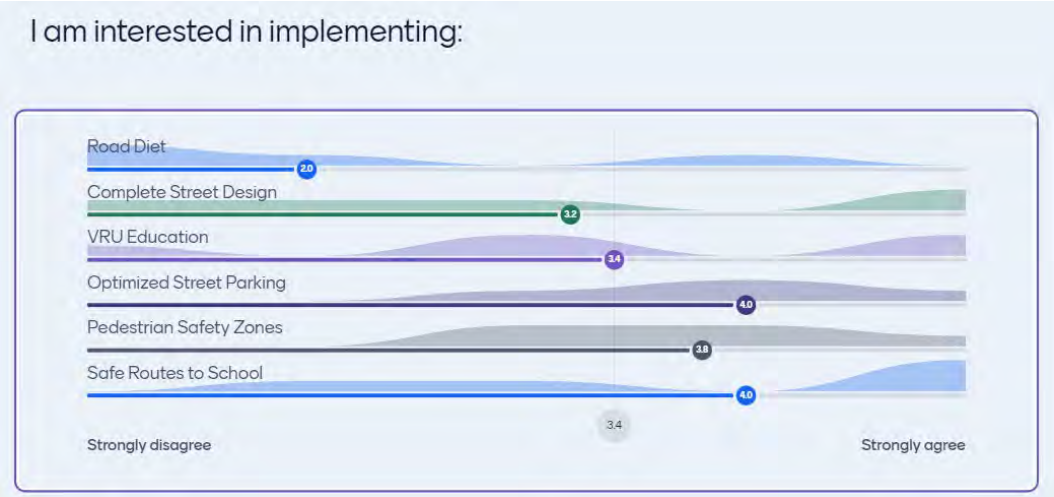
- Countermeasures for **pedestrian safety** include Leading Pedestrian Intervals (LPIs) at intersections, pedestrian crossing signals/hybrid beacons, high visibility crosswalks, signage for vehicles yield to peds, raised crosswalks or intersections, curb extensions or refuge islands, and access control with medians.
    - Polling question: **Select your top pedestrian safety improvement strategies.**



- Countermeasures for **bicycle safety** include buffered bike lanes, shared lanes, multi-use paths, and cycle tracks.
    - Polling question: **Select your top bicycle safety improvement strategies.**



- Countermeasures for both **bicycle and pedestrian safety** include road diet, Complete Street design, VRU education, optimized street parking, pedestrian safety Zznes, and Safe Routes to School programs.
    - Polling question: **How interested are you in implementing these strategies?**
    - The group mentioned that the Safe Routes to Schools program is popular.
    - Drivers to schools include young (high school) drivers and parents making multiple trips through the day, sometimes to multiple schools.



Next Steps

- Consultant team will follow-up to schedule 1-on-1 conversations with city and county representatives for more detailed discussions. Safety Task Force Meeting #3 is anticipated in late January 2025.
- Public survey will continue to be available until public meetings in each county. The public meetings are anticipated to be planned in coordination with standing County Commission meetings.
- Consultant team continues to monitor the political and funding landscape for future funding announcements.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #2

November 14, 2024

AGENDA

- Welcome and Introductions
- Task Force Meeting #1 Overview
- Public Survey Results
- Emphasis Areas
- Countermeasures
- Next Steps

INTRODUCTIONS

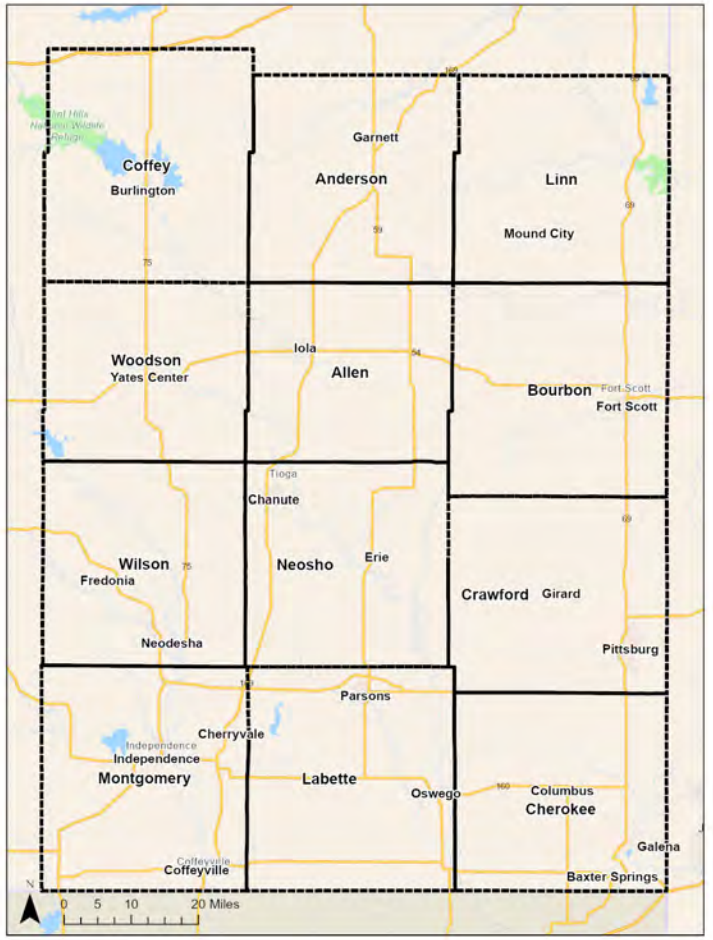
- Southeast Kansas Regional Planning Commission (SEKRPC)
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



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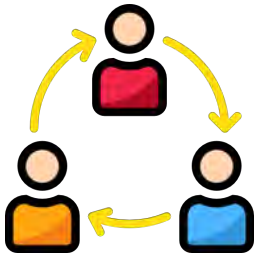
Or use the QR code!

FROM PLAN TO ACTION

Planning Grant

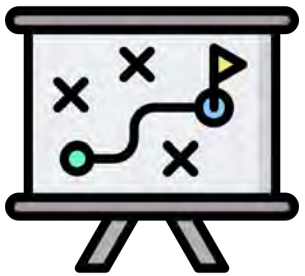
Implementation Grant

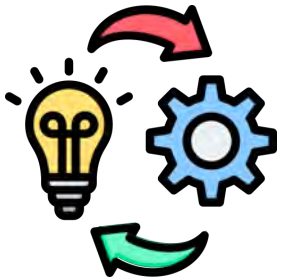
Data Analysis



Engage Stakeholders

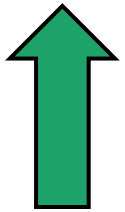
Strategy and Actions





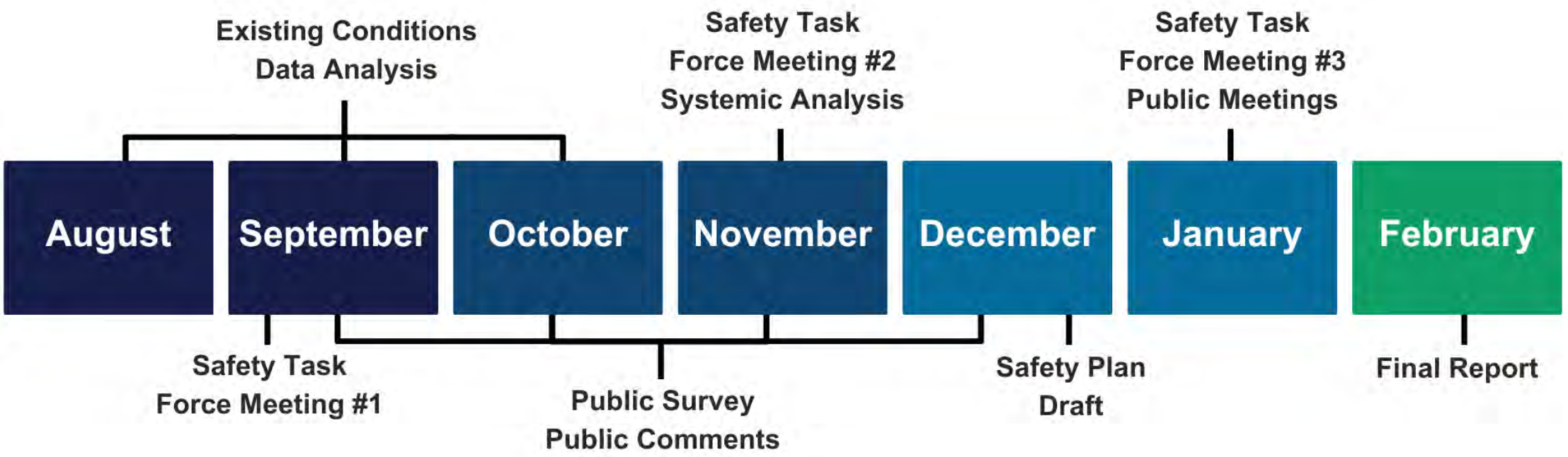
Recommendations

Implementation



We are here!

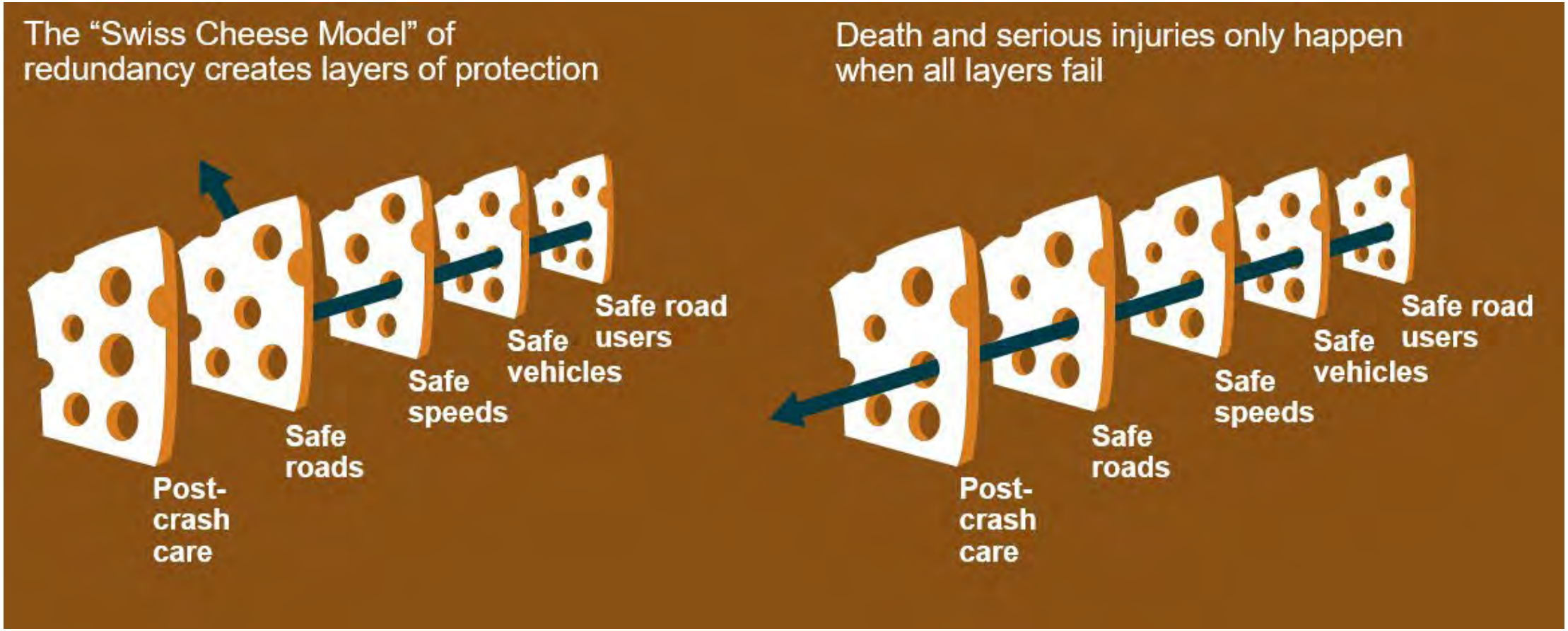
PROJECT TIMELINE



MEETING #1 OVERVIEW

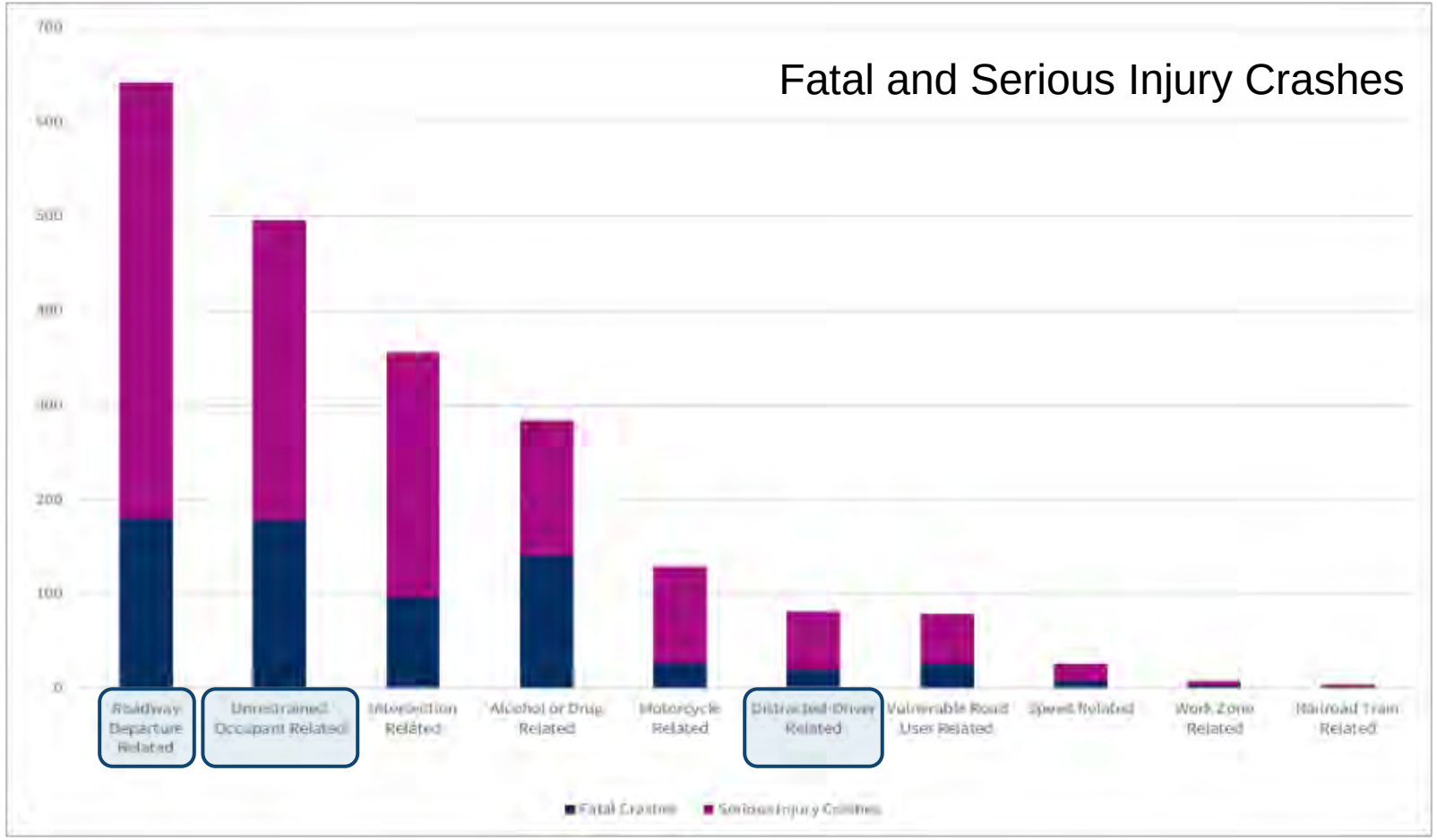
- SS4A Background
  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public survey will guide study outcomes

MEETING #1 OVERVIEW



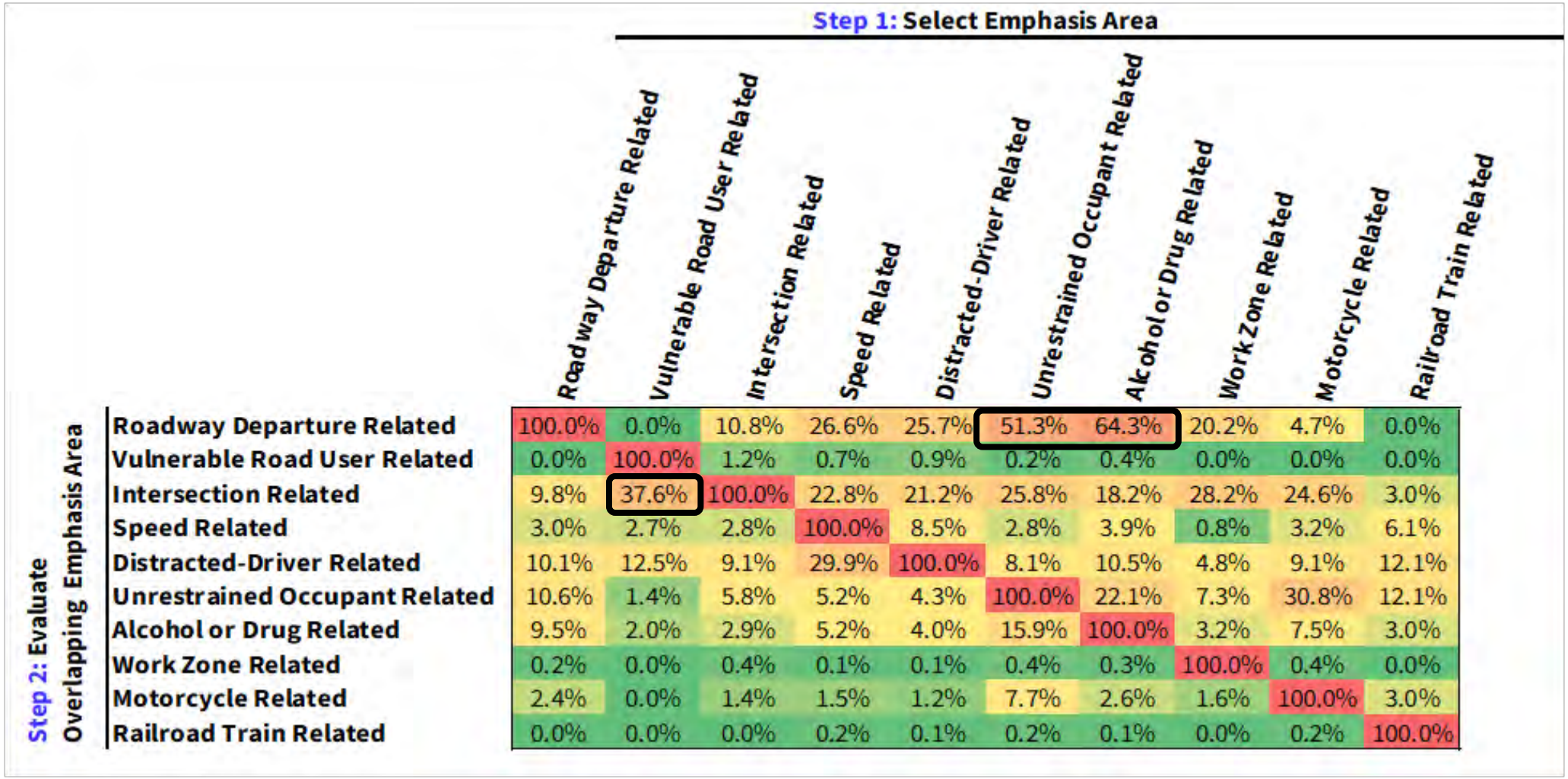
MEETING #1 OVERVIEW

- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

MEETING #1 OVERVIEW



Step 1: Select Emphasis Area

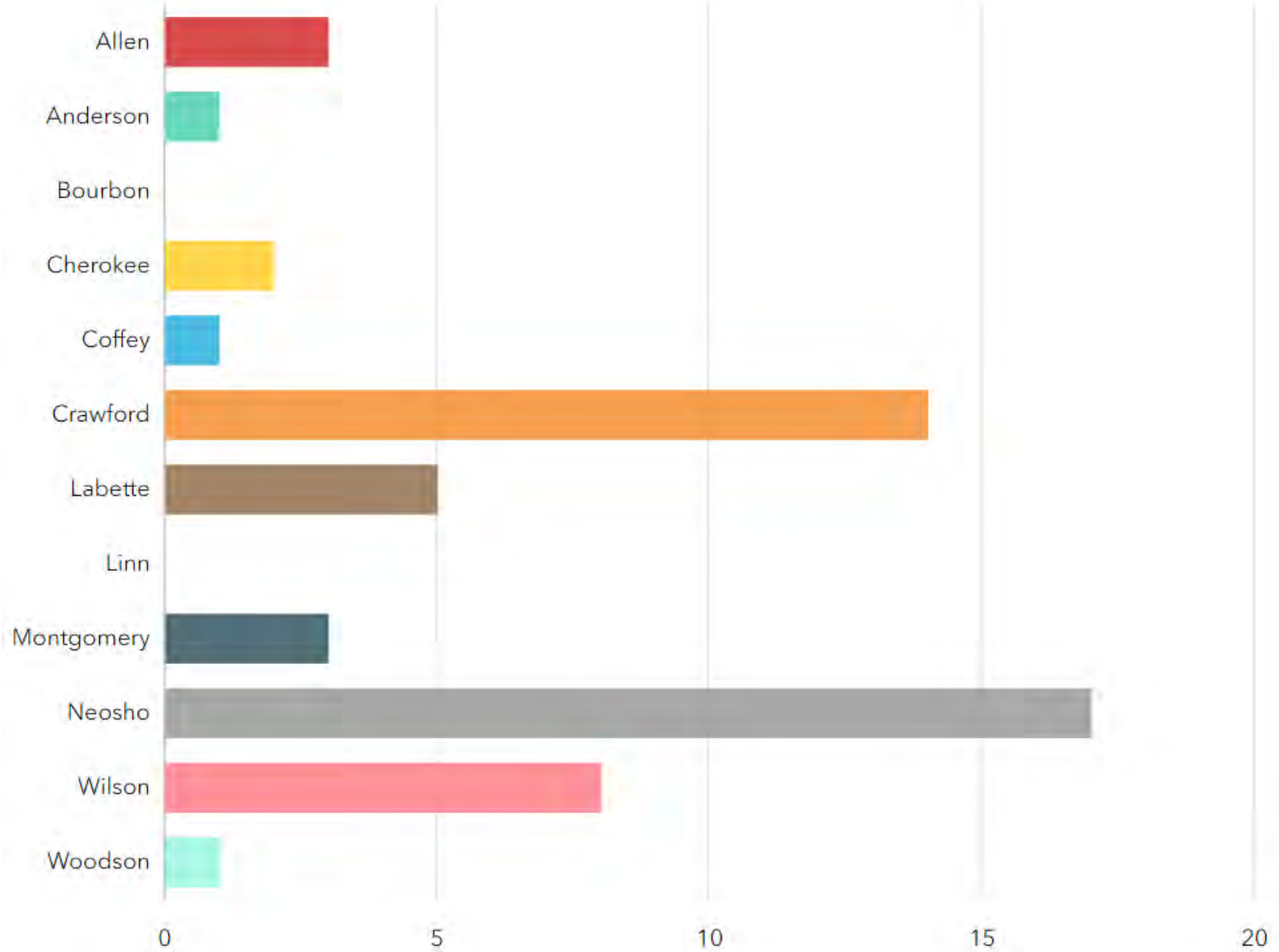
Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

PUBLIC SURVEY RESULTS

- Press release and survey was sent to the Safety Task Force and an extended stakeholder list for greater promotion
- About 55 survey responses to date*
  - Survey reminder to be sent this month
  - Survey to remain open until public meetings in January

Survey Respondents By County



*Responses as of 11/7/24

PUBLIC SURVEY RESULTS

What are your safety concerns?

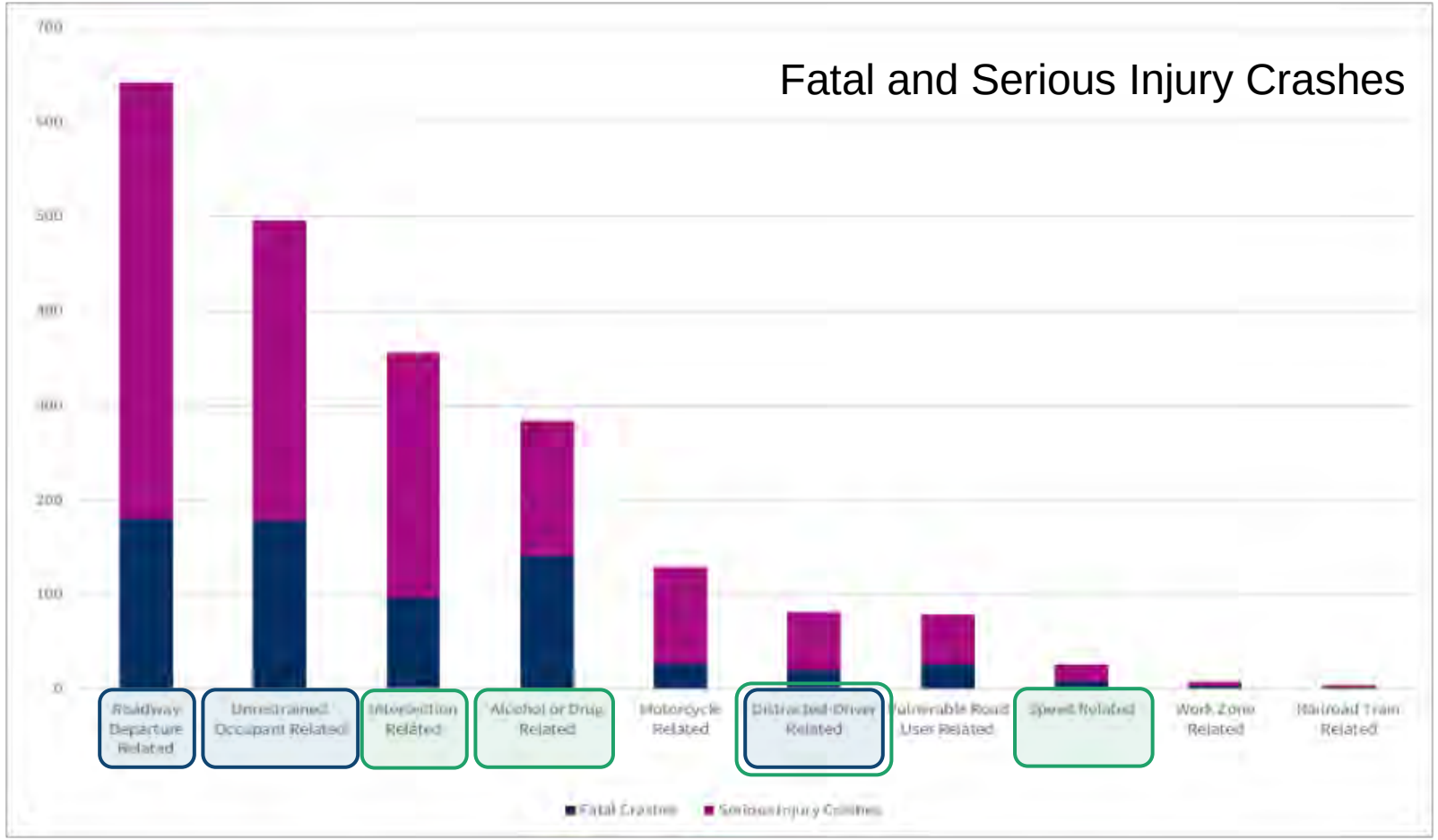
- Infrastructure maintenance
  - Poor roadway conditions
  - Narrow roadways
- Intersection improvements
  - Turn lanes
  - Unsafe unsignalized intersections
- Pedestrian and bicyclist safety
- Safe routes to school
- Speeding

https://arcg.is/1v1Pe00

PUBLIC SURVEY RESULTS

Emphasis Areas

- Roadway Departure
- Unrestrained Occupant
- Intersection Related
- Alcohol or Drug Related
- Distracted Driving
- Speed Related



= *Emphasis areas prioritized by task force*

= *Emphasis areas prioritized by survey respondents*

WHAT WE HEARD FROM YOU:

Proposed Key Emphasis Areas

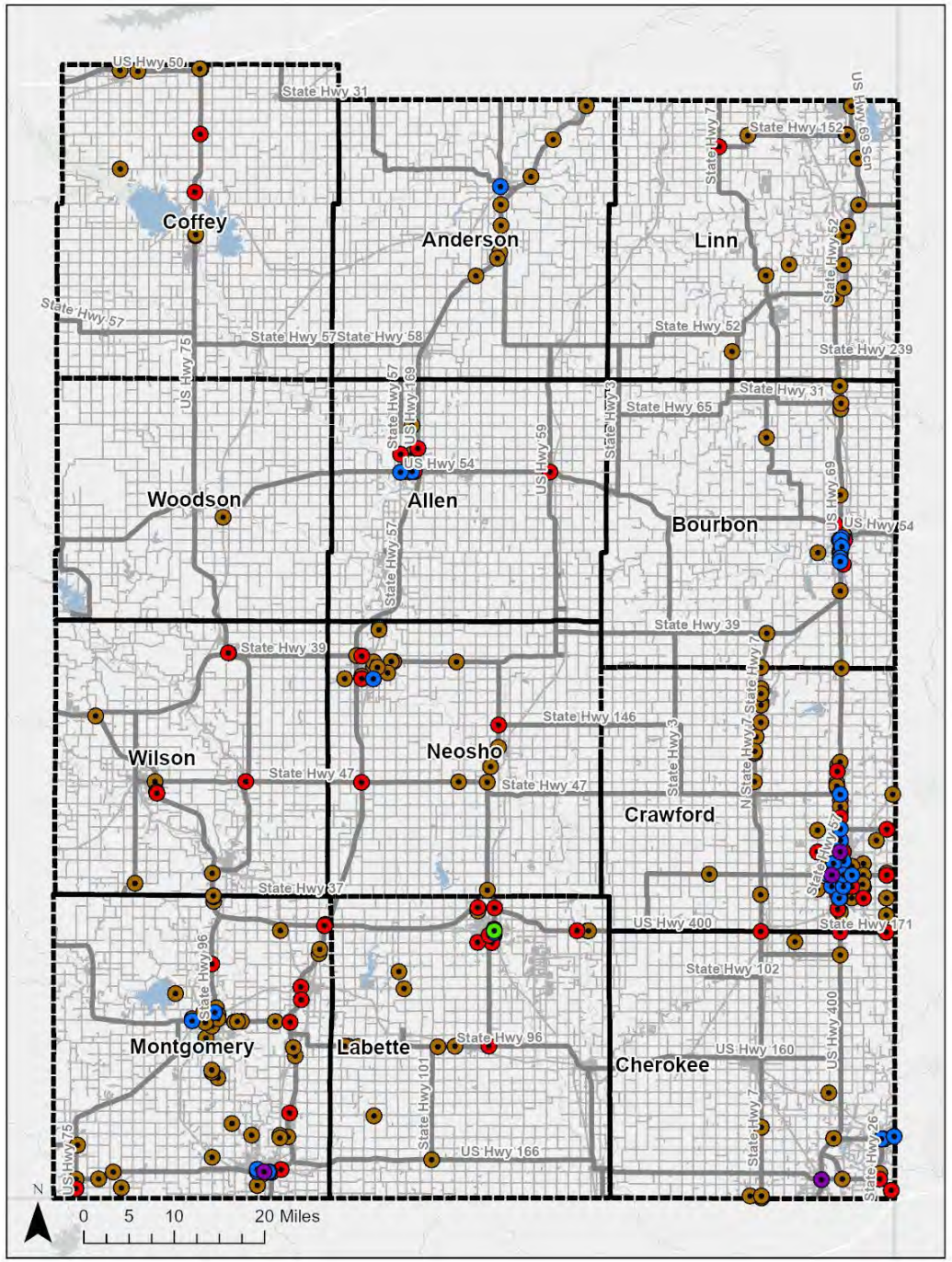
Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

LOCATION-BASED EMPHASIS AREAS

- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Specific cluster maps will be developed for each county
- Follow-up 1-on-1 meetings with county and/or city representatives



COUNTERMEASURE DISCUSSION

COUNTERMEASURES: *Roadway Departure*

Edgeline Treatment

Centerline Treatment

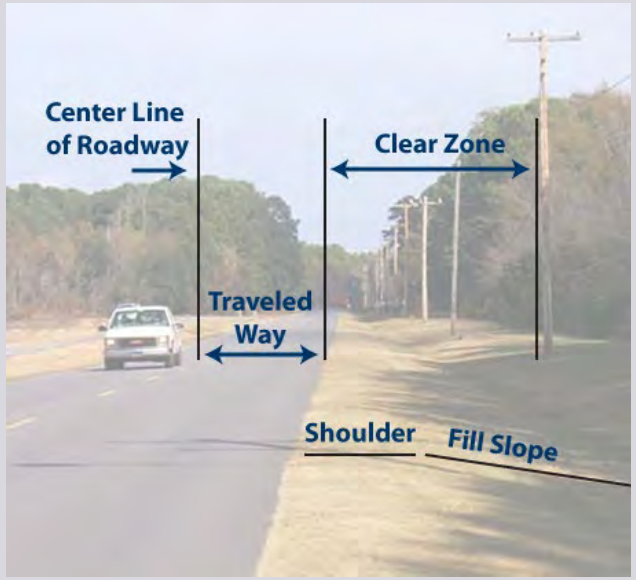
Curve Signage

COUNTERMEASURES: *Roadway Departure*

Post-Mounted Delineators

Delineate Roadside Hazards

Remove Fixed Objects in Clear Zone



COUNTERMEASURES: *Roadway Departure*

Improved Pavement Markings

2-Foot Shoulder

POLLING INSTRUCTIONS

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COUNTERMEASURES: *Signalized Intersection*

Signal Backplates with Retroreflective Borders

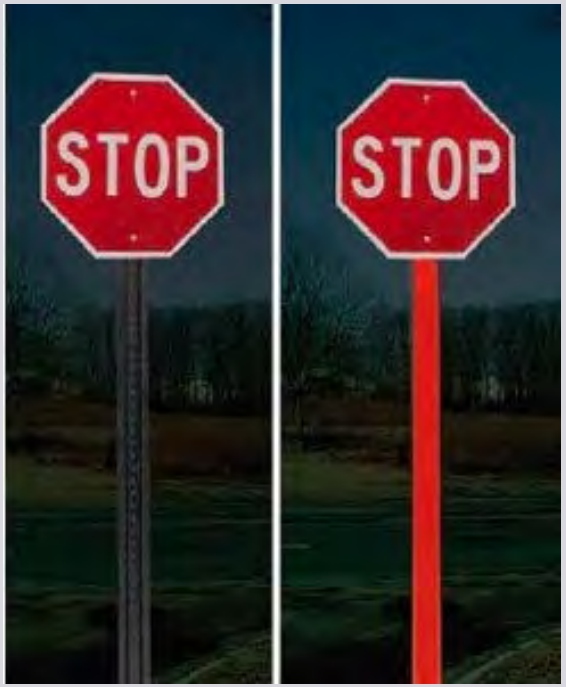
Protected Left Turns and Flashing Yellow Arrows

Improve Signal Phasing and Timing Plans

COUNTERMEASURES: *Unsignalized Intersection*

Install Flashing Beacons on Warning Signs

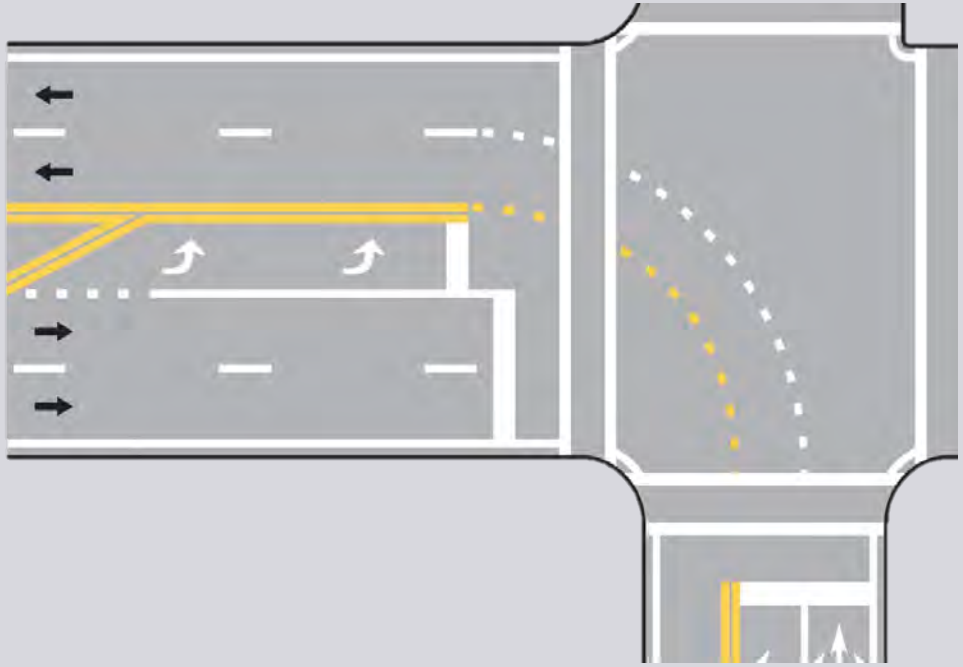
Install Retroreflective Strips on Warning Signs



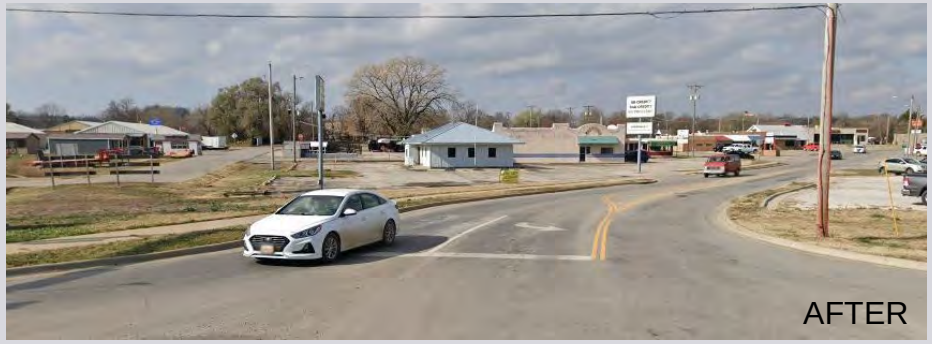
Rectangular Rapid Flashing Beacon (RRFB)

COUNTERMEASURES: *Intersections*

Pavement Markings



Access Control At Major Intersections



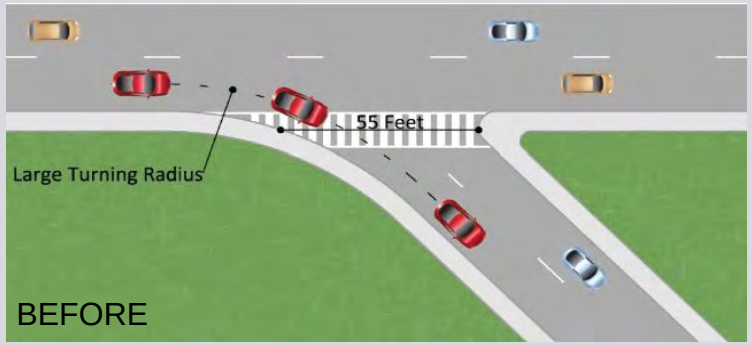
COUNTERMEASURES: *Intersections*

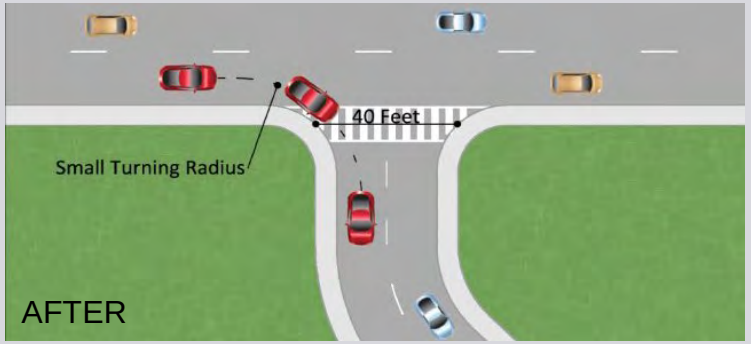
Install Dedicated Turn Lanes

Install Roundabout

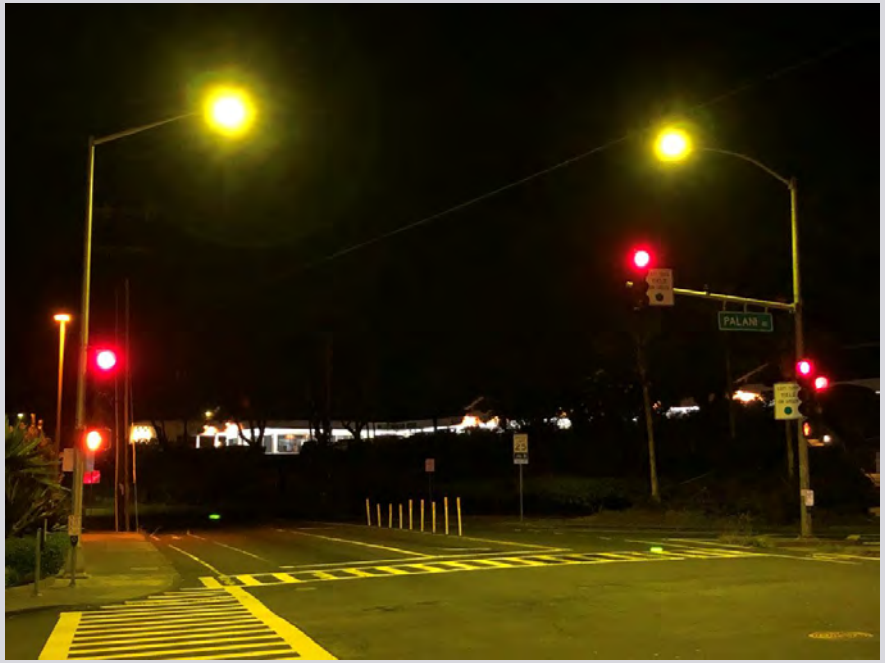
COUNTERMEASURES: *Intersections*

Improve Intersection Geometry





Install Street Lighting



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Or use the QR code!

COUNTERMEASURES: *Unrestrained Occupant*

Behavior Change Programs

Enforcement Communications and Outreach

POLLING INSTRUCTIONS

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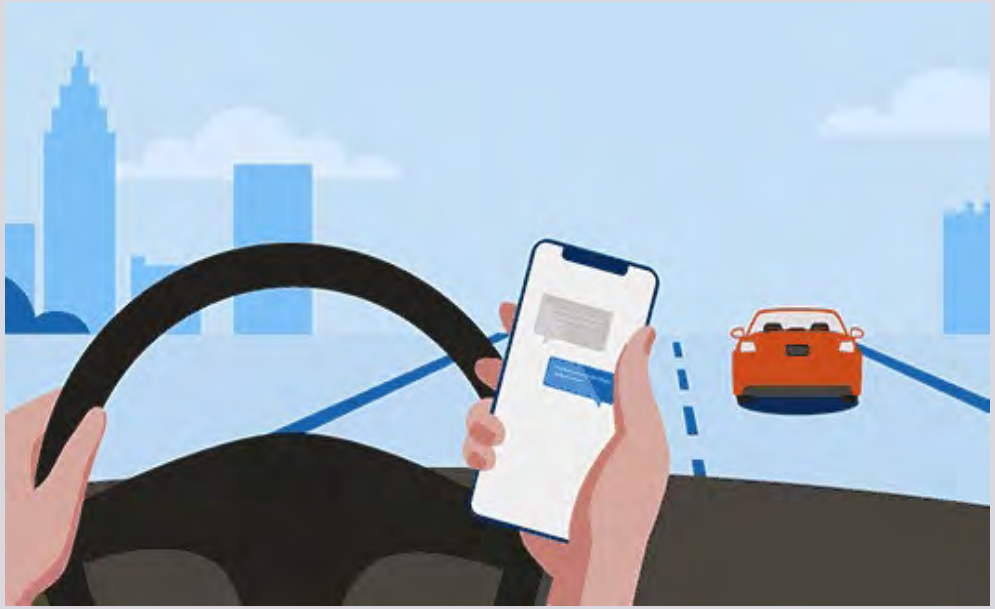
COUNTERMEASURES: *Distracted Driving*

High-Visibility Cell Phone/ Text Messaging Enforcement



Enforcement Communications and Outreach

POLLING INSTRUCTIONS

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COUNTERMEASURES: *Pedestrians*

Leading Pedestrian Intervals (LPIs)

Pedestrian Crossing Signals/ Hybrid Beacons

COUNTERMEASURES: *Pedestrians*

High Visibility Crosswalks

Vehicle Yield to Pedestrian Signage

Raised Crosswalks or Intersections

COUNTERMEASURES: *Pedestrians*

Curb Extensions and Refuge Islands

Access Control Through Medians

POLLING INSTRUCTIONS

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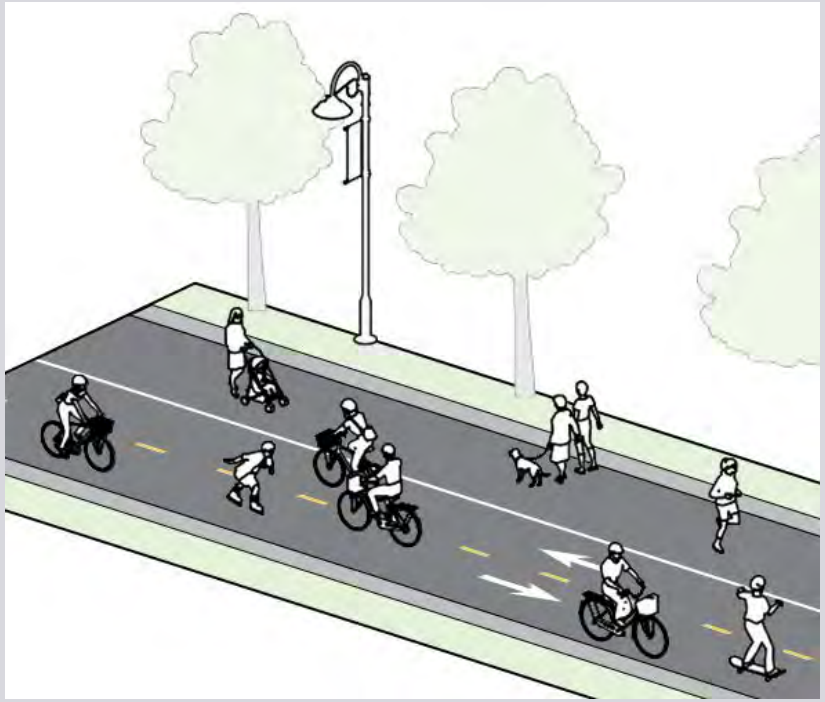
COUNTERMEASURES: *Bicyclists*

(Buffered) Bike Lanes

Shared Lanes

COUNTERMEASURES: *Bicyclists*

Multi-Use Paths



Cycle Tracks

POLLING INSTRUCTIONS

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COUNTERMEASURES: *Bicycle & Pedestrian*

Road Diet

Complete Street Design

COUNTERMEASURES: *Bicycle & Pedestrian*

Vulnerable Road User Education

Optimized Street Parking

COUNTERMEASURES: *Bicycle & Pedestrian*

Pedestrian Safety Zones

Safe Routes to School Program

POLLING INSTRUCTIONS

Go to:

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Enter your name, organization, and role.

Or use the QR code!

NEXT STEPS

- Follow-up 1-on-1 meetings: November and December 2024
- Public Open House in each county: January 2025
- Safety Task Force Meeting #3: January 23, 2025
  - Review draft recommendations
  - Discuss generalized vs. spot improvements
- Final Plans: February 2025
  - Monitoring funding cycle for SS4A Implementation Funds

THANK YOU!

Next Meeting: January 23, 2025

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #3

Date: April 24, 2025
Time: 10:30am - 12:00pm
Format: Memorial Building, 101 S. Lincoln, Chanute Kansas or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

Attendees
Carey Spoon, SEKRPC
Terry Weidert, Labette County
Chari Bauman, Coffey County
Cole Herder, City of Humboldt
Jenny Tatman, Coffey County
Chris Bauman, City of Neodesha
Janet Miller, Network Kansas
Jimmy Holt, City of Cherryvale
Gracie Myers, City of Cherryvale
Anthony Mersman, Anderson County
Bruce Blair, Crawford County
Bill Kavanaugh, Crawford County
Kris Marple, Wilson County
Jessica Mills, Anderson County
Vickie Moss, Thrive Allen County
Paul Westhoff, Neosho County
John Brocker, Allen County
Brandon Beurskens, Montgomery County (online)
Eric Bailey, Bourbon County (online)

Consultant Team
Deanne Winkelmann, TranSystems
Payton Smith, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Nicole Hood, TranSystems (online)
Matt Davis, TranSystems (online)
Taylor Cunningham, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Emily Pietrantone, Kimley-Horn (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)
Rachel Thomas, Wilson & Company (online)
Brian Ortiz, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Review of the project format with three consulting firms working together. Explanation of the Safe System Approach, Vision Zero, and the role of the Safety Task Force and public input via meetings and survey.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Draft versions of the 12 CSAPs will be sent out in May. Funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Crash Data Summary

- The three priorities from the Safety Task Force (STF) input were shown: Roadway Departures, Unrestrained Occupants, and Distracted Driving.
- Hotspot locations were categorized as signalized intersections, unsignalized intersections, vulnerable road users (VRUs), roadway departures, and speed related. Follow-up one-on-one meetings were held with various officials from each of the 12 counties to identify new and confirm known hotspot locations.

Public Engagement Summary

- The public survey generated 899 total responses. The majority of responses were from Montgomery County. The areas of emphasis identified in the survey were Distracted Driving, Speed, and Intersections. Importance of using tax dollars for intersection improvements, enforcement strategies, and traffic enforcement was identified in the survey responses. The survey was open from late 2024 until mid-April 2025.
- Open house public meetings were held in each county. Personal discussions were held as members of the public identified areas of concern in their county. The colored dots on specific locations and their suggestions were noted. Examples of public comments included the lack of adequate sidewalks, especially near schools, specific crash locations, roadway and infrastructure characteristics that need improvement, and lack of lighting in some areas.
- In summary, the public meetings and survey reinforced findings from the crash data analysis. The data showed emphasis needs in Roadway Departures, Intersections, and Unrestrained Occupants plus other areas to review include VRUs, Distracted Driving, and Alcohol/Drug-related crashes.

Project Types

- Each county will be provided with a potential project list that addresses hotspots and emphasis areas. Many align with those identified in previous studies such as Local Road Safety Plans (LRSP) and other comprehensive studies.

- Valuable input was also received from county sheriffs and other law enforcement agencies, county officials, and the public.
- Some on the list have a blend of jurisdictions. Where local and state routes intersect are common areas of concern and will require discussions with the Kansas Department of Transportation (KDOT).
- Examples of specific projects plus short-term and long-term solutions:
    - Roadway departures in Crawford County east of Pittsburg
    - Roadway departures in Wilson County
    - Signalized intersections in Mongomery County
    - Unsignalized intersections in Montgomery County
    - VRUs in Anderson County
    - USBR / KDOT bike routes

Policy Recommendations

- Advocate via regional coalitions (i.e. US-169 Corridor).
- Update design policies and incorporate safety into maintenance programs and projects.
- Enforcement campaigns for behavioral changes including Seat Belts for Everyone (SAFE) and other saturation enforcement programs.

Next Steps

- Project team representative will share each county's specific projects sheets in the next 1-2 weeks.
- Draft Safety Action Plans are nearing completion. Each county will receive a draft plan for review in May.
    - Anderson, Allen, Neosho, and Labette counties are in the last cycle of the LRSP program and the project team aligning those efforts with the Safety Action Plans. Therefore, project sheets and draft plans for those four counties may be on a slightly slower timeline to finalize.
- A resolution adopted by local governments supporting Vision Zero is required for future Federal project funding. The project team will provide draft resolutions to each county.
- The current SS4A funding cycle has a submittal deadline of June 26, 2025. Another funding cycle will occur next year and is anticipated in March 2026.
- Other funding opportunities include Kansas Infrastructure Hub, Highway Safety Improvement Program (HSIP), Safe Routes to Schools, and partnering with community health organizations.

Carey Spoon (SEKRPC) commented that counties should identify their pet projects and work on passing the Vision Zero resolution.

Deanne Winkelmann (TranSystems) stated that Safety Action Plans can be accelerated if a county is planning to pursue SS4A implementation funds this cycle. Please notify us if this is the case for your jurisdiction.

Questions

- **Who will receive the draft report to review?** County Public works directors, Safety Task Force members, and larger city representatives. We will include Commissioners on the SEKRPC Board.
- **What does funding look like in Kansas this year?** Kansas has a local matching program that tries to help with up to 20% of the local match if certain criteria is met. It helps if applications are multi-jurisdictional and possibly within identified equity areas.
- **Regarding the federal SS4A program, has there been a shift in funding or eligibility?** There is an increased set-aside of funding in rural funds and less of an emphasis on equity.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #3

April 24, 2025

AGENDA

- Welcome and Introductions
- Safe Systems Approach
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

INTRODUCTIONS

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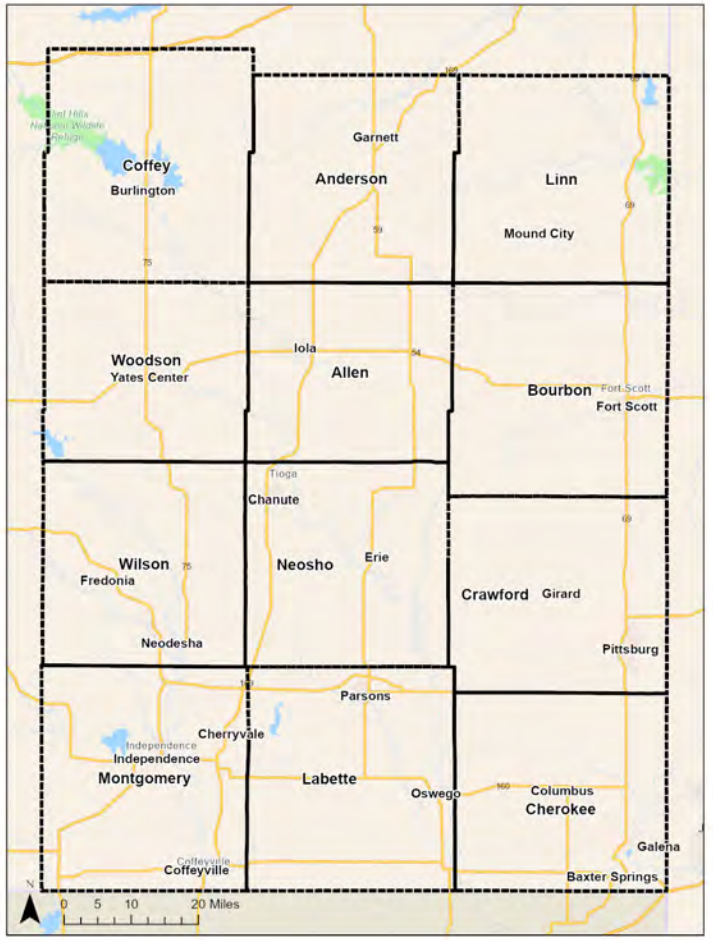
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



SAFE SYSTEM APPROACH

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  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public input helps guide study outcomes

PLAN TO ACTION

Planning Grant

Implementation Grant

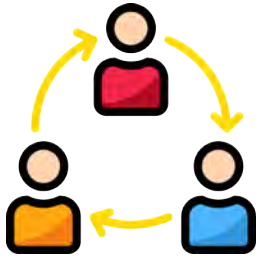
Data Analysis

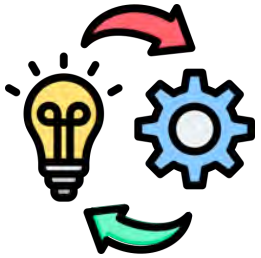
Public Engagement

Strategy and Actions

Projects and Policies

Advance Implementation

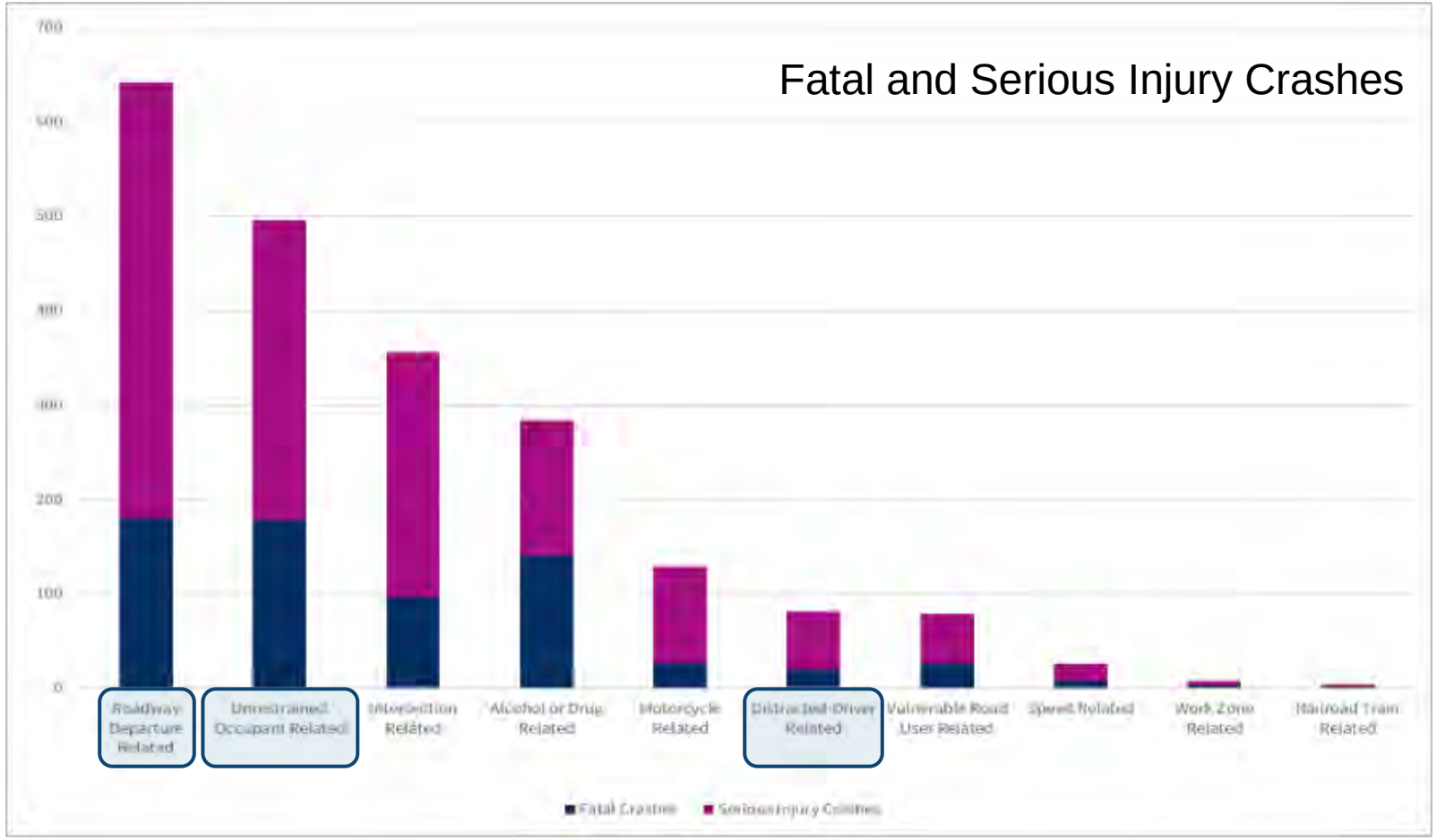




We are here!

CRASH DATA: Emphasis Areas

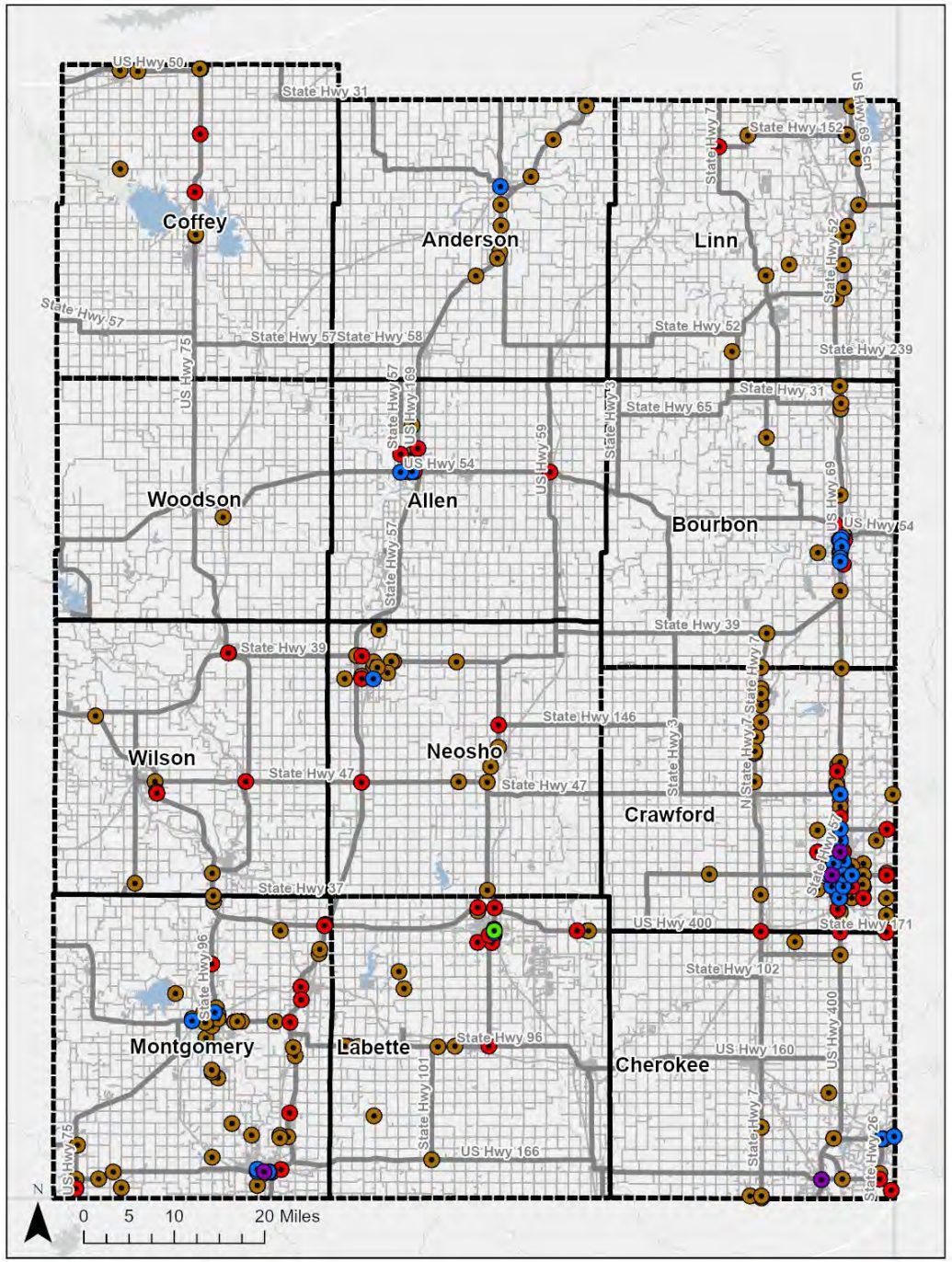
- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

CRASH DATA: Hotspot Locations

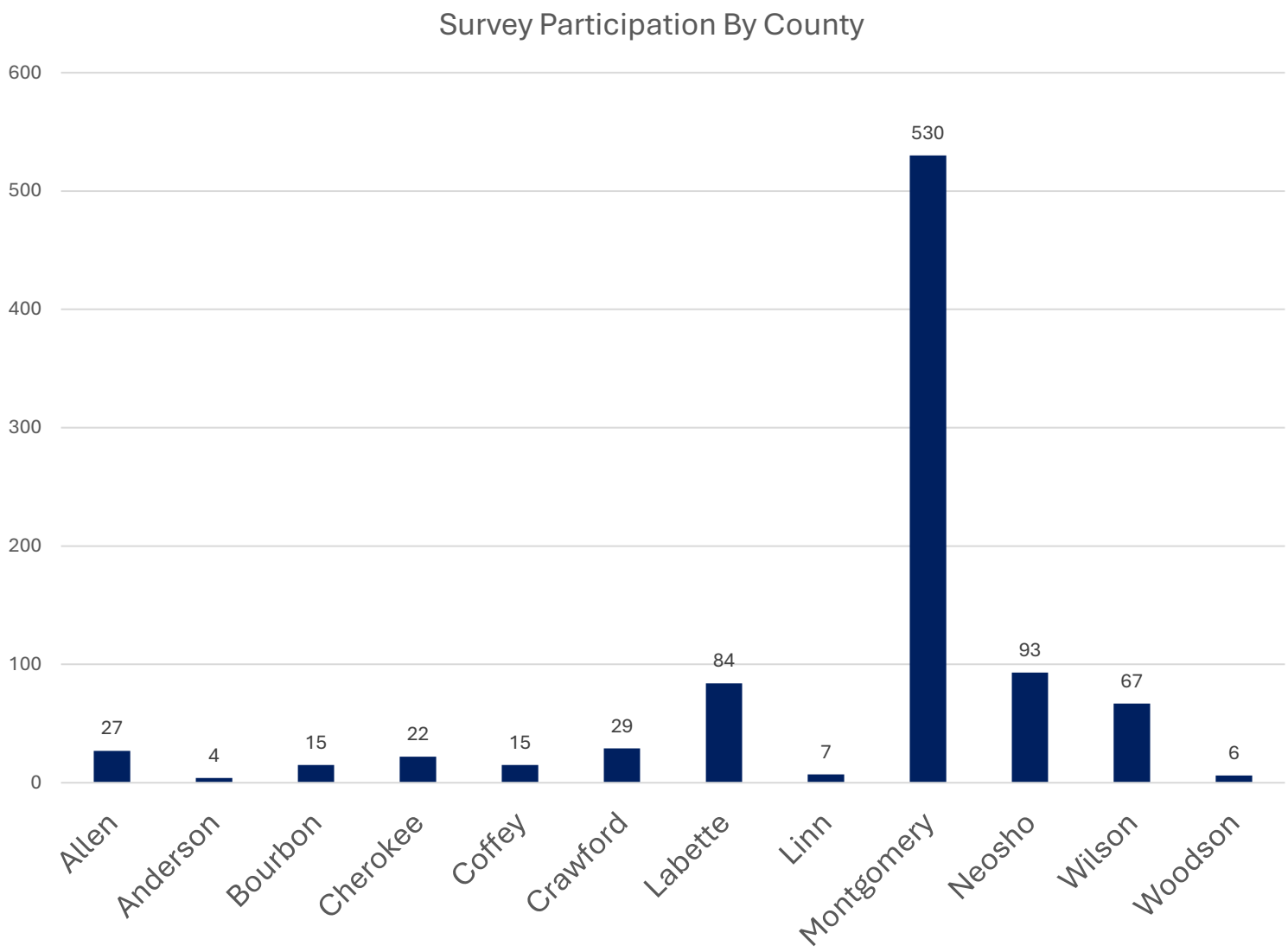
- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Follow-up 1-on-1 meetings with county and/or city representatives



PUBLIC INPUT: Survey Results

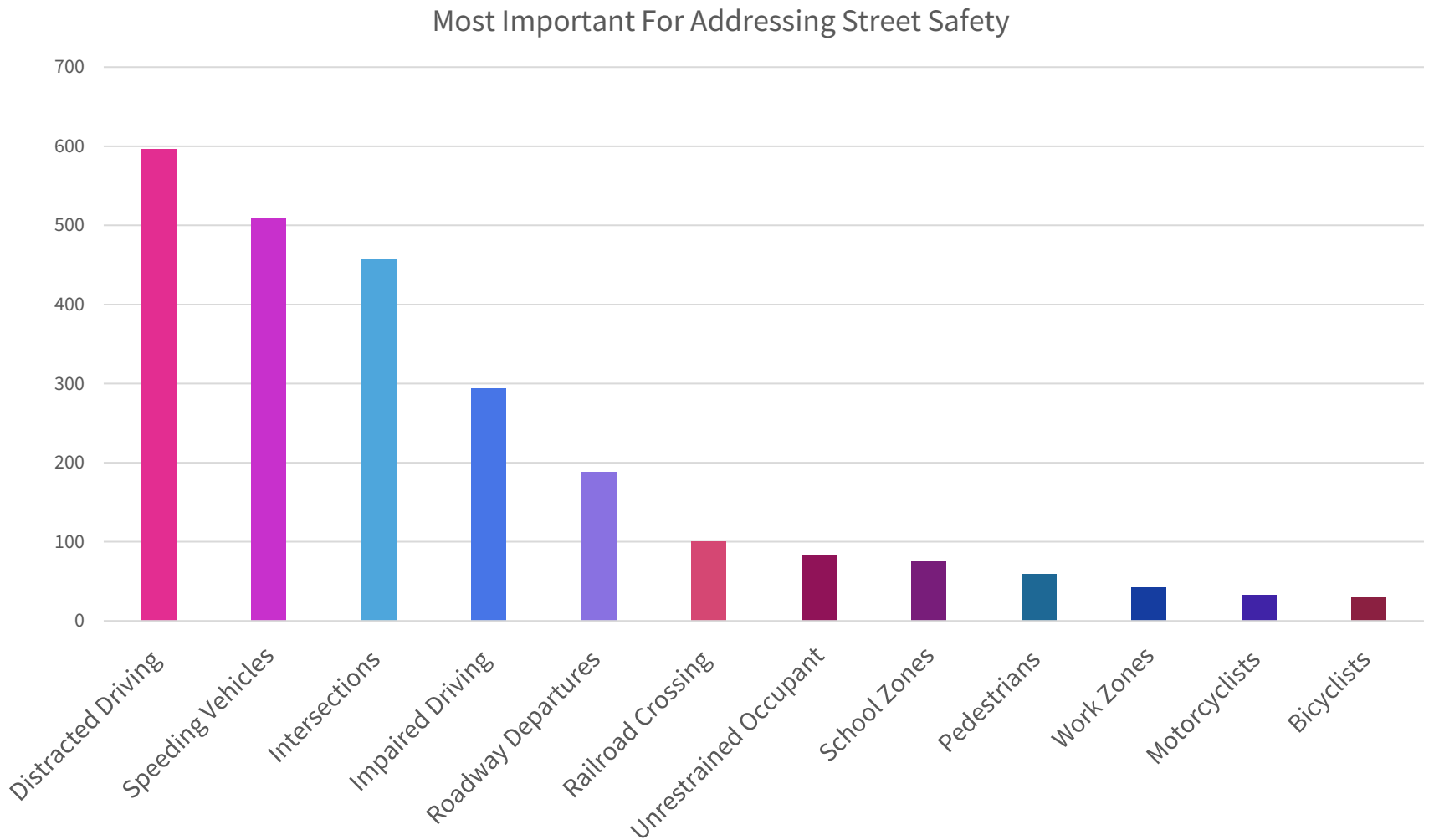
- Press release and survey were sent to the Safety Task Force and an extended stakeholder list for greater promotion
- 899 total survey responses

Survey Respondents By County



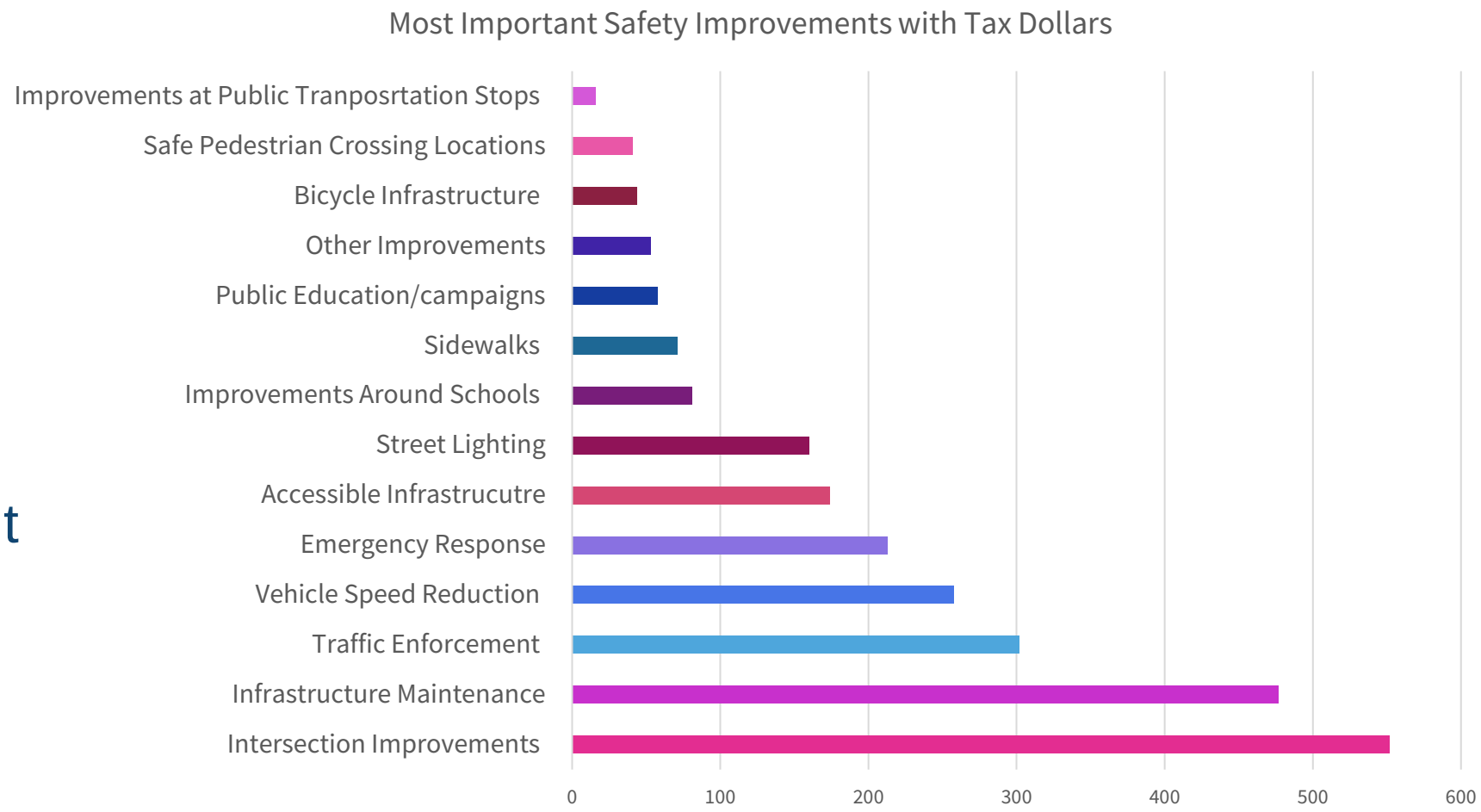
PUBLIC INPUT: Emphasis Areas

- Public Survey Input
  - Distracted Driving
  - Speeding Vehicles
  - Intersections



PUBLIC INPUT: Safety Improvements

- Public Survey Input
  - Intersection Improvements
  - Infrastructure Maintenance
  - Traffic Enforcement

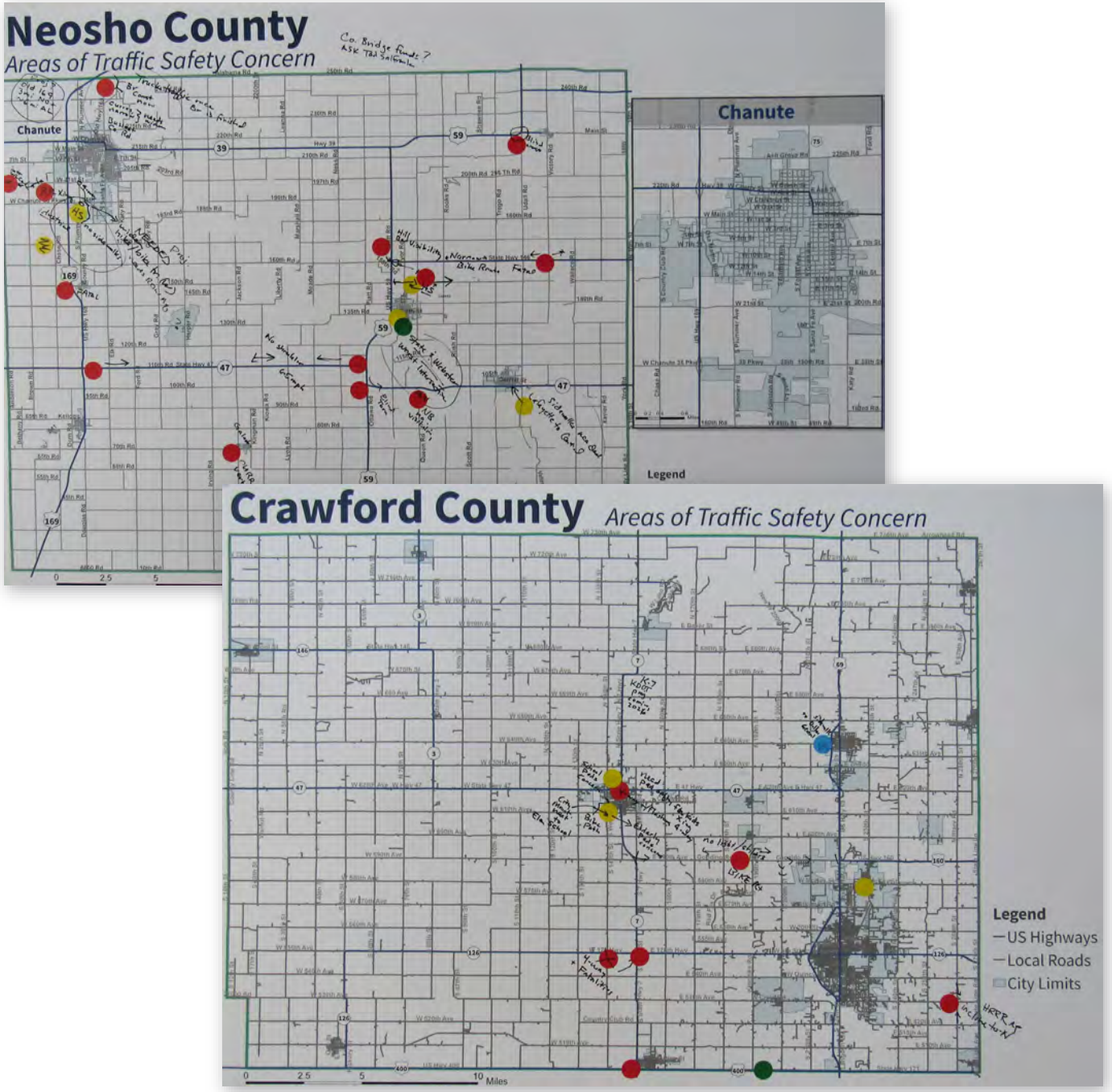


PUBLIC INPUT: Public Meetings

- 12 Public Open House meetings held from February to April 2025.
- Gather feedback through public comment cards and mapping activity.

PUBLIC INPUT: Public Meetings

- Public Feedback and Safety Concerns
  - VRU safety (bicycle and pedestrian facilities, school zones)
  - State highway system and intersections
  - Guardrails, narrow shoulders, visibility and lighting concerns



SUMMARY

Proposed Key Emphasis Areas

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	●
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

PROJECTS AND POLICIES

PROJECT TYPES

- Prioritization Methodology
  - Key Emphasis Area
  - Crash Hotspot on Heat Map
  - Identified in Related Document (ex: LRSP)
  - Local Priority from Stakeholder Interview
  - Public Input
  - Consideration for Local vs. State Routes
- Project Type Examples
  - Roadway Departure
  - Signalized and Unsignalized Intersections
  - Vulnerable Road Users (VRU)

PROJECT TYPE: Roadway Departure

Project	S. 260th Street
Limits	US-160 to K-126 (4.0 miles)
Location	Crawford County
Short-Term	Delineate roadside hazards Install edge/center rumble strips
Long-Term	Install 2-foot paved shoulders Flatten and widen foreslopes Install/upgrade guardrail Extend culverts Consider KDOT intersections

PROJECT TYPE: Roadway Departure

Project	New Albany Road
Limits	Decatur Road to Mill Street (0.1 miles)
Location	Wilson County
Short-Term	Add pavement markings Install edge/center rumble strips Improve curve warning signage Add post-mounted delineators
Long-Term	Add aggregate shoulder Add transverse rumble strips Improve curve superelevation

PROJECT TYPE: Signalized Intersection

Project	8th Street & Buckeye Street
Limits	Intersection
Location	Montgomery County (Coffeyville)
Short-Term	Install high-visibility backplates Add high-visibility pavement markings Add crosswalk markings
Long-Term	Upgrade traffic signals Reconfigure traffic signal with Leading Pedestrian Intervals (LPIs)

PROJECT TYPE: Unsignalized Intersection

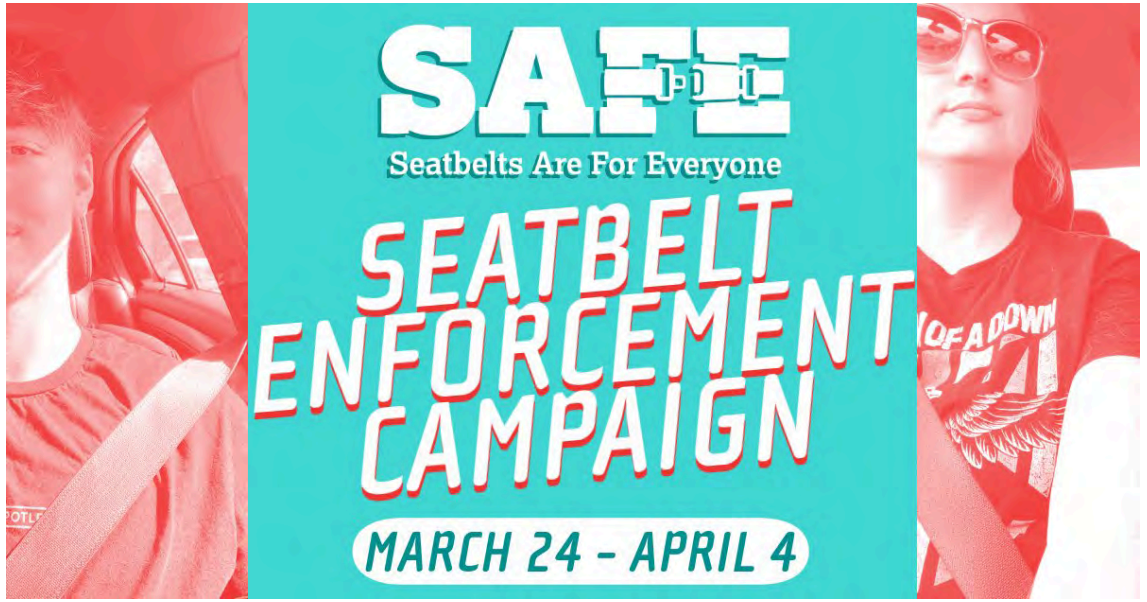
Project	4700 Road & 1450 Road
Limits	Intersection
Location	Montgomery County
Short-Term	Update signage Add retroflective strips to sign posts Upgrade pavement markings
Long-Term	Reconstruct intersection

PROJECT TYPE: Vulnerable Road Users

Project	Prairie Spirit Trail Crossings
Limits	4th Avenue & Main Street
Location	Anderson County (Garnett)
Short-Term	Increase signage Upgrade crosswalk markings Add pedestrian crossing signal
Long-Term	Reconfigure roadway to reduce crossing width

POLICIES

- Advocate with Regional Coalitions
  - US-169 in Anderson, Allen, Neosho, Labette, and Montgomery counties
- Update Design Policies
- Incorporate Safety into Maintenance Programs
- Enforcement Campaigns for Behavioral Changes

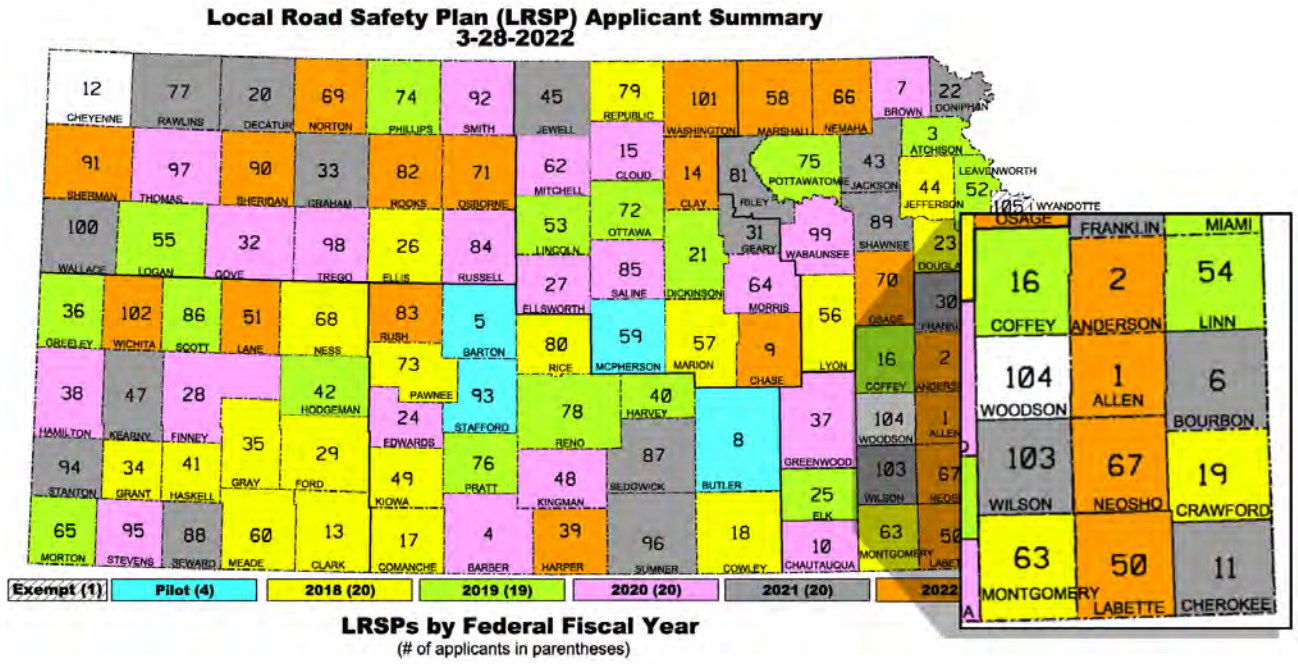


NEXT STEPS

NEXT STEPS: Draft Plans

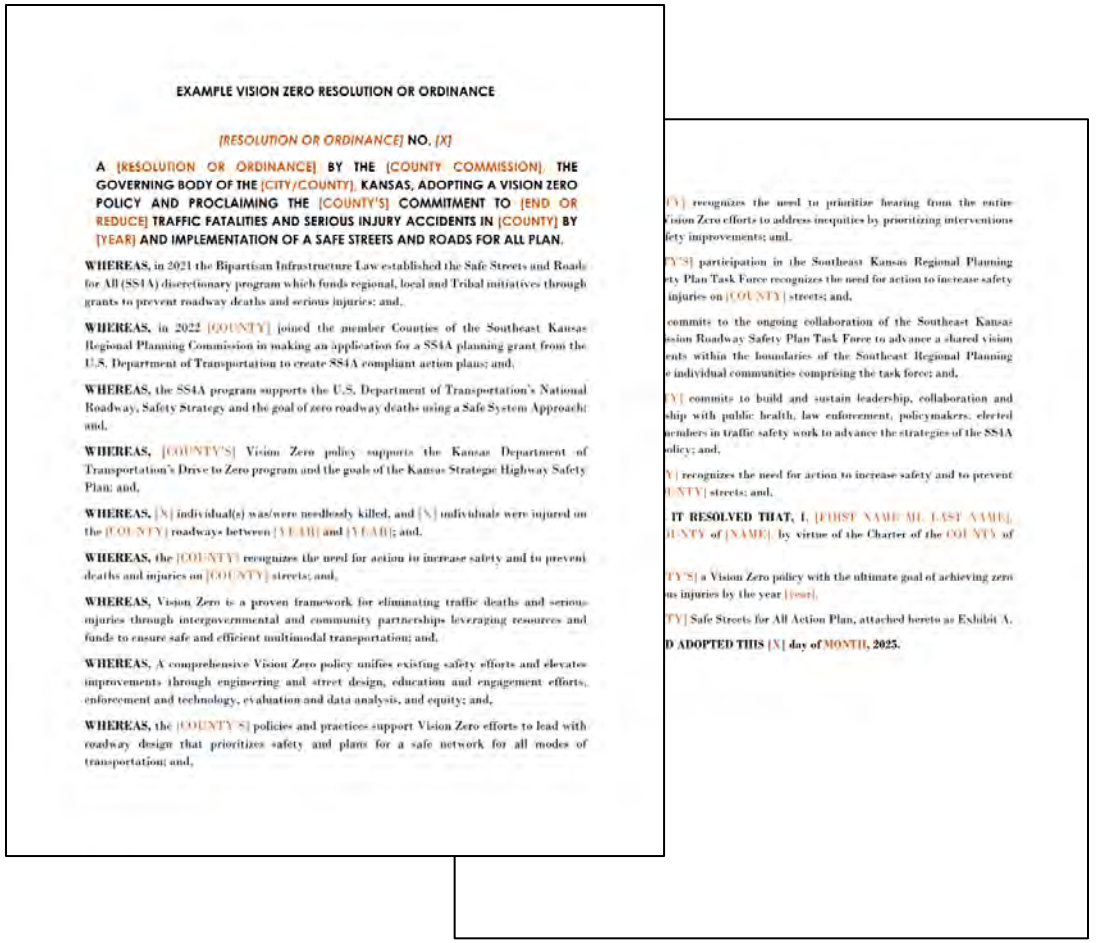
- Priority Projects: A project team representative will contact each county in the next 1-2 weeks to share your draft project list.

- Safety Action Plans
  - Draft plans will be completed in May and sent for review.
  - Efforts are being aligned in counties with an active LRSP project.



NEXT STEPS: Vision Zero Resolution

- Regional commitment to the goal of zero roadway fatalities and serious injuries
- Vision Zero Resolution
  - Percentage reduction goal by a specific date
  - Target date for achievement of zero roadway fatalities and serious injuries



EXAMPLE VISION ZERO RESOLUTION OR ORDINANCE

[RESOLUTION OR ORDINANCE] NO. *[X]*

A [RESOLUTION OR ORDINANCE] BY THE [COUNTY COMMISSION], THE GOVERNING BODY OF THE [CITY/COUNTY], KANSAS, ADOPTING A VISION ZERO POLICY AND PROCLAIMING THE [COUNTY'S] COMMITMENT TO [END OR REDUCE] TRAFFIC FATALITIES AND SERIOUS INJURY ACCIDENTS IN [COUNTY] BY [YEAR] AND IMPLEMENTATION OF A SAFE STREETS AND ROADS FOR ALL PLAN.

WHEREAS, in 2021 the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program which funds regional, local and Tribal initiatives through grants to prevent roadway deaths and serious injuries; and,

WHEREAS, in 2022 [COUNTY] joined the member Counties of the Southeast Kansas Regional Planning Commission in making an application for a SS4A planning grant from the U.S. Department of Transportation to create SS4A compliant action plans; and,

WHEREAS, the SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and the goal of zero roadway deaths using a Safe System Approach; and,

WHEREAS, [COUNTY'S] Vision Zero policy supports the Kansas Department of Transportation's Drive to Zero program and the goals of the Kansas Strategic Highway Safety Plan; and,

WHEREAS, [X] individual(s) was/were needlessly killed, and [X] individuals were injured on the [COUNTY] roadways between [YEAR] and [YEAR]; and,

WHEREAS, the [COUNTY] recognizes the need for action to increase safety and to prevent deaths and injuries on [COUNTY] streets; and,

WHEREAS, Vision Zero is a proven framework for eliminating traffic deaths and serious injuries through intergovernmental and community partnerships leveraging resources and funds to ensure safe and efficient multimodal transportation; and,

WHEREAS, A comprehensive Vision Zero policy unifies existing safety efforts and elevates improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis, and equity; and,

WHEREAS, the [COUNTY'S] policies and practices support Vision Zero efforts to lead with roadway design that prioritizes safety and plans for a safe network for all modes of transportation; and,

[Y] recognizes the need to prioritize hearing from the entire Vision Zero efforts to address inequities by prioritizing interventions fety improvements; and.

Y'S] participation in the Southeast Kansas Regional Planning ty Plan Task Force recognizes the need for action to increase safety injuries on [COUNTY] streets; and,

commits to the ongoing collaboration of the Southeast Kansas sion Roadway Safety Plan Task Force to advance a shared vision ents within the boundaries of the Southeast Regional Planning e individual communities comprising the task force; and,

Y] commits to build and sustain leadership, collaboration and ship with public health, law enforcement, policymakers, elected mbers in traffic safety work to advance the strategies of the SS4A olicy; and,

] recognizes the need for action to increase safety and to prevent UNTY] streets; and,

IT RESOLVED THAT, I, [FIRST NAME MI. LAST NAME], UNTY of [NAME], by virtue of the Charter of the COUNTY of

TY'S] a Vision Zero policy with the ultimate goal of achieving zero us injuries by the year [year].

TY] Safe Streets for All Action Plan, attached hereto as Exhibit A.

D ADOPTED THIS [X] **day of** MONTH, **2025.**

NEXT STEPS: Implementation Funding

- Safe Streets and Roads for All (SS4A) Program
  - A Safety Action Plan and Vision Zero Resolution make you eligible
  - Deadline: June 26, 2025
  - Additional round of funding available in 2026 under the current federal infrastructure bill

- Use the Kansas Infrastructure Hub as a resource

- Other Funding Mechanics
  - High Risk Rural Roads (HRRR)
  - Highway Safety Improvement Program - Intersections (HSIP)
  - Safe Routes to School
  - Community Health programs

THANK YOU!

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Appendix D

Public Survey Results

Safe Streets for All

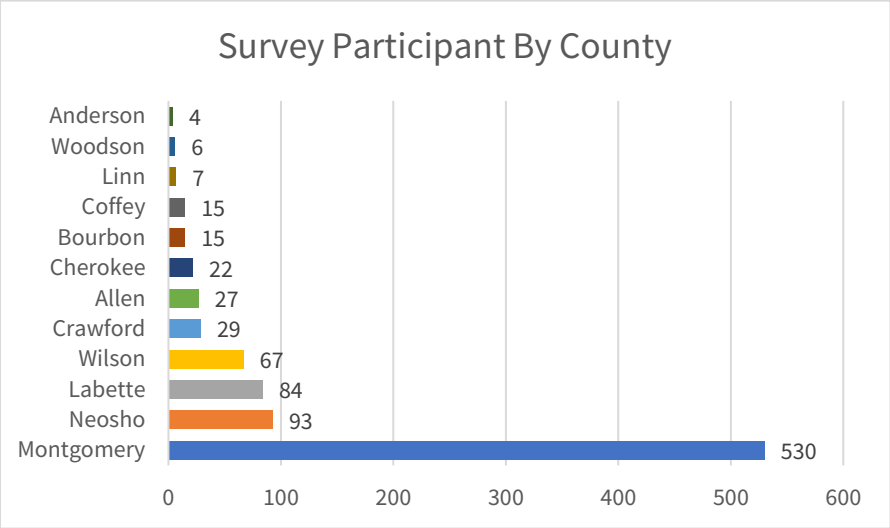
Southeast Kansas Comprehensive Safety Action Plan

Public Survey

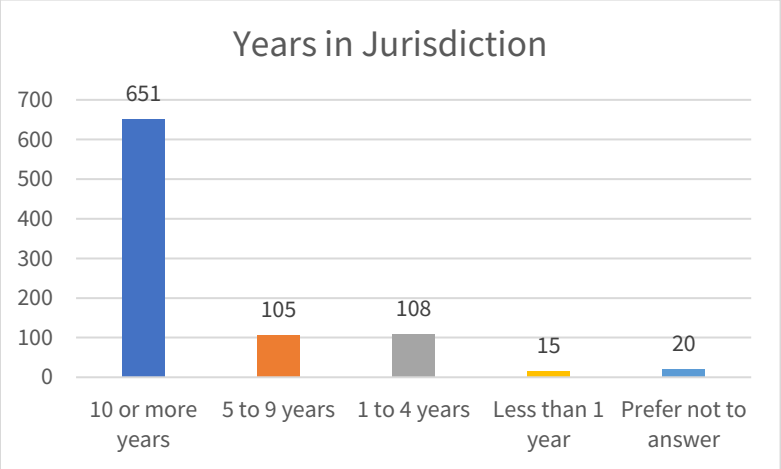
To gather greater community input, an online public survey was distributed throughout the 12-county region from October 2024 to April 2025, including distribution to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region and specific jurisdictions.

The survey was distributed through city and county websites, social media, and advertised at public engagement events. This approach ensured broad participation and diverse perspectives resulting in a total of 899 survey respondents from across the 12-county region.

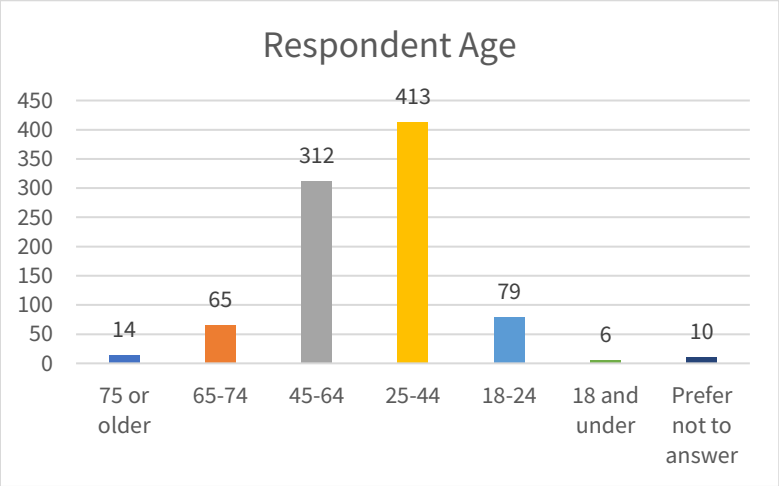
What county do you live in?



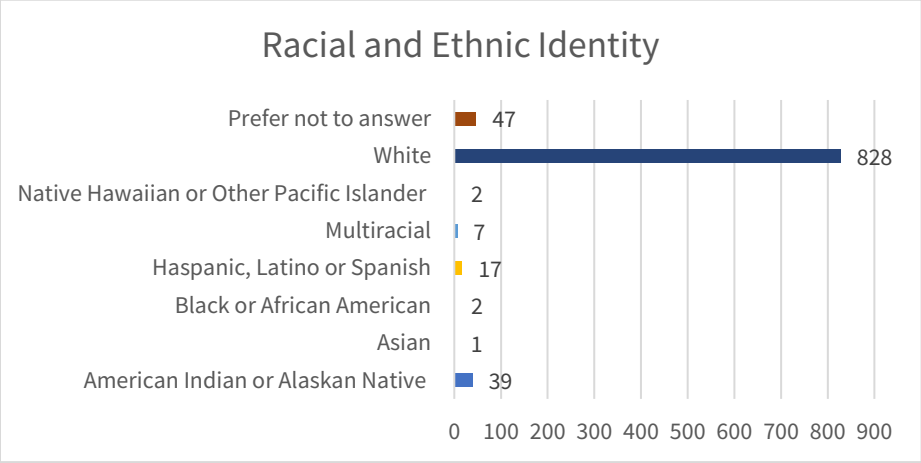
How long have you lived in your jurisdiction?



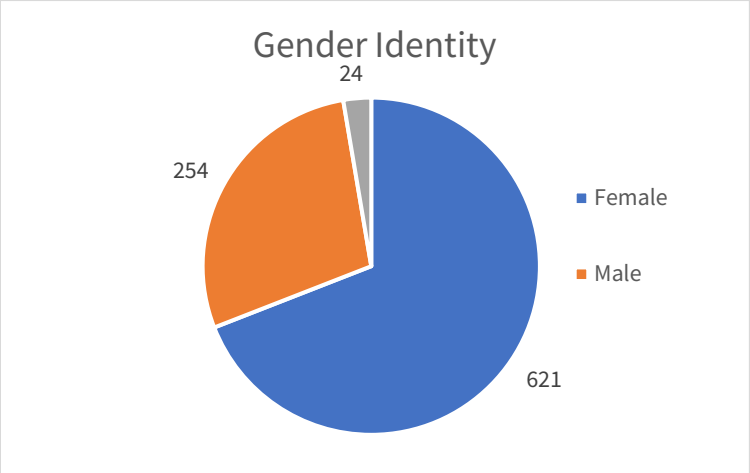
What is your age?



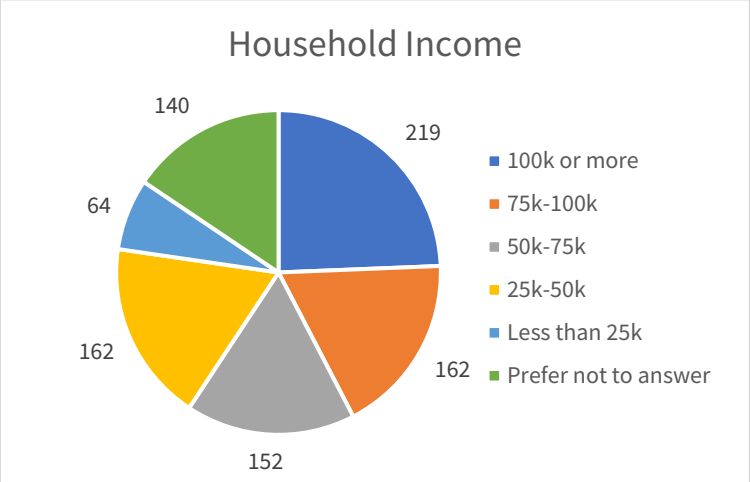
Select the racial or ethnic group with which you identify.



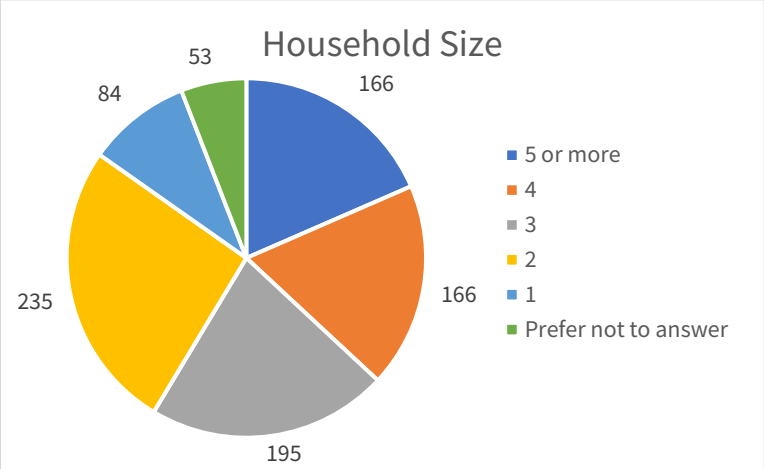
What is your gender identity?



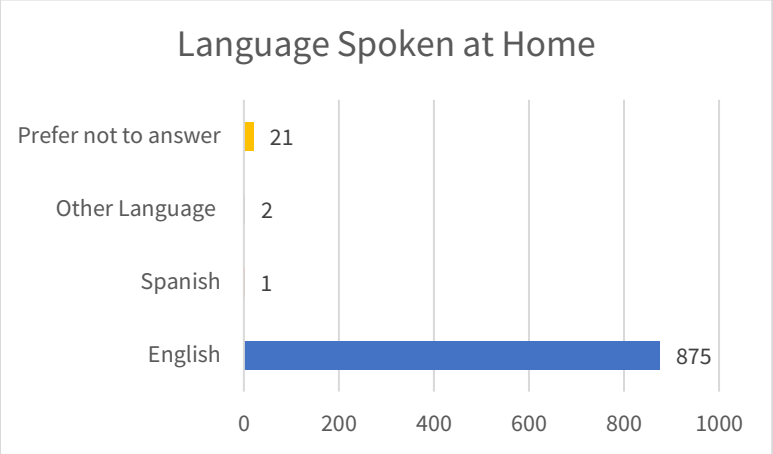
What is your household income?



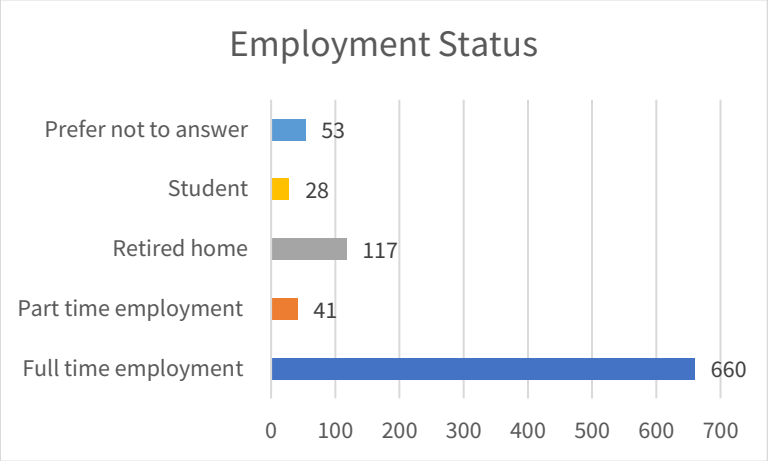
Including yourself, how many people live in your household?



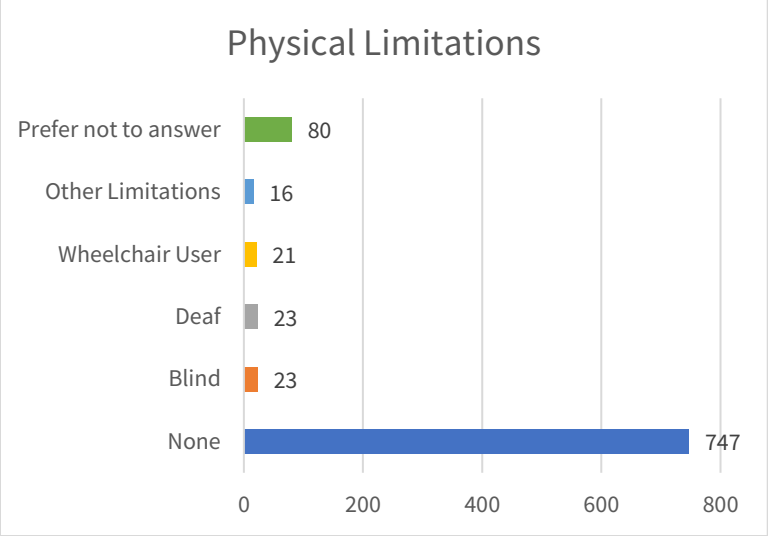
What is the primary language spoken at home?



Select the option that best fits your current occupation:

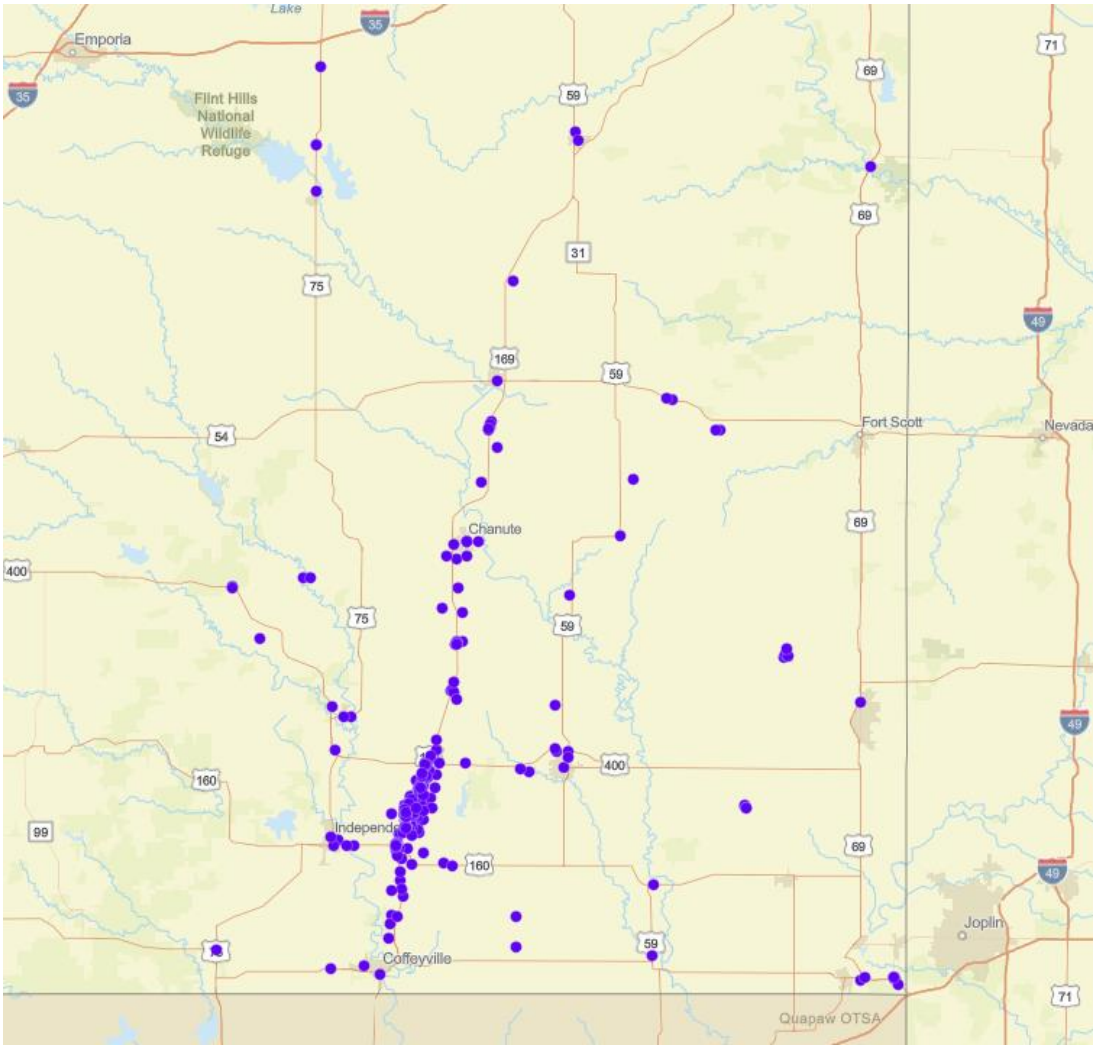


Do you have any physical limitations? (Select all that apply)

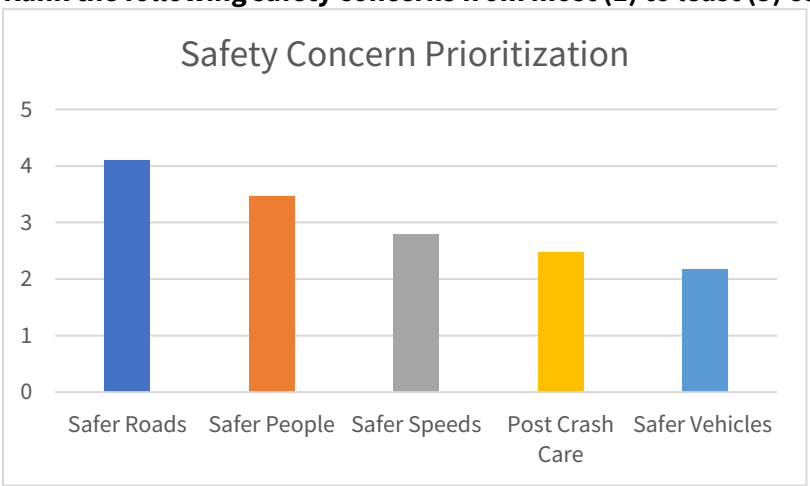


Mapping Activity

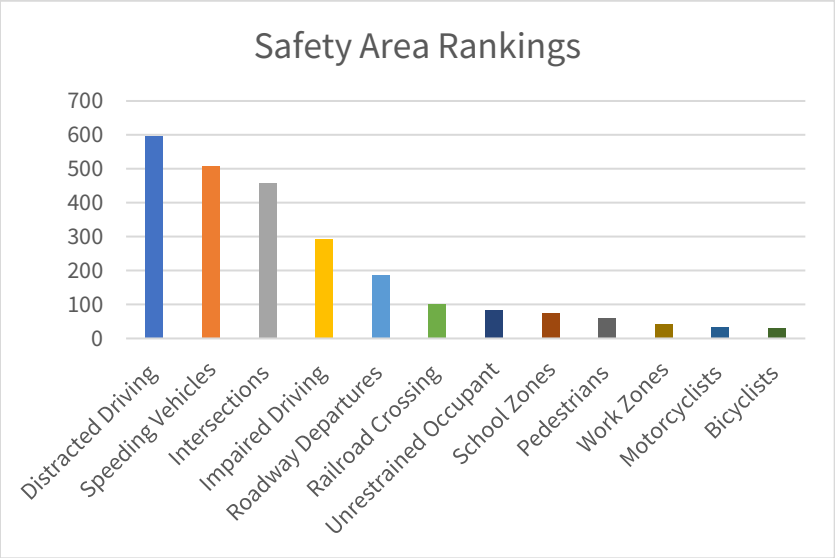
Each dot corresponds with a location-specific safety concern or comment.



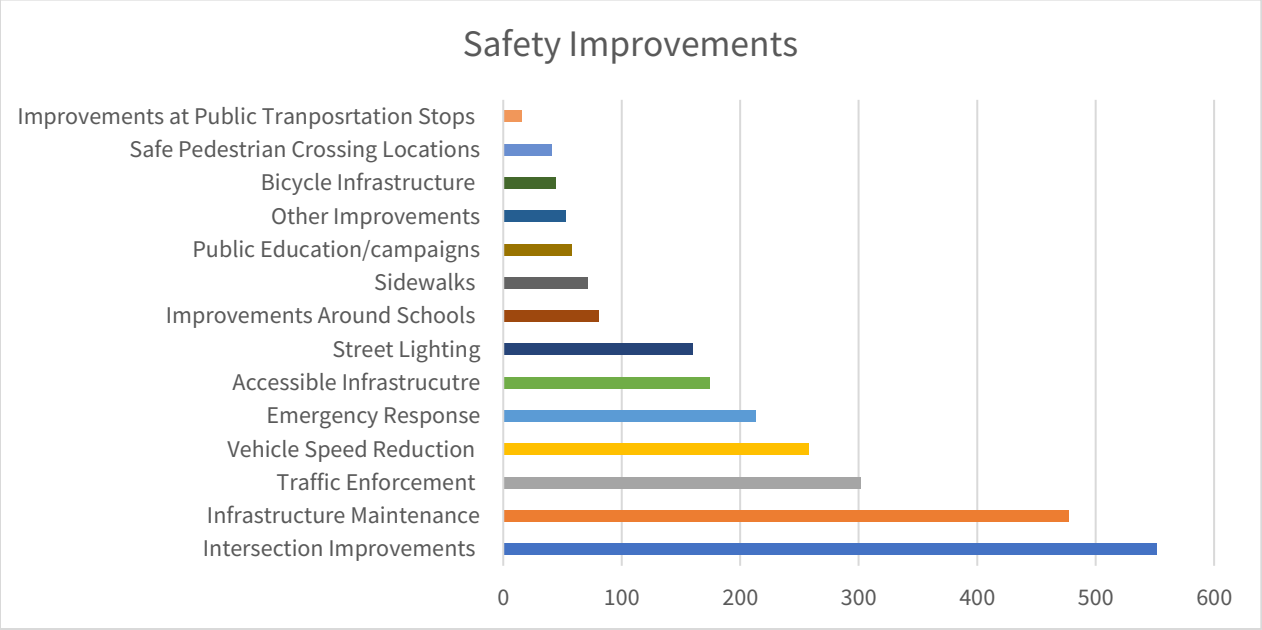
Rank the following safety concerns from most (1) to least (5) concerned.



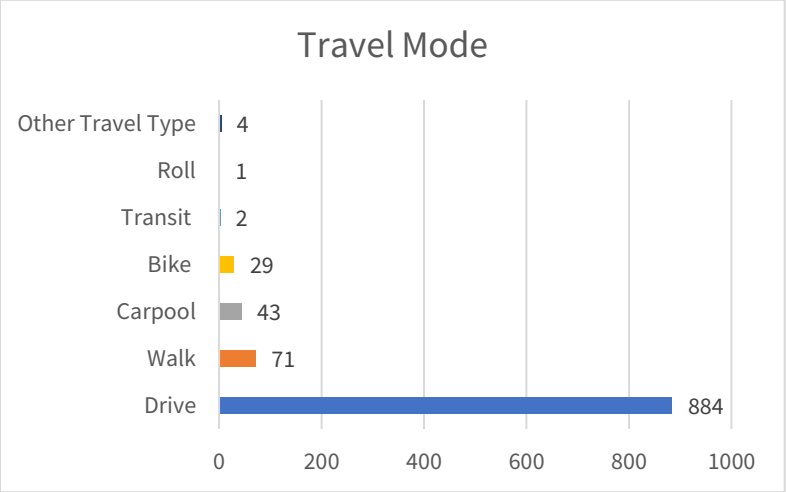
What safety areas are the most important to you in addressing street safety? (Select the top 3)



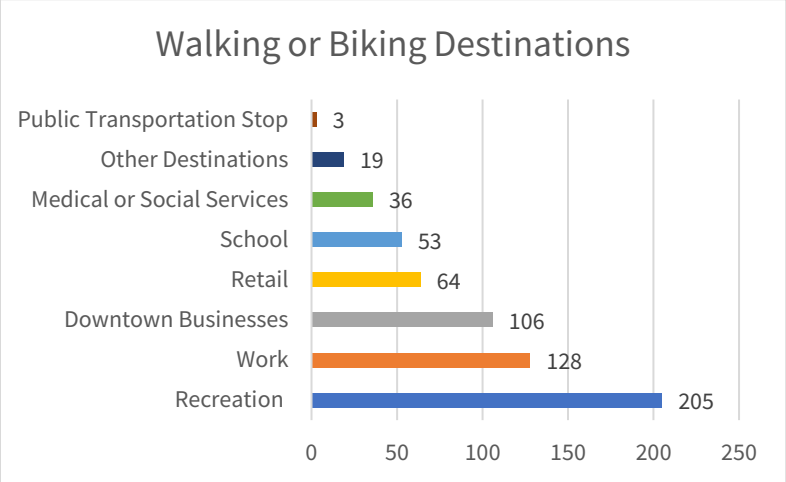
Pick the three most important safety improvements that your tax dollars help pay for, which affect your safety in the transportation system.



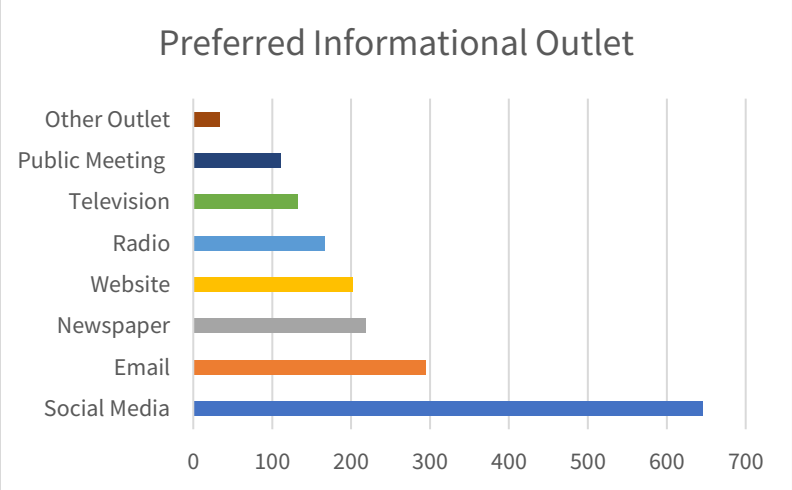
How do you usually travel in a typical week? (Select all that apply)



If you walk or bike in your jurisdiction, what is your destination?



What outlets would you prefer to receive transportation safety Information? (Select all that apply)



Appendix E

Countermeasures Toolbox

COUNTERMEASURES for moving toward Vision Zero goals

Intersections

Roundabouts

Roundabouts can safely and efficiently move traffic. They reduce vehicle speed, provide entry yield control, and minimize conflict points.

Consistent Yellow & All-Red Timings

Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.

Improved Geometry

Positive offset of left turn lanes, skew elimination, or sight distance improvements can decrease the number of crashes in an intersection.

Improved Signal Phasing/ Timing Plans

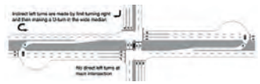
Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.

Reduced Conflict U-Turn (RCUT)

Cross-street traffic makes a right turn followed by a U-turn at a designated location—either signalized or unsignalized—to continue in the desired direction.

Median U-Turn (MUT)

Vehicles proceed through the main intersection, make a U-turn a short distance downstream, followed by a right turn at the main intersection.

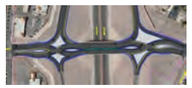


Turbo Roundabouts

Turbo roundabouts utilize different geometrics to address the conflicts associated with the common crash types in multilane roundabouts.

Diverging Diamond Interchange (DDI)

The crossing (or channelizing) of traffic on the crossroad to the left side between the ramp terminals is a variation of the diamond interchange.



Rectangular Rapid Flashing Beacon

Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.

Traffic Calming

Reduces vehicle speeds or volumes to improve quality of life by increasing the safety and comfort of walking and bicycling.

Backplates with Retroreflective Borders

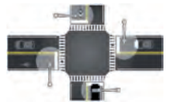
Backplates improve the visibility of a traffic signal with a controlled-contrast background. A 1-3 inch yellow retroreflective border makes it even more conspicuous.

Intersection Conflict Warning System

Drivers are informed of available gaps for turning or crossing. Vehicle detectors alert motorists of conflicting vehicles on an adjacent approach.

Street Lighting

At nighttime, lighting can be applied continuously along segments and at spot locations to increase visibility.



Flashing Beacons on Warning Signs

Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.

Dedicated Turn Lanes

Auxiliary turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.

Curves

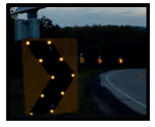
Advanced Warning Signs

Advanced warning signs around curves or other sight-limiting areas or where crash problems exist allow drivers time to make decisions based on changing conditions.

Install or Update Signage & Chevron Placement

Enhanced delineation and signage at horizontal curves can be implemented in advance of or within curves.

Speed Activated Flashers



Speed activated flashers on chevrons in a curve have shown huge decreases in crashes.

Retroreflective Strips on Signposts

Increasing the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increases viewability.

Superelevation Correction

Correcting and reshaping the roadway superelevation allows increased friction with the pavement.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Roadway Departures

Transverse Rumble Strips

Transverse rumble strips alert drivers to slow down, stop, or adjust to upcoming changes that may not be anticipated by an inattentive driver.

Clear Zones

These zones are unobstructed, traversable roadside areas that allow drivers to stop safely or regain control of a vehicle that has left the roadway.

High Friction Surface Treatment

Higher pavement friction helps motorists maintain better control in both wet and dry conditions.

Enhanced Signing & Delineation

Enhanced delineation treatments can alert drivers to upcoming curves, the direction and sharpness of the curve, and the appropriate operating speed.

Road Safety Audits (RSAs)

RSAs consider all road users, account for human factors and road user capabilities, are documented in a formal report, and require a formal response from the road owner.

6" Retroreflective Edgeline

Wider edge lines enhance the visibility of travel lane boundaries compared to traditional edge lines.

Flattening & Widening Foreslopes

Flattening and widening foreslopes allows a more recoverable slope and potentially can decrease the clear zone distance required.

Paved Shoulders

Paved shoulders allow better recovery for roadway departures and are often combined with edgeline rumble strips.

Median Barrier

Median barriers redirect vehicles striking either side of the barrier. They significantly reduce the number of cross-median crashes.

2' Paved Shoulder with Safety Edge

Eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.

6" Retroreflective Centerline

Wider centerlines enhance the visibility of travel lane boundaries compared to traditional edge lines.

On-Pavement Markings for Speed Control

Transverse pavement markings or chevrons placed progressively closer provide a visual illusion of increased speed causing drivers to slow down.

Post-Mounted Delineators

Improving curve delineations helps prevent roadway departures from the mainline pavement.

Improved Pavement Markings

Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.

Access Management

The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.

Longitudinal Rumble Strips

Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Pedestrians & Bicycles

Leading Pedestrian Intervals (LPI)

LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.

High-visibility Crosswalks

Patterns and reflective materials visible to both drivers and pedestrians from farther away, as well as lighting, signs, and pavement markings, improve visibility.

Vehicles Yield to Pedestrian Signage

Signage to increase driver awareness of high volume pedestrian movements works in a similar manner to LPIs.

Curb Extensions/Bulb Outs & Refuge Islands

These decrease the time pedestrians are in the roadway and increase pedestrian visibility.

Complete Streets/Designing for All Users

An approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people using them.

Pedestrian Crossing Signals

Pedestrians crossing signals allow traffic gaps to be forced by stopping traffic and allowing pedestrians to cross.

Raised Crosswalk/Raised Intersection/ Speed Table

These allow pedestrians to cross at grade with the sidewalk, reducing vehicle speeds and enhancing the pedestrian crossing environment.

Pedestrian Hybrid Beacons (PHB)

PHBs are traffic control devices that help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.

Multi-Use Paths

Shared-use paths supplement a system of on-road bike lanes, wide outside lanes, paved shoulders, and bike routes.

Shared Lane Markings

Sharrows are road markings that designate a space to be shared by both motorists and bicyclists.

Road Diet

A Road Diet reconfigures traditional four-lane undivided highways for improved safety, traffic calming, and better access for all road users.

Back-In Angle Parking

Back-in angle parking provides motorists with better vision of pedestrians, bicyclists, motor vehicles, and other road users as they exit a parking space and enter moving traffic.

Bike Lanes & Buffered Bike Lanes

Bike lanes can mitigate or prevent interactions between bicyclists and motor vehicles, and create a network of safer roadways for bicycling.

Bike Boulevards

Signs and pavement markings indicate that a roadway is intended as a shared, slow street, and reinforce the intention of priority for bicyclists along a given route.

Calibrated Bike Detection for Bike Lanes

Bicycle detection occurs either through the use of push buttons or by automated means. Inductive loop vehicle detection can be adjusted for bicycle metallic mass.

Access Control Through Medians

Management of the entry and exit points along a corridor can enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.

Cycle Tracks

Cycle tracks are bikeways that are at street level and use a variety of methods for physical protection from passing traffic.

Vulnerable Road User (VRU) Education

Share the Road programs aim to increase drivers' awareness of the rights of VRUs to improve the safety of all road users.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Improved ADA Accessibility

Curb Ramps

These provide access between the sidewalk and roadway for people using wheelchairs/wheeled devices and pedestrians with limited mobility.

Countdown Signals

These signals provide pedestrians with more information on the remaining crossing time.

Audible Pedestrian Signals

These devices provide auditory information to pedestrians who are blind or have low vision by signaling when it is safe to cross the roadway.

Education

Safe Routes to School (SRTS)

SRTS programs increase the amount of bicycling and walking to and from school while improving safety for children bicycling or walking to school.

Pedestrian Safety Zones

These zones target engineering, education, and enforcement measures to geographic areas and audiences where significant pedestrian crash problems exist.

Enforcement Communications & Outreach

Effective, high-visibility communications and outreach are an essential part of successful seat belt law High Visibility Enforcement programs.

Outreach Strategies for Low-Belt Use Groups

Communications and outreach directed at low-belt-use groups can be effective for targeted programs that support and are supported by enforcement.

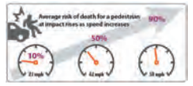
Enforcement

Reduce & Enforce Speed Limits

Reducing travel speeds increases reaction time for drivers and pedestrians to avoid crashes, as well as reduces the severity of pedestrian injuries when these crashes occur.

Communication & Outreach Supporting Enforcement

Effective, high-visibility communications and outreach are essential parts of successful speed and aggressive-driving enforcement programs.



High-Visibility Cell Phone/Text Messaging Enforcement

HVE can effectively deter cell phone use by increasing the perceived risk of a ticket.

Short Term, High-Visibility Seat Belt Law Enforcement

High-visibility seat belt law enforcement consists of short, intense, highly-publicized periods of increased enforcement using checkpoints, saturation patrols, or enforcement zones.

TRANSYSTEMS

Countermeasure	Description	CMF
Roadway Departure		
Advanced Warning Signs	Advanced warning signs around curves or other sight limiting areas or where crash problems exist all drivers more time to make decisions based on changing conditions.	0.65
Improved Pavement Markings	Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.	0.64-0.88 (6” edge line), 0.76 (4” edge line)
Longitudinal Rumble Strips	Longitudinal rumble strips are milled or raised elements on the pavement intended to alert drivers through vibration and sound that their vehicle has left the travel lane. They can be installed on the shoulder, edge line, or at or near the center line of an undivided roadway.	Varies
Transverse Rumble Strips	Transverse rumble strips are used to alert drivers of a need to slow down or stop, or to other upcoming changes that may not be anticipated by an inattentive driver. These rumble strips are placed in the travel lane perpendicular to the direction of travel.	0.66-0.73
Flattening and widening foreslopes	Flattening and widening foreslopes allows a more recoverable slope , and potentially can decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	Varies
2' paved shoulder with safety edge	The SafetyEdge^{SM} technology shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process. This safety practice eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability by reducing edge raveling of asphalt.	0.65 – 0.9

Relocating/Moving/shielding Fixed objects	Roadside Design Improvements to Provide for a Safe Recovery such as providing a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	0.56
Superelevation Correction	Correcting and reshaping the roadway superelvation to meet posted speed, or where crashes have occurred allows an increased friction with pavement.	Varies: Formula based
High Friction Surface Treatment	Pavement friction treatments, such as High Friction Surface Treatment (HFST), can be better targeted and result in more efficient and effective installations when using continuous pavement friction data along with crash and roadway data.	0.37
Post mounted delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers where the edge of shoulder is. This is also helpful at night.	0.72 – 0.82
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	.77 to .95
Reflective Strips on Posts	Retroreflective Strips on signposts increase the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increase viewability.	No yet determined

Countermeasure	Description	CMF
Intersection Related		
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	0.79
Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	0.86
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more conspicuous.	0.85
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	.6 (for LT) .75 (all)
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	.30 (for LT)
Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	0.9
Improved Geometry	Geometry improvements can have great effects on the safety of an intersection, positive offset of left turn lanes, Skew elimination, sight distance improvements all can have great effects on the number of crashes in the intersection.	Varies
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	0.4
Enhanced Stop Signs	Larger stop signs, use of flasher on sign or use of retroreflective markings to increase visibility of stop signs.	0.9

Countermeasure	Description	CMF
Vulnerable Road Users		
Rectangular Rapid Flashing Beacon	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	.53 (Ped)
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	.45 (Ped)
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	.92 (Ped)
Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	0.87
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	.11-.35 (Ped)
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	.60 (Ped)
Advance Yield or Stop markings	YIELD Here to Pedestrians" or "STOP Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk.	0.62 (Ped)
SRTS Program	The goal of Safe Routes to School programs is to increase the amount of bicycling and walking trips to and from school while simultaneously improving safety for children bicycling or walking to school.	***

Countermeasure	Description	NHTSA Star Rating
Unrestrained Occupant		
High Visibility Enforcement of Seatbelt	Both Short Term and Sustained Seat Belt Enforcement, including child passenger safety.	*****
Education Strategies	Employer based and Older Children programs.	***
Child Restraint Inspection Stations	Child Passenger Safety (CPS) Technician staffed Inspection Stations.	***

Countermeasure	Description	NHTSA Star Rating
Distracted Driving		
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.	Needs further evaluation
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

Countermeasure	Description	NHTSA Star Rating
Alcohol or Drug Related		
Enforcement of Drug and Alcohol Impaired Driving	Increased enforcement of impaired-driving laws can be a major factor in reducing impaired-driving deaths.	***
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

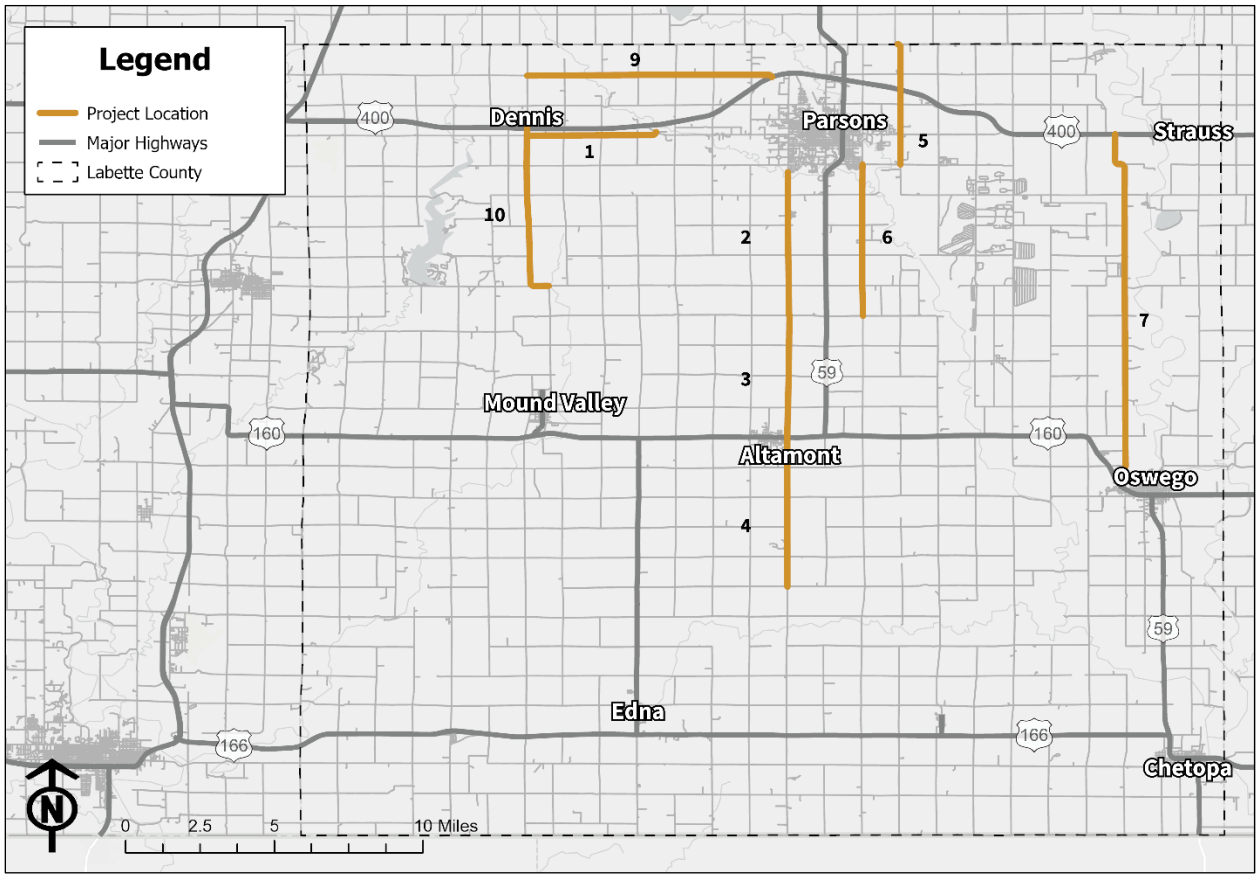
Appendix F

Project Sheets

Labette County

Priority Project List

Map ID	Project	Type
1	24000 Road from Gray Road to 24500 Road	Systemic Roadway
2	Ness Road (A) from Wood Avenue to 18000 Road	Systemic Roadway
3	Ness Road (B) from 18000 Road to US-160	Systemic Roadway
4	Ness Road (C) from US-160 to 9000 Road	Systemic Roadway
5	Queens Road from 23000 Road to County Line	Systemic Roadway
6	Pratt Road from 23000 Road to 18000 Road	Systemic Roadway
7	Wallace Road from US-400 to 13000 Road	Systemic Roadway
8	All Rural Intersections	Intersection
9	26000 Road from Gray Road to US-400	Systemic Roadway
10	Gray Road, 19000 Road from US-400 to Gove Road	Systemic Roadway



24000 Road

Labette County

Location: 24000 Road from Gray Road to 24500 Road (3.5 miles)

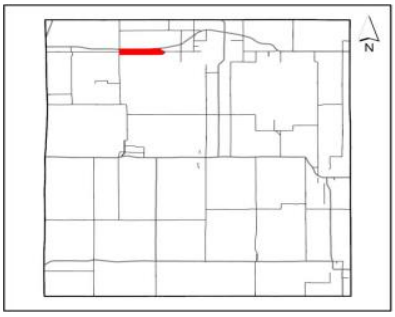
Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, High Public Interest, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Install center/edge line pavement markings, clear and grub roadside, install in-lane curve warning pavement markings, improve curve warning signs, improve edge drop-off, delineate roadside hazards, and add post-mounted delineators.
Long-Term Improvements	Install 18-inch aggregate shoulders, flatten and widen foreslopes, install center/edge line rumble strips, install transverse rumble strips before curve, apply high friction surface treatment, install guardrail, and extend culverts.

Project Cost:

Short-Term Improvements	$77,000
Long-Term Improvements	$1.6 million

Project Images:



Ness Road (A)

Labette County

Location: Ness Road from Wood Avenue to 18000 Road (4.8 miles)

Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, High Public Interest, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Update/install pavement markings, clear and grub roadside, delineate roadside hazards, improve edge drop-off, and add post-mounted delineators.
Long-Term Improvements	Install 2-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, install/upgrade guardrail, and extend culverts.

Project Cost:

Short-Term Improvements	$108,000
Long-Term Improvements	$2.7 million

Project Images:

Ness Road (B)

Labette County

Location: Ness Road from 18000 Road to US-160 (4.0 miles)

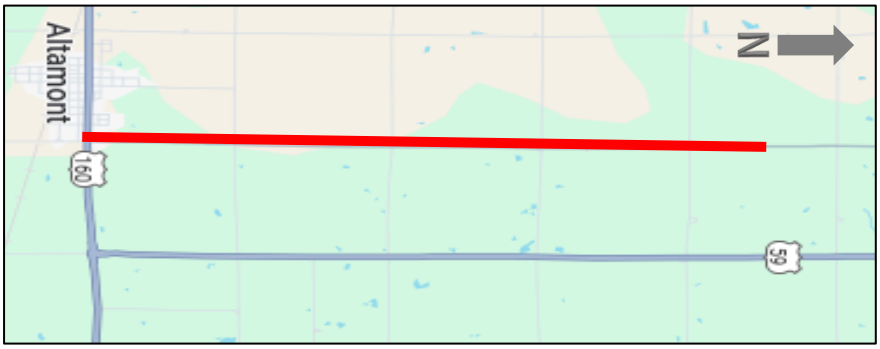
Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, High Public Interest
Short-Term Improvements	Update/install pavement markings, clear and grub roadside, delineate roadside hazards, improve edge drop-off, and add post-mounted delineators.
Long-Term Improvements	Install 2-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, and extend culverts.

Project Cost:

Short-Term Improvements	$93,000
Long-Term Improvements	$2.4 million

Project Images:



Ness Road (C)

Labette County

Location: Ness Road from US-160 to 9000 Road (5.0 miles)

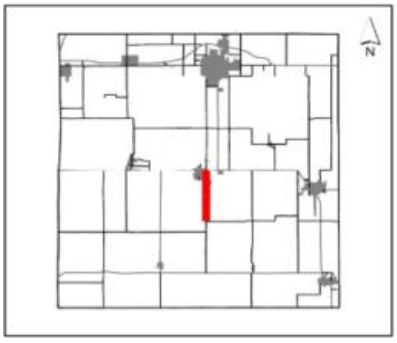
Project Information:

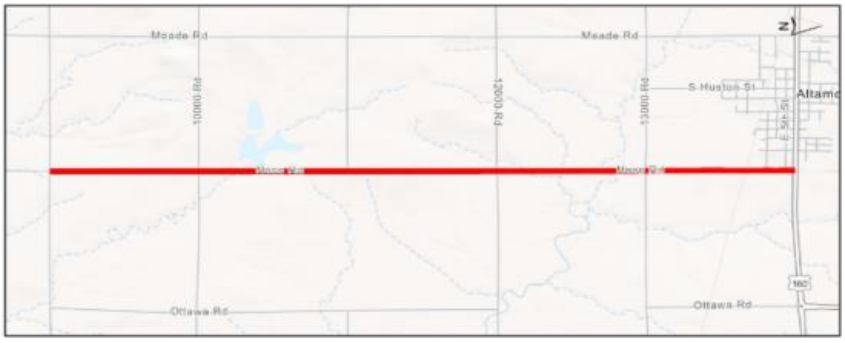
Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, High Public Interest, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Update/install pavement markings, clear and grub roadside, delineate roadside hazards, improve edge drop-off, and add post-mounted delineators.
Long-Term Improvements	Install 2-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, and extend culverts.

Project Cost:

Short-Term Improvements	$116,000
Long-Term Improvements	$3.0 million

Project Images:





Queens Road

Labette County

Location: Queens Road from 23000 Road to county line (4.1 miles)

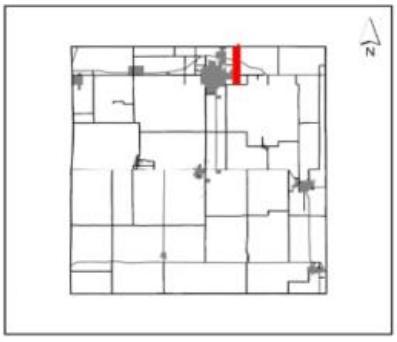
Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Install center/edge line pavement markings, install in-lane curve warning pavement markings, improve curve warning signs, clear and grub roadside, delineate roadside hazards, improve edge drop-off, and add post-mounted delineators.
Long-Term Improvements	Install 2-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, and extend culverts.

Project Cost:

Short-Term Improvements	$102,000
Long-Term Improvements	$2.4 million

Project Images:



Pratt Road

Labette County

Location: Pratt Road from 23000 Road to 18000 Road (5.1 miles)

Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Update/install pavement markings, clear and grub roadside, delineate roadside hazards, improve edge drop-off, and add post-mounted delineators.
Long-Term Improvements	Install 18-inch aggregate shoulders, flatten and widen foreslopes, and extend culverts.

Project Cost:

Short-Term Improvements	$118,000
Long-Term Improvements	$1.7 million

Project Images:

Wallace Road

Labette County

Location: Wallace Rd from US-400 to 13000 Road (11.3 miles)

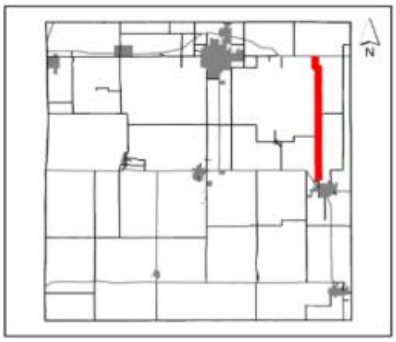
Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Update/install pavement markings, install in-lane curve warning pavement markings, improve curve signing, clear and grub roadside, delineate roadside hazards, improve edge drop-off, and add post-mounted delineators.
Long-Term Improvements	Install 2-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, install transverse rumble strips prior to curves, install/update guardrail, and extend culverts.

Project Cost:

Short-Term Improvements	$325,000
Long-Term Improvements	$6.7 million

Project Images:



Rural Intersections

Labette County

Location: All Rural Intersections

Project Information:

Description	Intersection Improvements, Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, High Public Interest
Short-Term Improvements	N/A
Long-Term Improvements	Identify rural intersections with insufficient sight distance due to overgrown trees, fence rows, or crops. Develop a program to partner with adjacent property owners to remove foliage to improve intersection sight distance.

Project Cost:

Short-Term Improvements	N/A
Long-Term Improvements	To be determined by annual budget

Project Images:

26000 Road

Labette County

Location: 26000 Road from Gray Road to US-400 (6.6 miles)

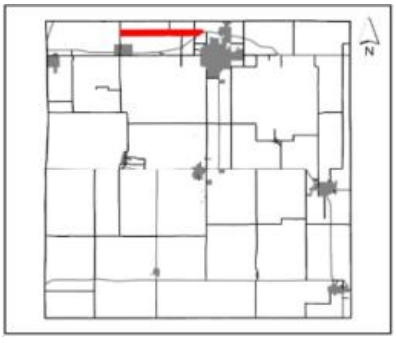
Project Information:

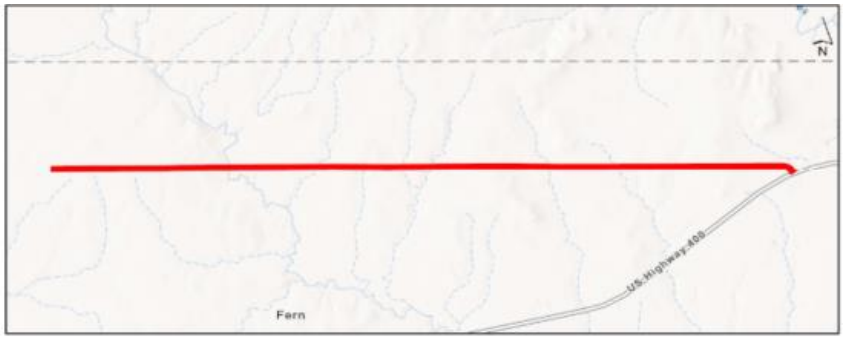
Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Update/install pavement markings, install in-lane curve warning pavement markings, improve curve signing, clear and grub roadside, delineate roadside hazards, improve edge drop-off, and add post-mounted delineators.
Long-Term Improvements	Install 2-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, install transverse rumble strips prior to curves, correct superelevation, add speed activated flashers on chevron signs, add speed feedback signs on curve warning signs, and extend culverts.

Project Cost:

Short-Term Improvements	$145,000
Long-Term Improvements	$4.26 million

Project Images:





Gray Road, 19000 Road

Labette County

Location: Gray Road, 19000 Road from US-400 to Gove Road (5.6 miles)

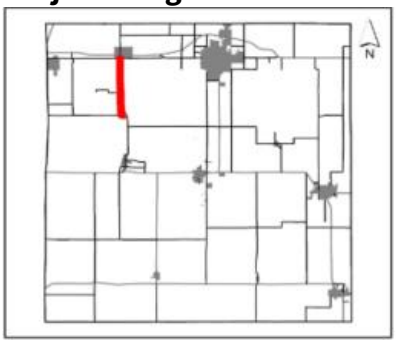
Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Update/install pavement markings, install in-lane curve warning pavement markings, improve curve signing, clear and grub roadside, delineate roadside hazards, and improve edge drop-off.
Long-Term Improvements	Install 2-foot paved shoulders, flatten and widen foreslopes, install center/edge line ruble strips, install transverse rumble strips prior to curves, and extend culverts.

Project Cost:

Short-Term Improvements	$202,000
Long-Term Improvements	$4.4 million

Project Images:



Location	Type	County/City	Description	Source	KDOT Facility?	Notes
Ness Road from Wood Avenue to 18000 Road	Segment	Labette County	2025 Local Road Safety Plan (LRSP) for improvements	LRSP, 1-on-1	No	2nd priority, 4.75 miles
24000 Road from Gray Road to 24500 Road	Segment	Labette County	2025 Local Road Safety Plan (LRSP) for improvements	LRSP, 1-on-1	No	1st priority, applied for HRRR funds in 2025, 3.5 miles
Ness Road from US-160 to 9000 Road	Segment	Labette County	2025 Local Road Safety Plan (LRSP) for improvements	LRSP, 1-on-1	No	3rd priority, 5 miles
Ness Road from 18000 Road to US-160	Segment	Labette County	similar to improvements on other segments of Ness Road in 2025 Local Road Safety Plan (LRSP)	1-on-1	No	4th priority, 4 miles, missing gap between two LRSP projects
Queens Road from 23000 Road to County Line	Segment	Labette County	2025 Local Road Safety Plan (LRSP) for improvements	LRSP	No	4 miles
Pratt Road from 23000 Road to 18000 Road	Segment	Labette County	2025 Local Road Safety Plan (LRSP) for improvements	LRSP	No	5 miles
Wallace Road from US-400 to 13000 Road	Segment	Labette County	2025 Local Road Safety Plan (LRSP) for improvements	LRSP	No	11.3 miles
Rural intersections with poor sight distance	Intersection	Labette County	develop plan to work with property owners, increase enforcement at controlled intersections	1-on-1	No	
26000 Road from Gray Road to US-400	Segment	Labette County	2025 Local Road Safety Plan (LRSP) for improvements	LRSP	No	6.5 miles

Gray Road - US 400 to Gove Road	Segment	Labette County	2025 Local Road Safety Plan (LRSP) for improvements	LRSP	No	5.6 miles
US-166 & Elk Road (Valeda)	Intersection	Labette County	study to determine need for turn lanes	1-on-1	Yes	
Trego Road & Pecan Road	Curve	Labette County	2025 Local Road Safety Plan (LRSP) for improvements	LRSP	No	0.3 miles
Rooks Road from 5000 Road to 9000 Road	Segment	Labette County	2025 Local Road Safety Plan (LRSP) for improvements	LRSP	No	4.25 miles
High Speeds on Gravel Roads	Segment	Labette County	education, enforcement, and modifying speed limits on gravel roads	1-on-1	No	

Southeast Kansas Comprehensive Safety Action Plan: *Linn County*

July 2025

Developed in partnership by:
Southeast Kansas Regional Planning Commission
Linn County

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safe Streets and Roads for All (SS4A) Program

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The Southeast Kansas Regional Planning Commission (SEKRPC) would like to acknowledge the valuable contribution of its member jurisdictions and project partners. Their active participation and input throughout the planning process were essential to developing the Comprehensive Safety Action Plan (CSAP). Additionally, the SEKRPC extends its gratitude to stakeholders, community organizations, and members of the public whose valuable feedback and insights guided the development of the plan to help meet the safety needs and priorities of the 12-county Southeast Kansas region.

Regional Partners
Southeast Kansas Regional Planning Commission
Allen County
Anderson County
Bourbon County
Cherokee County
Coffey County
Crawford County
Labette County
Linn County
Montgomery County
Neosho County
Wilson County
Woodson County

County Partners
Chasity Ware, Linn County Economic Development Director
Jodi Wade, La Cygne City Clerk
Shaun West, Linn County Public Works Director
James Akes, Linn County Sheriff

Consultant Team
Gannett Fleming TranSystems (GFT)
Kimley-Horn
Wilson & Company

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EXECUTIVE SUMMARY

Linn County, in partnership with the Southeast Kansas Regional Planning Commission, developed a Comprehensive Safety Action Plan with the intent to improve transportation safety throughout the County across all modes of transportation. Projects and policies within the action plan build upon the Safe Systems Approach elements and principles. On XX/XX/20XX, the Linn County Board of Commissioners adopted the Action Plan alongside a Vision Zero resolution to eliminate roadway fatalities throughout the County by 2050. The Action Plan emphasizes a data-driven, collaborative, and equitable approach to creating a safer transportation system for all road users. Key components of the Action Plan are outlined below. By incorporating these key components, the Action Plan outlines a comprehensive roadmap for achieving its ambitious goal of eliminating roadway fatalities.

1. ***Leadership Commitment and Goal Setting*** – Linn County Board of Commissioners recognize the need for action to increase safety and to prevent deaths and injuries on Linn County streets and committed to eliminating roadway fatalities and serious injuries by year 2050.
2. ***Planning Structure*** – A Safety Task Force was established to oversee the development, implementation, and monitoring of the Action Plan.
3. ***Engagement and Collaboration*** – Robust public engagement, including online surveys and stakeholder discussions, provided opportunities for the public to identify transportation safety issues and provide input on proposed solutions. Feedback was collected, analyzed, and incorporated into the Action Plan.
4. ***Equity Considerations*** – In addition to inclusive and representative engagement processes, the project team used USDOT tools to evaluate over-represented crash types in underserved communities.
5. ***Safety Analysis*** – A comprehensive safety analysis was conducted to identify high-crash locations and emphasis areas. Then, the Safety Task Force evaluated the results of the safety analysis alongside public comments.
6. ***Policy and Process Changes*** – Current policies and plans were reviewed, and then policy and process changes were recommended to improve safety.
7. ***Strategy and Project Selection*** – A comprehensive set of projects was prioritized based on data analysis and public input, including projects to address road safety emphasis areas.
8. ***Progress and Transparency*** – A process was established to measure progress over time, as the Action Plan is implemented and updated.

CHAPTER 1 | INTRODUCTION

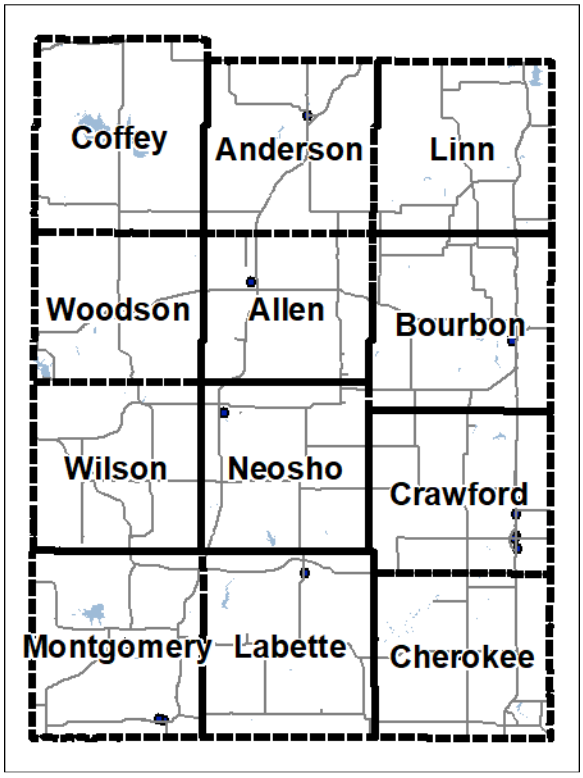
Roadway safety is an issue that impacts every person and every community in the United States. Every individual is exposed to risk on the roadway network whether a driver, passenger, transit user, bicyclist, or pedestrian. In the United States, roadway crashes account for large numbers of serious injuries and death. To combat this challenge, the U.S. Department of Transportation (USDOT) created the Safe Streets and Roads for All (SS4A) grant program to support safety initiatives designed to prevent roadway deaths and serious injuries.

The Southeast Kansas Regional Planning Commission (SEKRPC) was awarded a SS4A Planning grant to develop a Comprehensive Safety Action Plan (CSAP) for the 12-county region. A Comprehensive Safety Action Plan develops strategies to address the most significant transportation safety risks in a community with an emphasis on fatal and serious injury crashes.

In partnership with SEKRPC, a Comprehensive Safety Action Plan was developed for each county in the 12-county region: Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas. The 12-county study area is shown in **Figure 1**.

Over 44,000 crashes occurred in the Southeast Kansas region in the past 10 years. In particular, for this specific plan, **Linn County experienced 1,871 crashes, including 23 fatal crashes and 291 injury crashes over that 10-year period.**

Figure 1 – Study Area



1.1 Commitment to Safety

SEKRPC and Linn County recognize that one life lost is one too many and in response, developed a set of programs and projects to save lives and reduce transportation safety risks. This Safety Action Plan outlines a 10-year action plan detailing the strategies and next steps to achieve these safety objectives.

The success of this Safety Action Plan relies on the commitment and participation of all stakeholders in Linn County and the Southeast Kansas region. Development of the Safety Action Plan fostered collaboration among the counties and cities in the 12-county region. By bringing together residents, local government, law enforcement, transportation authorities, school districts, and community organizations, collective expertise and resources were leveraged to implement targeted safety initiatives.

By working together, we can promote a culture of safety and work towards making our communities a safe place to live, work, and visit. The Safety Task Force assembled for this effort is dedicated to fostering collaboration, innovation, and a proactive approach to addressing safety issues and making a positive impact on Southeast Kansas.

1.2 Safe System Approach

The SS4A program supports the USDOT National Roadway Safety Strategy and Linn County's goal of zero roadway deaths using a Safe System Approach. The SS4A program supports the development of a Safety Action Plan that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues.

The USDOT Safe System Approach is a comprehensive and proactive framework to reduce the number of fatalities and serious injuries on roadways. The Safe System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable and responsibility for roadway safety lies with multiple stakeholders.

Figure 2 – Safe Systems Approach

The Safe Systems Approach has key elements as shown in **Figure 2**. Layering these together creates redundancy so that if one component fails, the others are still in place to prevent severe outcomes. The five objectives for the Safe System Approach are:

- **Safer Roads:** Design and maintain roadway environments to mitigate human mistakes and account for injury tolerances, encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

- **Safer Speeds:** Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate mitigation measures such as roadway design, targeted education, outreach campaigns, and enforcement.

- **Safer Road Users:** Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed by promoting a safety awareness culture through various outlets.

- **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. Additionally, encouraging other safety actions such as seat belt use, proper child seats, and proper vehicle maintenance.

- **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.

Recommended policies and projects focus on these five proven objectives to create safer conditions for all roadway users.

1.3 Plan Organization

This Comprehensive Safety Action Plan is built on the following eight key components:

1. **Leadership Commitment and Goal Setting:** An official public commitment by a high-ranking official and/or governing body to an eventual goal of eliminating roadway fatalities and serious injuries.
2. **Planning Structure:** A committee, task force, implementation group, or similar body charged with oversight of the Safety Action Plan development, implementation, and monitoring.
3. **Engagement and Collaboration:** Robust engagement with the public and relevant stakeholders that allows for both community representation and feedback. Information received is analyzed and incorporated into the Safety Action Plan.
4. **Safety Analysis:** A comprehensive analysis of existing conditions, historical trends, and risk factors that provides a baseline level of fatal and serious injuries.
5. **Equity Considerations:** Plan development using inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners.
6. **Policy and Process Changes:** Assessment of current policies, plans, guidelines, and standards to identify opportunities to improve how processes prioritize transportation safety.
7. **Strategy and Project Selection:** Identification of a comprehensive set of projects and strategies shaped by data, equity considerations, public and stakeholder input, and best practices to address the safety issues identified in the Safety Action Plan.
8. **Progress and Transparency:** A method to measure progress over time after the Safety Action Plan is developed or updated.

1.4 Leadership Commitment and Goal Setting

Committing to zero roadway deaths is ambitious, and achieving this goal will be challenging for any community. Leadership from local officials on this issue is critically important, as leadership sets the tone for the organization and the community. Elected leadership can steer the course of policy and secure the resources necessary to implement the safety strategies. The commitment of elected leadership can also result in new local regulations, legislative support at the state or federal level, and better enforcement of existing laws.

Through participation in the planning process facilitated by SEKRPC, Linn County's vision and goals are rooted in Vision Zero elements and the Safe System Approach. The resulting plan enhances safety outcomes, with the eventual goal of zero deaths across the Linn County transportation network by 2050. Linn County's commitment to this goal is demonstrated by the resolution passed by the Linn County Commission. The resolution is included in **APPENDIX A.**

Vision

Linn County envisions the development of comprehensive transportation infrastructure that meets the needs of all residents through transportation improvements, education, and community collaboration with a goal of zero traffic deaths and serious injuries.

Goals

Linn County is committed to reducing the risk of a fatal or serious injury to all road users. The goals established and facilitated through this plan support this vision:

- Adopt and implement the Vision Zero Resolution to eliminate all fatality and serious injury crashes by 2050.
- Utilize a comprehensive data driven approach to address factors contributing to traffic crashes.
- Engage stakeholders, monitor progress, and allocate resources to ensure meaningful progress toward achieving the vision.

1.5 Planning Structure

SEKRPC received a SS4A Planning grant and facilitated the development of a Safety Action Plan for each county in the 12-county region: Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas.

The Southeast Kansas vision, goals, and recommendations were identified and prioritized through coordination with a regional Safety Task Force with representatives from each county. The Safety Task Force was charged with oversight of plan development, implementation, and monitoring. Follow-up meetings were also held with each county to facilitate more detailed discussions.

Safety Task Force

The Safety Task Force was a regional working group consisting of county staff, law enforcement, and school district representatives. Safety Task Force members served as representatives of their community to validate information and data, provide insight on potential focus areas, discuss safety strategies, and serve as community champions. The Safety Task Force played an integral role in the process by participating in a series of stakeholder meetings and directly informing the development of the Safety Action Plans. Members invited to participate in the Safety Task Force are identified in **APPENDIX F**.

Expanded Stakeholder List

Due to the regional nature of the study, an expanded stakeholder list of over 300 organizations was also engaged through an online survey to provide additional input to the Safety Task Force. The expanded stakeholder list included additional city staff, emergency services, school districts, healthcare organizations, public transportation providers, business organizations, and transportation advocacy groups. Organizations in the expanded stakeholder list are also identified in **APPENDIX D**.

CHAPTER 2 | ENGAGEMENT AND COLLABORATION

The Safety Action Plan included a robust engagement plan with the public and stakeholders that allowed for community representation and feedback. The plan used input from the engagement process to inform development of the plan.

2.1 Community Engagement Plan

The Community Engagement Plan in **APPENDIX D** was prepared as a guide to obtain meaningful input from study partners, community organizations, residents, and employees impacted by the transportation system. The Community Engagement Plan focused on the entire 12-county region but also provided flexibility to identify engagement needs specific to each county. Three primary opportunities to obtain project public input were provided:

1. **Information and Communications:** The project team communicated information regarding the study background, process, methods, schedule, key messages, and project updates.
2. **Stakeholder Input:** The project team facilitated meetings with community leaders, elected and appointed officials, government staff, and other stakeholder groups to inform recommendations.
3. **Community Outreach:** The project informed, educated, and engaged with community members with the intent of providing an interactive dialogue for input throughout the study.

2.1.1 Key Audiences

Many stakeholders were engaged in the process to provide a comprehensive perspective on the Safe Systems Approach and share unique insights for understanding transportation safety needs in Southeast Kansas. Residents, employees, and businesses provided insights into local transportation challenges, while local governments and school districts ensured alignment with community needs. First responders shared critical knowledge of safety risks and emergency response. Regional and state agencies contributed broader expertise and guidance to address transportation safety issues.

Key audiences in the 12-county Southeast Kansas region that provided input for the plan included:

- Residents, employees, and businesses
- Governmental units (county staff, city staff, school districts, elected officials)
- First responders (law enforcement, fire departments, emergency management, healthcare services)
- Community organizations (business organizations, transportation advocacy groups)
- Regional or statewide agencies (SEKRPC, KDOT, public transportation providers)

2.1.2 Community Engagement Methods

A variety of community engagement methods were utilized to promote meaningful involvement and gather input from stakeholders and the public. Targeted stakeholder discussions and Safety Task Force meetings provided expert insights and shaped the plan development, while surveys and public open-house meetings offered opportunities for community members to highlight safety concerns and share feedback.

These approaches promoted inclusive participation, enhanced understanding of regional safety issues, and fostered collaboration in developing effective solutions.

- **Project Update Meetings:** Project updates were shared in-person and virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.

- **Stakeholder Meetings:** Three Safety Task Force meetings were held to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings were held in a hybrid format with both in-person and virtual attendance options.
- **Public Meetings:** One in-person open house style meeting was held within each county to inform the public of the study's progress, gather input regarding safety needs, and share features of the proposed plan.
- **Public Survey:** An online survey was distributed that allowed respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information was collected to monitor responses by location and socioeconomic characteristics.
- **Public Comments:** Public comments were compiled from meetings, online surveys, phone calls, and face-to-face conversations and incorporated into the plan.
- **Public Information:** Announcements for news media, websites, and social media outlets were provided to SEKRPC, the Safety Task Force, and the expanded stakeholder list for distribution.

2.2 Safety Task Force Meetings

The Safety Task Force participated in three meetings throughout the process to review crash data and help identify safety needs in the region. Safety Task Force members played an integral role in confirming challenges and opportunities, which directly influenced plan recommendations to align with the safety vision for the Southeast Kansas region. Meeting summaries are included in **APPENDIX F**.

Safety Task Force Meeting #1

Safety Task Force Meeting #1 was held in October 2024 to introduce the planning effort and the Safe Systems Approach, review crash data, and discuss safety concerns and potential solutions. The meeting also included an initial discussion of emphasis areas to provide direction for the planning process.

During the meeting, an interactive survey was conducted to better understand community needs. After crash data trends were presented, participants had an opportunity to select their top three emphasis areas for developing safety solutions. Based on this initial input, the selected emphasis areas were *roadway departures*, *distracted driving*, and *unrestrained occupants*. These stakeholder-selected areas helped provide focused direction for the planning process.

In addition to specific locations noted in **APPENDIX F**, participants also noted the following concerns:

- **Seatbelt Usage:** In Linn County, a SAFE (Seatbelts Are For Everyone) Program began after students were involved in a fatal crash. This tragic event highlighted the need for enhanced education around seatbelt usage. *Note that Linn County does not currently have any schools involved in the SAFE Program as of 2024-2025.*
- **Distracted Driving:** Concerns were raised about distracted driving and cell phone use, including its prevalence among older adults.
- **Road Access and Truck Traffic:** Discussion highlighted the need for improved hard surface roads to medical centers and major employers, particularly areas with newly constructed or planned facilities.

- **Speeding on Gravel Roads:** Concerns were expressed about drivers traveling higher speeds on gravel roads and underestimating road conditions.

The following areas were potential solutions identified by stakeholders for improving roadway safety:

- **Driver Education Enhancements:** Online driver education programs and other similar initiatives that emphasize navigating unpaved roads and unmarked intersections.
- **Behavioral Interventions:** Increase citations to encourage safer driving behaviors and address misconceptions, such as the dangers of driving under the influence of marijuana.
- **Infrastructure Improvements:** Implement measures like road edging and clearing line-of-sight obstructions to improve visibility and reduce crashes.
- **Speed Management:** Lower speed limits on gravel roads to enhance safety.

Safety Task Force Meeting #2

Safety Task Force Meeting #2 was held in November 2024 to re-visit key emphasis areas and discuss proven effective countermeasures to address the emphasis areas. Based on crash patterns and a review of public input to date, the Safety Task Force built consensus around *roadway departures*, *intersection-related crashes*, and *unrestrained occupants* as the refined top emphasis areas. Other identified areas that would receive consideration were vulnerable road users (VRU), distracted driving, and alcohol or drug-related crashes.

In addition to specific locations noted in **APPENDIX F**, an interactive survey allowed participants to discuss how potential countermeasures could be integrated into their communities to address the emphasis areas:

- **Roadway Departure:** Preferred improvements included 2-foot shoulder, edgeline treatment, and removing fixed objects in the clear zone.
- **Intersections**: Preferred improvements for unsignalized improvements included retroreflective strips on warning signs, street lighting, dedicated turn signals, and roundabout designs for both passenger vehicles and trucks. Overhead lighting was emphasized as a cost-effective option due to franchise agreements with electric companies (as applicable).
- **Unrestrained Occupant:** Strategies discussed included behavior-changing programs, enforcement campaigns, and outreach, including targeting specific groups such as school age children or farmers.
- **Distracted Driving:** Strategies discussed included high-visibility cell phone/texting enforcement and targeted communications.
- **Vulnerable Road Users:** Preferred strategies for pedestrian improvements included high visibility crosswalks, raised crosswalks, curb extensions, and refugee islands. Bicycle improvements included multi-use paths, cycle tracks, and buffered bike lanes. Discussion also included challenges in school zones and strong support for Safe Routes to School programs.

Safety Task Force Meeting #3

Safety Task Force Meeting #3 was held in April 2025 to revisit the crash data analysis and public engagement efforts that have taken place so far and discuss example project recommendations and potential countermeasures. Safety projects at specific locations were shown for *roadway departures*, *signalized intersections, unsignalized intersections,* and *vulnerable road users.* Programs, policies, and

potential actions were also described to address education related to speeding, pedestrian and bicycle travel, and distracted driving. Steps to implement Vision Zero, and potential funding opportunities for implementation were discussed as well.

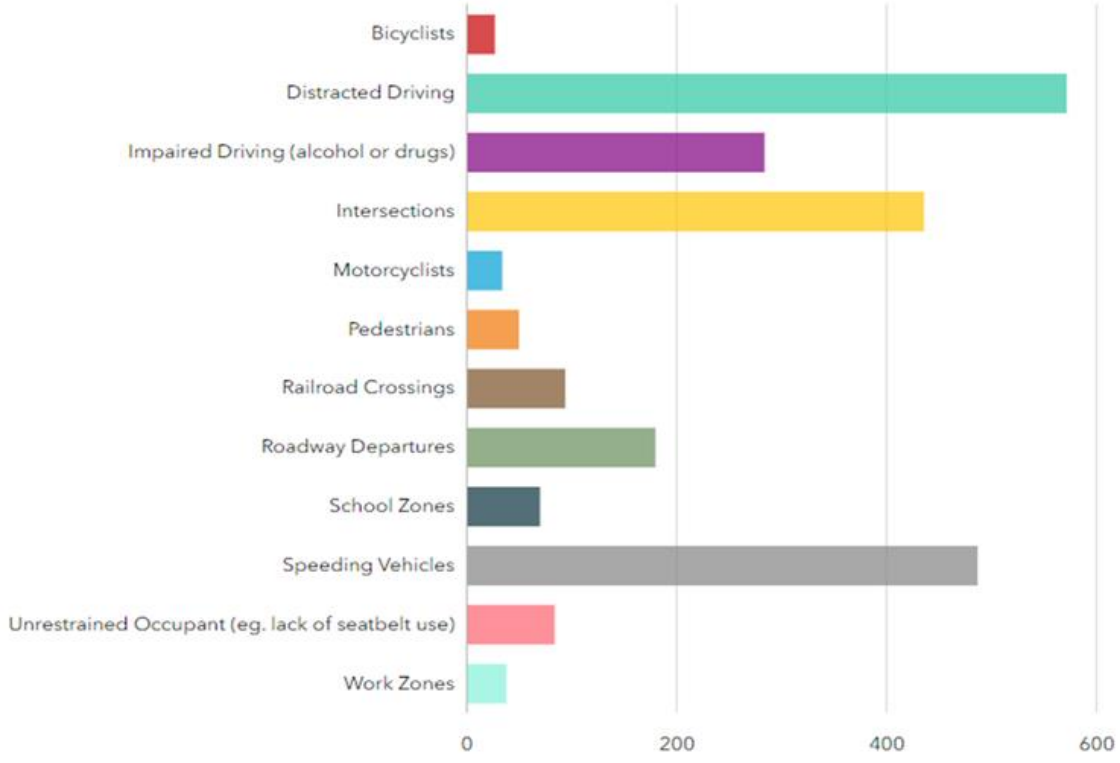
2.3 Public Survey

To gather greater community input, an online public survey was distributed throughout the 12-county region and available from October 2024 to April 2025 – including distribution to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region and specific jurisdictions. A detailed breakdown of the survey results is included in **APPENDIX E**.

Regional survey responses regarding the biggest road safety concerns are provided as **Figure 3**. Top responses include infrastructure issues and driver behavior concerns.

- Within Linn County, survey responses generally align with regional concerns; top concerns in Linn County include speeding, impaired driving, roadway departures, intersections, and motorcyclists.
- The safety improvements which are most important to Linn County residents include emergency response, infrastructure maintenance, accessible infrastructure, and street lighting.

Figure 3 – Biggest Road Safety Concerns (12-County Region)



2.4 Public Meeting

An open house public meeting was held in each county to share project information and gather feedback from the public. Feedback was collected through multiple methods including comment cards, an interactive mapping activity, and conversations with attendees. The public meeting in Linn County was held on April 7, 2025 in the Linn County Board of Commissioners chambers. During the public meeting, we heard overwhelming support for improvements along I-69, specifically in the area from 1350 Road to 1800 Road.

CHAPTER 3 | SAFETY ANALYSIS

3.1 Background

Southeast Kansas is a region characterized by a mix of rural landscapes, small towns, and urban centers, playing a critical role in the state's economy through agriculture, manufacturing, and transportation. The region is served by a network of highways, including eight U.S. Routes and many state routes, to facilitate the movement of people and goods across the region and beyond. These corridors provide vital connections between many of the larger communities in Southeast Kansas that offer major employment centers, agricultural markets, and growing industrial facilities. The network of city and county roadways, which includes both paved and unpaved roadways, then facilitates local connections to specific destinations.

Due to this context of a primarily rural region with interspersed activity centers, Southeast Kansas faces unique transportation challenges. These include addressing safety concerns at intersections on high-speed corridors, managing increased freight activity, and improving rural roadway conditions. Regional safety analysis and emphasis areas are provided as **APPENDIX C**.

3.2 Crash Analysis

The most recent 10 years of crash data (2014-2023) was analyzed to evaluate crash trends within the Southeast Kansas region and Linn County. The crash analysis includes a hotspot analysis to identify where crashes are occurring but also reviews trends and emphasis areas to identify high-risk roadway characteristics. This approach allows the Safety Action Plan to offer a proactive approach to systemic issues that may affect the greater roadway network.

Within the crash data, crash severity is categorized using an injury scale that includes property damage only (PDO), possible injury, minor injury, serious injury, and fatal. To focus on the Vision Zero goal in Southeast Kansas, the crash analysis primarily focuses on the most severe crashes that result in serious injuries and/or fatalities.

Equity Analysis

Equity is a concept that centers on the idea of fairness and justice. Advancing the Vision Zero goal of eliminating severe and fatal crashes requires providing safe transportation options that meet the needs of all community members. Therefore, the regional equity analysis identifies any populations within Areas of Persistent Poverty (APP), as identified by USDOT, to understand the implications of any safety risk disparities in the community. Note that there are no APP census tracts in Linn County. Therefore, for this plan, there is no comparison between APP and non-APP census tracts provided.

Crash Trend Analysis

A trend analysis was conducted to identify emphasis areas and a spatial analysis was conducted to identify high-crash locations. Identifying these high-risk areas facilitated the development of effective safety countermeasures, targeted interventions, and strategic resource allocation to improve safety throughout Linn County. The trend of all crash frequency (including PDO crashes) over time is provided as **Table 1**. The trend of fatal and injury crash frequency over time is provided as **Figure 4**. A heat map of all crashes (including PDO crashes) is provided as **Figure 5**.

Table 1 – Linn County Crash Frequency by Severity and Year (All Crashes)

Year	Fatal	Serious Injury	Injury	PDO	Total
2014	4	2	28	131	165
2015	0	3	22	139	164
2016	0	4	19	154	177
2017	1	1	19	140	161
2018	4	9	23	127	163
2019	2	4	33	203	242
2020	3	7	28	207	245
2021	4	9	20	181	214
2022	1	4	28	145	178
2023	4	4	24	130	162
Total	23	47	244	1557	1871
Annual Average	2.3	4.7	24.4	155.7	187.1

Figure 4 – Linn County Crash Frequency by Severity and Year (Fatal and Injury Crashes)

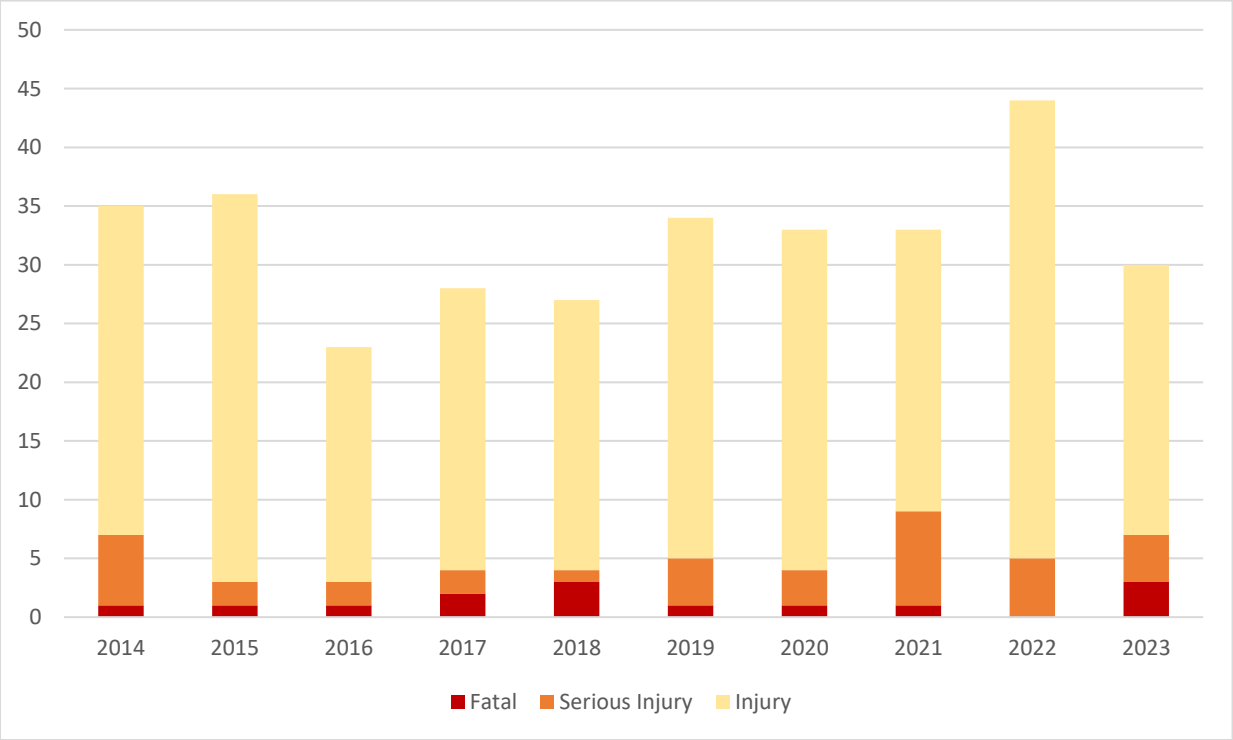
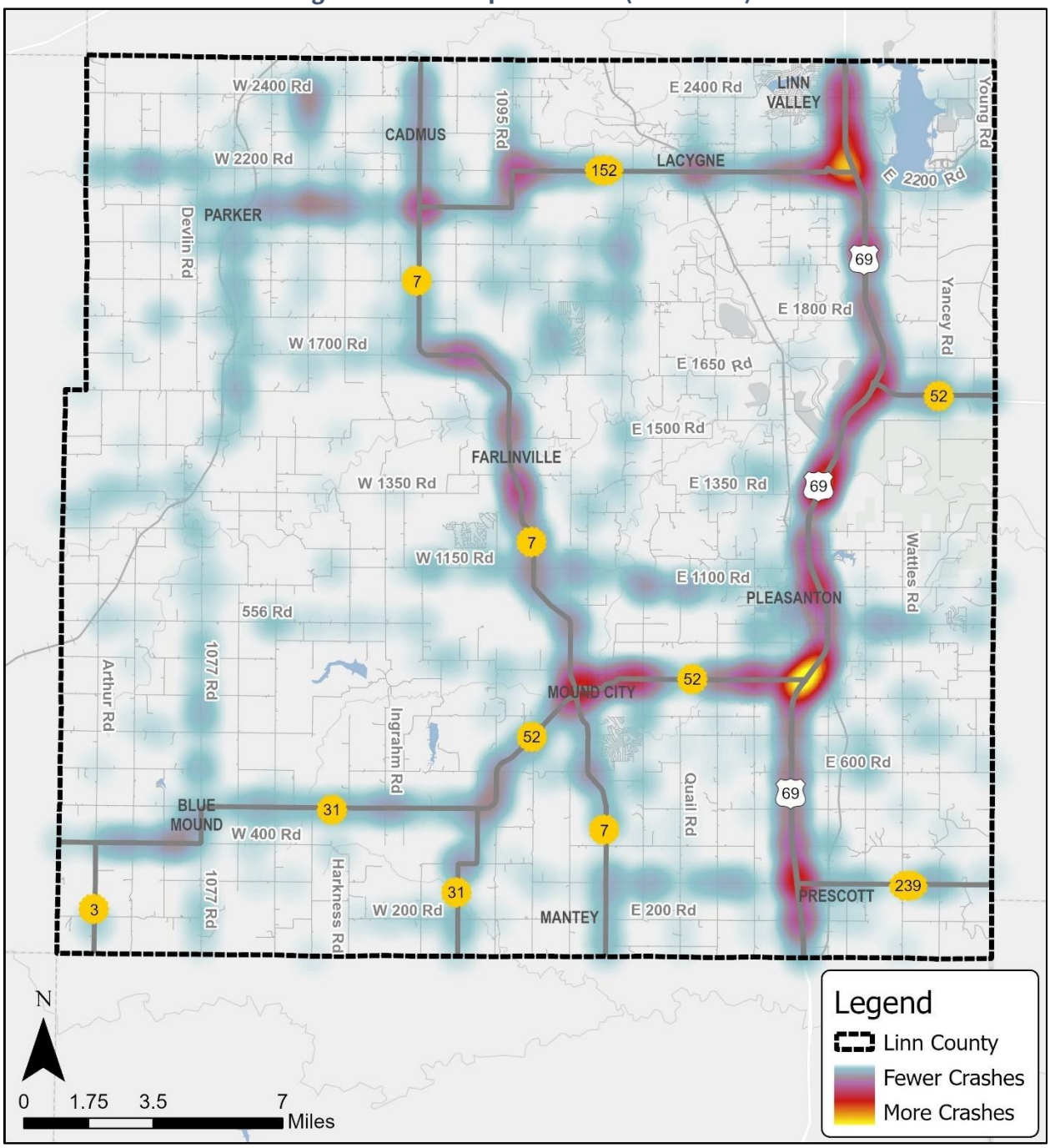


Figure 5 – Heat Map of Crashes (2014-2023)



Note: includes all crash severities.

3.3 Network Screening

Emphasis Areas

Emphasis areas help prioritize efforts and resources toward specific areas with the highest risk and greatest potential for improvement. By focusing on these areas, decisions makers can address the most pressing issues, such as intersections with high crash rates or corridors with frequent speeding violations, leading to a more effective and targeted safety strategy. Additionally, emphasis areas provide a clear framework for measuring the success of road safety strategies, allowing for data-driven decision-making and continuous improvement in crash prevention.

Emphasis areas are the focal points around which safety recommendations are built, thus providing the biggest impacts to preventing crashes. Some emphasis areas are more focused on engineering design-related solutions (location or systemic-based crashes) while others rely on changing the behaviors associated with the crashes often using enforcement, education, and/or emergency response.

Emphasis areas were determined based on crash data analysis, input from the Safety Task Force (STF), and public survey results. A summary of STF and public input is provided in the previous chapter. Fatal and serious injury crash history, categorized by emphasis area, are provided as **Figure 6**. The top three infrastructure emphasis areas and behavioral emphasis areas are provided below.

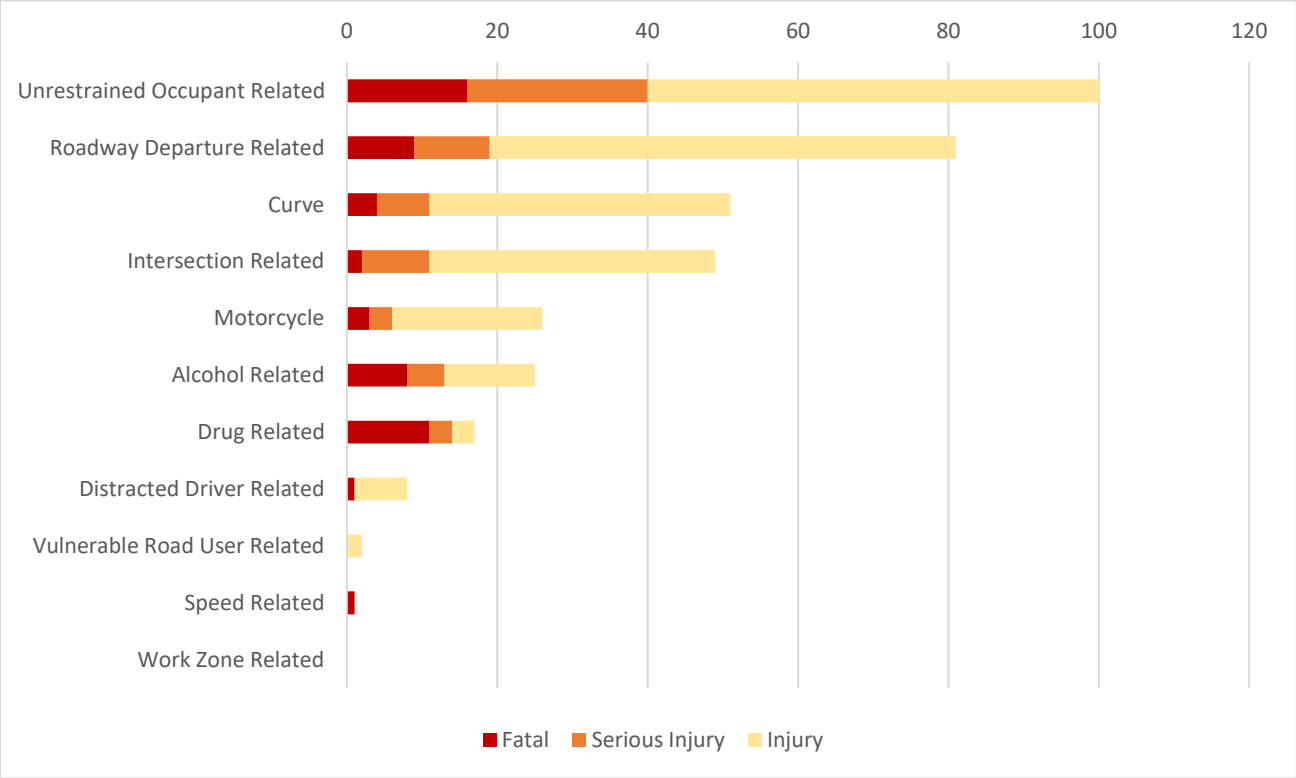
Infrastructure Emphasis Areas:

- Roadway departure
- Curve-related
- Intersection-related

Driver Behavior Emphasis Areas:

- Unrestrained Occupant
- Motorcycle
- Alcohol-related (Impaired Driving)

Figure 6 – Number of Fatal / Serious Injury Crashes in Linn County by Emphasis Area (2014-2023)

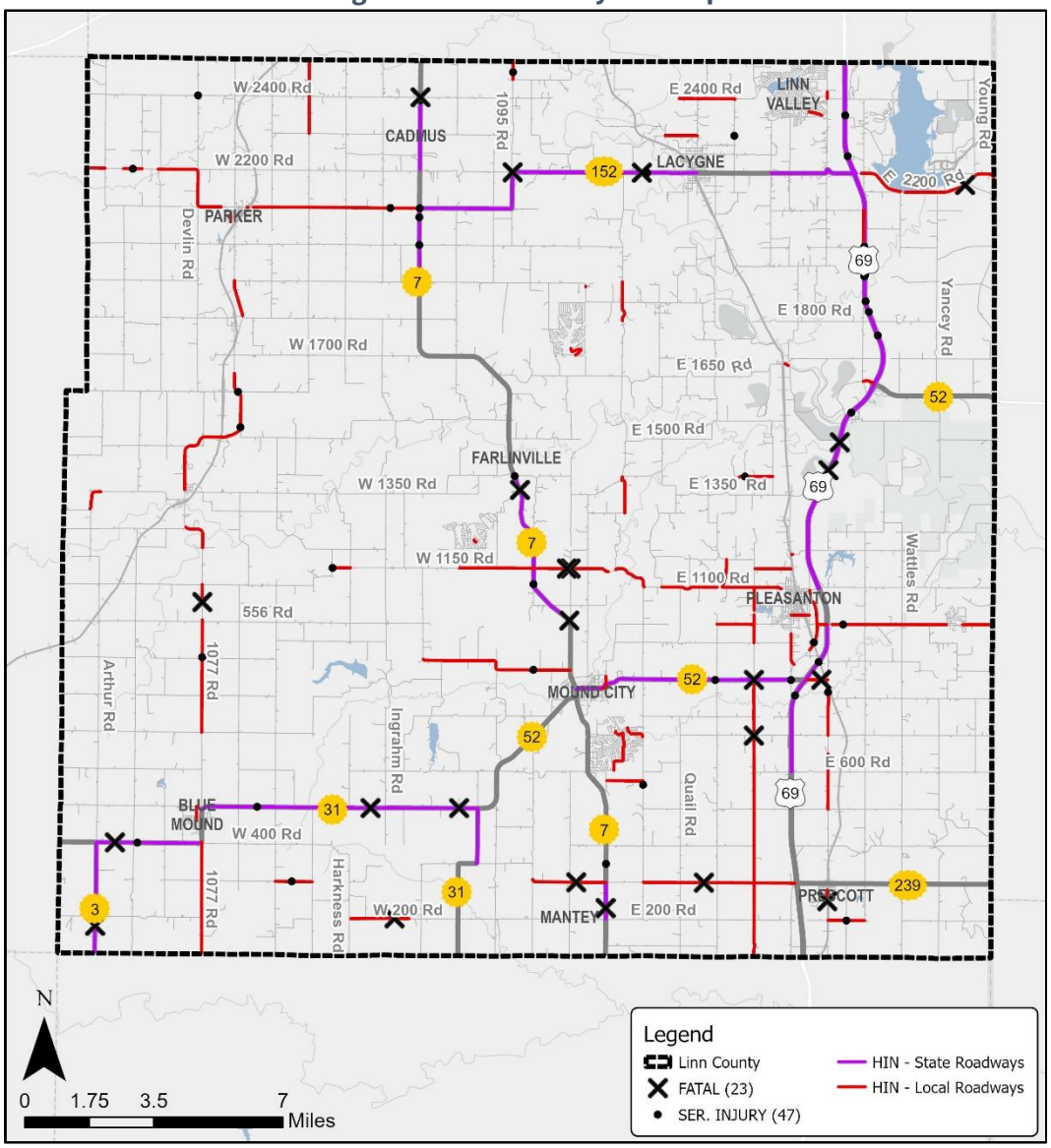


High-Crash Locations

All public roadways within Linn County (without regard to ownership) were reviewed through a network screening process to develop a High-Injury Network (HIN). A HIN is a geospatially defined subset of roadways which account for a large percentage of crashes. Crashes were spatially joined to individual roadway segments. Equivalent Property Damage Only crashes (EPDO) was selected as the key indicator because EPDO functions as a relative severity index, which accounts for the severity and frequency of crashes. Road segments with a high EPDO per mile report high-severity crashes, a large number of crashes, or some combination. Iterative sensitivity testing was performed to define an EPDO threshold which captures high-crash segments on a small minority of roadway miles. A separate EPDO threshold was assigned based on road owner: state or local. A HIN map is provided as **Figure 7**.

- For local roads, the HIN was defined by EPDO per centerline mile greater than 10. The local HIN is the top 10% highest crash roads, which account for 93% of crashes.
- For state roads, the HIN was defined by EPDO per centerline mile greater than 50. The state HIN is the top 19% highest crash roads, which account for 93% of crashes.

Figure 7 – Linn County HIN Map



CHAPTER 4 | SAFETY STRATEGIES AND PROJECTS

By understanding the priority emphasis areas for the Southeast Kansas region, and using the Safe System Approach as a framework, safety strategies can be identified to help reduce crashes and decrease crash severity.

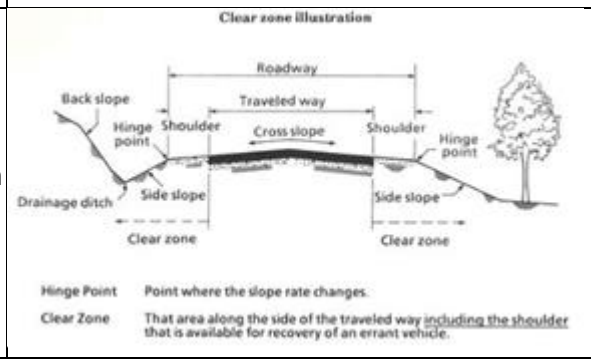
The previous chapter documented locations and emphasis areas within potential for safety improvements within Linn County – based on a detailed analysis of historical crash data and input from County stakeholders and the public. This chapter provides a discussion of countermeasures, or a "menu" of strategies that can be applied proactively throughout the County, as well as targeted safety projects at specific high-crash locations where safety improvements are needed most.

4.1 Safety Countermeasures

Using national best practices, FHWA and the National Highway Traffic Safety Administration (NHTSA) have developed a series of data-driven, proven safety countermeasures. Countermeasures to address the top emphasis areas in Southeast Kansas and Linn County are identified in **Table 2**. Each Safe System element (safe roads, safe speeds, safe road users, safe vehicles, and post-crash care) was considered when selecting these safety strategies. A comprehensive list of countermeasures is included in **APPENDIX C**.

Table 2 – Safety Countermeasures for Roadway Departures

Countermeasure	Description	Example
Advanced Warning Signs	Advanced warning signs around curves, sight limiting areas, or where crash problems exist provide drivers with additional time to make decisions.	
Improved Pavement Markings	Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.	

Longitudinal Rumble Strips	Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane. Commonly installed on the edge line, shoulder, and/or centerline.	
Post-Mounted Delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers the edge of shoulder in daytime and night conditions.	
Paved Shoulder with Safety Edge	Shapes the edge of pavement to eliminate the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.	
Flattening and Widening Foreslopes	Flattening and widening foreslopes allows for a more recoverable slope and may decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	
Clear Zones	Improvements to provide a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	

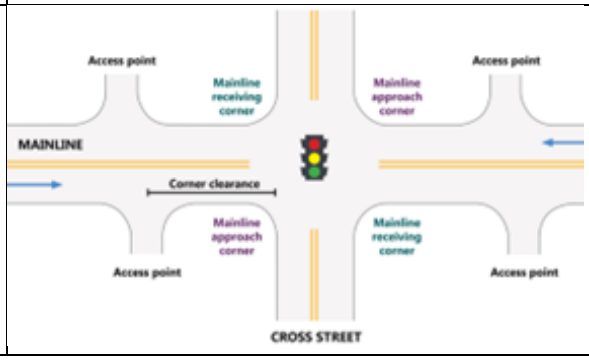
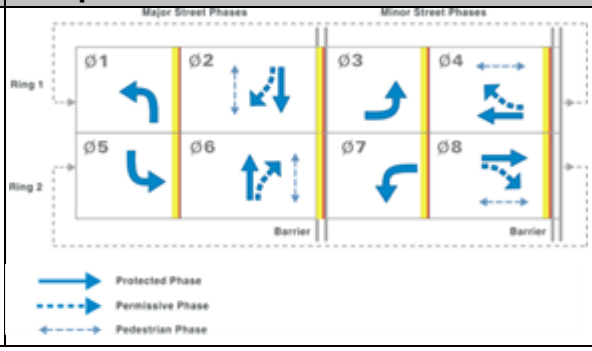
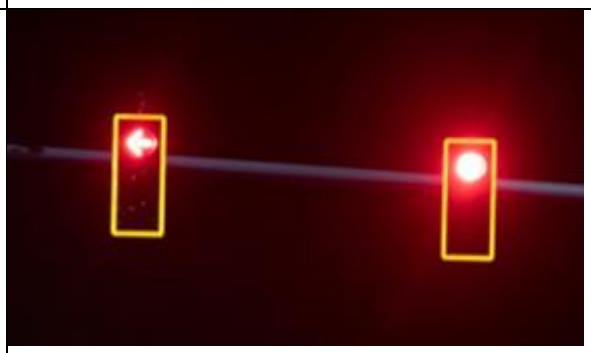
Superelevation Correction	Correcting and reshaping the roadway superelvation to meet posted speed or where crashes have occurred enables increased friction with pavement.	
High Friction Surface Treatment	Higher pavement friction helps motorists maintain better control in both wet and dry conditions.	
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	

Table 3 – Safety Countermeasures for Intersection-Related

Countermeasure	Description	Example
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	

Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more visible.	
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	
Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	

Enhanced Stop Sign	Larger stop signs, use of flasher on sign, or use of retroreflective markings to increase visibility of stop signs.	

Table 4 – Safety Countermeasures for Unrestrained Occupant

Countermeasure	Description
Enforcement of Seatbelt Safety	Signage to promote higher visibility of seatbelt and child safety enforcement in both short-term situations and sustained seat belt enforcement.
Education Strategies	Employer-based and older children programs.
Child Restraint Inspections	Child Passenger Safety (CPS) technician staffed inspection stations.

Table 5 – Safety Countermeasures for Vulnerable Road Users (VRU)

Countermeasure	Description	Example
Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	

Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	
Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	
Advance Yield or Stop Markings	"Yield Here to Pedestrians" and/or "Stop Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk.	

Table 6 – Safety Countermeasures for Distracted Driving

Countermeasure	Description
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.
Phone/Text Messaging Enforcement	Signage to identify areas with higher cell phone use/text messaging enforcement to effectively deter cell phone use by increasing the perceived risk of a ticket.

Table 7 – Safety Countermeasures for Alcohol or Drug Related

Countermeasure	Description
Enforcement of Drug and Alcohol Impaired Driving	Short-term enforcement checkpoints as well as sustained and consistent DUI enforcement, particularly in key areas.
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.

4.2 Project Recommendations

Projects were identified by locating fatal/serious injury emphasis area crash clusters within Linn County, considering systemic issues for top emphasis areas, reviewing past plans, and incorporating feedback from public and stakeholder engagement. Linn County's 2021 Local Road Safety Plan (LRSP) provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. The LRSP culminates in a prioritized list of projects that can be used to reduce fatalities and serious injuries on County-maintained roadways. All 10 LRSP projects were reviewed and are included in the projects listed below.

A summary of recommended projects along local road and state roads is provided as **Table 8** and **Table 9**, respectively. These projects were presented to the Linn County Board of Commissioners and shared with Safety Task Force members. Projects are not listed in order of priority and should be considered for implementation alongside other safety projects to eliminate roadway fatalities and serious injuries in the County. A map of local road and state road project locations is provided as **Figure 8**. Additional details of each project are available in **APPENDIX B**.

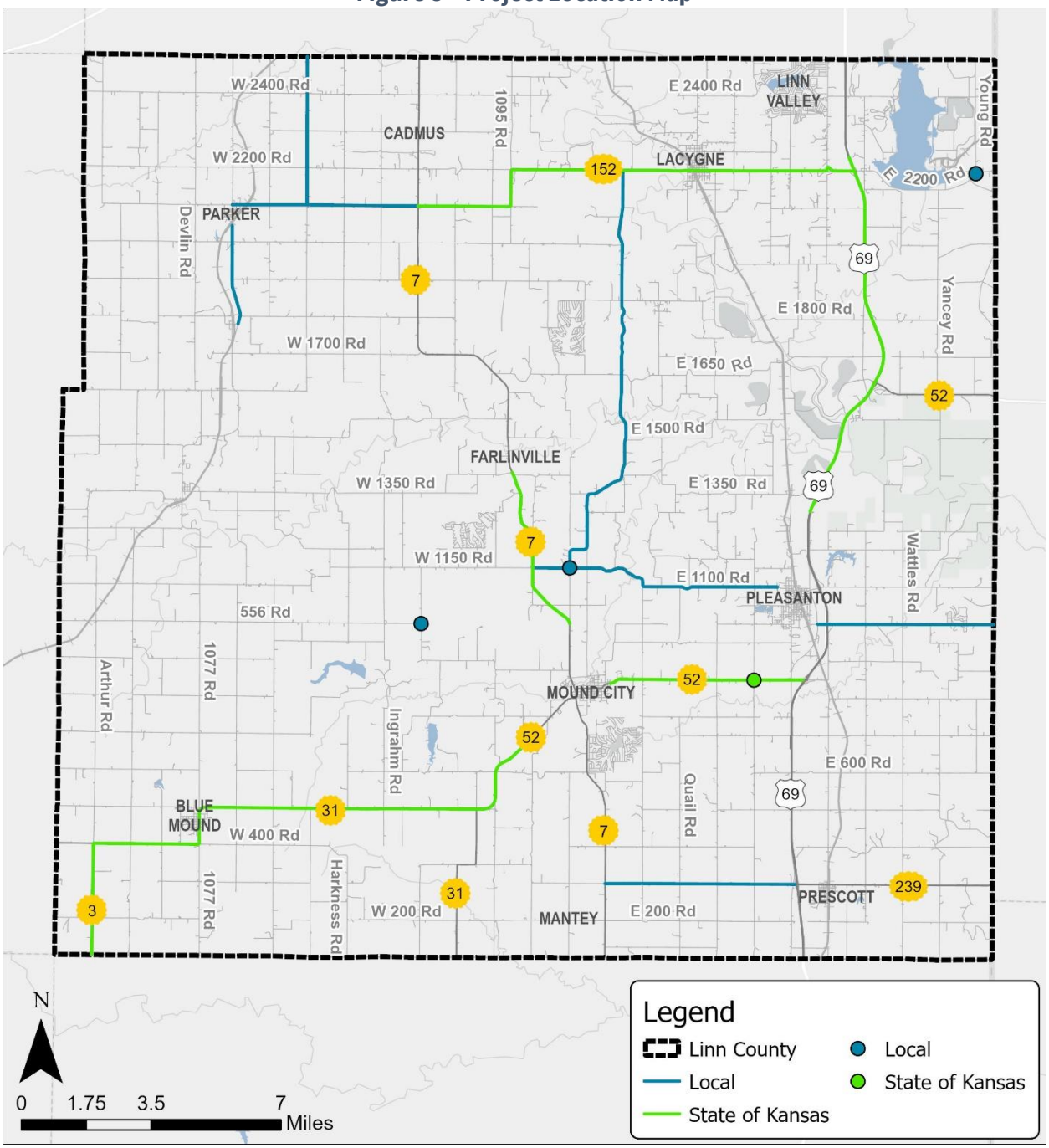
Table 8 – Linn County Local Road Projects

Emphasis Area	Project	Crash Count (2014-2023)
Departure	2100 Rd, Parker east city limit and K-7 (5 mi)	43
Departure	1150 Rd and 1100 Rd, K-7 and Pleasanton west city limit (6.9 mi)	36
Departure	300 Rd from K-7 to US-69	27
Departure	1000 Rd, Tucker Rd and State Line Rd (4.8 mi)	26
Departure	1077 Rd, 2100 Rd and Miami County line (4 mi)	26
Departure	1095 Rd, 1650 Rd and K-152 (5.6 mi)	20
Departure	1095 Rd, 1150 Rd and 1650 Rd (6.2 mi)	12
Departure	1077 Rd, Washington Ave and Parker south city limit (2.7 mi)	12
Intersection	Young Rd @ 2200 Rd	4
Intersection	1150 Rd @ 1095 Rd	4
Curve	1000 Rd @ Jackson Rd	1

Table 9 – Linn County State Road Projects

Emphasis Area	Project	Crash Count (2014-2023)
Corridor Study	US-69, from K-152 to 1350 Rd (10.2 mi)	214
Departure and Curve	K-152, from K-7 to US-69 (12.8 mi)	130
Departure and Curve	K-31/ K-52, from K-3 to Lyman Rd (13.7 mi)	95
Departure and Curve	K-7, from 1400 Rd to 1095 Rd (4.7 mi)	58
Departure	K-52, from Hill St to US-69 (5.2 mi)	189
Departure	K-3, from 100 Rd to K-31 (3 mi)	3
Intersection	K-52 @ Scott Rd	8

Figure 8 – Project Location Map



CHAPTER 5 | IMPLEMENTATION PLAN

5.1 Policy and Process Recommendations

Improving roadway safety in communities requires an examination of policies and processes currently in place that contribute to safety on our roadways. Current policies, guidelines, and standards were reviewed to identify opportunities to improve and prioritize transportation safety. The following policy and process recommendations support achieving the Safety Action Plans goals.

Vision Zero Resolution

The Vision Zero goal acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for all road users. Some programs, including the federal SS4A Implementation grant program, strongly recommend jurisdictions formally adopt this goal to be eligible for funding support. A Vision Zero resolution to target fatal and serious injury crashes was adopted by Linn County in 2025. The resolution is included in **APPENDIX A**.

Advocate for Regional Initiatives

Many smaller communities find solving safety issues on state or federal highways to be difficult to address. State Department of Transportation's have many competing priorities, and smaller projects can easily fall down the priority list as the transportation network has emergent and pressing needs. One solution for this is to take a regional or corridor focused approach to improving state and federal highways. Taking a coalition approach with neighboring communities on the same highway corridors can increase visibility of these issues and help advocate for action. Working with impacted municipalities, counties, community groups, and/or regional planning organizations can increase the county's collective power to bring change. The SEKRPC Safety Task Force can be a vehicle for the coalition approach should the region or multiple counties in the region choose to advocate together for changes on Kansas highways. One such forum for advocating for regional initiatives is KDOT's Local Consult process, which will be held in Fall 2025 and is held every other year.

Address Post-Crash Care

The timely arrival of emergency responders and well-trained Emergency Medical Services (EMS) providers is a major factor in ensuring an injured person receives the medical care they need to survive a crash. This is especially critical in rural communities, where response times are longer, and EMS resources may be more limited.

Therefore, post-crash care best practices include both advanced planning activities and safety countermeasures. Typical countermeasures include improving emergency medical dispatch and 911 protocols, providing timely on-scene care using model EMS clinical guidelines, providing timely transportation to a trauma center, and then measuring EMS performance over time are important to ensure your EMS is performing optimally.

Linn County has no hospitals designated as Level I-IV Trauma Centers. However, Advent Health in Ottawa, Anderson County Hospital in Garnett, and Miami County Medical Center in Paola are all Level IV Trauma Centers. Additional opportunities to explore to address post-crash care needs include:

- **EMS Telemedicine:** Jurisdictions have explored the use of eCare EMS telemedicine services to improve and expedite post-crash care in rural communities. The program allows first responders and paramedics to connect virtually 24/7 with certified physicians and nurses for

peer-to-peer support in the field or during transport. Some agencies have been awarded SS4A funds to support pilot EMS telemedicine programs within their area.

- **Updating Best Practices and Training:** Ensuring first responders are regularly trained on the most up to date best practices in emergency response is critical to maintaining good response times. National resources such as EMS.gov and the National Center for Rural Roadway Safety can help your organization access the most up-to-date emergency response practices and training.

The project team recommends that Linn County stay abreast of statewide planning efforts relating to post-crash care. The 2025-2029 Kansas Strategic Highway Safety Plan (SHSP) identifies upcoming statewide strategies specifically focused on post-crash care, including efforts to better quantify gaps in incident response times and efforts to improve interoperability among computer-aided dispatch systems.

Update Design and Maintenance Policies

Roadway design policies, standards, and best practices change over time. An ongoing review and update of local roadway design policies is critical to ensuring roadway safety best practices are implemented when roadways are maintained, improved, or constructed. For example, the County and individual cities should look to formalize their processes relating to sign inventory and maintenance, pavement marking inventory and maintenance, and roadside clearance. The County could also develop its own policy for prioritizing installation of edgeline or centerline rumble strips on locally-maintained roads.

Incorporate Safety into Project Development Process

Include systemic safety improvements in projects developed by Linn County and KDOT. Include a review of crashes and potential safety improvements when intersections or roadway segments are maintained or improved.

5.2 Next Steps

The Safety Action Plan is a dynamic document intended to be used by Linn County and other partners to continually advance transportation safety. In addition to the recommended projects and policy guidance, the Southeast Kansas region and Linn County can utilize these next steps to help achieve the Vision Zero goal.

Plan Leadership

Linn County assumes leadership of this plan and will support implementation within the County. As part of this role, Linn County will continue to use the Safety Task Force as a mechanism for regional collaboration and updates.

In partnership with SEKRPC, it is recommended that the Safety Task Force convene annually to discuss progress and updates related to the Safety Action Plan. Stakeholders should continue to:

- Be champions for safety in professional and personal roles
- Share information about transportation safety strategies with other organizations
- Assemble annually to share progress on safety activities

Leverage Resources and Funding Opportunities

Funding is critical to implementing the strategies and action items in this Safety Action Plan and may come from a blend of sources: federal, state, local, and private sector or non-profit partners. Some potential sources of funding include:

- **Safe Streets and Roads for All (SS4A) Program:** The Bipartisan Infrastructure Law (BIL) established the SS4A federal discretionary program that will provide over $5 billion in grants over the five-year program period (2022-2026). With completion of this Safety Action Plan, Linn County is eligible to apply for SS4A Implementation funding, which funds design and construction of infrastructure projects, as well as Supplemental Planning and Demonstration funding, which can support more detailed feasibility studies, quick-build deployments, or technology pilots.
- **State Coordination:** Coordinate with KDOT to identify and apply for annual safety grants funded by the state that are targeted at both roadway design solutions and behavioral programs, including education and enforcement programs.
  - **High Risk Rural Roads (HRRR) Program:** FHWA requires states to define and identify roadways "with significant safety risks" and sets aside federal funding for states to address these safety risks. Funds typically cover low-cost roadway improvements such as pavement markings, rumble strips, and other safety countermeasures. In Kansas, communities can apply for this funding through KDOT's Bureau of Local Projects. This funding is applicable for rural County-owned roads, and projects specifically identified in the County's LRSP will be prioritized at the state level for HRRR awards.

    Over the next few years, KDOT plans to roll out an analogous "High Risk Urban Roads" (HRUR) Program intended for municipal-maintained local streets and covering low-cost roadway improvements. This program is likely to focus on improvements for VRUs (especially locations on the state's VRU priority corridors), stop-controlled intersections, and signalized intersections.
  - **Safe Routes to School Program:** Many other types of agencies can apply for and receive Safe Routes to School (SRTS) funding. These include non-profits, schools and school districts, and regional transportation agencies, among others. In Kansas, communities can apply for this funding through KDOT's Active Transportation Program.
  - **Kansas Infrastructure Hub:** The Kansas Infrastructure Hub provides resources for Kansas communities seeking to improve infrastructure. Communities can apply to the Infrastructure Hub for grant writing assistance and grant matches, including assistance with federal grant programs.
  - **KDOT's Local Opportunity Guide** provides details on various safety-related programs and information about how to apply. This includes HRRR and SRTS as well as other programs that could be used for projects that incorporate safety benefits, such as Cost Share, Transportation Alternatives and the Railway-Highway Grade Crossing Program. In addition, there are opportunities for funding education and enforcement activities through KDOT's Behavioral Safety Program.
- **Regional Coordination:** Coordinating closely with KDOT, and potentially adjacent counties, including the overall 12-county region, can be helpful to achieve safety goals for all involved

parties. Taking a coalition approach to US-69 improvements may help all counties along the corridor advocate for funding and advance important safety goals.

- **Local Funding:** Local governments may choose to fund projects from local sources such as the annual budget, Capital Improvement Program (CIP), bonding, user fees, special assessments, or through partnerships with other local entities. Consideration of the Safety Action Plan during the annual budget process can be a cost-effective way of advancing safety goals, particularly for maintenance activities or other planned capital improvement projects where simple safety strategies can be incorporated.

Progress and Transparency

Progress toward meeting the Safety Action Plan's goals should be measured over time in an open and transparent manner. Regular progress tracking creates accountability to the public and builds trust between the public and the cities, counties, and agencies that are responsible for roadway safety. This could include posting the Safety Action Plan online and annual reporting on progress toward reducing roadway fatalities and serious injuries.

Progress and transparency also help create an environment of informed decision making based on the effectiveness of selected safety strategies and the ability to modify the approach when necessary. Finally, progress and transparency provide a sense of direction and help document tangible outcomes made toward saving lives.

APPENDIX A | VISION ZERO RESOLUTION

EXAMPLE VISION ZERO RESOLUTION OR ORDINANCE

[RESOLUTION OR ORDINANCE]* NO. *[X]

A [RESOLUTION OR ORDINANCE] BY THE BOARD OF COMMISSIONERS, THE GOVERNING BODY OF LINN COUNTY, KANSAS, ADOPTING A VISION ZERO POLICY AND PROCLAIMING LINN COUNTY'S COMMITMENT TO END TRAFFIC FATALITIES AND SERIOUS INJURY ACCIDENTS IN LINN COUNTY BY 2050 AND IMPLEMENTATION OF A SAFE STREETS AND ROADS FOR ALL PLAN.

WHEREAS, in 2021, the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program which funds regional, local and Tribal initiatives to prevent roadway deaths and serious injuries; and,

WHEREAS, in 2022, Linn County joined the member Counties of the Southeast Kansas Regional Planning Commission (SEKRPC) in making an application for a SS4A planning grant from the U.S. Department of Transportation to create SS4A compliant action plans for member counties; and,

WHEREAS, the SS4A program supports the U.S. Department of Transportation's National Roadway, Safety Strategy and the goal of zero roadway deaths using a Safe System Approach; and,

WHEREAS, Linn County's Vision Zero policy supports the Kansas Department of Transportation's Drive to Zero program and the goals of the Kansas Strategic Highway Safety Plan; and,

WHEREAS, 23 individual(s) were needlessly killed, and 291 individuals were injured on Linn County roadways between 2014 and 2023; and,

WHEREAS, Linn County recognizes the need for action to increase safety and to prevent deaths and injuries on Linn County streets; and,

WHEREAS, Vision Zero is a proven framework for eliminating traffic deaths and serious injuries through intergovernmental and community partnerships, leveraging resources and funds to ensure safe and efficient transportation for all roadway users; and,

WHEREAS, A comprehensive Vision Zero policy unifies existing safety efforts and elevates improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis, updated policies and practices, and equity; and,

WHEREAS, Linn County recognizes the need to prioritize engagement with the entire community about the Vision Zero initiative, and supports Vision Zero efforts to address inequities by prioritizing interventions in areas most in need of safety improvements; and,

WHEREAS, Linn County's participation in the SEKRPC Safety Task Force recognizes the need for action to increase safety and to prevent deaths and injuries on Linn County streets; and,

WHEREAS, Linn County commits to the ongoing collaboration of the SEKRPC Safety Task Force to advance a shared vision and future for improvements along U.S. and State highways in the SEKRPC region, and on streets and roads within the individual communities comprising the task force; and,

WHEREAS, Linn County commits to build and sustain leadership, collaboration and accountability in partnership with public health, law enforcement, policymakers, elected officials, and community members to advance the strategies of the SS4A plan and the Vision Zero policy; and,

WHEREAS, Linn County recognizes the need for action to increase safety and to prevent deaths and injuries on Linn County streets; and,

NOW, THEREFORE, BE IT RESOLVED THAT, I, [FIRST NAME LAST NAME], Commissioner(s) of the County of Linn, by virtue of the Charter of the County of Linn, do hereby:

1. Adopt the Linn County Vision Zero policy with the goal of achieving zero fatalities and serious injuries by the year 2050.

2. Adopt the Linn County Comprehensive Safety Action Plan, attached hereto as Exhibit A.

PASSED, APPROVED AND ADOPTED THIS [X] day of [MONTH], 2025.

APPENDIX B | PROJECT SHEETS

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APPENDIX C | REGIONAL EMPHASIS AREAS AND COUNTERMEASURES TOOLBOX

C.1 Introduction and Background

This Appendix summarizes data analysis and emphasis areas for the entire 12-county Southeast Kansas region. Emphasis areas help focus crash reduction efforts on specific crash factors with the highest risk of serious injury or death, and greatest potential for improvement. By focusing on these areas, decision makers can address the most critical crash related issues in their community, such as intersections with high crash rates or corridors with frequent roadway departures, leading to a more effective and targeted safety strategy. Additionally, emphasis areas provide a clear framework for measuring the success of a road safety strategy, allowing for data-driven decision-making and continuous improvement in crash prevention.

Grouping crashes together based on crash factors and location is a good basis for understanding which emphasis areas deserve extra consideration. Some emphasis areas are focused on engineering and roadway design-related solutions (location or systemic-based crashes) while others rely on changing the behaviors associated with the crashes often using enforcement, education, and/or emergency response.

Emphasis Area Methodology

Emphasis areas for the 12-county region were determined by understanding community concerns around roadway safety and thorough a review of 10 years of crash data. The review of local crash data sorted the emphasis areas by (1) frequency of emphasis area for all crashes and (2) frequency of emphasis area for serious injury and fatality crashes. Fatal and serious injury crashes by emphasis area are shown in **Figure 9** with crash clusters mapped in **Figure 10**. This review of the data revealed that roadway departure, intersection-related, and distracted driving were the most frequent crash types for all crashes. Roadway departure, unrestrained occupant, and intersection-related were the most frequent crash types for fatal and serious injury crashes.

Taking into consideration the results from the data analysis and community and stakeholder input, three key emphasis areas were selected by the regional Safety Task Force for review: *roadway departure*, *intersection-related*, and *unrestrained occupant* crashes. Other emphasis areas for consideration include vulnerable road users, distracted driving, and alcohol or drug-related crashes.

Figure 9 – Fatal and Serious Injury Crashes by Emphasis Area in Southeast Kansas

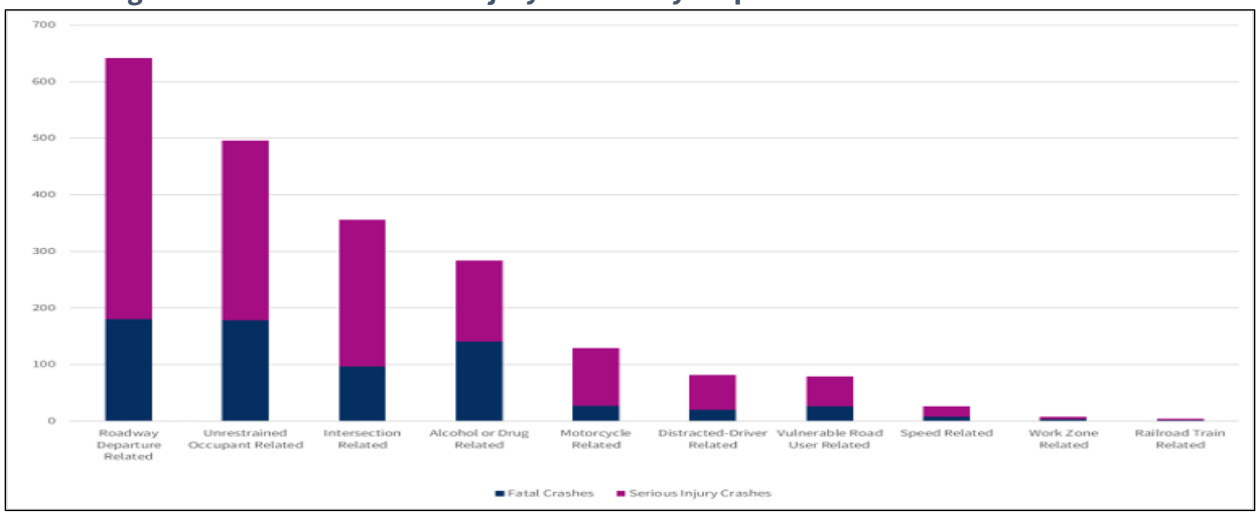
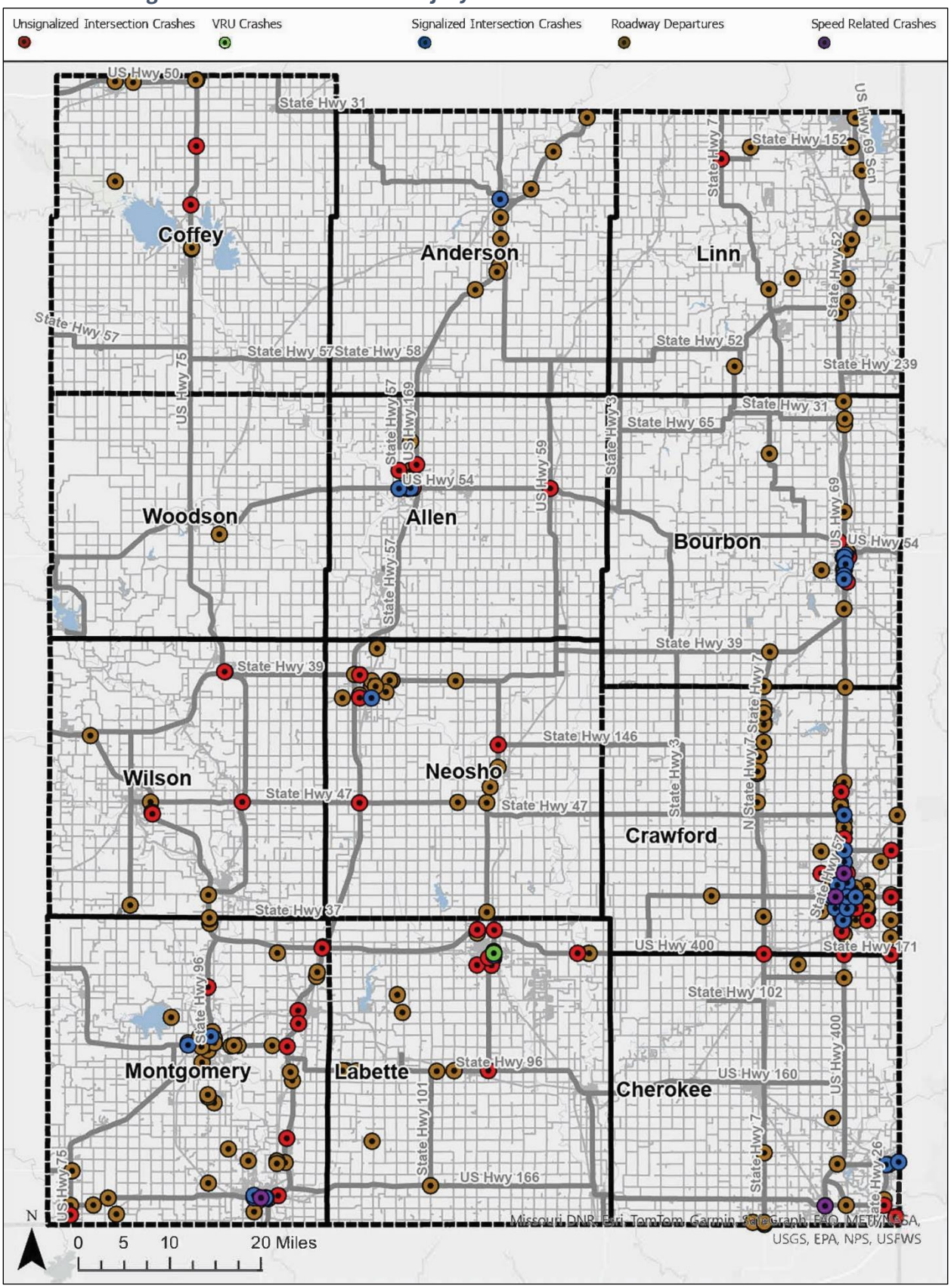


Figure 10 – Fatal and Serious Injury Crash Clusters in Southeast Kansas



C.2 Top Crash Emphasis Areas

Roadway Departure

Roadway departure crashes are a leading cause of highway fatalities, accounting for over half of the deaths on roads in the United States each year. These crashes occur when a vehicle deviates out of its designated lane, either crossing the edge line or centerline. Roadway departures can include head-on collisions, rollovers, or collisions with objects such as utility poles, trees, or other objects located off the roadway. Factors contributing to these incidents include excessive speed, roadway geometry such as shoulder width and curve radii, impaired driving, distracted driving, and failure to use seatbelts. Addressing these factors is critical to reducing the frequency and impact of roadway departure crashes in the county.

Intersection-Related

Intersections result in increased conflict points between roadway users. Approximately one-quarter of traffic fatalities and one-half of all traffic injuries in the United States are attributed to intersections. Unsignalized intersections are the most common type of intersection in Southeast Kansas and can include stop sign-controlled, yield sign-controlled, or uncontrolled intersections. Signalized intersections are more frequently used within urban areas or at the intersection of higher volume corridors. Almost any other crash type can occur at intersections, so intersection crashes may also be attributed to other crash types or factors. Understanding which factors frequently contribute to crashes can help decision makers focus on effective countermeasures.

Unrestrained Occupant

Restraint devices such as seatbelts are critical to protecting vehicle occupants in a crash. The simple act of wearing a seatbelt is one of the most effective ways to reduce the risk of death or serious injury in a crash. This is especially evident in serious roadway departures and intersection crashes, where unrestrained occupants are far more likely to suffer catastrophic outcomes, including being ejected from the vehicle.

C.3 Other Areas for Review

Vulnerable Roadway Users

A Vulnerable Road User (VRU) is a person using the transportation system that is unprotected, such as a pedestrian, cyclist, motorcyclist, or roadway worker. Crashes between a VRU and a vehicle more frequently result in an injury or fatality. Common risk factors for VRU crashes include undivided four lane roads, roads with over 10,000 vehicles per day, roads with 30-35 mph speed limits, disadvantaged areas, and areas with higher levels of pedestrian activity.

Despite not being a major crash type in Linn County, VRU safety is a key component of the Vision Zero initiative to provide safe and convenient transportation options for all people regardless of mode of transportation. Therefore, it is a best practice to incorporate VRU safety strategies in areas such as near schools or downtown areas to prevent incidents.

Speed-Related

Speeding – exceeding posted speed limits or traveling to fast for conditions – is a contributing factor to nearly one-third of fatal crashes in the United States. Speeding is one of the most dangerous crash factors as higher speeds can increase the risk of and severity of a crash. Managing speed is a complex issue involving engineering, driving behavior, education, and enforcement. It is likely that the number of fatal and serious injury crashes attributed to speeding in Southeast Kansas is underreported.

Distracted Driving

Distracted driving occurs when the driver of a vehicle performs any activity that takes their attention from driving. Ongoing education programs, as well as initiatives that promote safe driving habits, can reduce the number of distracted driving related crashes. Changes to the road environment that reduce the impact of other crash types – such as separating VRUs from motor vehicles or providing opportunities to recover from roadway departures – can also help minimize the effects of mistakes due to distracted driving. Like speeding, distracted driving may be underreported in crash data.

Alcohol or Drug Related

Impaired driving is when a vehicle is being operated under the influence of any substance or in any condition that may reduce the ability to drive safely. This includes driving under the influence of alcohol, drugs, or other controlled substances that diminish your mental or physical capabilities.

The Safety Task Force indicated driving under the influence as a significant concern in Southeast Kansas as drivers may overestimate their capacity or have limited alternative options to traveling home safely. The legalization of recreational marijuana in neighboring Missouri was specifically mentioned by counties along the Kansas-Missouri border, including Linn County, as an increasingly challenging issue.

Overlapping Emphasis Areas

In many crashes, multiple emphasis areas are identified as contributing factors. Identifying contributing factors can help us understand why crashes occur and identify appropriate safety interventions. **Figure 11** demonstrates overlapping circumstances among all crashes in Southeast Kansas during the 10-year study period.

Common crash patterns include:

- Crashes involving unrestrained occupants or alcohol/drug impairment frequently result in roadway departures.
- Crashes involving VRUs such as bicyclists or pedestrians typically occur at intersections.
- Crashes involving speeding tend to also be affected by distracted driving.

Figure 11 – Overlapping Emphasis Areas in Southeast Kansas

Step 2: Evaluate Overlapping Emphasis Area	Step 1: Select Emphasis Area: Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

C.4 Countermeasures Toolbox

The following pages contain a menu of countermeasures organized by Emphasis Area

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APPENDIX D | COMMUNITY ENGAGEMENT PLAN

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APPENDIX E | PUBLIC SURVEY RESULTS

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APPENDIX F | SAFETY TASK FORCE MEETING SUMMARY

Southeast Kansas Comprehensive Safety Action Plan

Montgomery County, Kansas

Southeast Kansas Comprehensive Safety Action Plan
Montgomery County, Kansas

Southeast Kansas Regional Planning Commission (SEKRPC) | June 2025

The Southeast Kansas Regional Planning Commission (SEKRPC) would like to acknowledge the valuable contribution of its member jurisdictions and project partners. Their active participation and input throughout the planning process were essential to developing this Comprehensive Safety Action Plan (CSAP). Additionally, the SEKRPC extends its gratitude to stakeholders, community organizations, and members of the public whose valuable feedback and insights guided the development of the plan to help meet the safety needs and priorities of the 12-county Southeast Kansas region.

Regional Partners
Allen County
Anderson County
Bourbon County
Cherokee County
Coffey County
Crawford County
Labette County
Linn County
Montgomery County
Neosho County
Wilson County
Woodson County

County Partners
Montgomery County Sheriff's Office
City of Cherryvale
City of Coffeyville
City of Independence

Southeast Kansas Regional Planning Commission
20 S. Highland
Chanute, KS 66720

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Consultant Team
TranSystems
2400 Pershing Road, Suite 400
Kansas City, MO 64108

TRANSYSTEMS

Kimley-Horn
805 Pennsylvania Avenue, Suite 150
Kansas City, MO 64105

Kimley»Horn

Wilson & Company
800 E. 101st Terrace, Suite 200
Kansas City, MO 64131

WILSON & COMPANY

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CHAPTER 1 | INTRODUCTION

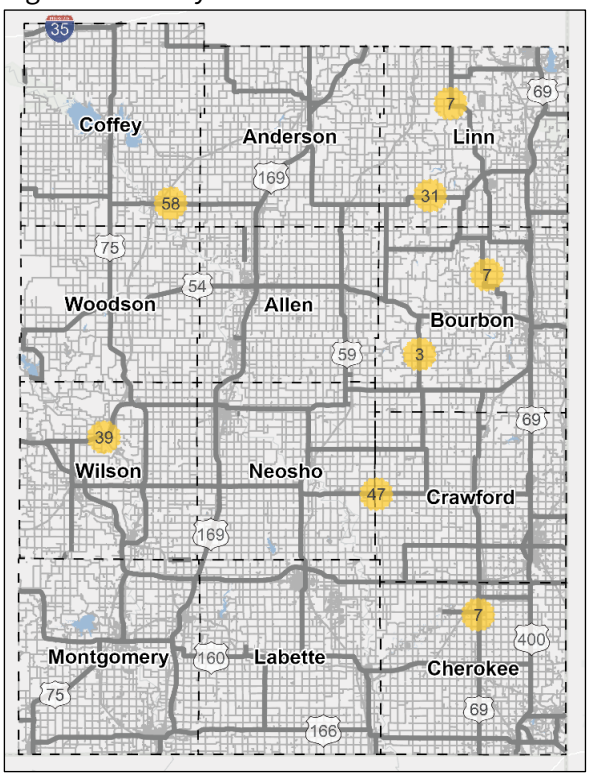
Roadway safety is an issue that impacts every person and every community in the United States. Every individual is exposed to risk on the roadway network whether a driver, passenger, transit user, bicyclist, or pedestrian. In the United States, roadway crashes account for large numbers of serious injuries and death. To combat this challenge, the U.S. Department of Transportation (USDOT) created the Safe Streets and Roads for All (SS4A) grant program to support safety initiatives designed to prevent roadway deaths and serious injuries.

In 2024, the Southeast Kansas Regional Planning Commission (SEKRPC) was awarded an SS4A Planning grant to study roadway safety in the 12-county region. This study would culminate in the development of a Comprehensive Safety Action Plan (CSAP) for each county to address the most significant transportation safety risks in the community with an emphasis on fatal and serious injury crashes.

The SEKRPC region includes Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas. The 12-county study area is shown in ***Figure 1.1***.

Over 39,000 crashes occurred in the SEKRPC region in the past 10 years (2014-2023). In Montgomery County, 6,140 crashes occurred during this period including 74 fatal crashes, 117 serious injury crashes, and 5,949 injury and property damage only (PDO) crashes.

Figure 1.1: Study Area



1.1 Commitment to Safety

SEKRPC and Montgomery County recognize that one life lost is one too many and seek to develop a set of programs and projects that will reduce transportation safety risks and save lives. This Safety Action Plan outlines specific strategies and actions to reduce fatal and serious injury crashes in Montogomery County.

The success of this Safety Action Plan relies on the commitment and participation of all stakeholders in Montgomery County and the SEKRPC region. Development of the Safety Action Plan fostered collaboration among the counties and cities in the 12-county region. By bringing together residents, local government, law enforcement, transportation authorities, school districts, and community organizations, collective expertise and resources were leveraged to implement safety initiatives.

By working together, we can promote a culture of safety and work towards making our communities a safe place to live, work, and visit. A Safety Task Force with representatives from each county in the region is dedicated to fostering collaboration, innovation, and a proactive approach to addressing safety issues and making a positive impact on Southeast Kansas.

1.2 Safe System Approach

The SS4A program supports the USDOT National Roadway Safety Strategy and Montgomery County's goal of zero roadway deaths using the Safe System Approach. The SS4A program supports the development of a CSAP that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues.

The USDOT Safe System Approach is a comprehensive and proactive framework to reduce the number of fatalities and serious injuries on roadways. The Safe System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable and responsibility for roadway safety lies with multiple stakeholders.

Figure 1.2: Safe Systems Approach

The Safe System Approach has key elements as shown in ***Figure 1.2.*** Layering these together creates redundancy so that if one component fails, the others are still in place to prevent severe outcomes. Policies and projects recommended in this report focus on these five proven objectives to create safer conditions for all roadway users. The five objectives for the Safe System Approach are:

- **Safer Roads:** The design and maintenance of roadway environments to mitigate human mistakes and account for injury tolerances, encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

- **Safer Speeds:** Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate mitigation measures such as roadway design, targeted education, outreach campaigns, and enforcement.

- **Safer Road Users:** Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed by promoting a safety awareness culture through various outlets.

- **Safer Vehicles:** Expand the availability of vehicle systems and features that help prevent crashes and minimize the impact of crashes on both occupants and non-occupants. Additionally, encouraging other safety actions such as seat belt use, proper child seats, and proper vehicle maintenance.

- **Post Crash Care:** Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for first responders and preventing secondary crashes through robust traffic incident management practices.

1.3 Plan Organization

This Comprehensive Safety Action Plan is built on the following eight key components:

- **Leadership Commitment and Goal Setting:** An official public commitment by a high-ranking official and/or governing body to an eventual goal of eliminating roadway fatalities and serious injuries. *(Chapter 1)*
- **Planning Structure:** A committee, task force, or similar body charged with oversight of the Safety Action Plan development, implementation, and monitoring. *(Chapter 1)*
- **Engagement and Collaboration:** Robust engagement with the public and relevant stakeholders that allows for both community representation and feedback. Information received is analyzed and incorporated into the Safety Action Plan. *(Chapter 2)*
- **Safety Analysis:** A comprehensive analysis of existing conditions, historical trends, and risk factors that provides a baseline level of fatal and serious injuries. *(Chapter 3)*
- **Equity Considerations:** Plan development using inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners. *(Chapter 4)*
- **Strategy and Project Selection:** Identification of a comprehensive set of projects and strategies shaped by data, equity considerations, public and stakeholder input, and best practices to address the safety issues identified in the Safety Action Plan. *(Chapter 5-6)*
- **Policy and Process Changes:** Assessment of current policies, plans, guidelines, and standards to identify opportunities to improve how processes prioritize transportation safety. *(Chapter 6)*
- **Progress and Transparency:** A method to measure progress over time after the Safety Action Plan is developed or updated. *(Chapter 7)*

1.4 Leadership Commitment and Goal Setting

Committing to zero roadway deaths is ambitious and achieving this goal will be challenging for any community. Leadership from local officials on this issue is critically important as leadership sets the tone for the organization and the community. Elected leadership can steer the course of policy and secure the resources necessary to implement safety strategies. The commitment of elected leadership can also result in new local regulations, legislative support at the state or federal level, and better enforcement of existing laws.

Through participation in the planning process facilitated by SEKRPC, the participating counties formed a Safety Task Force. This regional leadership group shaped a shared vision to eliminate roadway fatalities. This vision employs Vision Zero elements and the Safe System Approach to develop a Safety Action Plan for each SEKRPC county. These plans seek to improve roadway safety outcomes, with the eventual goal of zero deaths across the Montgomery County transportation network by 2050. Montgomery County's commitment to this goal is demonstrated by the Vision Zero resolution passed by the Montgomery County Commission. The resolution is included in ***Appendix A.***

Vision

The Safety Task Force envisions the development of comprehensive transportation infrastructure that meets the needs of all residents in the SEKRPC region through transportation improvements, education, and community collaboration with a goal of zero traffic deaths and serious injuries.

Goals

SEKRPC and the Safety Task Force are committed to reducing the risk of fatal or serious injury crashes for all road users. The goals established and facilitated through this plan support this vision:

- Adopt and implement the Vision Zero resolution in each Southeast Kansas county to eliminate all fatal and serious injury crashes by 2050.
- Utilize a comprehensive data driven approach to address factors contributing to traffic crashes.
- Engage stakeholders, monitor progress, and allocate resources to ensure meaningful progress toward achieving the vision.

1.5 Planning Structure

SEKRPC received a SS4A Planning grant and facilitated the development of a Comprehensive Safety Action Plan for each county in the 12-county region: Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas.

The vision and goals described above were identified by a regional Safety Task Force consisting of representatives from each county. The Safety Task Force and the communities it represents are charged with oversight of plan development, project implementation, and monitoring. Follow-up meetings were also held with each county to facilitate more detailed discussions.

Safety Task Force

The Safety Task Force is a regional working group consisting of county staff, law enforcement, and school district representatives. Safety Task Force members served as representatives of their community to validate information and data, provide insight on potential focus areas, discuss safety strategies, and serve as community champions. The Safety Task Force played an integral role in the process by participating in a series of stakeholder meetings and directly informing the development of the Safety Action Plans. Members invited to participate in the Safety Task Force are identified in ***Appendix B***.

Expanded Stakeholder List

Due to the regional nature of the study, an expanded stakeholder list of over 300 organizations was also engaged through an online survey to provide additional input to the Safety Task Force. The expanded stakeholder list included additional city staff, emergency services, school districts, healthcare organizations, public transportation providers, business organizations, and transportation advocacy groups. Organizations in the expanded stakeholder list are also identified in ***Appendix B***.

CHAPTER 2 | ENGAGEMENT AND COLLABORATION

The Safety Action Plan included a robust engagement plan with the public and stakeholders that allowed for community representation and feedback. The plan used input from the engagement process to inform development of the plan.

2.1 Community Engagement Plan

The Community Engagement Plan in ***Appendix C*** was prepared as a guide to obtain meaningful input from study partners, community organizations, residents, and employees impacted by the transportation system. The Community Engagement Plan focused on the entire 12-county region but also provided flexibility to identify engagement needs specific to each county. Three primary opportunities to obtain public input were provided:

1. **Information and Communications:** Communicated information regarding the study background, process, methods, schedule, key messages, and project updates.
2. **Stakeholder Input:** Facilitated meetings with community leaders, elected and appointed officials, government staff, and other stakeholder groups to inform recommendations.
3. **Community Outreach:** Informed, educated, and engaged with community members with the intent of providing an interactive dialogue for input throughout the study.

2.1.1 Key Audiences

Many stakeholders were engaged in the process to provide a comprehensive perspective on the Safe Systems Approach and share unique insights for understanding transportation safety needs in Southeast Kansas. Residents, employees, and businesses provided insights into local transportation challenges, while local governments and school districts ensured alignment with community needs. First responders shared critical knowledge of safety risks and emergency response. Regional and state agencies contributed broader expertise and guidance to address transportation safety issues.

Key audiences in the 12-county Southeast Kansas region that provided input for the plan included:

- Residents, employees, and businesses
- Governmental units (county staff, city staff, school districts, elected officials)
- First responders (law enforcement, fire departments, emergency management, healthcare services)
- Community organizations (business organizations, transportation advocacy groups)
- Regional or statewide agencies (SEKRPC, KDOT, public transportation providers)

2.1.2 Community Engagement Methods

A variety of community engagement methods were utilized to promote meaningful involvement and gather input from stakeholders and the public. Targeted stakeholder discussions and Safety Task Force meetings provided expert insights and shaped the plan development, while surveys and public open house meetings offered opportunities for community members to highlight safety concerns and share feedback.

These approaches promoted inclusive participation, enhanced understanding of regional safety issues, and fostered collaboration in developing effective solutions.

- **Project Update Meetings:** Project updates were shared in-person and virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.

- **Stakeholder Meetings:** Three Safety Task Force meetings were held to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings were held in a hybrid format with both in-person and virtual attendance options.
- **Public Meetings:** One in-person open house style meeting was held within each county to inform the public of the study's progress, gather input regarding safety needs, and share features of the proposed plan.
- **Public Survey:** An online survey was distributed that allowed respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information was collected to monitor responses by location and socioeconomic characteristics.
- **Public Comments:** Public comments were compiled from meetings, online surveys, phone calls, and face-to-face conversations and incorporated into the plan.
- **Public Information:** Announcements for news media, websites, and social media outlets were provided to SEKRPC, the Safety Task Force, and the expanded stakeholder list for distribution.

2.2 Safety Task Force Meetings

The Safety Task Force participated in three meetings throughout the process to review crash data and help identify safety needs in the region. Safety Task Force members played an integral role in confirming challenges and opportunities, which directly influenced plan recommendations to align with the safety vision for the Southeast Kansas region. Meeting summaries are included in ***Appendix B***.

Safety Task Force Meeting #1

Safety Task Force Meeting #1 was held in October 2024 to introduce the study and the Safe Systems Approach, review crash data, and discuss safety concerns and potential solutions. The meeting also included an initial discussion of emphasis areas to provide direction for the planning process.

During the meeting, an interactive survey was conducted to better understand community needs. After crash data trends were presented, participants had an opportunity to select their top three emphasis areas for developing safety solutions. Based on this initial input, the selected emphasis areas were *roadway departures*, *distracted driving*, and *unrestrained occupants*. These stakeholder-selected areas helped provide focused direction for the planning process.

In addition to specific locations noted in ***Appendix B***, participants also noted the following concerns:

- **Seatbelt Usage:** In Crawford County, a SAFE (Seatbelts Are For Everyone) program began after students were involved in a fatal crash. This tragic event highlighted the need for enhanced education around seatbelt usage.
- **Distracted Driving:** Concerns were raised about distracted driving and cell phone use, including its prevalence among older adults.
- **Road Access and Truck Traffic:** Discussion highlighted the need for improved hard surface roads to medical centers and major employers, particularly areas with newly constructed or planned facilities.
- **Speeding on Gravel Roads:** Concerns were expressed about drivers traveling higher speeds on gravel roads and underestimating road conditions.

The following areas were potential solutions identified by stakeholders for improving roadway safety:

- **Driver Education Enhancements:** Online driver education programs and other similar initiatives that emphasize navigating unpaved roads and unmarked intersections.
- **Behavioral Interventions:** Increase citations to encourage safer driving behaviors and address misconceptions, such as the dangers of driving under the influence of marijuana.
- **Infrastructure Improvements:** Implement measures like road edging and clearing line-of-sight obstructions to improve visibility and reduce crashes.
- **Speed Management:** Lower speed limits on gravel roads to enhance safety.

Safety Task Force Meeting #2

Safety Task Force Meeting #2 was held in November 2024 to re-visit key emphasis areas and discuss proven effective countermeasures to address the emphasis areas. Based on crash patterns and a review of public input to date, the Safety Task Force built consensus around *roadway departures*, *intersection-related crashes*, and *unrestrained occupants* as the refined top emphasis areas. Other identified areas that would receive consideration were vulnerable road users, distracted driving, and alcohol or drug-related crashes.

In addition to specific locations noted in ***Appendix B***, an interactive survey allowed participants to discuss how potential countermeasures could be integrated into their communities to address the emphasis areas:

- **Roadway Departure:** Preferred improvements included 2-foot shoulders, edgeline treatment, and removing fixed objects in the clear zone.
- **Intersections**: Preferred improvements for unsignalized intersections included retroreflective strips on warning signs, street lighting, dedicated turn signals, and roundabout designs for both passenger vehicles and trucks. Overhead lighting was emphasized as a cost-effective option due to franchise agreements with electric companies (as applicable).
- **Unrestrained Occupant:** Strategies discussed included behavior-changing programs, enforcement campaigns, and outreach, including targeting specific groups such as school age children or farmers.
- **Distracted Driving:** Strategies discussed included high-visibility cell phone/texting enforcement and targeted communications.
- **Vulnerable Road Users:** Preferred strategies for pedestrian improvements included high visibility crosswalks, raised crosswalks, curb extensions, and refugee islands. Bicycle improvements included multi-use paths, cycle tracks, and buffered bike lanes. Discussion also included challenges in school zones and strong support for Safe Routes to School programs.

Safety Task Force Meeting #3

Safety Task Force Meeting #3 was held in April 2025 to summarize the crash data analysis and public engagement efforts to date and discuss example project recommendations and potential countermeasures. Safety projects at specific locations were shown for *roadway departures*, *signalized intersections, unsignalized intersections,* and *vulnerable road users.* Programs, policies, and potential actions were also described to address education related to speeding, pedestrian and bicycle travel, and distracted driving. Steps to implement Vision Zero and potential funding opportunities for implementation were discussed as well.

2.3 Public Survey

To gather greater community input, an online public survey was distributed throughout the 12-county region and available from October 2024 to April 2025 – including distribution to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region as well as location-specific concerns, as summarized in ***Figure 2.1***. Survey results are summarized below with detailed survey responses included in ***Appendix D***.

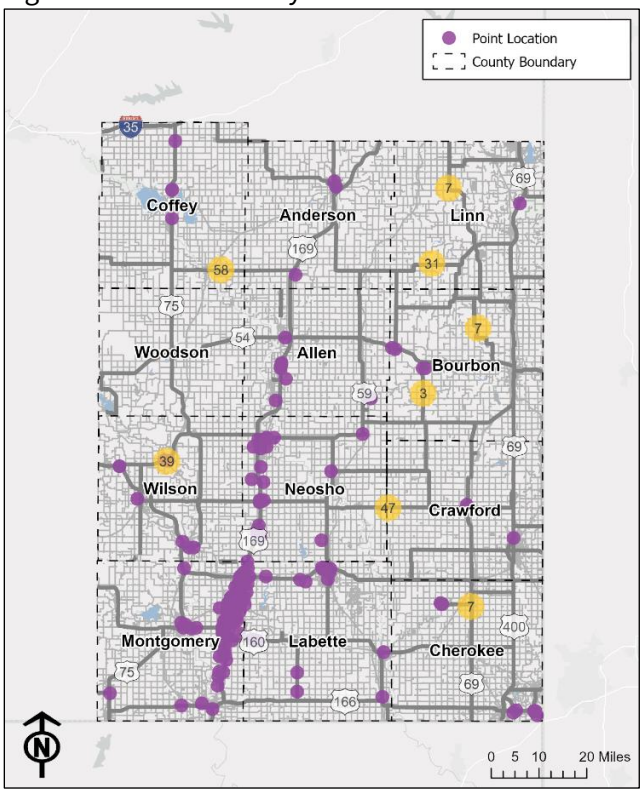
2.3.2 Safety Priorities

The survey results revealed a strong consensus that there are too many severe crashes and a need for prioritized investments. Participants expressed the most concern for Safer Roads and Safer People and identified distracted driving, speeding vehicles, and intersections as their top three emphasis areas. In support of increased safety, participants identified intersection improvements, infrastructure maintenance, and traffic maintenance as top funding priorities. Specific safety concern locations were concentrated along US-169.

2.3.3 County-Specific Concerns

Montgomery County survey participants expressed concerns regarding speeding and reckless driver behaviors, specifically when navigating the State Highway System. Respondents also emphasized the need for improvements such as additional lanes or passing lanes on US-160 and US-169.

Figure 2.1: Public Survey Comment Locations

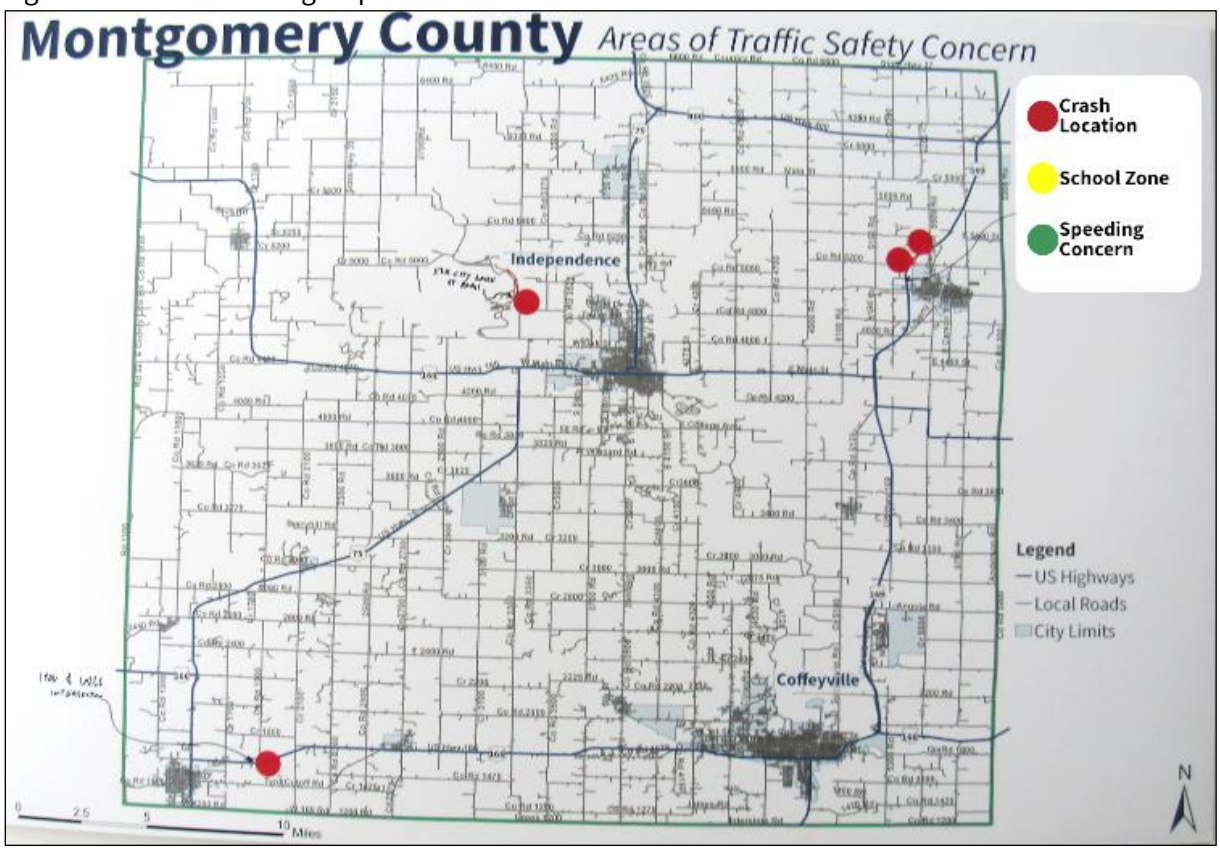


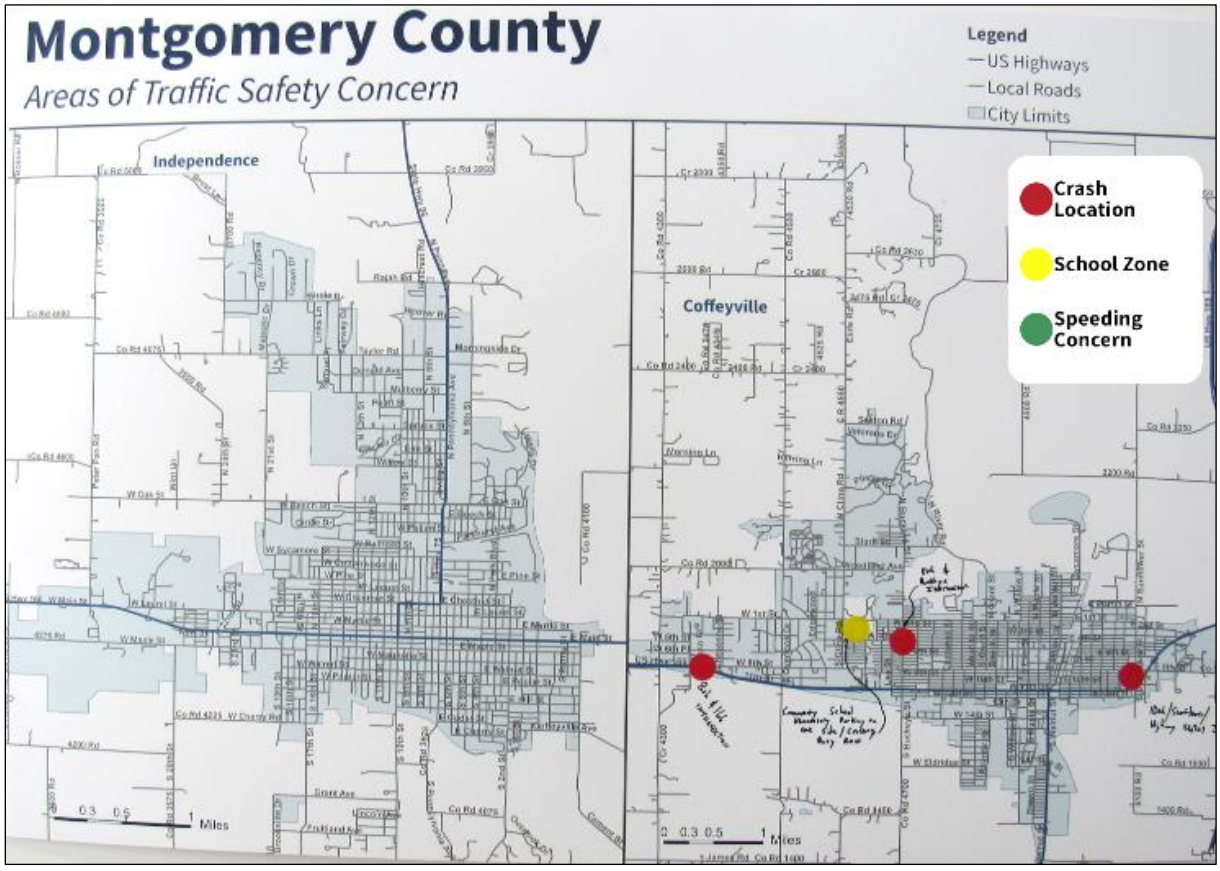
2.4 Public Meeting

An open house public meeting was held in each county to share project information and gather feedback from the public. Feedback was collected through multiple methods including comment cards, an interactive mapping activity, and conversations with attendees. The public meeting in Montgomery County was held on March 10, 2025 from 4:00-6:00pm in the Montgomery County Judicial Center and was attended by three community members.

As shown in ***Figure 2.2***, meeting attendees identified areas of traffic safety concern by placing color coded dots on a map of Montgomery County. Most concerns were concentrated along the state highway system, particularly on US-169 and US-166. Specific crash locations at intersections in the City of Coffeyville were also identified, including at 8th Stret and Buckeye Street intersection and the 8th Street and US-166 intersection.

Figure 2.2: Public Meeting Map





CHAPTER 3 | EXISTING CONDITIONS ANALYSIS

3.1 Background

Southeast Kansas is a region characterized by a mix of rural landscapes, small towns, and urban centers, playing a critical role in the state's economy through agriculture, manufacturing, and transportation. The region is served by a network of highways, including eight U.S. Routes and many state routes, to facilitate the movement of people and goods across the region and beyond. These corridors provide vital connections between many of the larger communities in Southeast Kansas that offer major employment centers, agricultural markets, and growing industrial facilities. The network of city and county roadways, which includes both paved and unpaved roadways, then facilitates local connections to specific destinations.

Due to this context of a primarily rural region with interspersed activity centers, Southeast Kansas faces unique transportation challenges. These include addressing safety concerns at intersections on high-speed corridors, managing increased freight activity, and improving rural roadway conditions.

Montgomery County has a population of approximately 31,000 people with about one-third of the population residing in the City of Coffeyville. The US-169, US-160, and US-75 corridors provide important connections within and beyond the county.

3.2 Collaboration with Other Plans

A review of previously completed or ongoing studies was documented to help align the Safety Action Plan with existing plans and processes. ***Table 3.1*** summarizes relevant strategies identified through other planning efforts.

Table 3.1: Document Review

Document	Goals	Strategies	Application
KDOT Long Range Transportation Plan (2021)	Promote safety, security, and transportation system management	Adopt a systemic approach to safety and use education, enforcement, and engineering to reduce the severity of crashes and reduce the number of travel-related deaths	Provides information about KDOT's Strategic Safety Initiative and an overview of KDOT's safety priorities and processes
Kansas Strategic Highway Safety Plan (2020)	Achieve a fatal and injury crash rate of less than 35 crashes per 100 million vehicle miles travel by 2025	Use data to address roadway departures, impaired driving, teen drivers, older drivers, intersections, local roads, and pedestrians and cyclists	Provides a statewide safety framework to apply to local plans
Montgomery County Local Road Safety Plan (2020)	Help local jurisdictions select and prioritize roadway projects that will have the biggest impact on safety	Use education, enforcement, engineering, and emergency response to reduce the severity and number of crashes	Identifies high-priority road segments, curves, and intersections for safety improvements in unincorporated areas

3.3 Crash Analysis

The most recent ten years of crash data (2014-2023) was analyzed to evaluate crash trends within the Southeast Kansas region and Montgomery County. The crash analysis includes a hotspot analysis to identify where crashes are occurring but also reviews trends and emphasis areas to identify high-risk roadway characteristics. This approach allows the Safety Action Plan to offer a proactive approach to systemic issues that may affect the greater roadway network.

Within the crash data, crash severity is categorized using an injury scale that includes property damage only, possible injury, minor injury, serious injury, and fatal. To focus on the Vision Zero goal in Southeast Kansas, the crash analysis primarily focuses on the most severe crashes that result in serious injuries and/or fatalities.

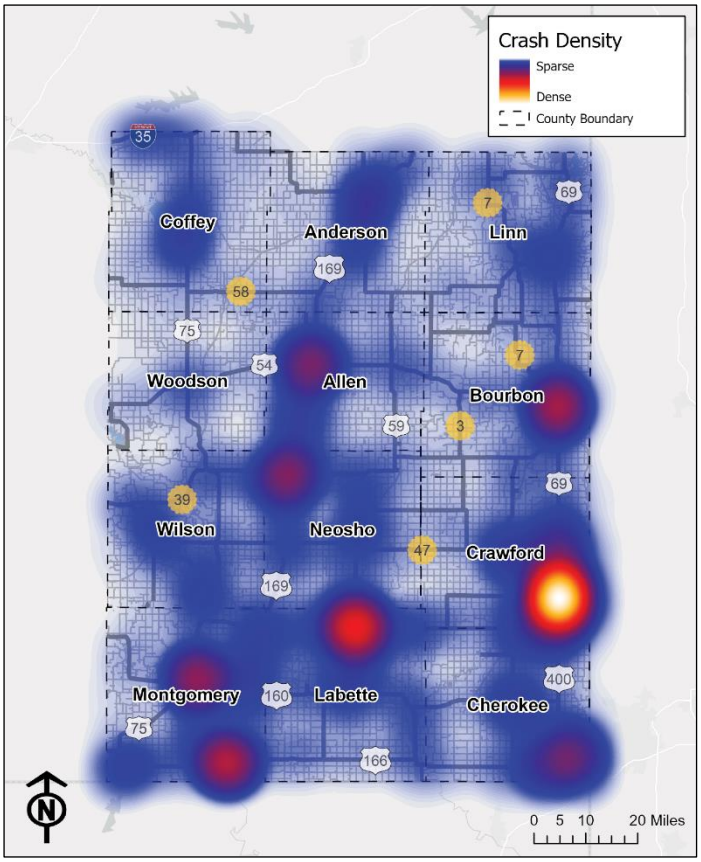
Note: The Federal Highway Administration (FHWA) required KDOT to change its serious injury definition in 2019, which resulted in a higher number of serious injury crashes from 2019-2023. The data also reflects changes in travel patterns during the COVID-19 pandemic from 2020-2022.

Regional Crash Summary

Data for the 12-county Southeast Kansas region provided a large sample size to identify regional crash trends. During the 10-year study period, there were 39,032 total crashes, including 351 fatal and 823 serious injury crashes. The remaining 37,858 crashes were injury or property damage only (PDO) crashes. These crashes occurred on the local road system, the county system, and the state system, underscoring the need for cross-agency collaboration and a systemic approach to improving roadway safety. A heat map of fatal and serious injury crashes in the Southeast Kansas region is shown in ***Figure 3.1***.

For all crashes in the 12-county region, the most common types of crashes were *roadway departure* and *intersection related* crashes. There were significantly fewer *unrestrained occupant* and *alcohol or drug related* crashes, but these crash types accounted for similar numbers of fatal and serious injury crashes, demonstrating the need to address these issues. Distracted driver-related crashes were also high in number but lower in fatal and serious injuries.

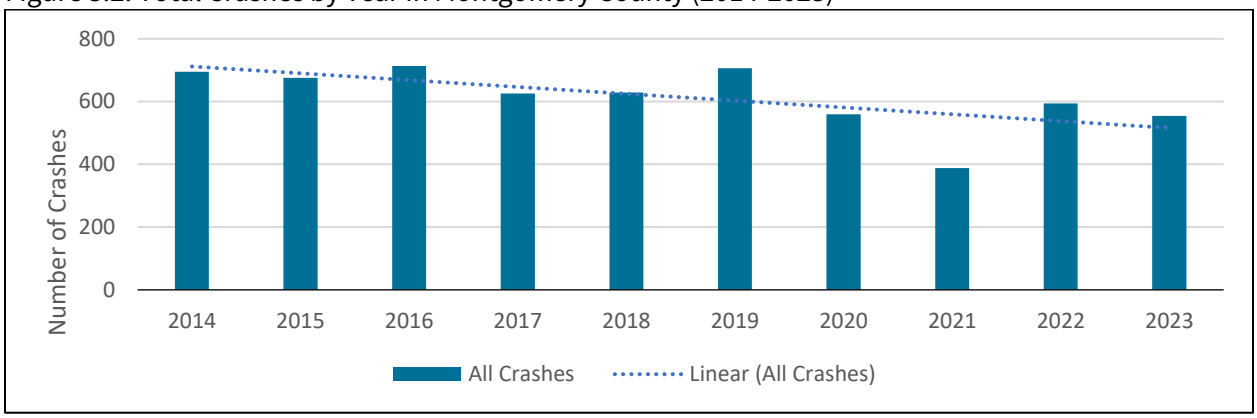
Figure 3.1: Heat Map of Fatal and Serious Injury Crashes in Southeast Kansas (2014-2023)



Crash Trend Analysis

In Montgomery County, 6,140 crashes occurred in the 10-year study period (2014-2023). The total number of crashes per year is shown in ***Figure 3.2***. The total number of crashes generally decreased over the study period with an average of 614 crashes per year.

Figure 3.2: Total Crashes by Year in Montgomery County (2014-2023)



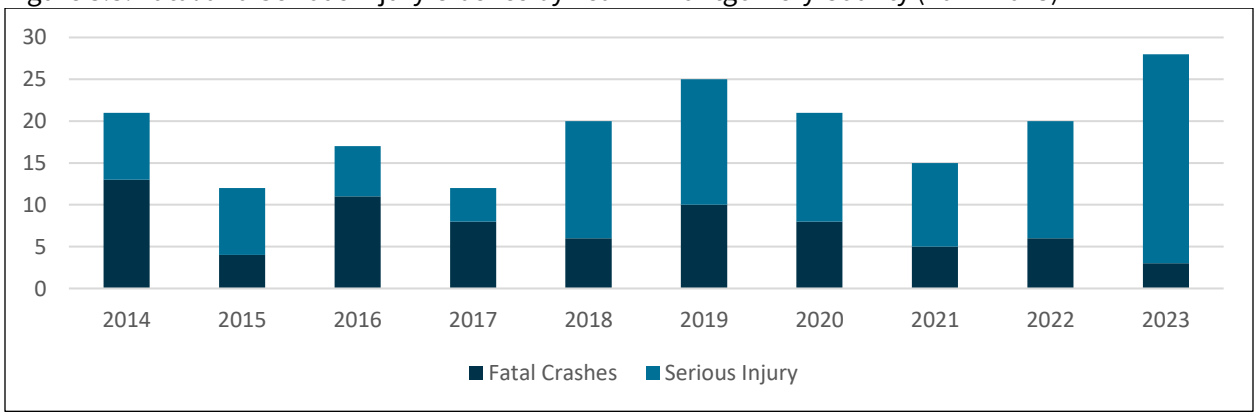
Crash Severity

As shown in ***Table 3.2***, approximately 3.1% of all crashes in Montgomery County resulted in a fatality or serious injury. Crash severity by year is shown in ***Figure 3.3***. The number of fatal crashes per year generally decreased during the study period. The number of serious injury crashes increased over the study period, but the increase also corresponds with the change in the serious injury crash definition that occurred in 2019.

Table 3.2: Crash Severity in Montgomery County (2014-2023)

Crash Severity	Crashes	Percent
Fatal	74	1.2%
Serious Injury	117	1.9%
Injury	734	12.0%
Property Damage Only	5,215	84.9%
Total	6,140	100.0%

Figure 3.3: Fatal and Serious Injury Crashes by Year in Montgomery County (2014-2023)



Crash Type

Crash type (e.g., collision with other vehicles, fixed object, pedestrian) analysis is a common method to understand crash characteristics and develop effective countermeasure solutions. As shown in ***Table 3.3***, the three most prevalent crash types were collisions with another motor vehicle (37.2%), animals (28.9%), and fixed objects (18.1%).

However, pedestrian, overturned vehicles, and crashes with railroad/train accounted for the highest percentage of fatalities and serious injuries (FSI) compared to the total number of crashes. While the total number of pedestrian crashes is low, they account for significantly higher rates of severe injury due to their unprotected nature. Both crash frequency and percentage of fatal and serious injury crashes can be used to identify applicable improvement strategies for Vision Zero.

Table 3.3: Crash Type with Fatal/Serious Injury Percentage in Montgomery County (2014-2023)

Crash Type	Count	Percent	Fatal	Serious Injury	FSI Percent
Animal	1,766	28.9%	0	0	0%
Fixed Object	1,109	18.1%	18	23	4%
Other Motor Vehicle	2,274	37.2%	28	50	3%
Other Non-Collision	81	1.3%	0	1	1%
Other Object	77	1.3%	2	5	9%
Overturned	323	5.3%	16	29	14%
Parked Motor Vehicle	427	7.0%	1	2	1%
Pedalcycle	17	0.3%	0	1	6%
Pedestrian	39	0.6%	8	6	36%
Railroad/Train	8	0.1%	1	0	13%
Total[1]	6,121	100.0%	74	117	3%

[1] Total excludes crashes listed as “none” or “unknown” crash types.

KDOT crash data separates collisions with other vehicles into further breakdowns of type (e.g., angle-side impact, head-on). As shown in ***Table 3.4***, this data indicates that angle-side impact (47.9%) and sideswipe same direction (23.2%) collisions are the most common crash types with other motor vehicles. However, head on, angle-side impact, and rear end collisions accounted for the highest number of fatalities and serious injuries (FSI) compared to the total number of crashes. The angle-side impact crashes are concerning due to both their high total number of crashes and higher FSI percent.

Table 3.4: Crash Type for Collisions with Other Motor Vehicle in Montgomery County (2014-2023)

Crash Type	Count	Percent	Fatal	Serious Injury	FSI Percent
Angle-Side Impact	1,089	47.9%	17	25	4%
Backed Into	155	6.8%	0	0	0%
Head On	163	7.2%	7	11	11%
Sideswipe: Opposite Direction	5	0.2%	0	0	0%
Sideswipe: Same Direction	526	23.2%	3	7	2%
Rear End	113	5.0%	1	5	5%
Other	221	9.7%	0	2	1%
Total	2,272	100.0%	28	50	3%

Crash Location (Intersection and Non-Intersection)

Approximately 26.6% of all crashes occurred at intersections and 73.4% of all crashes occurred at non-intersections. For fatal and serious injury crashes, the primary crash type at intersections was with other motor vehicles. At non-intersections, the most frequent crash types were overturned vehicles, collisions with fixed objects, and collisions with other motor vehicles – which highlights that many of the severe non-intersection crashes are likely due to roadway departures. Crash location and type specifically for fatal and serious injury crashes is shown in ***Table 3.5***.

Table 3.5: Crash Type by Intersection Type in Montgomery County

Crash Type	Intersection				Non-Intersection			
	Fatal		Serious Injury		Fatal		Serious Injury	
	Count	Percent[1]	Count	Percent[1]	Count	Percent[1]	Count	Percent[1]
Animal	0	0%	0	0%	0	0%	0	0%
Fixed Object	1	5%	1	3%	17	32%	22	27%
Other Motor Vehicle	17	81%	28	82%	11	21%	22	27%
Other Object	0	0%	0	0%	0	0%	1	1%
Other Non-Collision	0	0%	1	3%	2	4%	4	5%
Overturned	1	5%	4	12%	15	28%	25	30%
Parked Motor Vehicle	0	0%	0	0%	1	2%	2	2%
Pedalcycle	0	0%	0	0%	0	0%	1	1%
Pedestrian	2	10%	0	0%	6	11%	6	7%
Railway Train	0	0%	0	0%	1	2%	0	0%
Unknown	0	0%	0	0%	0	0%	0	0%
Total	21	100%	34	100%	53	100%	83	100%

[1] Percent of fatal and serious injury crashes

Crash by Maintaining Authority

Crashes by the maintaining roadway authority are shown in ***Table 3.6***. Approximately 61% of all crashes occurred on city or county-owned roadways and the remaining 39% of crashes occurred on KDOT maintained roadways. This average is approximately equal to the percentage of injury and property damage only crashes occurring on city and county roadways compared to state system roadways. However, 55.4% of fatalities occurred on KDOT maintained roadways compared to 44.6% on non-KDOT maintained roadways.

Table 3.6: Crashes by Maintaining Authority in Montgomery County

Maintaining Authority	Fatal		Serious Injury		Total	
	Count	Percent	Count	Percent	Count	Percent
State System	41	55.4%	53	45.3%	2,406	39.2%
Non-State System	33	44.6%	64	54.7%	3,734	60.8%
Total	74	100.0%	117	100.0%	6,140	100.0%

3.4 Identification of High Risk Locations

Heat maps provide a way to visualize data by identifying crash locations with color shading to indicate the concentration of crashes. ***Figure 3.4*** shows a heat map of all crashes in Montgomery County. ***Figure 3.5*** then shows a heat map of fatal and serious injury crashes only.

While the U.S. Route corridors remain a crash hot spot on both maps, more distinct locations are prominent on the fatal and serious injury crash map. These hotspots tend to be concentrated at intersections including:

- US-169 & US-400
- US-169 & US-160
- US-75 & US-160
- US-75 & US-166

A vulnerable road user (VRU) is anyone on the road who is not protected by a vehicle shell, including pedestrians, cyclists, and roadway workers. While VRU crashes only make up 1% of crashes that occurred in Montgomery County, they represent a key demographic of the Vision Zero initiative as VRUs are at a higher risk of serious injury or death in a crash. As shown in ***Figure 3.6***, VRU crashes are concentrated within city limits, particularly in Independence and Coffeyville.

Figure 3.4: Heat Map for All Crashes in Montgomery County (2014-2023)

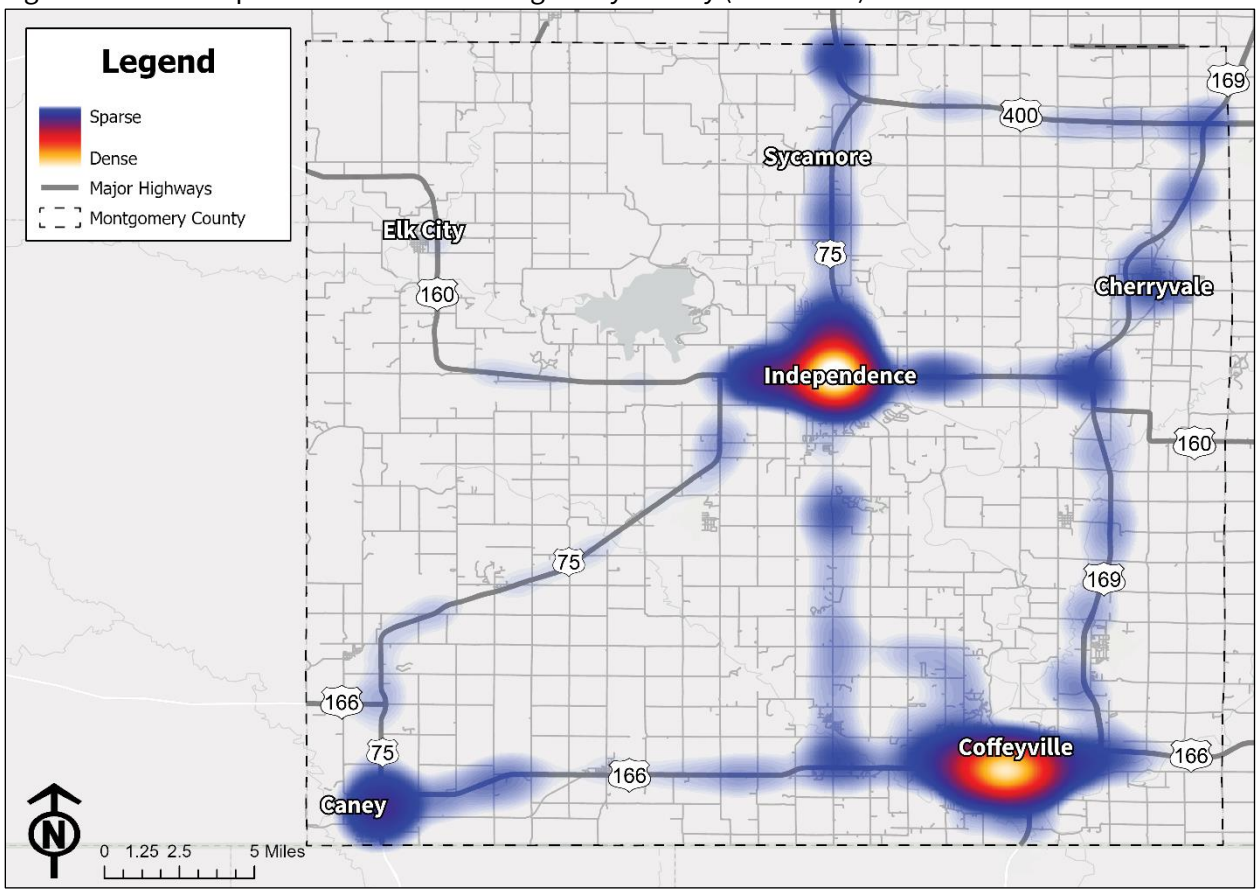


Figure 3.5: Heat Map for Fatal and Serious Injury Crashes in Montgomery County (2014-2023)

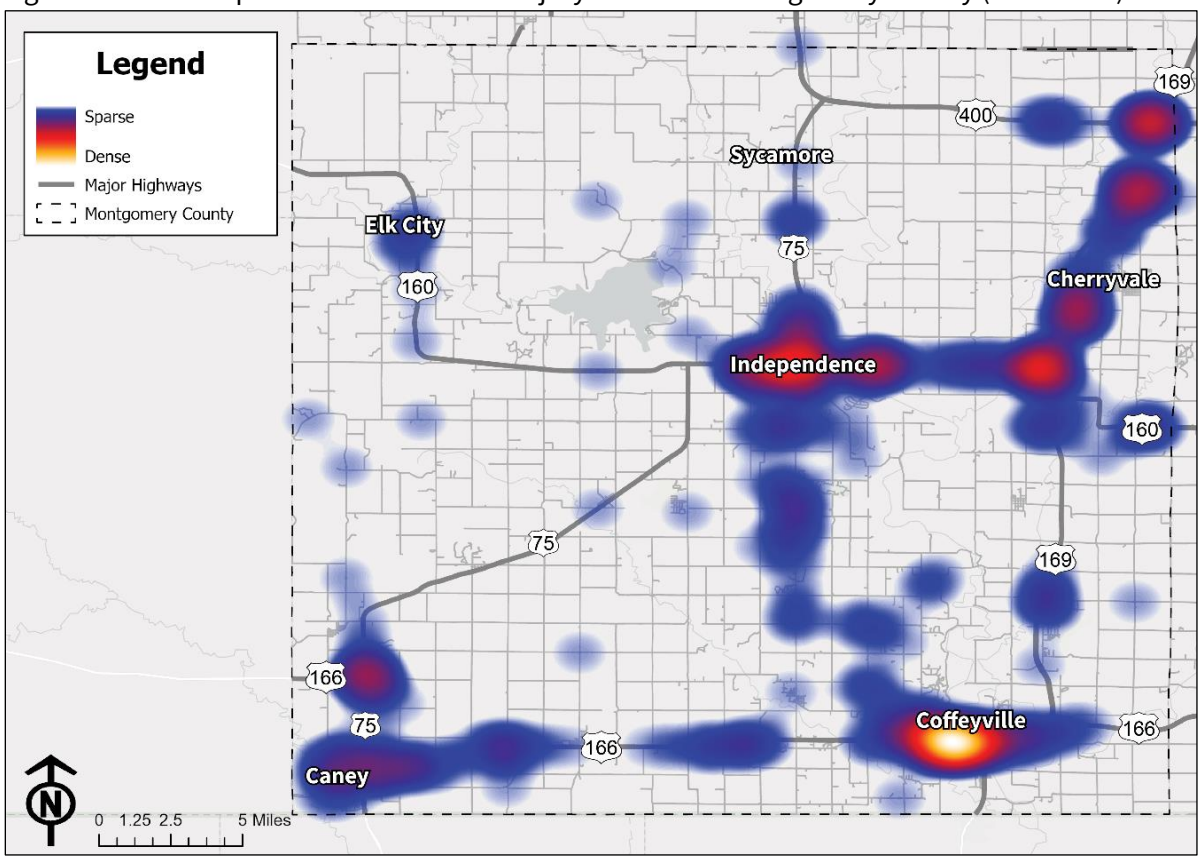
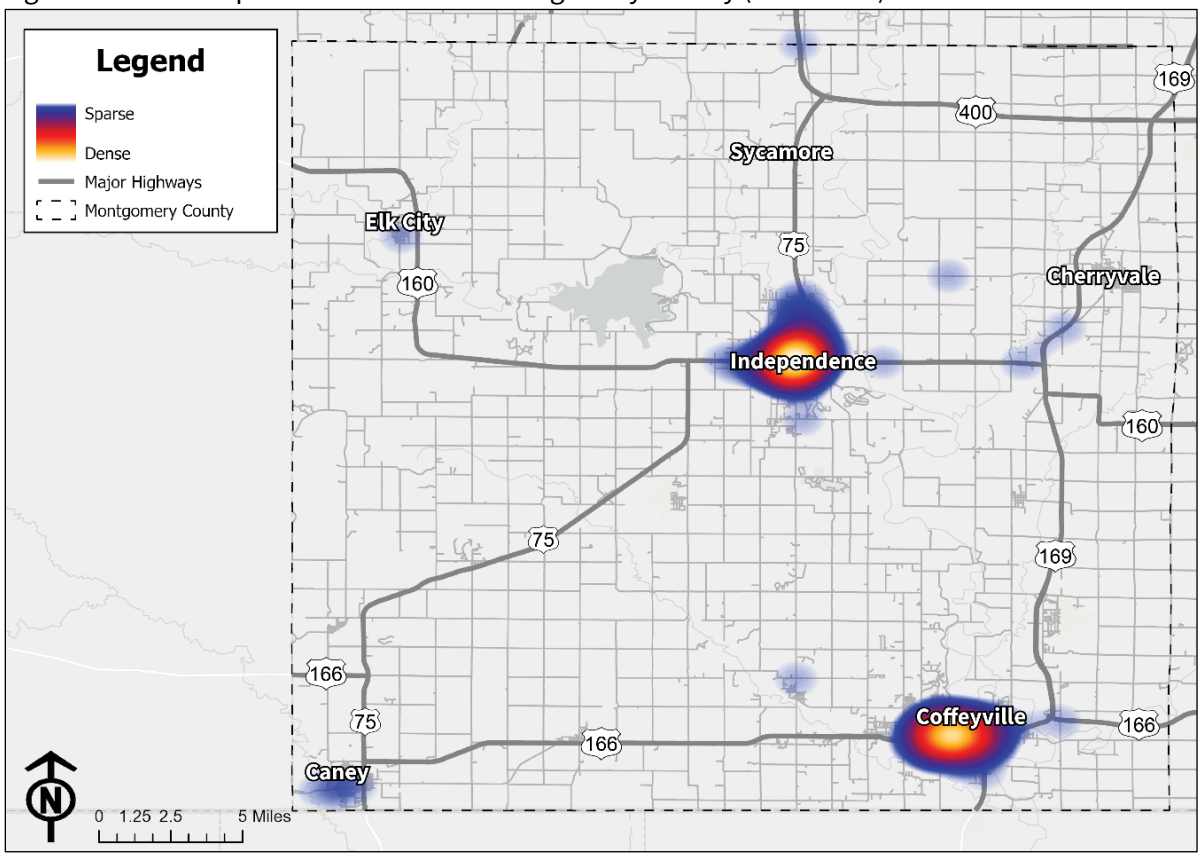


Figure 3.6: Heat Map for VRU Crashes in Montgomery County (2014-2023)



CHAPTER 4 | EQUITY ANALYSIS

Equity is a concept that centers on the idea of fairness and justice. Advancing the Safe System Approach and the Vision Zero goal of eliminating fatal and serious injury crashes requires providing safe transportation options that meet the needs of all community members. To help accomplish this, an equity analysis identifies any populations that are underserved and/or under-resourced to understand the implications of any safety risk disparities in the community.

The Safety Action Plan uses criteria for areas of persistent poverty and historically disadvantaged communities (as identified by USDOT) and the Social Vulnerability Index (as defined by the Centers for Disease Control and Prevention). The SS4A program defines an Underserved Community consistent with the USDOT definition of a disadvantaged community using two sources:

- **Equitable Transportation Community (ETC) Explorer:** The tool provides a percentile rank by census tract based on five components related to climate, environmental burden, health vulnerability, social vulnerability, and transportation factors.
- **Climate and Economic Justice Screening Tool (CEJST):** The tool identifies census tracts that demonstrate burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

4.1 Community Profile

The demographic profiles in ***Table 4.1*** and ***Table 4.2*** provide a snapshot of population characteristics and commuting patterns in Montgomery County. Based on the equity analysis, 9 of 12 census tracts in Montgomery County are designated as disadvantaged. This represents 56.7% of the county population and 66.8% of the land area in the county. The designation for each census tract is shown in ***Figure 4.1***.

Table 4.1: Demographic Profile in Montgomery County

Characteristic	Montgomery County	12-County Region
Population	31,486	190,320
Median Household Income	$53,242	$57,904
Race and Ethnicity		
White	24,297	162,337
American Indian and Alaska Native	1,023	3,318
Asian	201	1,213
Black or African American	1566	4,397
Hispanic or Latino	2,414	9,327
Native Hawaiian and Other Pacific Islander	24	275
Some Other Race	949	3,456
Population of Two or More Races	3,426	15,324

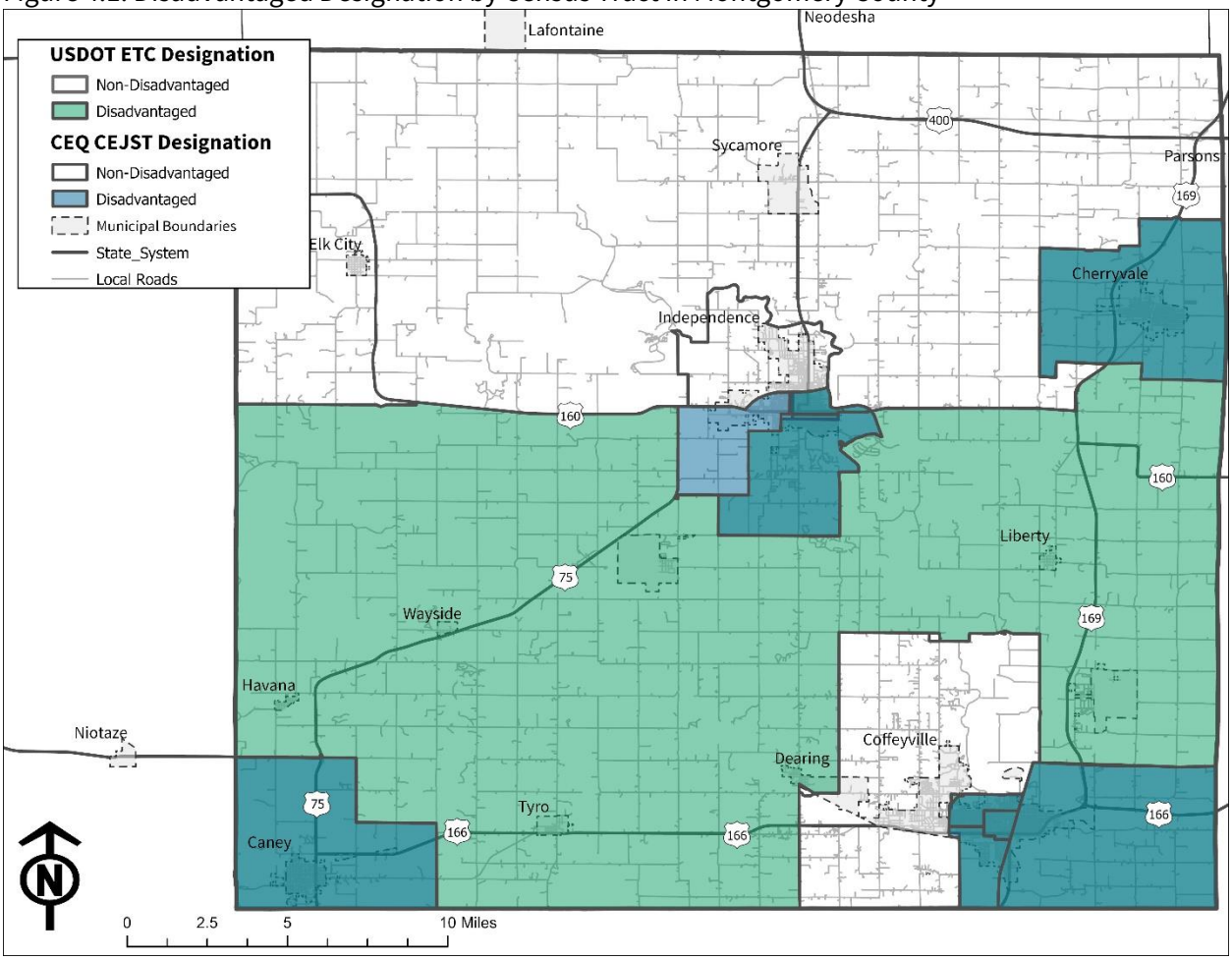
Source: 2021-2022 American Community Survey 5-Year Estimates, 2020 Decennial Census

Table 4.2: Commuting Profile in Montgomery County

Characteristic	Montgomery County	12-County Region
Commuting Patterns		
Drove Alone	80.7%	79%
Carpool	10.1%	11%
Walked/Biked	4.3%	3%
Telecommute	3.3%	6%
Other	1.7%	1%
Average Travel Time to Work	18.9 minutes	20.7 minutes

Source: 2021-2022 American Community Survey 5-Year Estimates, 2020 Decennial Census

Figure 4.1: Disadvantaged Designation by Census Tract in Montgomery County



4.2 Equity Analysis

During the 10-year safety analysis study period (2014-2023), Montgomery County recorded 6,140 crashes with 66.5% of crashes occurring in disadvantaged communities. These areas also encompass most of the county's population, land area, and road miles. Therefore, the analysis did not indicate a disproportionate distribution of crashes.

Approximately 52.7% of the county population lives within an incorporated city and 54.6% of crashes occurred within city limits, demonstrating a generally even distribution of crashes within and outside incorporated areas. A summary of the equity analysis is outlined in ***Table 4.3***.

Table 4.3: Equity Analysis Summary for Montgomery County

Crash Characteristics	Disadvantaged Communities		Non-Disadvantaged Communities	
	Count	Percent	Count	Percent
Crash Location				
Inside City Limits	2,390	38.9%	845	13.8%
Outside City Limits	1,693	27.6%	1,212	19.7%
Crash Severity				
Fatal	56	0.9%	18	0.3%
Serious Injury	74	1.2%	43	0.7%
Injury	509	8.3%	225	3.7%
Property Damage Only	3,444	56.1%	1,771	28.8%
Total Crashes	4,083	66.5%	2,057	33.5%

CHAPTER 5 | EMPHASIS AREAS

5.1 Background

Emphasis areas help focus crash reduction efforts on specific crash factors with the highest risk of serious injury or death, and greatest potential for improvement. By focusing on these areas, decision makers can address the most critical crash-related issues in their community, such as intersections with high crash rates or corridors with frequent roadway departures, leading to a more effective and targeted safety strategy. Additionally, emphasis areas provide a clear framework for measuring the success of a road safety strategy, allowing for data-driven decision-making and continuous improvement in crash prevention.

Grouping crashes together based on crash factors and location is a good basis for understanding which emphasis areas deserve extra consideration. Some emphasis areas are focused on engineering and design-related solutions (location or systemic-based crashes) while others rely on changing the behaviors associated with the crashes using enforcement, education, and/or emergency response.

Emphasis Area Methodology

Emphasis areas for the 12-county region were determined by understanding community concerns around roadway safety and through a review of 10 years of crash data. The review of local crash data sorted the emphasis areas by (1) frequency of emphasis area for all crashes and (2) frequency of emphasis area for fatal and serious injury crashes. Emphasis area crashes were clustered when four or more crashes occurred in the 10-year period within approximately 300 feet of each other. Fatal and serious injury crashes by emphasis area are shown in ***Figure 5.1*** with crash clusters mapped in ***Figure 5.2***. This review of the data revealed that roadway departure, intersection-related, and distracted driving were the most frequent crash types for all crashes. Roadway departure, unrestrained occupant, and intersection-related were the most frequent crash types for fatal and serious injury crashes.

Taking into consideration the results from the data analysis and community and stakeholder input, three key emphasis areas were selected by the regional Safety Task Force for review: *roadway departure*, *intersection-related*, and *unrestrained occupant* crashes. Other emphasis areas for consideration include vulnerable road users, distracted driving, and alcohol or drug-related crashes.

Figure 5.1: Fatal and Serious Injury Crashes by Emphasis Area in Southeast Kansas

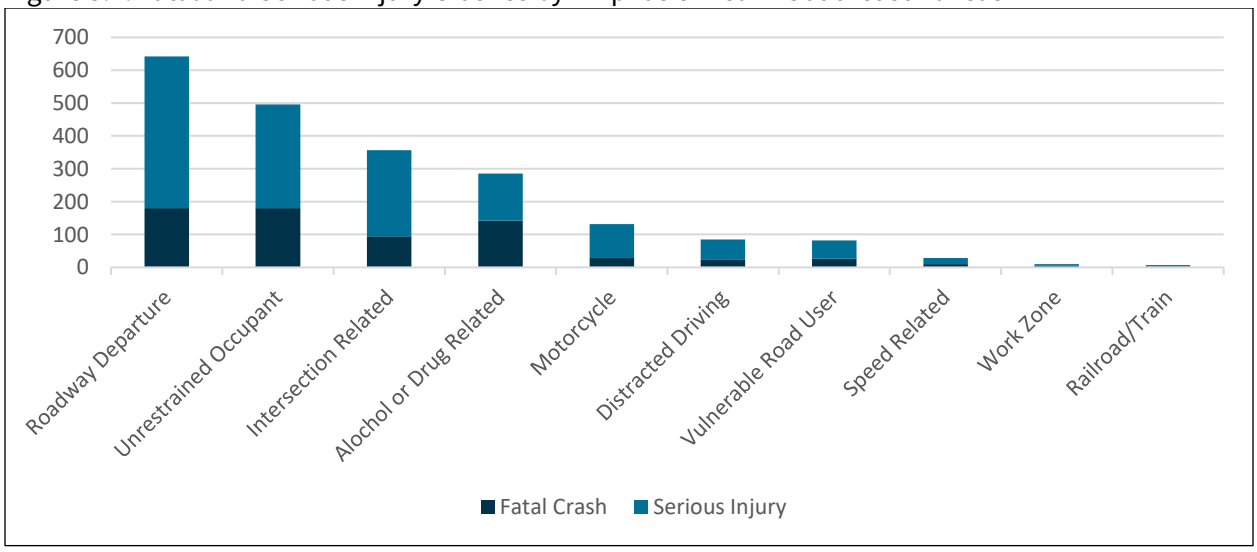
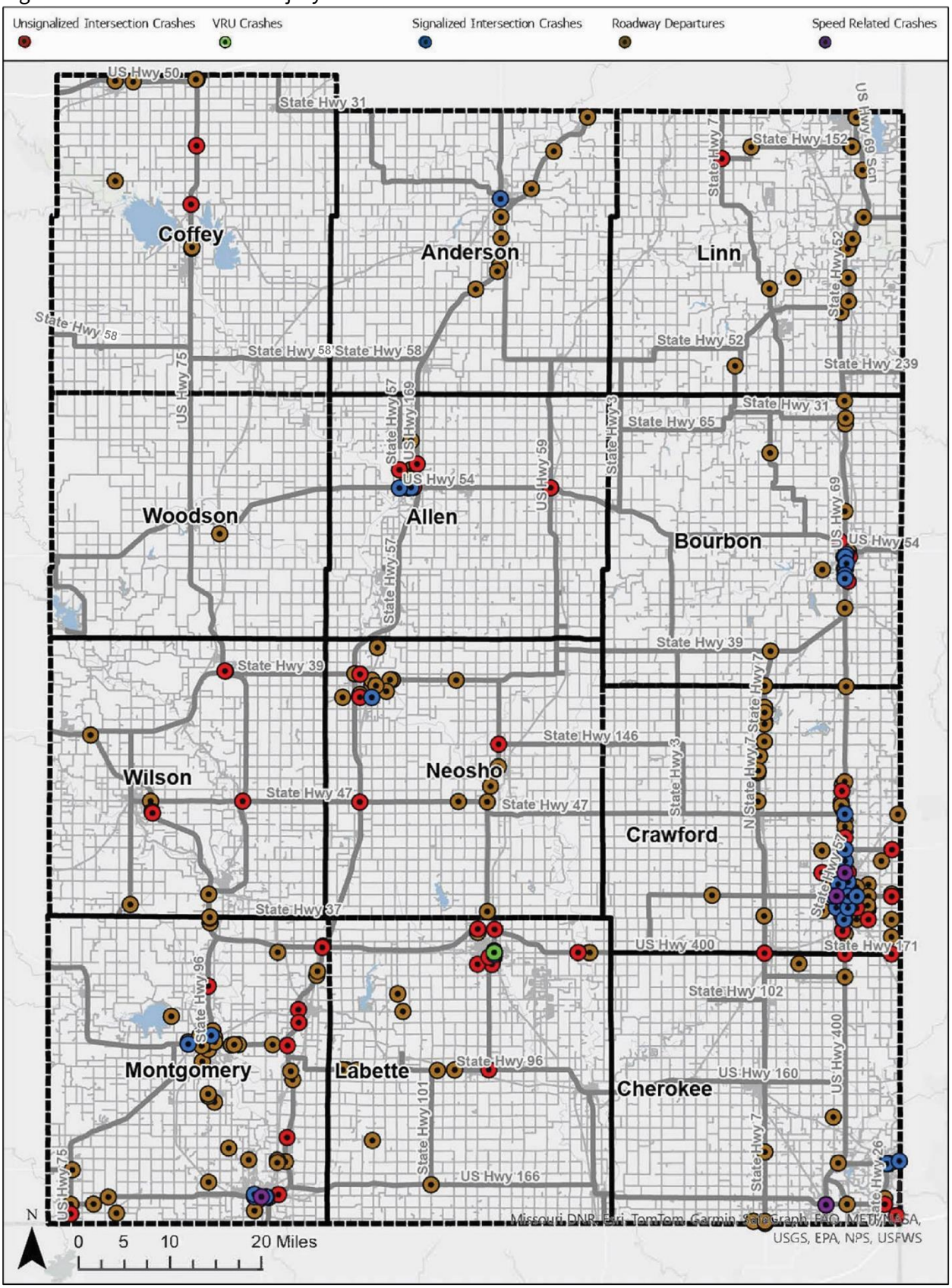


Figure 5.2: Fatal and Serious Injury Crash Clusters in Southeast Kansas



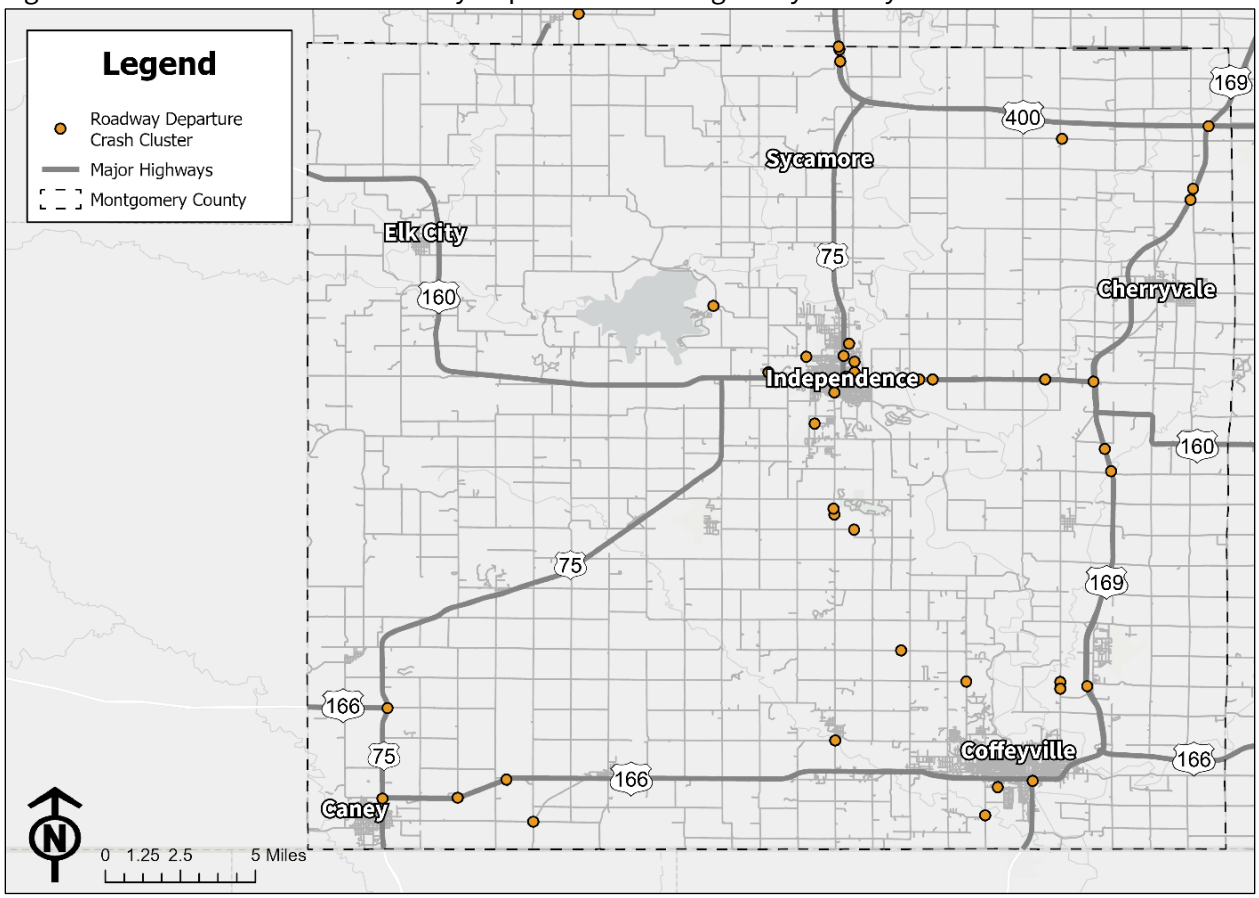
5.2 Top Crash Emphasis Areas

Roadway Departure

Roadway departure crashes are a leading cause of highway fatalities, accounting for over half of the deaths on roads in the United States each year. These crashes occur when a vehicle deviates out of its designated lane, either crossing the edgeline or centerline. Roadway departures can include head-on collisions, rollovers, or collisions with objects such as utility poles, trees, or other objects located off the roadway. Factors contributing to these incidents include excessive speed, roadway geometry such as shoulder width and curve radii, impaired driving, distracted driving, and failure to use seatbelts. Addressing these factors is critical to reducing the frequency and impact of roadway departure crashes.

During the study period, there were 43 roadway departure crash clusters identified in Montgomery County. These clusters accounted for 4 fatal crashes and 16 serious injury crashes, making it the second most frequent fatal/serious injury emphasis area in the county. Clusters of roadway departure crashes in Montgomery County are displayed in ***Figure 5.3***.

Figure 5.3: Crash Clusters for Roadway Departures in Montgomery County



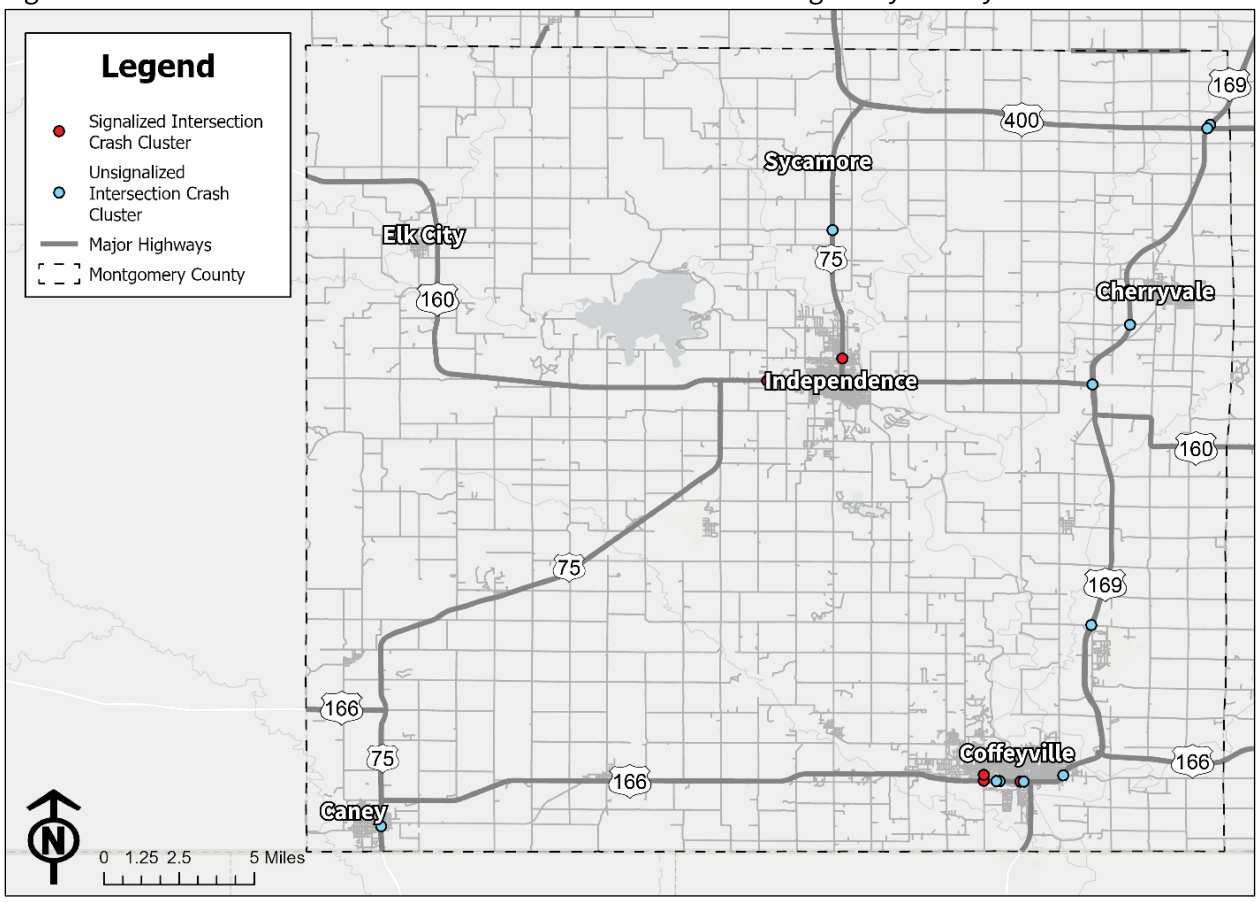
Intersection-Related

Intersections result in increased conflict between roadway users. Approximately one-quarter of traffic fatalities and one-half of all traffic injuries in the United States are attributed to intersections. Unsignalized intersections are the most common type of intersection in Southeast Kansas and can include stop sign-controlled, yield sign-controlled, or uncontrolled intersections. Signalized intersections are more frequently used within urban areas or at the intersection of higher volume

corridors. Almost any other crash type can occur at intersections, so intersection crashes may also be attributed to other crash types or factors. Understanding which factors frequently contribute to crashes can help decision makers focus on effective countermeasures.

During the study period, there were 17 crash clusters related to intersection crashes. Ten (10) fatal crashes and 15 serious injury crashes occurred within these intersection-related crash clusters, making intersection-related crashes the most frequently occurring fatal/serious injury emphasis area in the county. Clusters of signalized and unsignalized intersection crashes in Montgomery County are displayed in ***Figure 5.4***.

Figure 5.4: Crash Clusters for Intersection-Related Crashes in Montgomery County



Unrestrained Occupant

Restraint devices such as seatbelts are critical to protecting vehicle occupants in a crash. The simple act of wearing a seatbelt is one of the most effective ways to reduce the risk of death or serious injury in a crash. This is especially evident in roadway departures and intersection crashes where unrestrained occupants are far more likely to suffer catastrophic outcomes, including being ejected from the vehicle.

The Safety Task Force indicated seatbelt use as a concern in Southeast Kansas and Montgomery County specifically. Statewide data from the National Highway Traffic Safety Administration (NHTSA) indicates that approximately 85% of Kansans wear a seat belt, and Montgomery County has a below average seat belt usage rate among children (ages 0-17) at 75%.

Note: For this analysis, crashes with unrestrained occupants are not mapped as the act of being unrestrained is not related to the cause or location of the crash.

5.3 Other Areas for Review

Vulnerable Roadway Users

A Vulnerable Road User (VRU) is a person using the transportation system that is unprotected, such as a pedestrian, cyclist, or roadway worker. Crashes between a VRU and a vehicle more frequently result in an injury or fatality. Common risk factors for VRU crashes include undivided four lane roads, roads with over 10,000 vehicles per day, roads with 30-35 mph speed limits, disadvantaged areas, and areas with higher levels of pedestrian activity.

Despite not being a major crash type in Montgomery County, VRU safety is a key component of the Vision Zero initiative to provide safe and convenient transportation options for all people regardless of mode of transportation. Therefore, it is a best practice to incorporate VRU safety strategies in specific areas such as near schools or downtown areas to help reduce crashes.

Speed-Related

Speeding – exceeding posted speed limits or traveling too fast for conditions – is a contributing factor to nearly one-third of fatal crashes in the United States. Speeding is one of the most dangerous crash factors as higher speeds can increase the risk of and severity of a crash. Managing speed is a complex issue involving engineering, driving behavior, education, and enforcement. It is likely that the number of fatal and serious injury crashes attributed to speeding in Southeast Kansas is underreported.

Distracted Driving

Distracted driving occurs when the driver of a vehicle performs any activity that takes their attention from driving. Ongoing education programs, as well as initiatives that promote safe driving habits, can reduce the number of distracted driving related crashes. Changes to the road environment that reduce the impact of other crash types – such as separating VRUs from motor vehicles or providing opportunities to recover from roadway departures – can also help minimize the effects of mistakes due to distracted driving. Like speeding, distracted driving may be underreported in crash data.

Alcohol or Drug Related

Impaired driving is when a vehicle is being operated under the influence of any substance or in any condition that may reduce the ability to drive safely. This includes driving under the influence of alcohol, drugs, or other controlled substances that diminish your mental or physical capabilities.

The Safety Task Force indicated driving under the influence as a significant concern in Southeast Kansas as drivers may overestimate their capacity or have limited alternative options to traveling home safely. The legalization of recreational marijuana in neighboring states was specifically mentioned by counties along state borders as an increasingly challenging issue.

Overlapping Emphasis Areas

In many crashes, multiple emphasis areas are identified as contributing factors. Identifying contributing factors can help us understand why crashes occur and identify appropriate safety interventions. ***Table 5.1*** demonstrates overlapping circumstances among all crashes in Southeast Kansas during the 10-year study period.

Common crash patterns include:

- Crashes involving unrestrained occupants or alcohol and/or drug impairment are frequently also roadway departures.
- Crashes involving VRUs such as bicyclists or pedestrians typically occur at intersections.
- Crashes involving speeding tend to also be affected by distracted driving.

Table 5.1: Overlapping Emphasis Areas in Southeast Kansas

Step 2: Evaluate Overlapping Emphasis Area	Step 1: Select Emphasis Area: Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

CHAPTER 6 | SAFETY STRATEGIES AND PROJECTS

By understanding the priority emphasis areas for the Southeast Kansas region, and using the Safe System Approach as a framework, safety strategies can be identified to help reduce crashes and decrease crash severity.

6.1 Safety Countermeasures

Using national best practices, FHWA and the National Highway Traffic Safety Administration (NHTSA) developed a series of data-driven, proven safety countermeasures. Countermeasures to address the top emphasis areas in Southeast Kansas and Montgomery County are identified in ***Table 6.1*** to ***Table 6.6***. Each Safe System element (safe roads, safe speeds, safe road users, safe vehicles, and post-crash care) was considered when selecting these safety strategies. A comprehensive list of countermeasures is included in ***Appendix E***.

Table 6.1: Safety Countermeasures for **Roadway Departures**

Countermeasure	Description	Example
Advanced Warning Signs	Advanced warning signs around curves, sight limiting areas, or where crash problems exist provide drivers with additional time to make decisions.	
Improved Pavement Markings	Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.	
Longitudinal Rumble Strips	Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane. Commonly installed on the edge line, shoulder, and/or centerline.	

Post-Mounted Delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers the edge of shoulder in daytime and night conditions.	
Paved Shoulder with SafetyEdge[SM]	Shapes the edge of pavement to eliminate the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.	
Flattening and Widening Foreslopes	Flattening and widening foreslopes allows for a more recoverable slope and may decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	
Clear Zones	Improvements to provide a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	
Superelevation Correction	Correcting and reshaping the roadway superelvation to meet posted speed or where crashes have occurred enables increased friction with pavement.	

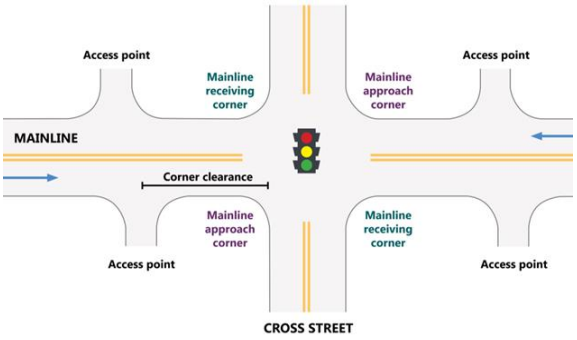
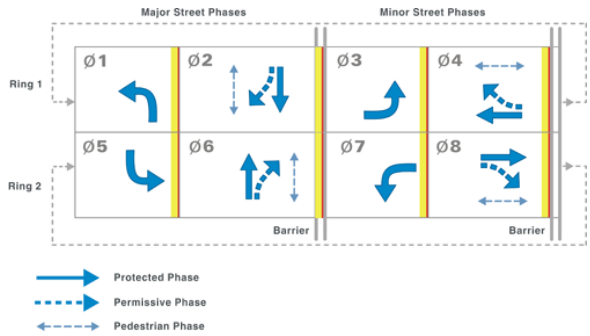
High Friction Surface Treatment	Higher pavement friction helps motorists maintain better control in both wet and dry conditions.	
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	

Table 6.2: Safety Countermeasures for **Intersection-Related**

Countermeasure	Description	Example
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	
Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	

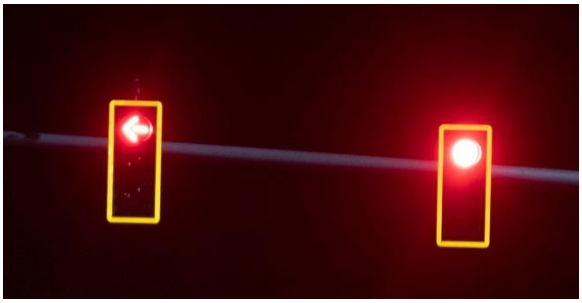
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more visible.	
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	
Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	
Enhanced Stop Sign	Larger stop signs, use of flasher on sign, or use of retroreflective markings to increase visibility of stop signs.	

Table 6.3: Safety Countermeasures for **Unrestrained Occupant**

Countermeasure	Description
Enforcement of Seatbelt Safety	Signage to promote higher visibility of seatbelt and child safety enforcement in both short-term situations and sustained seat belt enforcement.
Education Strategies	Employer-based and older children programs.
Child Restraint Inspections	Child Passenger Safety (CPS) technician staffed inspection stations.

Table 6.4: Safety Countermeasures for **Vulnerable Road Users (VRU)**

Countermeasure	Description	Example
Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	

Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	
Advance Yield or Stop Markings	"Yield Here to Pedestrians" and/or "Stop Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk.	

Table 6.5: Safety Countermeasures for **Distracted Driving**

Countermeasure	Description
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.
Phone/Text Messaging Enforcement	Signage to identify areas with higher cell phone use/text messaging enforcement to effectively deter cell phone use by increasing the perceived risk of a ticket.

Table 6.6: Safety Countermeasures for **Alcohol or Drug Related**

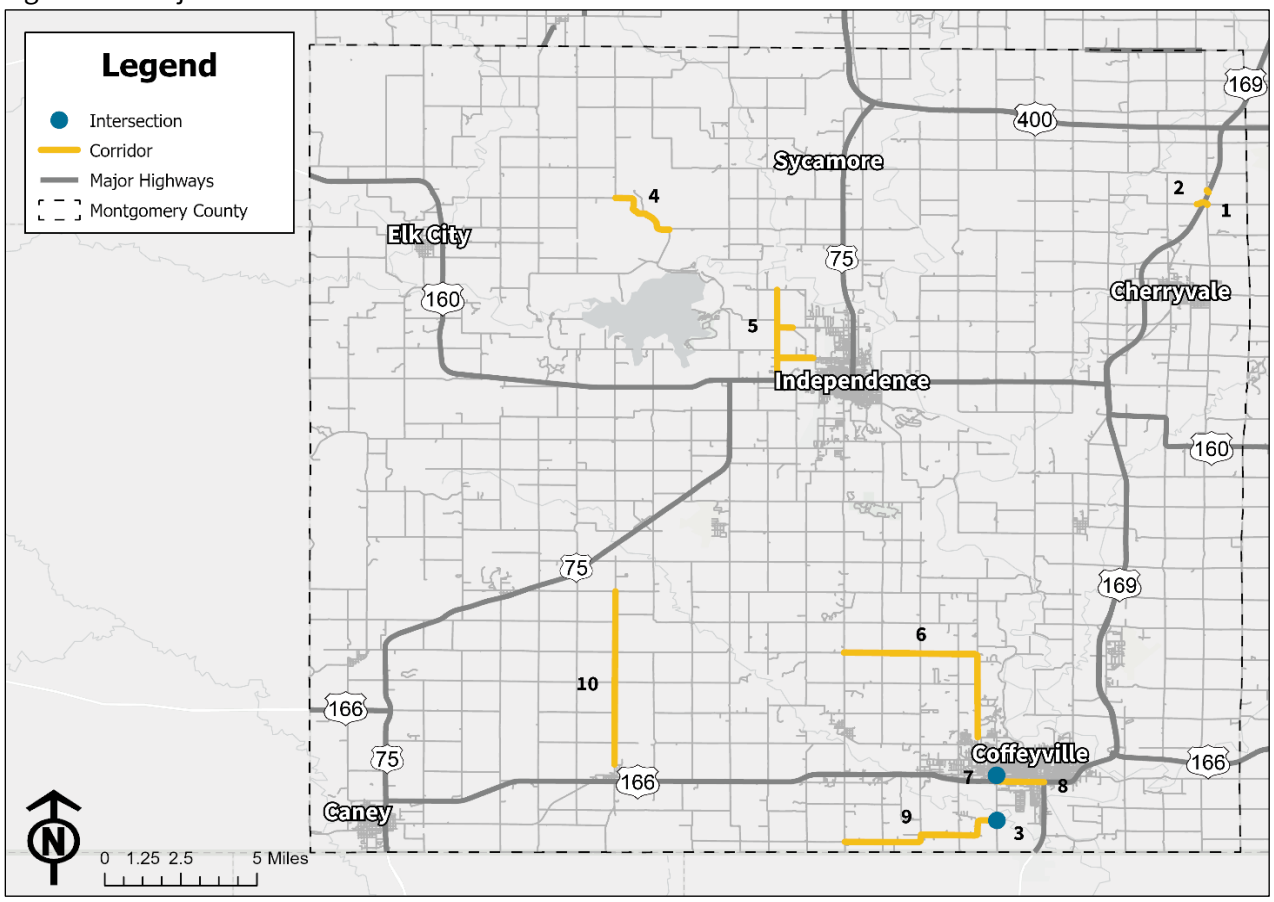
Countermeasure	Description
Enforcement of Drug and Alcohol Impaired Driving	Short-term enforcement checkpoints as well as sustained and consistent DUI enforcement, particularly in key areas.
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.

6.2 Project Recommendations

Projects were identified by locating fatal/serious injury emphasis area crash clusters within Montgomery County, considering systemic issues for top emphasis areas, reviewing past plans (including the Local Road Safety Plan), and incorporating feedback from public and stakeholder engagement.

The following list includes ten recommended projects in no priority order. Projects are shown in ***Figure 6.1*** with more detailed information for each project in ***Appendix F***. Other potential projects that are not within the top ten recommended list are also listed in ***Appendix F***. Implementation of any of these projects would contribute to a safer roadway system in Montgomery County.

Figure 6.1: Project Locations



Map ID	Project
1	Olive Street (5700 Road)
2	US-169 / 5700 Road and 5600 Road
3	4700 Road and 1450 Road Intersection
4	5600 Road (Sweeney Hill Drive)
5	Peter Pan Road, 4675 Road/Taylor Road, and W. Oak Street
6	2600 Road and 4550 Road
7	W. 8th Street and S. Buckey Street Intersection
8	US-166 Corridor Intersections
9	1250 Road, 4300 Road, 1400 Road, 4550 Road, and 1450 Road
10	2700 Road

Project 1: Olive Street (5700 Road)
Project Limits: US-169 to 5600 Road (0.05 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Update curve signing, install in-lane curve warning pavement markings, add retroreflective strips on signposts, install center/edge line pavement markings, improve edge drop-off, add post-mounted delineators, and update advance railroad signing and pavement markings. ($10,000)	Install 2-foot paved shoulders, install center/edge line rumble strips, and apply high friction surface treatment on curves. ($800,000)

Project 2: US-169 / 5700 Road and 5600 Road
Project Limits: Intersections (0.4 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Intersection, Roadway Departure	Update/install curve signing, install in-lane curve warning pavement markings, add retroreflective strips on signposts, install center/edge line pavement markings, improve edge drop-off, and add-post mounted delineators. ($85,000)	Install 18-inch aggregate shoulders, flatten and widen fore slopes, install center/edge line rumble strips, and install transverse rumble strip before curves. ($225,000)

Project 3: 4700 Road and 1450 Road Intersection
Project Limits: Intersection

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Intersection, Roadway Departure	Update/install signing, add retroreflective strips on signposts, and upgrade center/ edge line pavement markings. ($19,000)	Reconstruct intersection. ($440,000)

Project 4: 5600 Road (Sweeney Hill Drive)
Project Limits: 2700 Road to 2925 Road (0.5 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Update/install curve signing, install in-lane curve warning pavement markings, add retroreflective strips on signposts, install center/edge line pavement markings, improve edge drop-off, add post-mounted delineators. ($112,000)	Install 2-foot paved shoulders, install center/edge line rumble strips, install transverse rumble strips before the curves, and apply high friction surface treatment on curves. ($550,000)

Project 5: Peter Pan Road, 4675 Road/Taylor Road, W. Oak Street
Project Limits: 5000 Road to Independence city limits (4.25 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Intersection, Roadway Departure	Update/install curve signing, add retroreflective strips on signposts, install center/edge line pavement markings, improve edge drop-off, and add post mounted delineators. ($96,000)	Install 2-foot paved shoulders with SafetyEdge^{SM}, install center/edge line rumble strips, flatten and widen foreslopes, install/upgrade guardrail, and extend culverts. ($2.7 million)

Project 6: 2600 Road and 4550 Road

Project Limits: 3900 Road to Coffeyville city limits (6.0 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Intersection, Roadway Departure	Update/install curve signing, add retroreflective strips on signposts, install center/edge line pavement markings, improve edge drop-off, and add post-mounted delineators. 205,000)	Install 2-foot paved shoulders with SafetyEdge^{SM}, install center/edge line rumble strips, flatten and widen foreslopes, install/upgrade guardrail, extend culverts, and reconstruct tie-in on curve. ($4.0 million)

Project 7: W 8th Street and S Buckeye Street Intersection

Project Limits: Intersection

Emphasis Area	Improvements
Intersection	Upgrade traffic signal, add high-visibility signal backplates, reconfigure signal with Leading Pedestrian Intervals (LPI), and install high-visibility pavement markings for crosswalks. ($600,000)

Project 8: US-166 Corridor Intersections

Project Limits: S. Buckeye Street to US-169

Emphasis Area	Improvements
Intersection, Roadway Departure	Perform a Road Safety Audit (RSA) or traffic engineering study to determine a course of action for the US-166 corridor. The study should consider coordinating signal timing and adding pedestrian improvements (ex: Leading Pedestrian Intervals, high-visibility crosswalks) at both signalized and unsignalized intersections. ($200,000)

Project 9: 1250 Road, 4300 Road, 1400 Road, 4550 Road, 1450 Road

Project Limits: 3900 Road to 4700 Road (4.6 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Update/install curve signing, add retroreflective strips on signposts, install center/edge line pavement markings, improve edge drop-off, and add post-mounted delineators. ($110,000)	Install 18-inch aggregate shoulders, flatten and widen foreslopes, install/upgrade guardrail, and extend culverts. ($1.85 million)

Project 10: 2700 Road

Project Limits: 3000 Road to Tyro city limits (5.75 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, improve edge drop-off, and delineate roadside hazards. ($76,000)	Install 2-foot paved shoulders with SafetyEdge^{SM}, install center/edge line rumble strips, flatten and widen foreslopes, install/upgrade guardrail, and extend culverts. ($3.5 million)

CHAPTER 7 | IMPLEMENTATION PLAN

7.1 Policy and Process Recommendations

Improving roadway safety in communities requires an examination of policies and processes currently in place that contribute to safety on our roadways. Current policies, guidelines, and standards were reviewed to identify opportunities to improve and prioritize transportation safety. The following policy and process recommendations support achieving the Safety Action Plan goals.

Vision Zero Resolution

The Vision Zero goal acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for all road users. Some programs, including the federal SS4A Implementation grant program, require jurisdictions to formally adopt this goal to be eligible for funding support. A Vision Zero resolution to target fatal and serious injury crashes was adopted by Montgomery County in 2025. The resolution is included in ***Appendix A***.

Advocate for Regional Initiatives

Many smaller communities find solving safety issues on state or federal highways to be difficult to address. State Department of Transportation's have many competing priorities, and smaller projects can easily fall down the priority list as the transportation network has emergent and pressing needs. One solution for this is to take a regional or corridor focused approach to improving state and federal highways. Taking a coalition approach with neighboring communities on the same highway corridors can increase visibility of these issues and help advocate for action. Working with impacted municipalities, counties, community groups, and/or regional planning organizations can increase the county's collective power to bring change. The SEKRPC Safety Task Force can be a vehicle for the coalition approach should the region or multiple counties in the region choose to advocate together for changes on Kansas highways.

*In particular, forming or refreshing a multi-county coalition to advocate for safety improvements along the north-south **US-169 corridor** is supported by both data analysis and public input. Although likely a lower priority, a similar approach could be considered for the east-west **US-160 corridor**.*

Address Post-Crash Care

The timely arrival of emergency responders and well-trained Emergency Medical Services (EMS) providers is a major factor in ensuring an injured person receives the medical care they need to survive a crash. This is especially critical in rural communities, where response times are longer, and EMS resources may be more limited.

Therefore, post-crash care best practices include both advanced planning activities and safety countermeasures. Typical countermeasures include improving emergency medical dispatch and 911 protocols, providing timely on-scene care using model EMS clinical guidelines, providing timely transportation to a trauma center, and then measuring EMS performance over time are important to ensure EMS services are performing optimally.

Montgomery County has two healthcare facilities with the ability to address traumatic injuries: (1) Labette Health in Independence and (2) Coffeyville Regional Medical Center are Level III trauma centers. Additional opportunities to explore to address post-crash care needs include:

- **EMS Telemedicine:** Jurisdictions have explored the use of eCare EMS telemedicine services to improve and expedite post-crash care in rural communities. The program allows first responders and paramedics to connect virtually 24/7 with certified physicians and nurses for peer-to-peer support in the field or during transport. Some agencies have been awarded SS4A funds to support pilot EMS telemedicine programs within their area.
- **Updating Best Practices and Training:** Ensuring first responders are regularly trained on the most up to date best practices in emergency response is critical to maintaining good response times. National resources such as EMS.gov and the National Center for Rural Roadway Safety can help your organization access the most up-to-date emergency response practices and training.

Update Design Policies

Roadway design policies, standards, and best practices change over time. An ongoing review and update of local roadway design policies is critical to ensuring roadway safety best practices are implemented when roadways are maintained, improved, or constructed.

Incorporate Safety into Project Development Process

Include systemic safety improvements in projects developed by Montgomery County and KDOT. Include a review of crashes and potential safety improvements when intersections or roadway segments are maintained or improved.

7.2 Next Steps

The Safety Action Plan is a dynamic document intended to be used by Montgomery County and other partners to continually advance transportation safety. In addition to the recommended projects and policy guidance, the Southeast Kansas region and Montgomery County can utilize these next steps to help achieve the Vision Zero goal.

Plan Leadership

Montgomery County assumes leadership of this plan and will support implementation within the county. As part of this role, Montgomery County will continue to use the Safety Task Force as a mechanism for regional collaboration and updates.

In partnership with SEKRPC, it is recommended that the Safety Task Force convene annually to discuss progress and updates related to the Safety Action Plan. Stakeholders should continue to:

- Be champions for safety in professional and personal roles
- Share information about transportation safety strategies with other organizations
- Assemble annually to share progress on safety activities

Leverage Resources and Funding Opportunities

Funding is critical to implementing the strategies and action items in this Safety Action Plan and may come from a blend of sources: federal, state, local, and private sector or non-profit partners. Some potential sources of funding include:

- **Safe Streets and Roads for All (SS4A) Program:** The Bipartisan Infrastructure Law (BIL) established the SS4A federal discretionary program that will provide over $5 billion in grants over the five-year program period (2022-2026). With completion of this Safety Action Plan, Montgomery County is eligible to apply for SS4A implementation funding.

- **State Coordination:** Coordinate with KDOT to administer annual safety grants funded by the state that are targeted at both roadway design solutions and behavioral programs, including education and enforcement programs.
    - **High Risk Rural Roads (HRRR) Program:** FHWA requires states to define and identify roadways "with significant safety risks" and sets aside federal funding for states to address these safety risks. Funds typically cover low-cost roadway improvements such as pavement markings, rumble strips, and other safety countermeasures. In Kansas, communities can apply for this funding through KDOT's Bureau of Local Projects.
    - **Safe Routes to School Program:** Many other types of agencies can apply for and receive Safe Routes to School funding. These include non-profits, schools and school districts, and regional transportation agencies, among others. In Kansas, communities can apply for this funding through KDOT's Active Transportation Program.
    - **Kansas Infrastructure Hub:** The Kansas Infrastructure Hub provides resources for Kansas communities seeking to improve infrastructure. Communities can apply to the Infrastructure Hub for grant writing assistance and grant matches.
- **Regional Coordination:** Coordinating closely with KDOT, and potentially adjacent counties, can be helpful to achieve safety goals for all parties involved. Taking a coalition approach to improvements may help all counties along a multi-county corridor advocate for funding and advance important safety goals.
- **Local Funding:** Local governments may choose to fund projects from local sources such as the annual budget, Capital Improvement Program (CIP), bonding, user fees, special assessments, or through partnerships with other local entities. Consideration of the Safety Action Plan during the annual budget process can be a cost-effective way of advancing safety goals, particularly for maintenance activities or other planned capital improvement projects where simple safety strategies can be incorporated.

Progress and Transparency

Progress toward meeting the Safety Action Plan goals should be measured over time in an open and transparent manner. Regular progress tracking creates accountability to the public and builds trust between the public and the cities, counties, and agencies that are responsible for roadway safety. This could include posting the Safety Action Plan online and annual reporting on progress toward reducing roadway fatalities and serious injuries.

Progress and transparency also help create an environment of informed decision making based on the effectiveness of selected safety strategies and the ability to modify the approach when necessary. Finally, progress and transparency provide a sense of direction and help document tangible outcomes made toward saving lives.

7.3 Summary

Montgomery County, in partnership with SEKRPC, has taken an important step to complete this Safety Action Plan and adopt a Vision Zero resolution to address fatal and serious injury crashes. The County will continue to build upon this progress to advance priority safety projects and collaborate with project partners to help save lives in Southeast Kansas.

Appendix A

Vision Zero Resolution

[Insert copy of adopted Vision Zero Resolution]

Appendix B

Safety Task Force Meetings

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #1

Date: October 3, 2024
Time: 11:00am - 1:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Introduction
  - Safe Systems Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

Attendees
Sandy Krider, Labette County Public Works Director (in-person)
Anne Sharp, Cherokee County Sheriff's Office and Columbus School (online)
Anni Beasley, Frontenac High School in Crawford County (online)
Brandon Beurskens, Montgomery County Assistant Public Works Director (online)
Eric Bailey, Bourbon County Public Works Director (online)
Shaun West, Linn County Public Works Director (online)

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Payton Smith, TranSystems
Nicole Hood, TranSystems
Tom Hein, TranSystems
Emma Habosky, TranSystems (online)
Tod Salfrank, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Introduction

- Federal Highway Administration (FHWA) encourages communities to adopt the Vision Zero concept and recently started incorporating the Safe Systems Approach. The SSA goal is to reduce death and serious injuries for all road users.
- Local Road Safety Plans (LRSP) have been completed or are nearly complete in 11 of the 12 counties. Woodson County does not have an LRSP.
- The Safe Streets for All (SS4A) Comprehensive Safety Action Plan (CSAP) incorporates traffic data analysis, stakeholder input, and public engagement into useable safety countermeasures. The CSAP provides information for future implementation funding for individual counties or the southeast Kansas region.
- A "Swiss cheese" model of redundancy is used in the Safe Systems Approach so that all safety systems in place help prevent a system failure resulting in a catastrophic event. Redundancy is a critical piece. Everyone makes mistakes and planning for that is key.
- The project timeline was outlined for August 2024 through February 2025 and includes three Safety Task Force meetings, a public meeting in each county, and a public survey contributing to a CSAP final report.

Role of the Safety Task Force

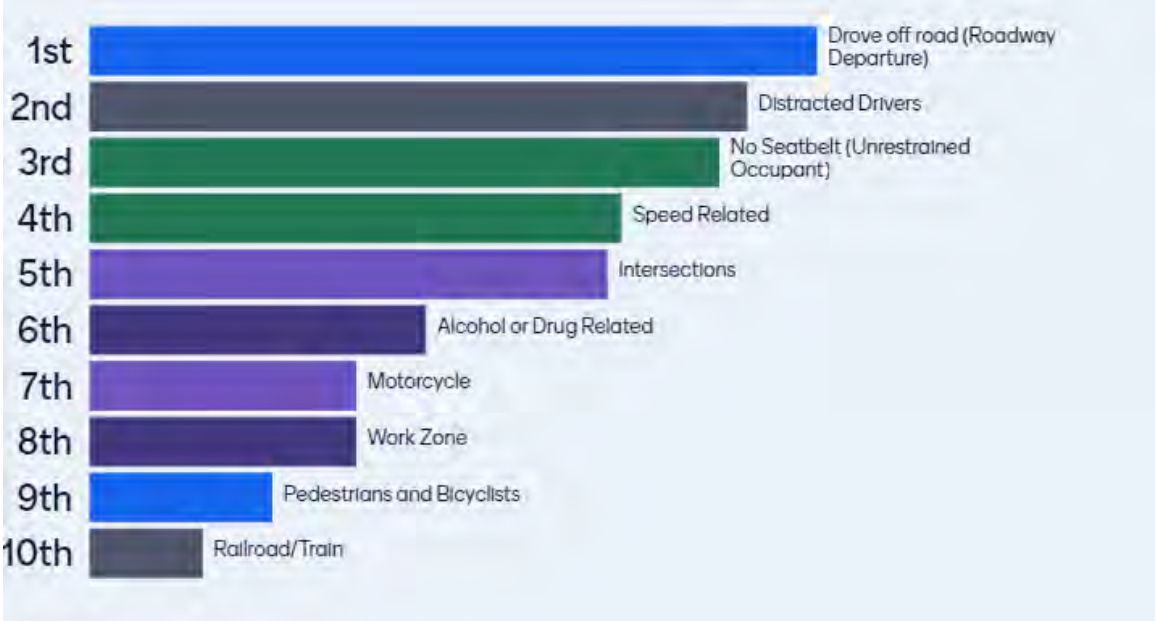
- The Safety Task Force validates information and data, provides insight on emphasis areas, drafts safety goals, represents the community, serves as a community champion, and evaluates performance measures.
- A public survey (https://arcg.is/1v1Pe00) will be sent to about 400 community organizations and members. It takes less than ten minutes to complete and Safety Task Force members can promote the survey in their communities. They survey also has a mapping component so users can identify specific locations of concern.
- Polling question #1 and discussion: **Why is transportation safety important to you?**
  - Anne Sharp (Cherokee County) said her daughter fell asleep while going home resulting in a crash. She shared, "When it's personal, it makes a big difference."

Crash Review

- Slade Engstrom (TranSystems) presented ten-year crash data showing hot spots in the twelve-county study area.
- There were approximately 400 fatalities in the region during that period with a total of 44,295 incidents that includes fatalities, injuries, property damage only crashes plus those involving pedestrians.
- While this is a preliminary overview, it reveals that the state highway system is where a lot of the serious and fatal crashes occur.
    - The Safety Task Force may need to decide whether to work with KDOT on concerns regarding the state highway system or focus in on their own individual communities (county, city, towns).

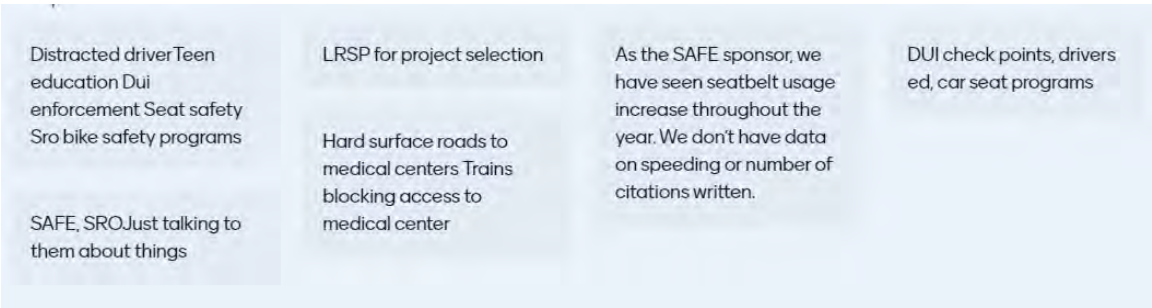
Emphasis Areas

- Crash emphasis charts showed Roadway Departure as the primary contributing factor followed (in numerical order) by Intersections, Distracted Driver, Unrestrained Occupant, Alcohol or Drug, Speed, Motorcycle, Work Zone, and Railroad.
- Anni Beasley (Crawford County) stated that a designated safety corridor had been established near Frontenac High School. She shared, “It is a scary intersection with big trucks that make crossing for students dangerous.”
- US-169 and US-69 were mentioned as a priority corridors.
- Polling question #2 and discussion**: As we focus on solutions, which of these crash types are most important to address?**

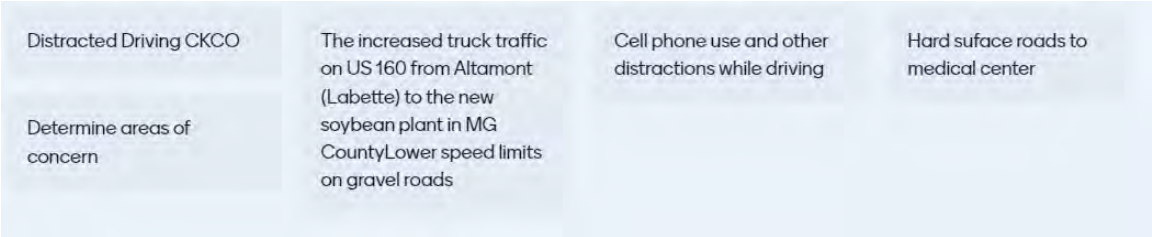


Discussion

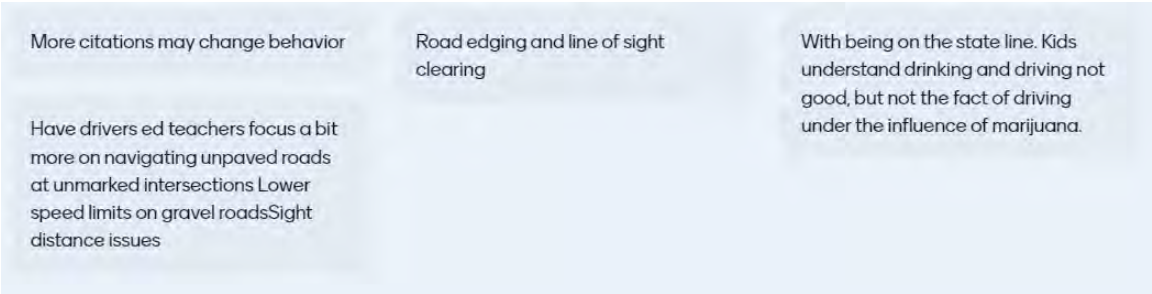
- Polling question #3 and discussion**: Tell us about what kinds of transportation related safety programs or involvement your communities have promoted. What went well? What would you improve?**
  - Sandy Krider (Labette County) mentioned driver's education should include teaching how to navigate on unmarked and gravel roads.



- Polling question #4 and discussion**: What transportation safety concerns have you heard from the community?**
  - Anni Beasley (Crawford County) said the SAFE (Seatbelts Are For Everyone) program started in Crawford County because students were in fatal accident.
  - Lots of ways to leverage data such as quick emergency response through alerts.
  - For reference, Nicole Hood (TranSystems) stated that Missouri Department of Transportation data shows cell usage is 70% older folks.



- Polling question #5 and discussion**: What would you like to see implemented in SEK to improve transportation safety?**
  - Online driver's education needed.
  - Slade Engstrom (TranSystems) commented that rumble strips can seem like a good idea but cannot always be implemented due to road conditions.



Next Steps

- Public survey will be sent within a few days following the meeting.
- Public meetings will be planned in each county.
- Safety Task Force Meetings
    - Meeting #2 on November 14, 2024 will focus on priorities and countermeasures.
    - Meeting #3 on January 23, 2025.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #1

October 3, 2024

AGENDA

- Introductions
- Project Introduction
  - Safe System Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

INTRODUCTIONS

- Southeast Kansas Regional Planning Commission
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

17 08 43 1

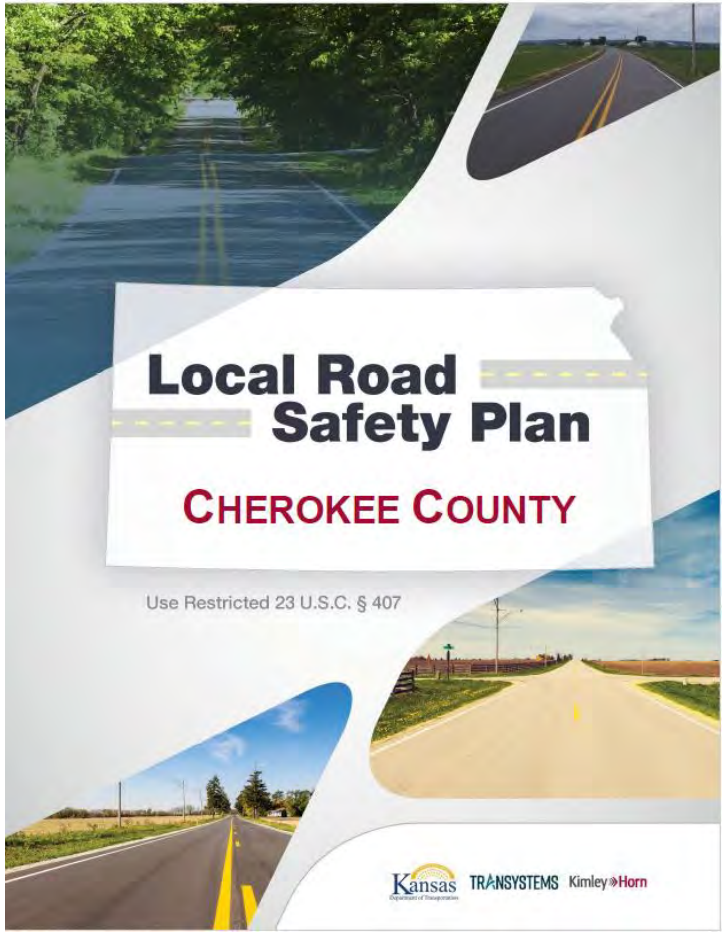
Enter your name, organization, and role.

Or use the QR code!

COMPREHENSIVE SAFETY ACTION PLAN

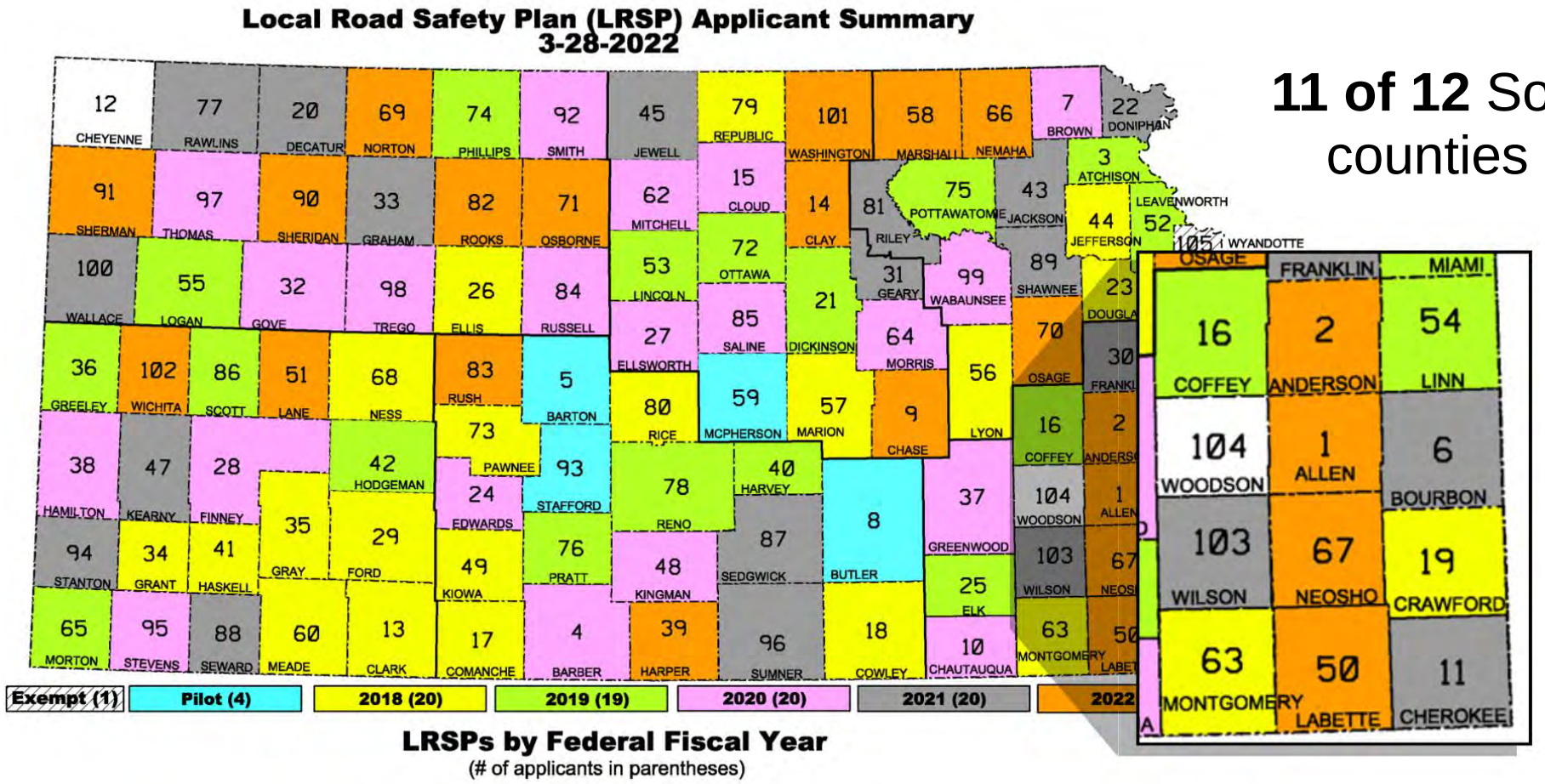
- Imagine and implement safe spaces for all road users
- Discuss safety priority areas and solutions
- Roadmap to reduce and prevent severe crashes
- Utilize plan to pursue funding for implementation to save lives

LOCAL ROAD SAFETY PLAN



- Local Road Safety Plans (LRSPs) provide a framework for identifying safety improvements on local roads
- LRSPs included roadways in unincorporated areas that are classified as collectors or higher
  - Did not include roadways within city limits
  - Did not include rural local roads

LOCAL ROAD SAFETY PLAN



11 of 12 Southeast Kansas counties have a LRSP.

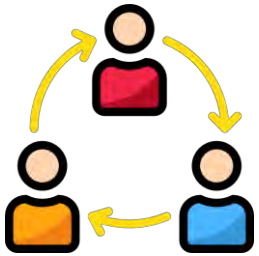
SS4A builds upon LRSPs to include cities and provide a comprehensive look at the entire study area.

FROM PLAN TO ACTION

Planning Grant

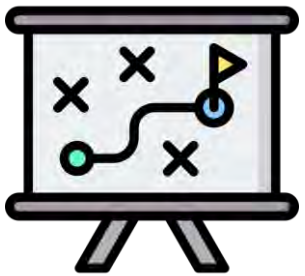
Implementation Grant

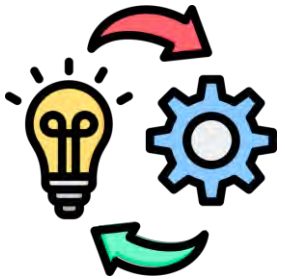
Data Analysis



Engage Stakeholders

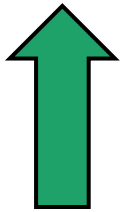
Strategy and Actions





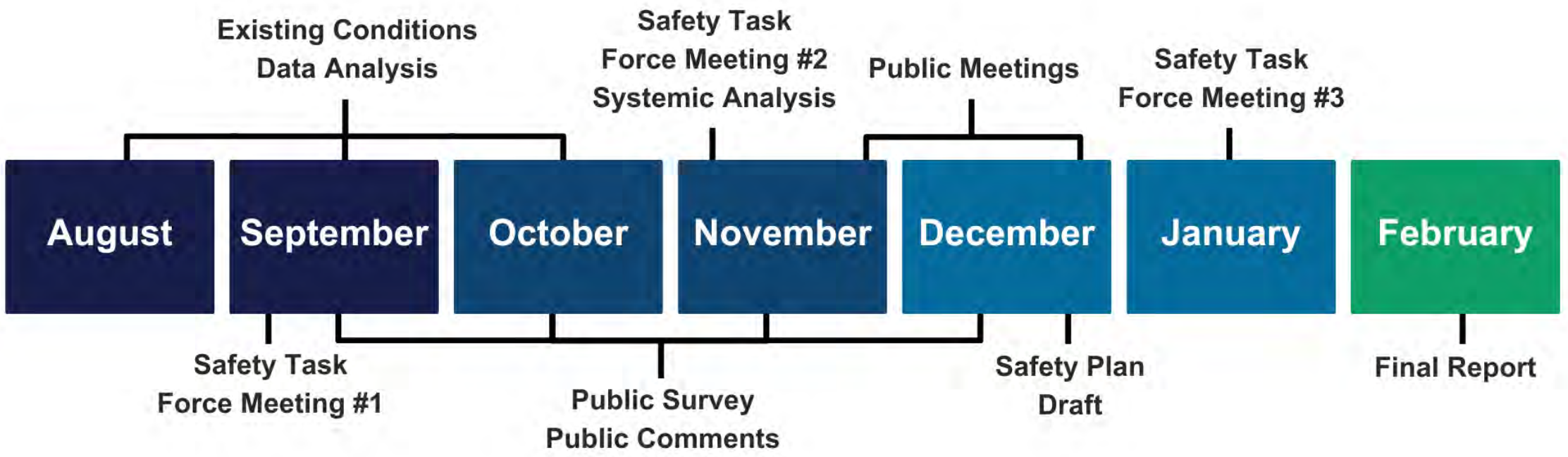
Recommendations

Implementation



We are here!

PROJECT TIMELINE



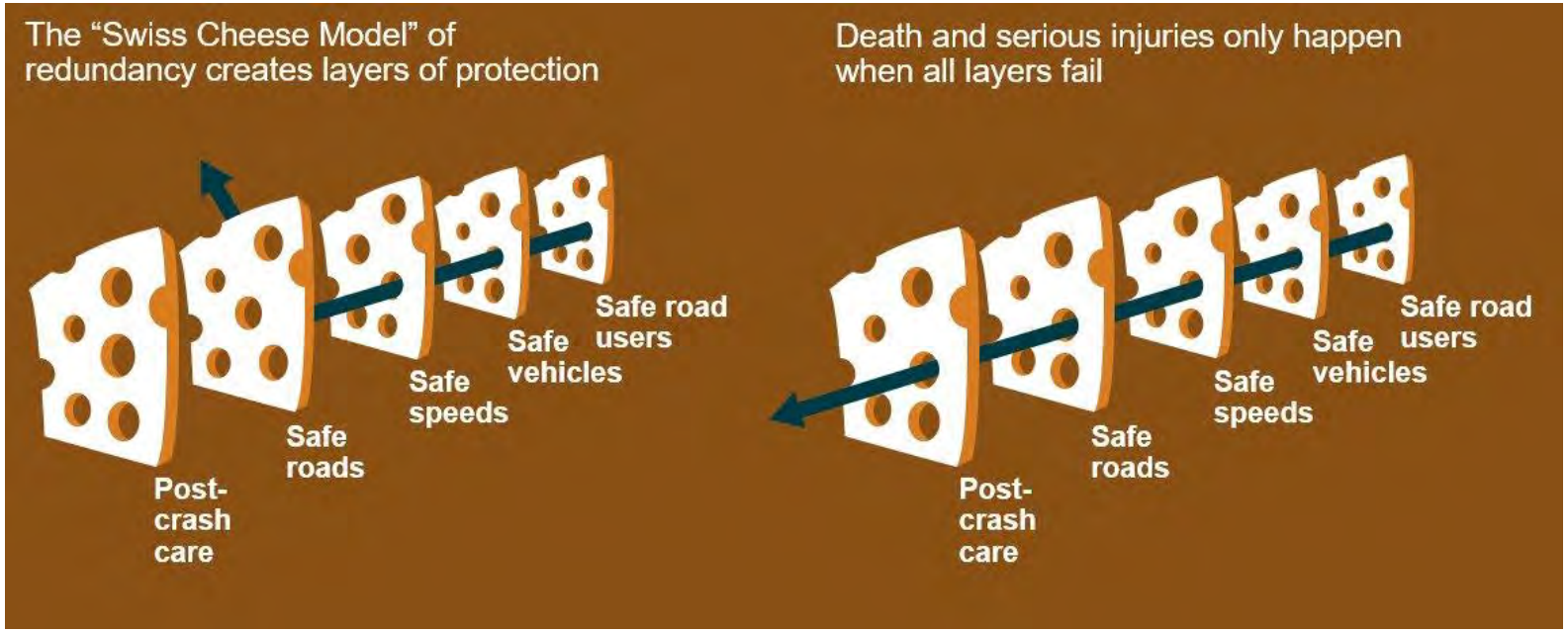
SAFE SYSTEMS APPROACH

- **Safer Road Users:** Encourage safe and responsible user behavior
- **Safer Vehicles:** Expand innovation and technology features to enhance safety
- **Safer Speeds:** Promote context-appropriate design, speed setting, and speed enforcement
- **Safer Roads:** Design roadways to mitigate human mistakes and facilitate safe travel for the most vulnerable users
- **Improved Post-Crash Care:** Enhance access to emergency medical care and prevent secondary crashes

NATIONAL ROADWAY SAFETY STRATEGY

Vision for roadway safety is <u>zero</u> fatalities and severe injuries.

- Adopts the **Safe System Approach** to achieve results
- Seeks opportunities to address safety, equity, and climate simultaneously



DISCUSSION

Why is transportation safety **important** to you?

Join at menti.com

Enter code: **17 08 43 1**

SAFETY TASK FORCE

Safety Task Force Role

- Validate information and data
- Provide insight on emphasis areas
- Draft the vision and goals for safety in the region
- Represent the community and solicit feedback
- Serve as trusted community champions
- Evaluate performance measures

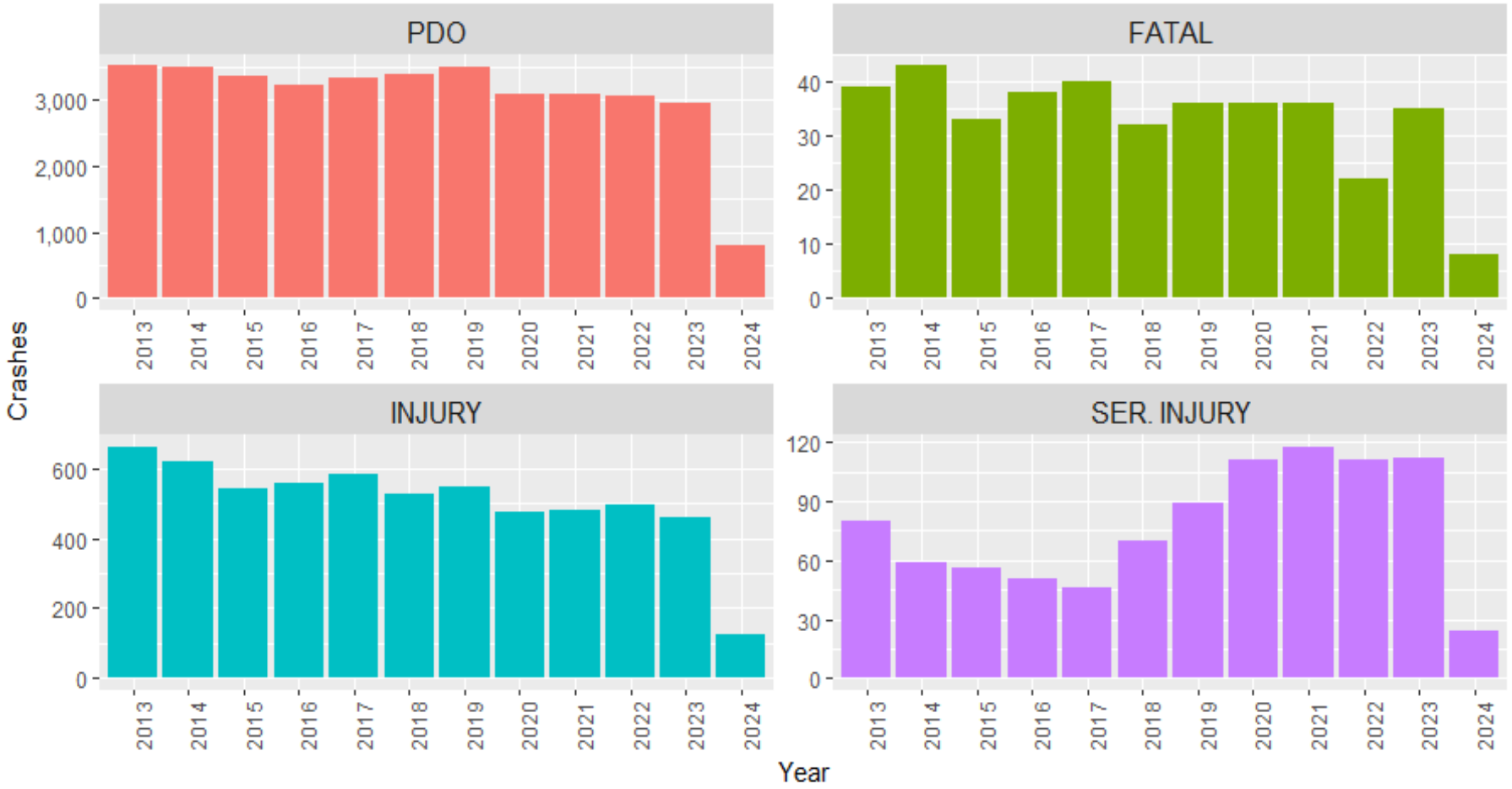
PUBLIC SURVEY

Advocate in Your Community!

- Press release and survey link will be sent to the Safety Task Force and an extended stakeholder list for greater promotion
- Takes about 5-10 minutes to complete
- Allows respondents to submit location-specific concerns

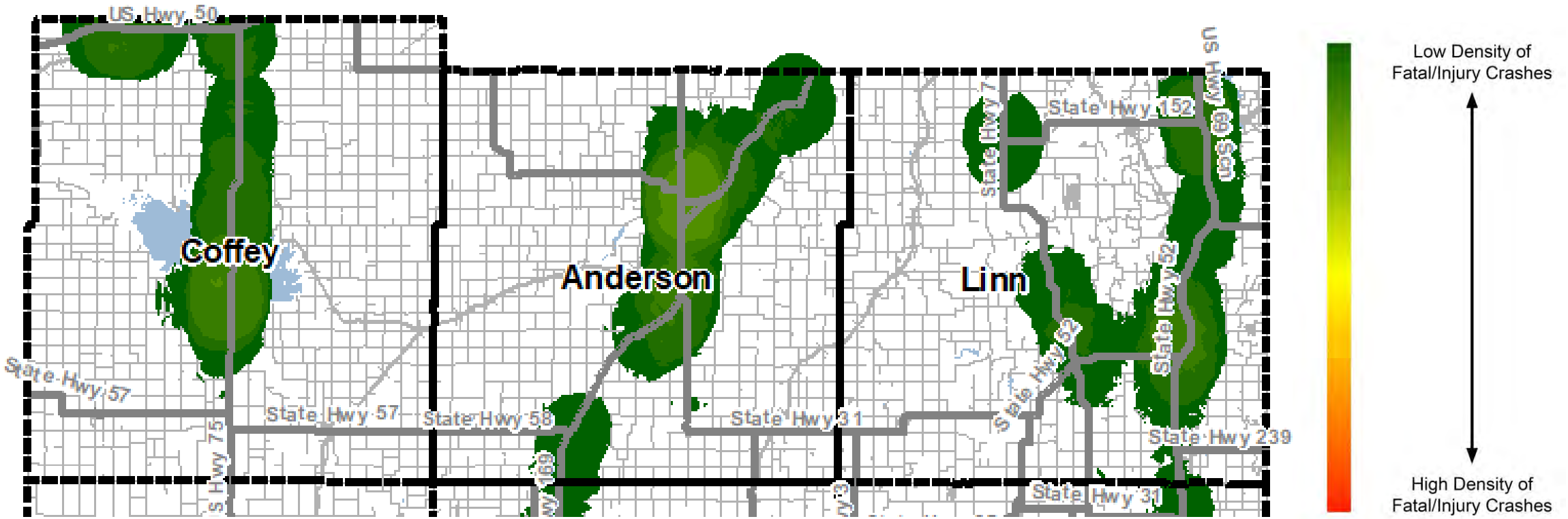
https://arcg.is/1v1Pe00

CRASH REVIEW

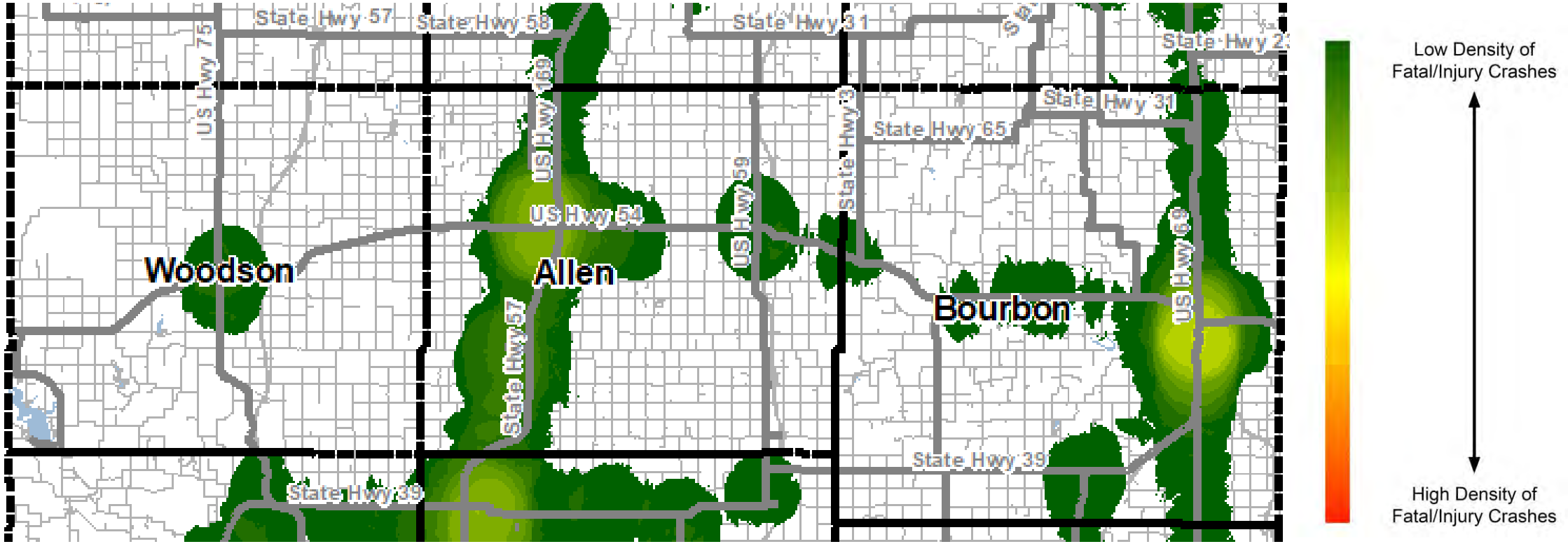


Crash Type	Count
Fatal	398
Injury	7014
PDO	36883
Pedestrian	295
Total	44,295

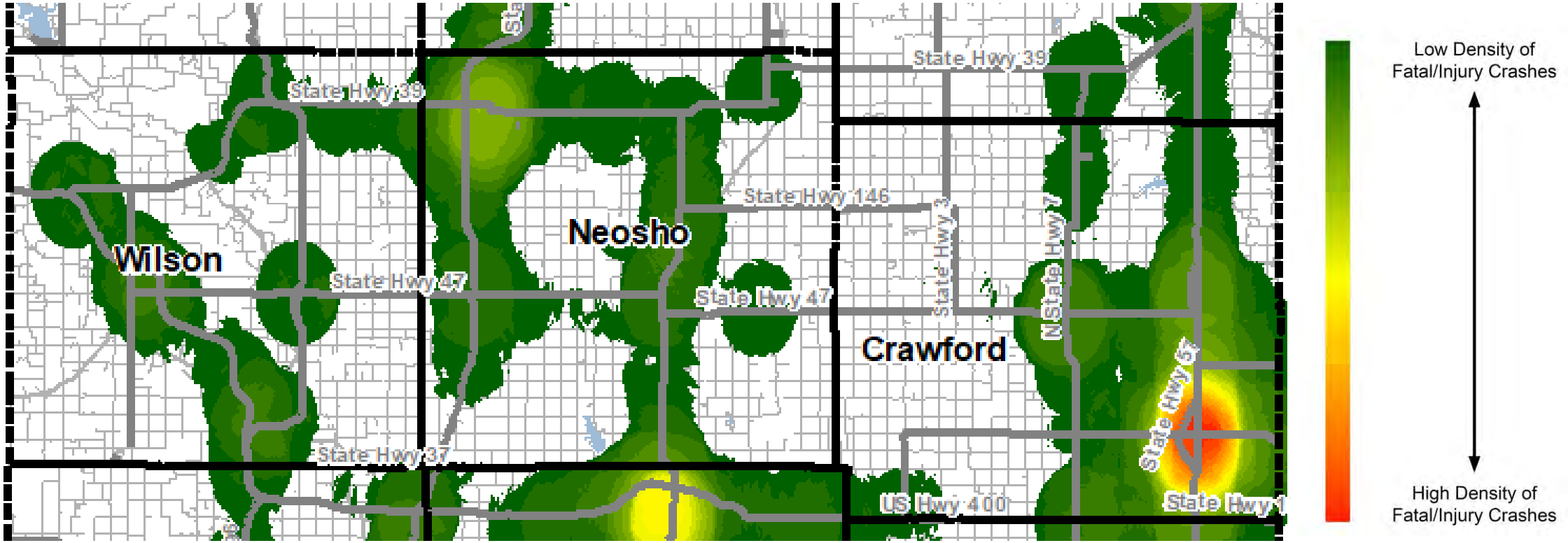
CRASH REVIEW



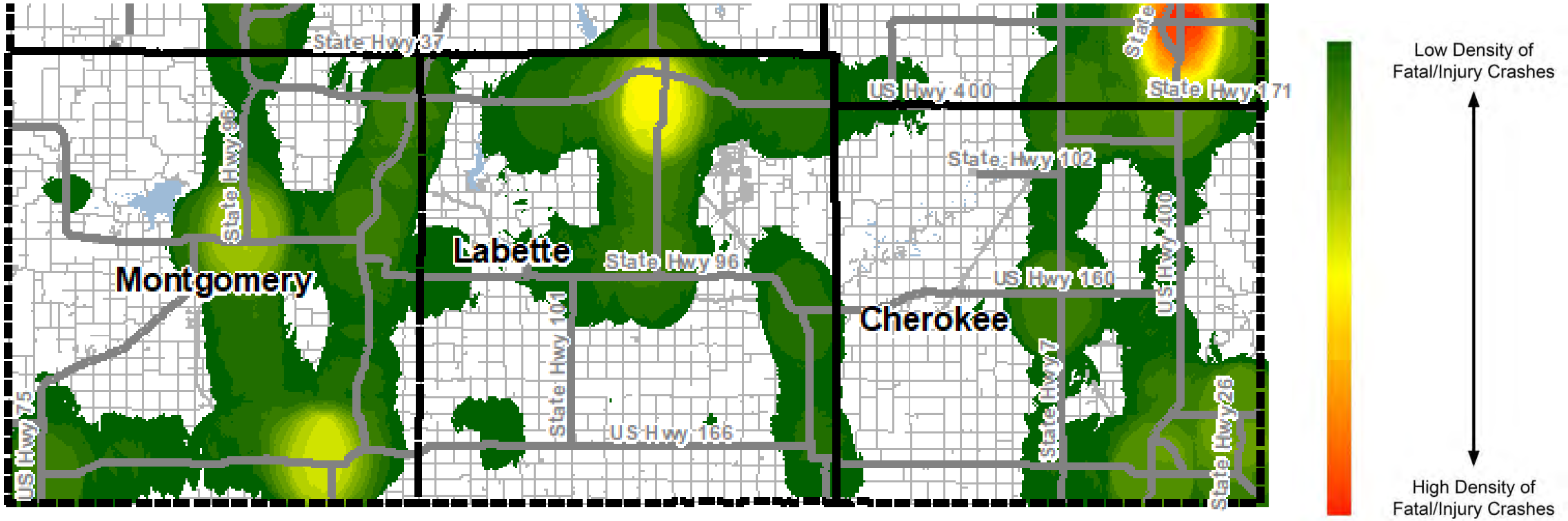
CRASH REVIEW



CRASH REVIEW



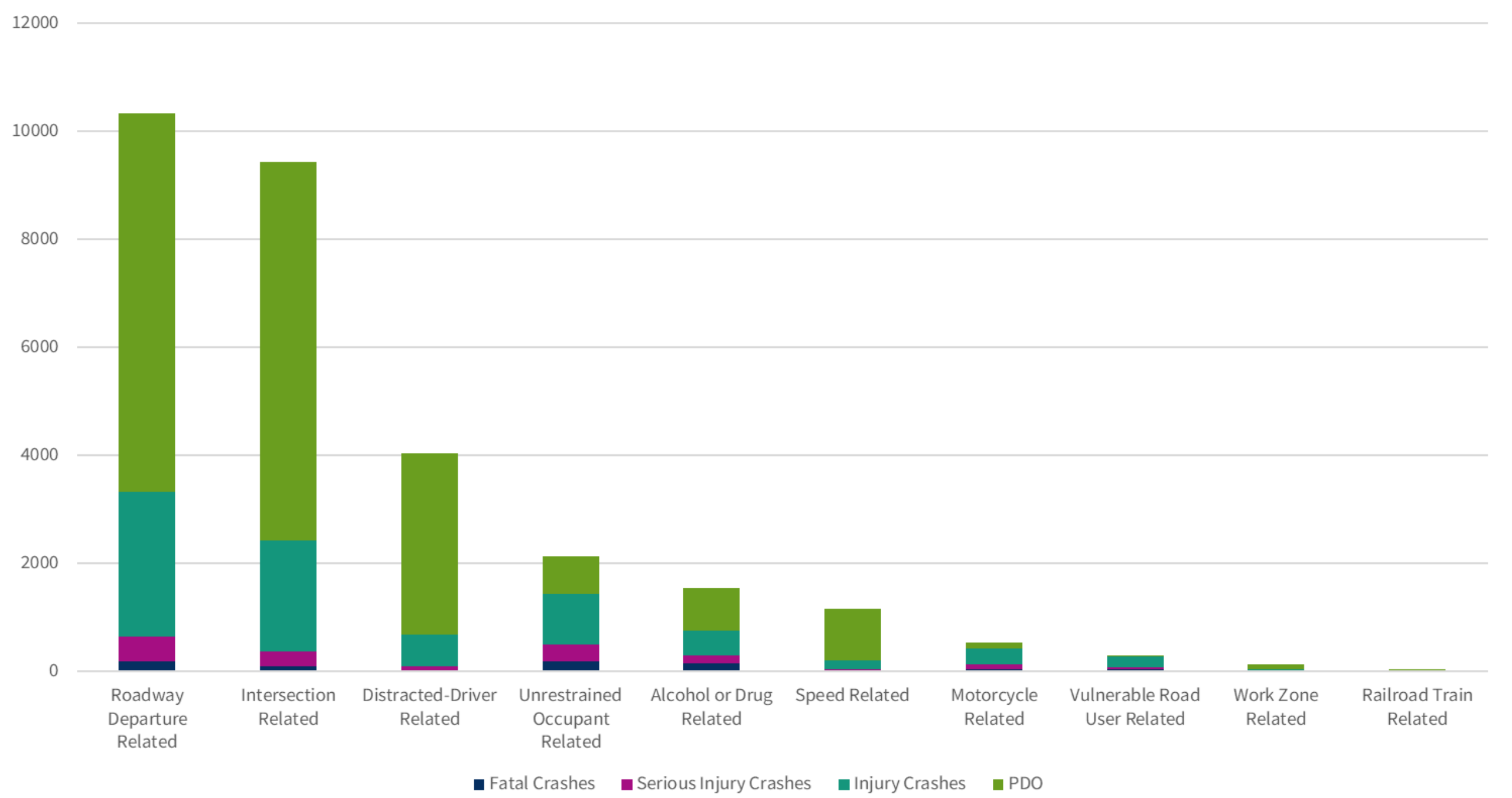
CRASH REVIEW



CRASH REVIEW

Crashes	Fatal	Serious Injury	Injury	Non-Injury (PDO)	Total
State System	249	445	2,645	17,608	20,947
County	116	274	1,527	8,486	10,403
City	33	208	1,915	10,789	12,945
Total	**398**	**927**	**6,087**	**36,883**	**44,295**

BREAK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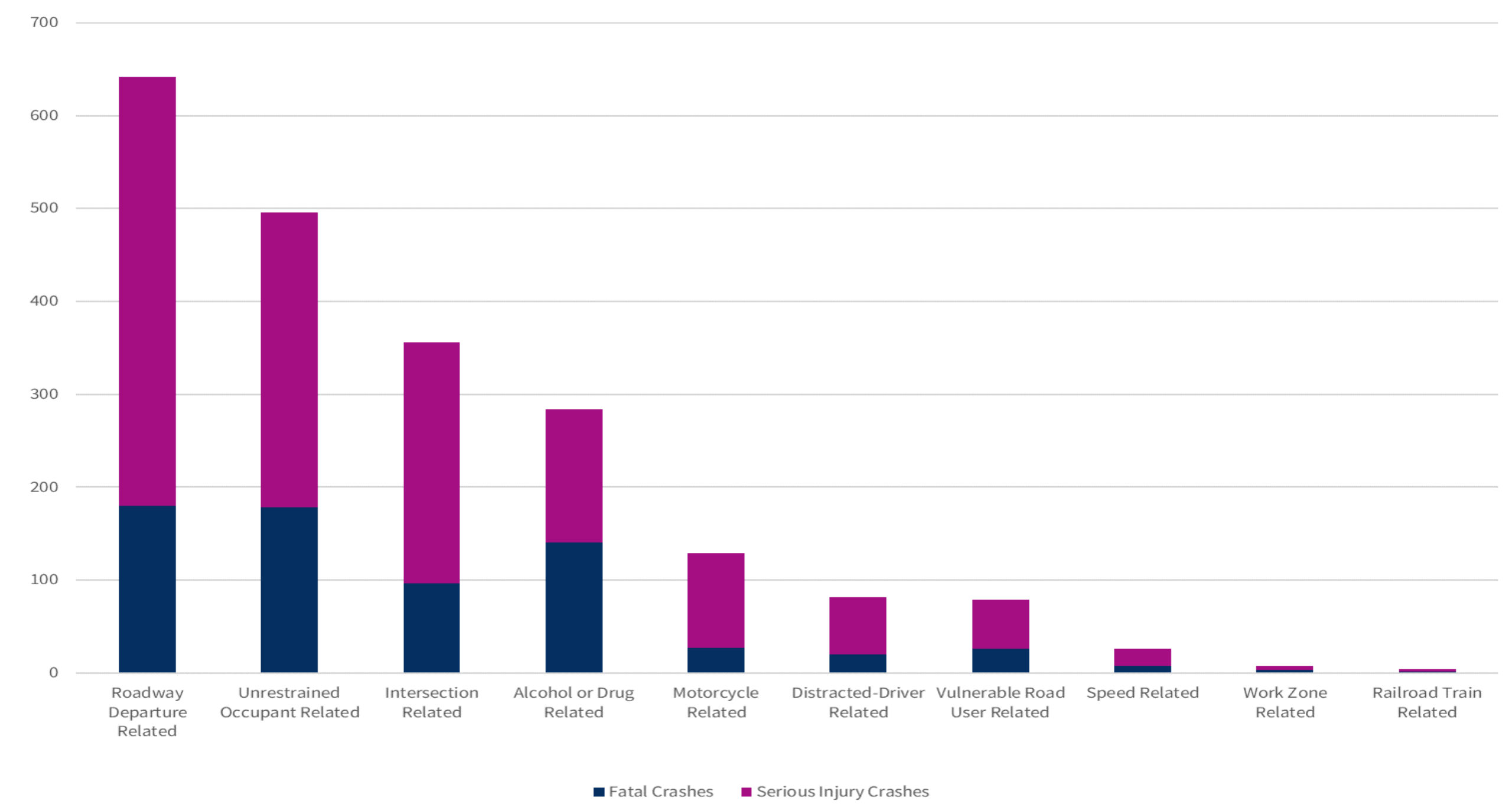
Roadway Departure Related
Intersection Related
Distracted-Driver Related
Unrestrained Occupant Related
Alcohol or Drug Related
Speed Related
Motorcycle Related
Vulnerable Road User Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes
Injury Crashes
PDO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Roadway Departure Related
Unrestrained Occupant Related
Intersection Related
Alcohol or Drug Related
Motorcycle Related
Distracted-Driver Related
Vulnerable Road User Related
Speed Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes

Step 1: Select Emphasis Area

Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

DISCUSSION

As we focus on solutions, which of these crash types are most important to address?

- Drove Off Road
- No Seatbelt
- Intersections
- Alcohol or Drug Related
- Distracted Drivers
- Pedestrians and Bicyclists
- Speed Related
- Motorcycle
- Work Zone
- Railroad/Train

Join at menti.com

Enter code: **17 08 43 1**

DISCUSSION

Tell us about what kinds of transportation related **safety programs or involvement** your communities have promoted.

What went well?

What would you improve?

Join at menti.com

Enter code: **17 08 43 1**

DISCUSSION

What transportation
safety concerns have you heard
from the community?

Join at menti.com

Enter code: **17 08 43 1**

DISCUSSION

What would you like to see **implemented** in Southeast Kansas to improve transportation safety?

Join at menti.com

Enter code: **17 08 43 1**

NEXT STEPS

- Public Survey
- Public Meetings
- Safety Task Force Meeting #2: November 14, 2024
- Safety Task Force Meeting #3: January 23, 2025
- Safety Priority/Cluster Areas
- Countermeasure Review

THANK YOU!

Next Meeting: November 14, 2024

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #2

Date: November 14, 2024
Time: 12:00pm - 2:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Task Force Meeting #1 Overview
- Public Survey Information and Update
- Crash Emphasis Areas
- Countermeasure Review
- Next Steps

Attendees
Kris Hix, City of Garnett Community Development Director
Darin Wilson, City of Garnett Planning & Zoning Administrator
Chasity Ware, Linn County Economic Development
Terry Weidert, Labette County Commission
Jamie Lynn Blum, Pittsburg State University (online)
Katelyn Young, USD 257 Transportation (Iola) (online)
Aaron Cole, USD 257 Transportation (Iola) (online)
Jessica Hightower, SEKRPC

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Payton Smith, TranSystems
Taylor Cunningham, TranSystems
Nicole Hood, TranSystems (online)
Tod Salfrank, TranSystems (online)
Jeff McKerrow, Kimley-Horn (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Per the project schedule, the consultant team has partially completed the data analysis and targeting February 2025 for completion.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Federal funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Task Force Meeting #1 Overview

- The Safe Systems Approach and the "Swiss Cheese Model" of safety redundancy was reviewed. An ordinance adopted by local governments supporting Vision Zero is needed to apply for future SS4A federal funding.
- A graph showing fatal and serious injury crash numbers was shown and compared to the top three emphasis areas selected by the Safety Task Force: roadway departure, unrestrained occupant, and distracted driving.

Public Survey Information and Update

- A public survey (https://arcg.is/1v1Pe00) was sent to about 300 community stakeholders and groups. To date, about 55 responses have been received. The survey is scheduled to stay open until January when public meetings are anticipated to be held in each county.
- Emphasis areas identified by survey participants to date include intersections, alcohol or drug related, distracted driving, and speed.
- To blend the input from the crash analysis, Safety Task Force, and public survey, the proposed emphasis areas are roadway departure, intersection related, and unrestrained occupant. Other areas for review are Vulnerable Road Users (VRU), distracted driving, and alcohol or drug related.

Crash Emphasis Areas

- A map of clustered crash occurrences was presented with color-coded dots showing multiple occurrences for signalized Intersections, unsignalized Intersections, VRUs, roadway departures, and speed related incidents.
- Specific cluster maps will be developed for each of the 12 counties.
- Follow-up meetings will be scheduled to discuss these with city and/or county stakeholders.

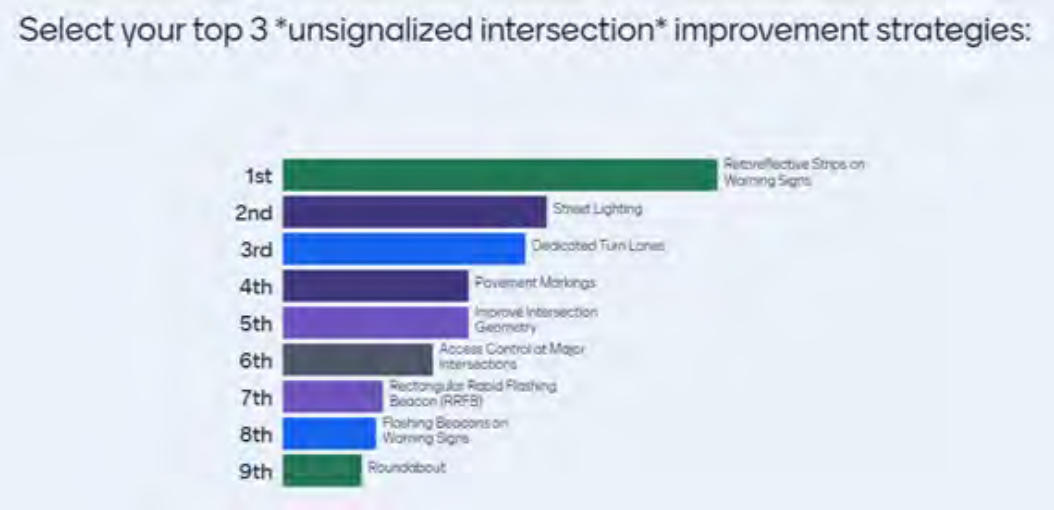
Countermeasure Review

- Countermeasure for **roadway departure** include edge-line and centerline treatments, curve signage, various delineators, clear zone obstruction removal, improved pavement markings, and a two-foot shoulder.
    - Polling question: **Select your top roadway departure improvement strategies.**
    - Additional overhead lighting could be helpful. Franchise agreements with electric companies sometimes make placement free.
    - Terry Weidert (Labette County) shared information about a 90-degree curve that was created with US-400 construction at old US-59 near Parsons. Adjacent to the curve is a pond on private land. Four weeks ago, a young driver missed the curve and crashed but could not be found. He was underwater in the pond. There have been five incidents in this location including this fatal crash. Shawn Turner (TranSystems) said a similar situation occurred on US-169 and KDOT purchased and filled the borrow pit.

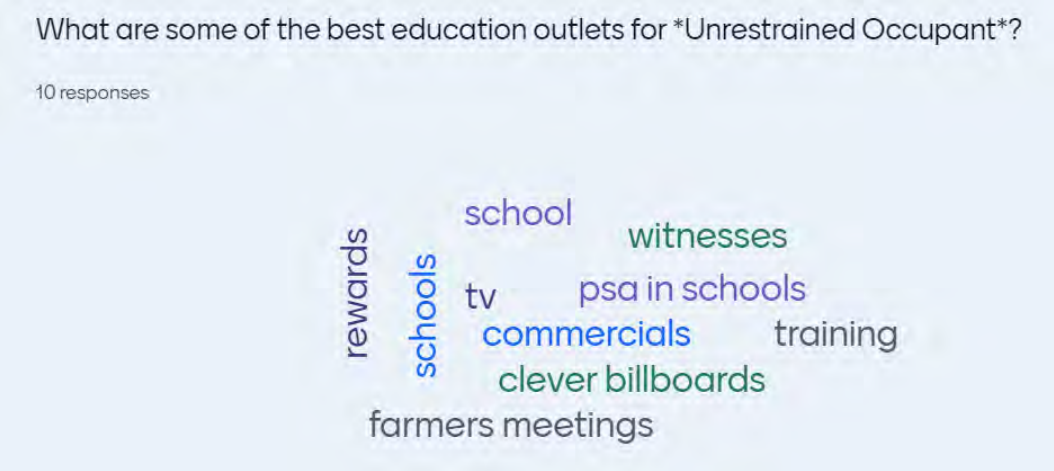
- Countermeasures for **signalized intersections** include signal backplates with retroreflective borders, protected left turns (some with flashing yellow arrows), and improvements for signal phasing and timing plans.

- Countermeasures for **unsignalized Intersections** include flashing beacons on warning signs, retroreflective strips on warning signs, Rectangular Rapid Flashing Beacons (RRFB), improved pavement markings, access control at major intersections, dedicated turn lanes, roundabouts, improved intersection geometry, and overhead lighting.
    - Polling question: **Select your top unsignalized intersection improvement strategies.**
    - The group discussed roundabout functionality and geometry. Slade Engstrom (TranSystems) indicated that larger roundabouts, low curbs, or roundabouts with colored concrete aprons can help large trucks navigate them easier.

- The group discussed diverging diamond interchanges (DDI). Slade Engstrom (TranSystems) said geometry is important and DDIs must fit the individual situation of the interchange. They are useful where lots of left turn traffic exists. There are currently seven in Kansas with more coming. Future improvements to K-96 in northeast Wichita will have DDIs.

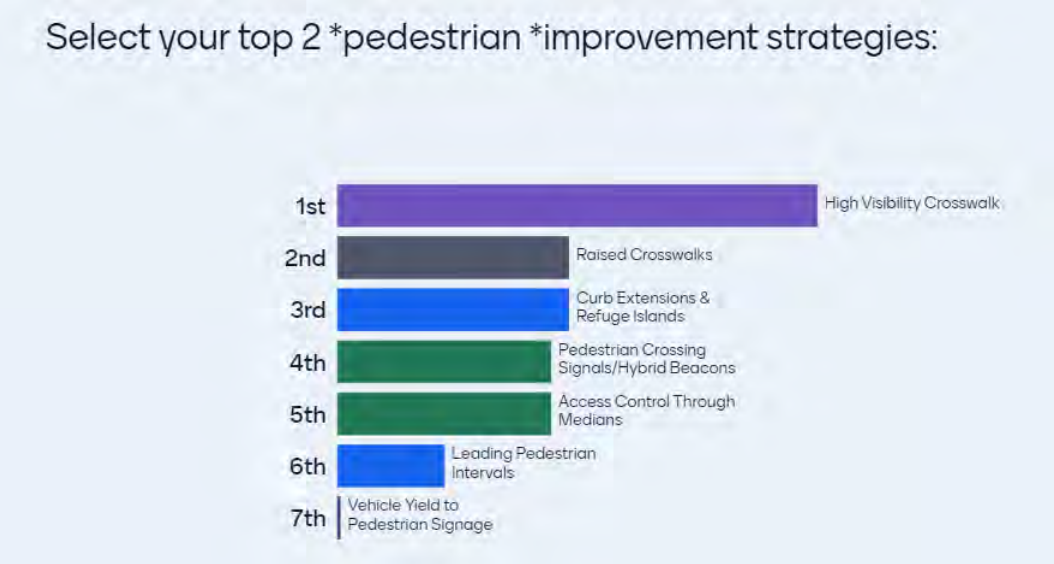


- Countermeasures for **unrestrained occupant** include behavior changing programs and enforcement communications and outreach.
  - Polling question: **What are some of the best education outlets for unrestrained occupants?**
  - The group discussed successful campaigns that play to human emotions regarding family, friends, and pets.
  - Large employers can implement safety programs at work. Cornejo in Wichita has trouble keeping CDL drivers so they offer a company-wide free Uber service. Farmers' meetings are another good place for outreach because farmers generally work alone and socialize with others at meetings.

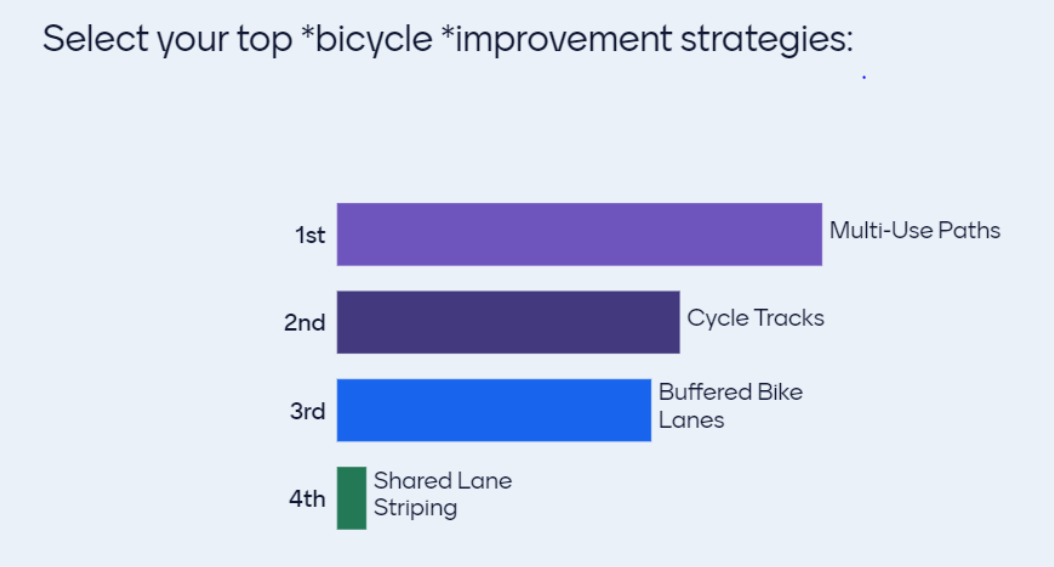


- Countermeasures for distracted driving include high-visibility cell phone and texting enforcement and enforcement communications and outreach.
    - Polling question: **What are some of the best education outlets for distracted driving?**

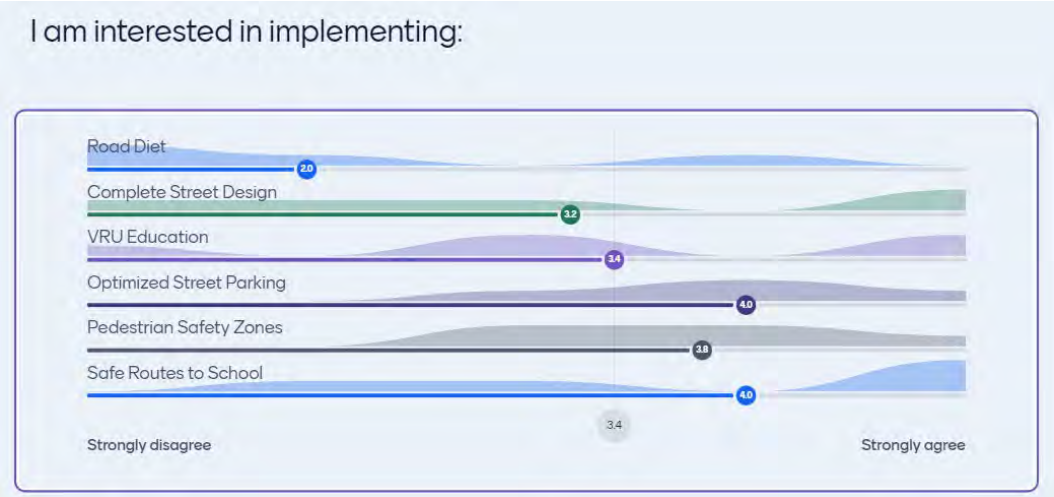
- Countermeasures for **pedestrian safety** include Leading Pedestrian Intervals (LPIs) at intersections, pedestrian crossing signals/hybrid beacons, high visibility crosswalks, signage for vehicles yield to peds, raised crosswalks or intersections, curb extensions or refuge islands, and access control with medians.
    - Polling question: **Select your top pedestrian safety improvement strategies.**



- Countermeasures for **bicycle safety** include buffered bike lanes, shared lanes, multi-use paths, and cycle tracks.
    - Polling question: **Select your top bicycle safety improvement strategies.**



- Countermeasures for both **bicycle and pedestrian safety** include road diet, Complete Street design, VRU education, optimized street parking, pedestrian safety Zznes, and Safe Routes to School programs.
    - Polling question: **How interested are you in implementing these strategies?**
    - The group mentioned that the Safe Routes to Schools program is popular.
    - Drivers to schools include young (high school) drivers and parents making multiple trips through the day, sometimes to multiple schools.



Next Steps

- Consultant team will follow-up to schedule 1-on-1 conversations with city and county representatives for more detailed discussions. Safety Task Force Meeting #3 is anticipated in late January 2025.
- Public survey will continue to be available until public meetings in each county. The public meetings are anticipated to be planned in coordination with standing County Commission meetings.
- Consultant team continues to monitor the political and funding landscape for future funding announcements.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #2

November 14, 2024

AGENDA

- Welcome and Introductions
- Task Force Meeting #1 Overview
- Public Survey Results
- Emphasis Areas
- Countermeasures
- Next Steps

INTRODUCTIONS

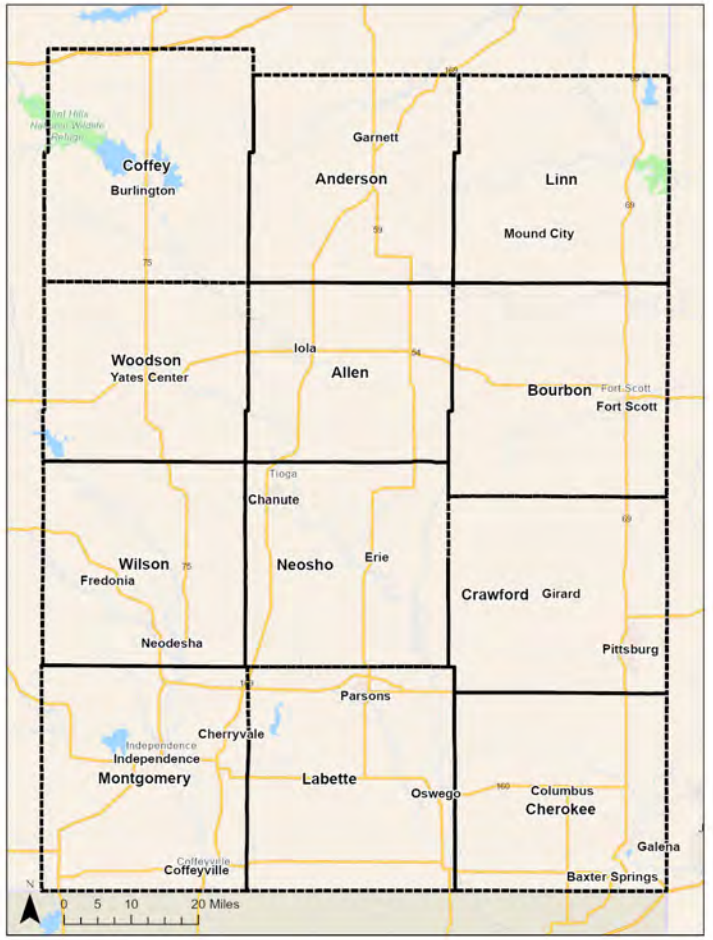
- Southeast Kansas Regional Planning Commission (SEKRPC)
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



POLLING INSTRUCTIONS

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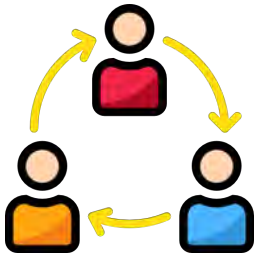
Or use the QR code!

FROM PLAN TO ACTION

Planning Grant

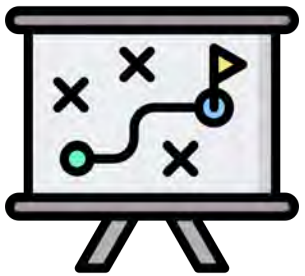
Implementation Grant

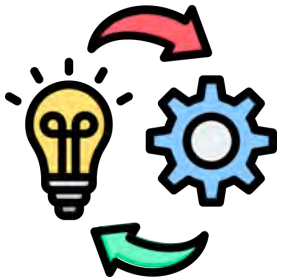
Data Analysis



Engage Stakeholders

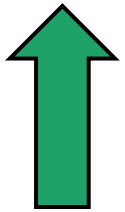
Strategy and Actions





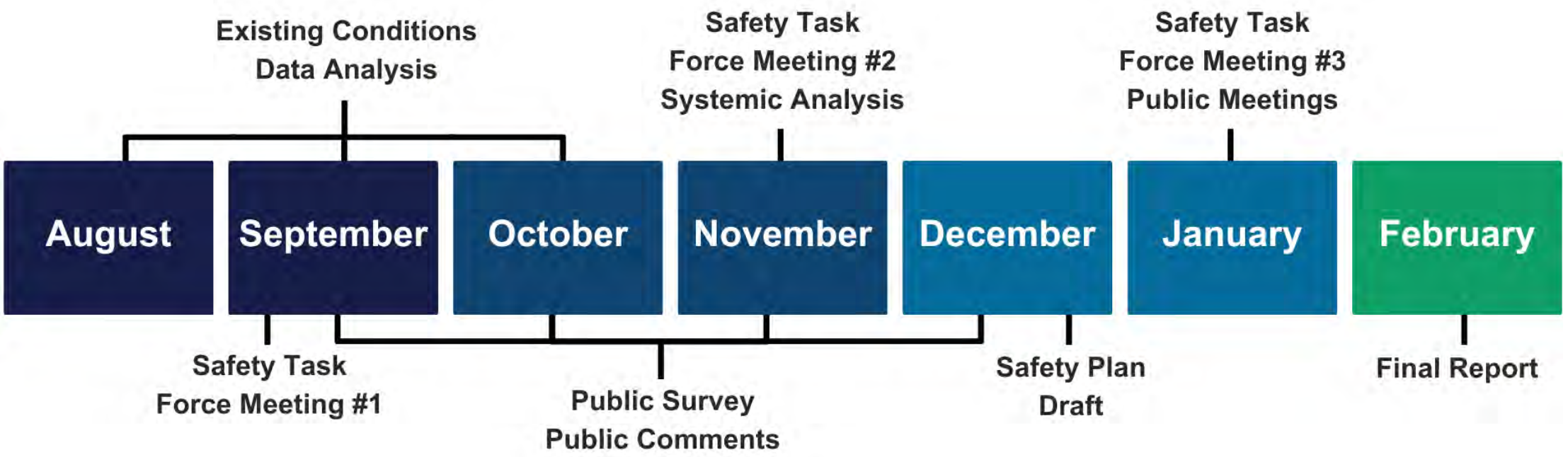
Recommendations

Implementation



We are here!

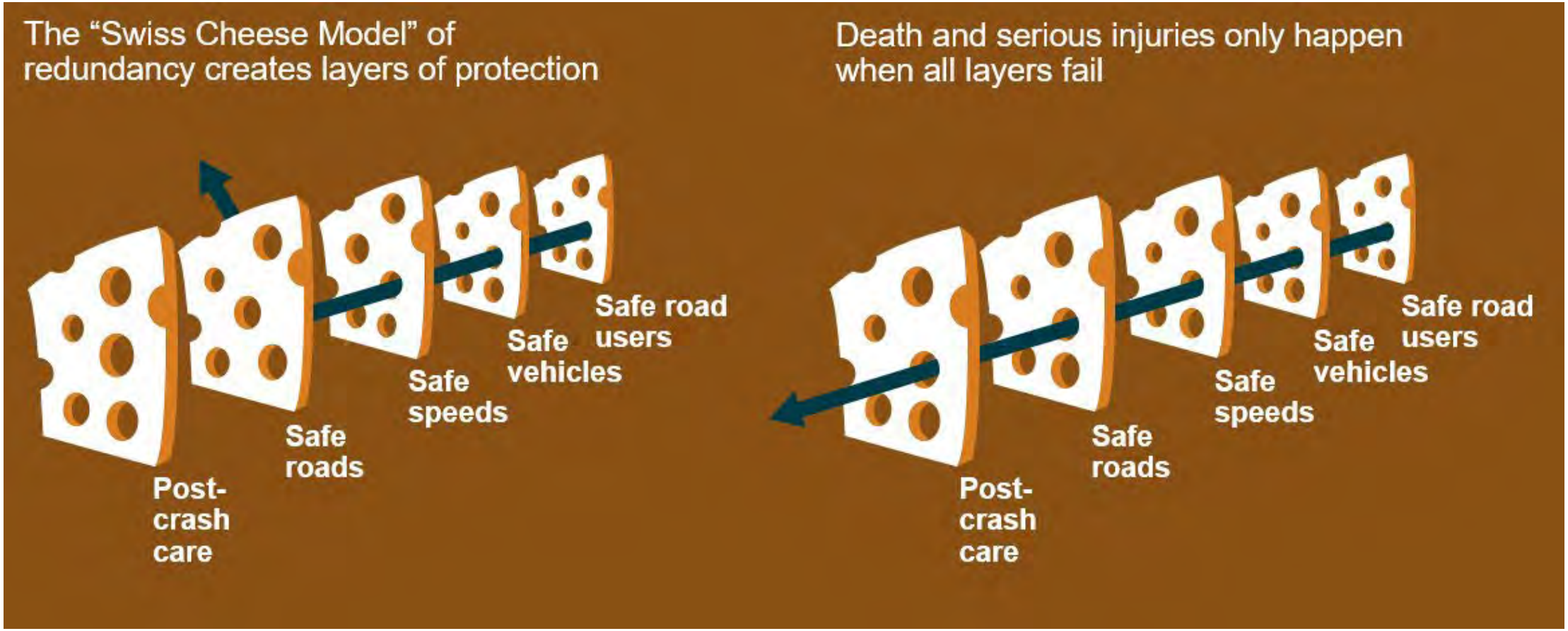
PROJECT TIMELINE



MEETING #1 OVERVIEW

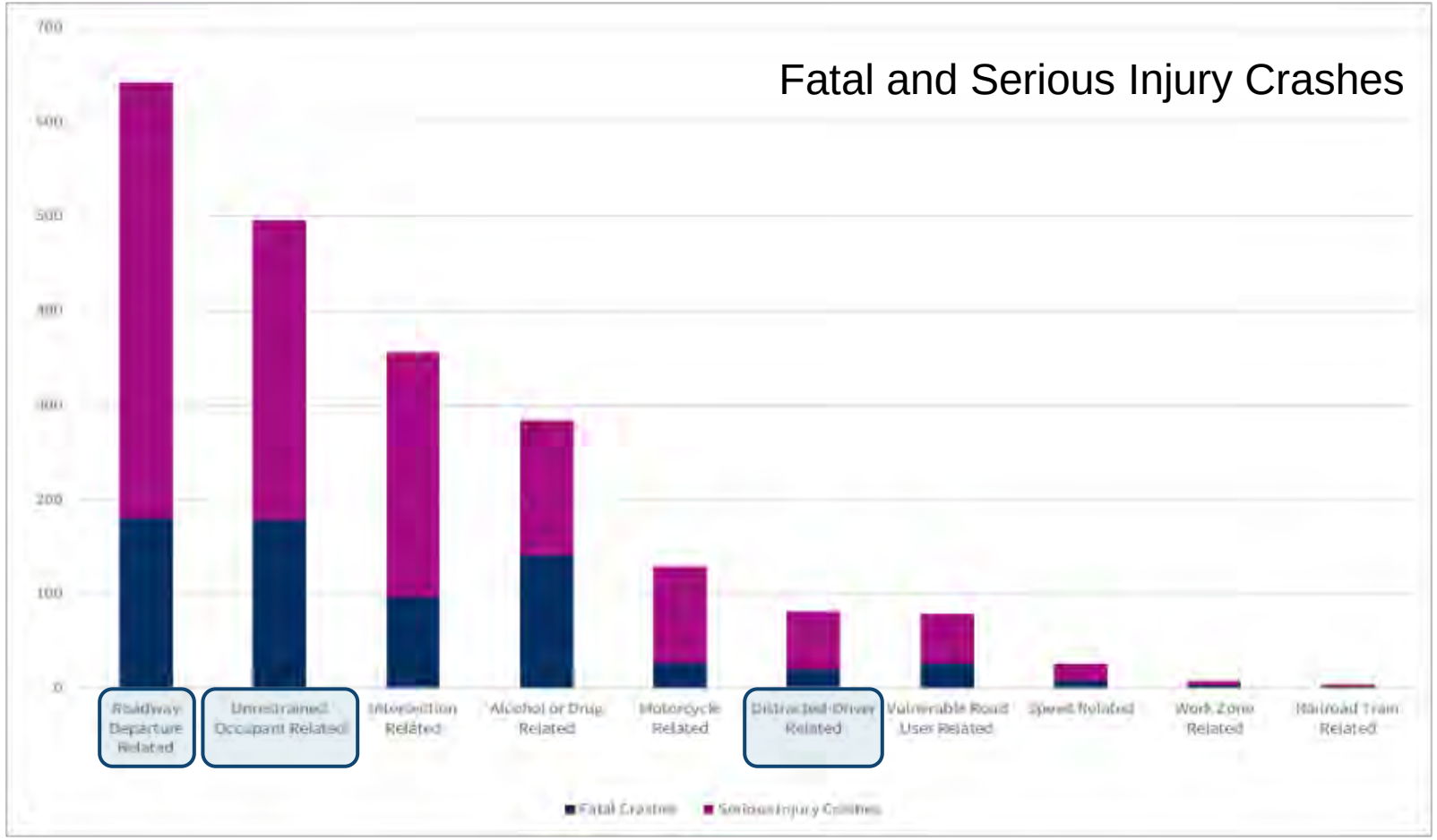
- SS4A Background
  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public survey will guide study outcomes

MEETING #1 OVERVIEW



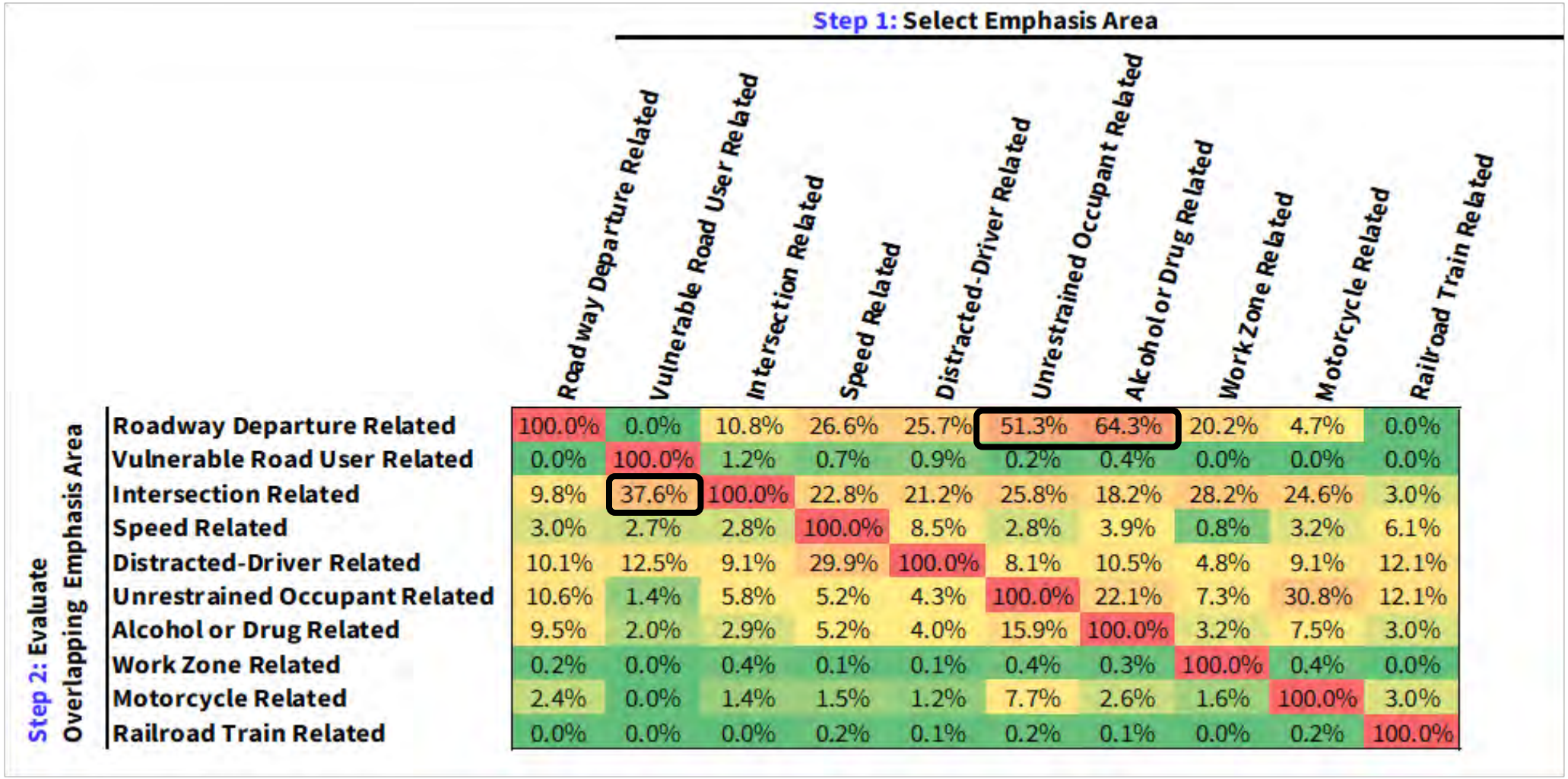
MEETING #1 OVERVIEW

- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

MEETING #1 OVERVIEW



Step 1: Select Emphasis Area

Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
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Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
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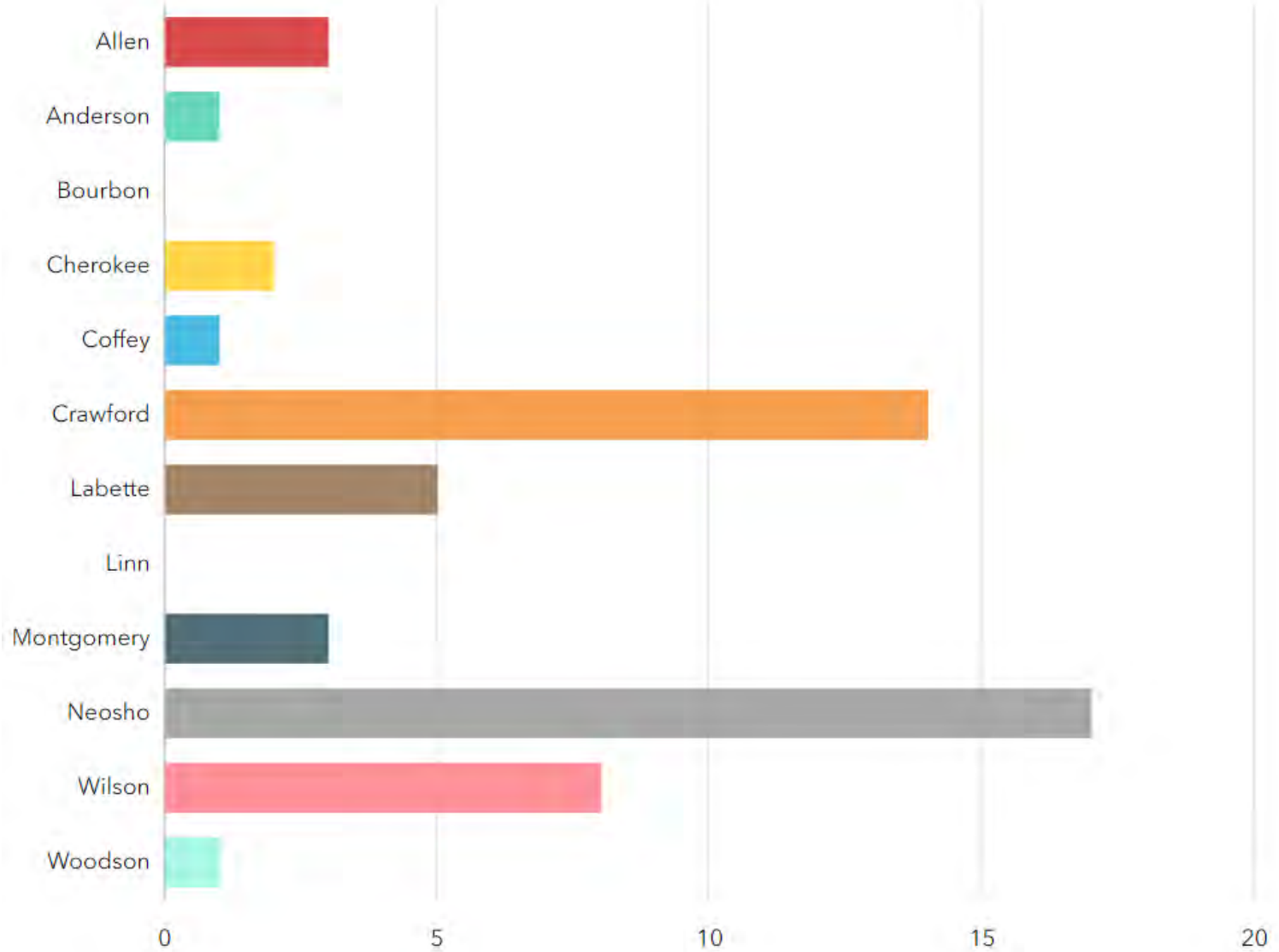
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

PUBLIC SURVEY RESULTS

- Press release and survey was sent to the Safety Task Force and an extended stakeholder list for greater promotion
- About 55 survey responses to date*
  - Survey reminder to be sent this month
  - Survey to remain open until public meetings in January

Survey Respondents By County



*Responses as of 11/7/24

PUBLIC SURVEY RESULTS

What are your safety concerns?

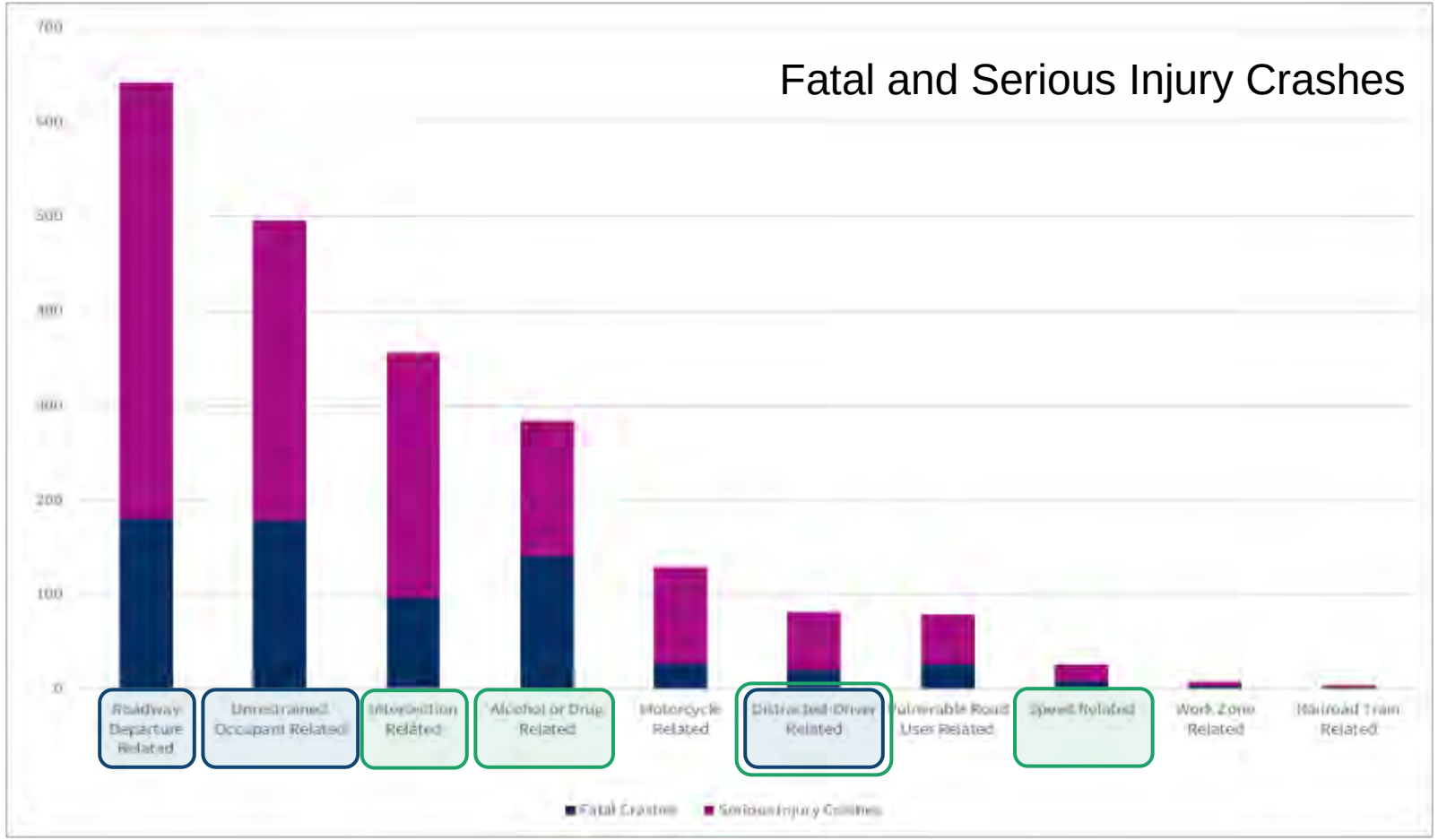
- Infrastructure maintenance
  - Poor roadway conditions
  - Narrow roadways
- Intersection improvements
  - Turn lanes
  - Unsafe unsignalized intersections
- Pedestrian and bicyclist safety
- Safe routes to school
- Speeding

https://arcg.is/1v1Pe00

PUBLIC SURVEY RESULTS

Emphasis Areas

- Roadway Departure
- Unrestrained Occupant
- Intersection Related
- Alcohol or Drug Related
- Distracted Driving
- Speed Related



= *Emphasis areas prioritized by task force*

= *Emphasis areas prioritized by survey respondents*

WHAT WE HEARD FROM YOU:

Proposed Key Emphasis Areas

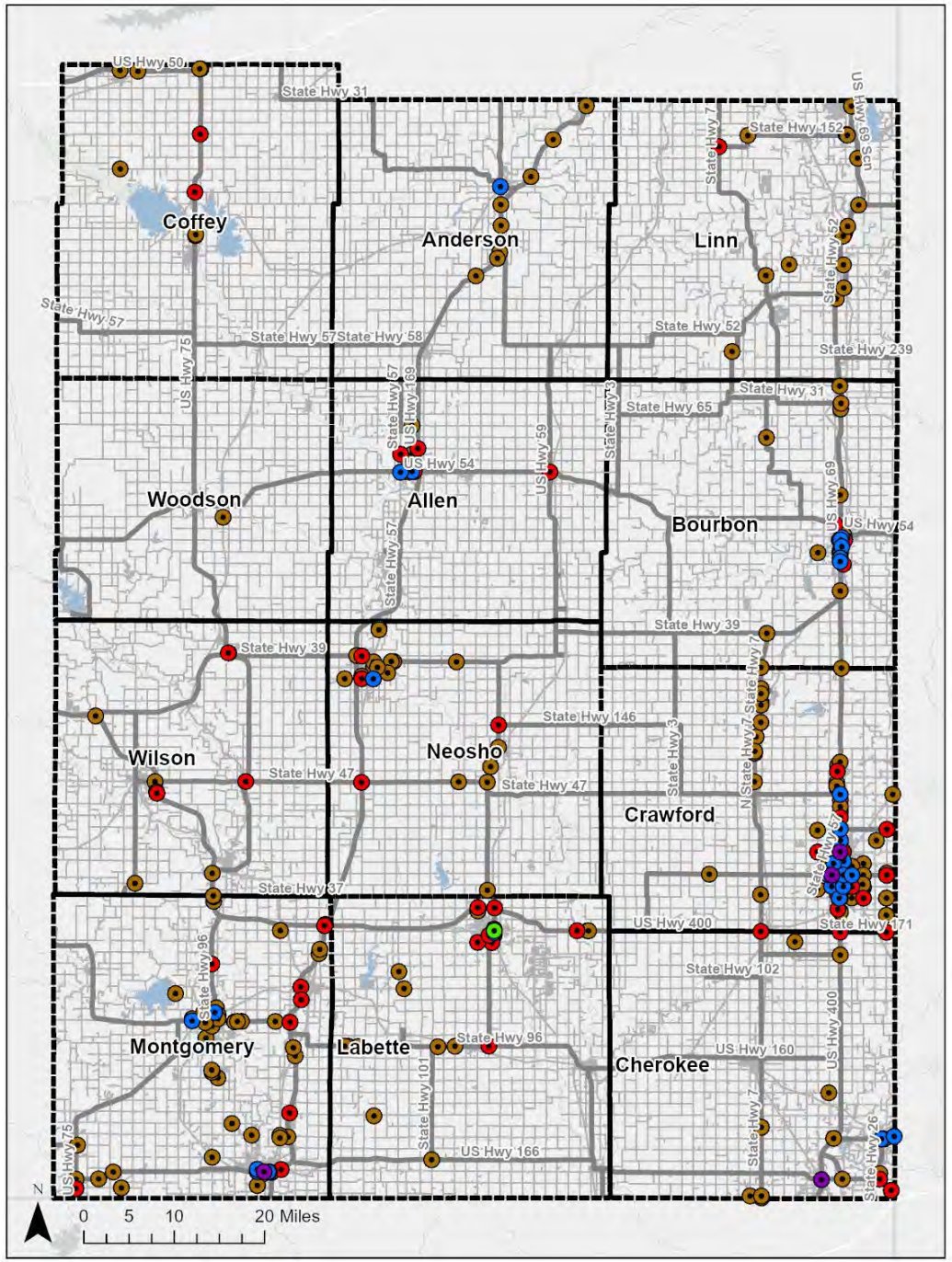
Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

LOCATION-BASED EMPHASIS AREAS

- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Specific cluster maps will be developed for each county
- Follow-up 1-on-1 meetings with county and/or city representatives



COUNTERMEASURE DISCUSSION

COUNTERMEASURES: *Roadway Departure*

Edgeline Treatment

Centerline Treatment

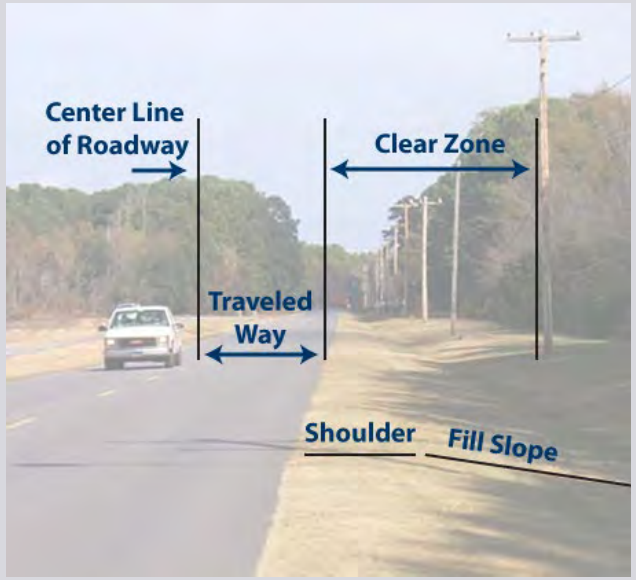
Curve Signage

COUNTERMEASURES: *Roadway Departure*

Post-Mounted Delineators

Delineate Roadside Hazards

Remove Fixed Objects in Clear Zone



COUNTERMEASURES: *Roadway Departure*

Improved Pavement Markings

2-Foot Shoulder

POLLING INSTRUCTIONS

Go to:

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Enter your name, organization, and role.

Or use the QR code!

COUNTERMEASURES: *Signalized Intersection*

Signal Backplates with Retroreflective Borders

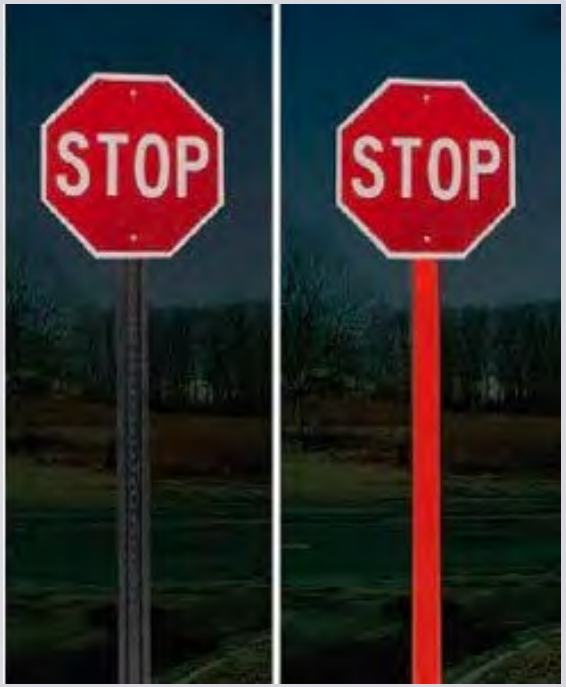
Protected Left Turns and Flashing Yellow Arrows

Improve Signal Phasing and Timing Plans

COUNTERMEASURES: *Unsignalized Intersection*

Install Flashing Beacons on Warning Signs

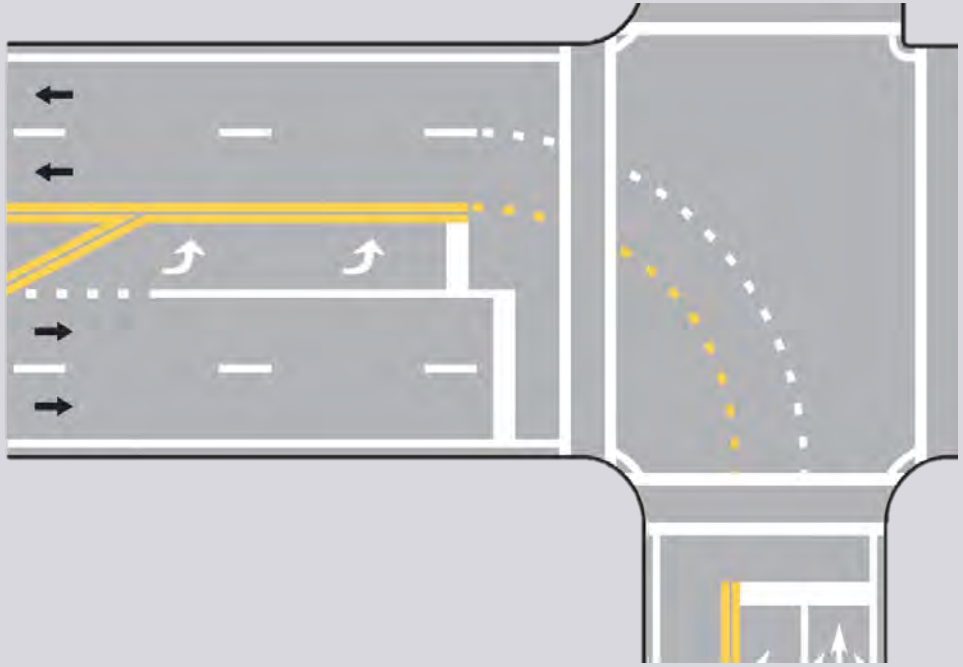
Install Retroreflective Strips on Warning Signs



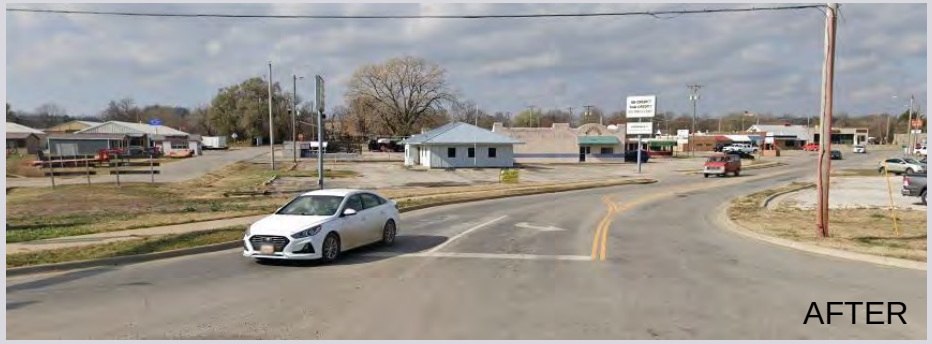
Rectangular Rapid Flashing Beacon (RRFB)

COUNTERMEASURES: *Intersections*

Pavement Markings



Access Control At Major Intersections



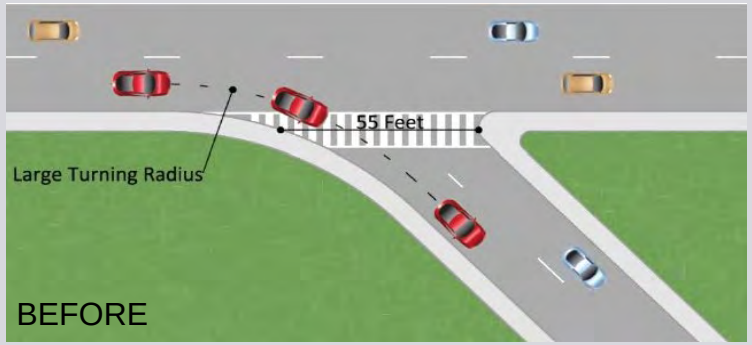
COUNTERMEASURES: *Intersections*

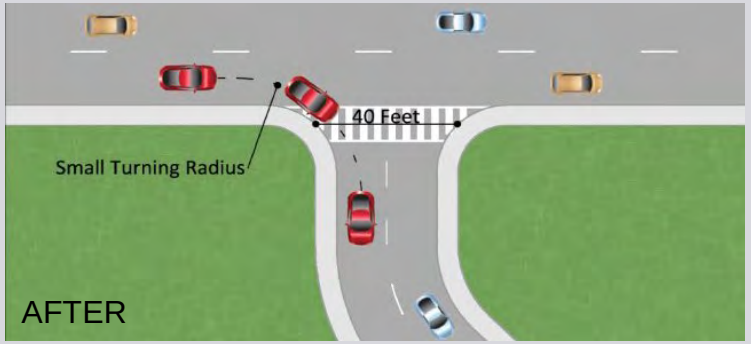
Install Dedicated Turn Lanes

Install Roundabout

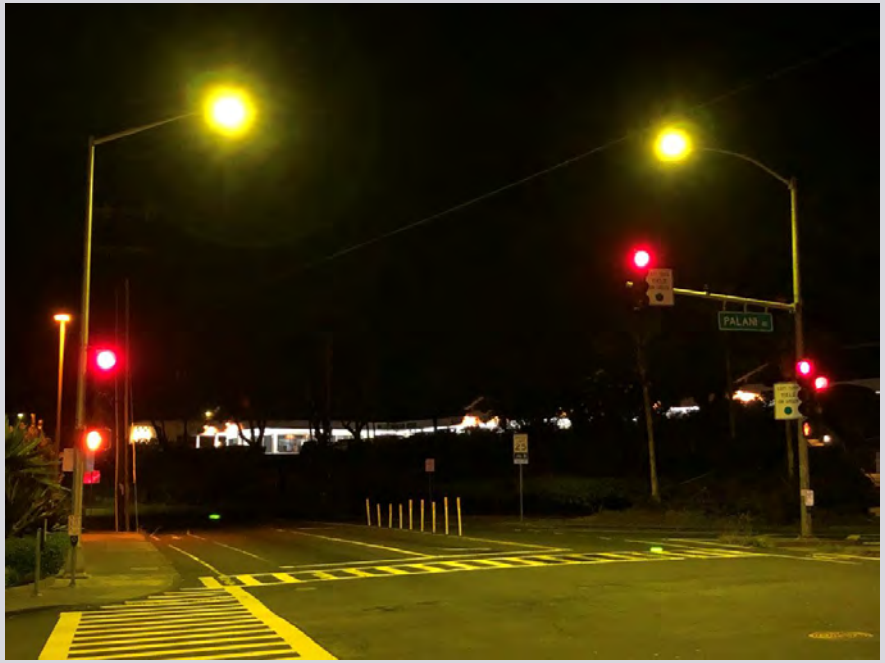
COUNTERMEASURES: *Intersections*

Improve Intersection Geometry





Install Street Lighting



POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

4399 8087

Enter your name, organization, and role.

Or use the QR code!

COUNTERMEASURES: *Unrestrained Occupant*

Behavior Change Programs

Enforcement Communications and Outreach

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

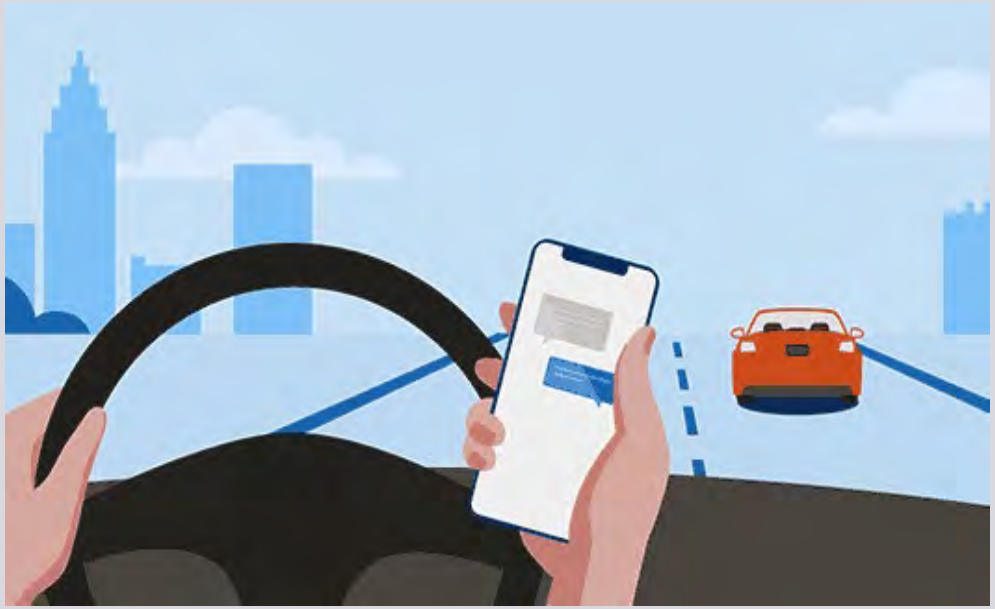
4399 8087

Enter your name, organization, and role.

Or use the QR code!

COUNTERMEASURES: *Distracted Driving*

High-Visibility Cell Phone/ Text Messaging Enforcement



Enforcement Communications and Outreach

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

4399 8087

Enter your name, organization, and role.

Or use the QR code!

COUNTERMEASURES: *Pedestrians*

Leading Pedestrian Intervals (LPIs)

Pedestrian Crossing Signals/ Hybrid Beacons

COUNTERMEASURES: *Pedestrians*

High Visibility Crosswalks

Vehicle Yield to Pedestrian Signage

Raised Crosswalks or Intersections

COUNTERMEASURES: *Pedestrians*

Curb Extensions and Refuge Islands

Access Control Through Medians

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

4399 8087

Enter your name, organization, and role.

Or use the QR code!

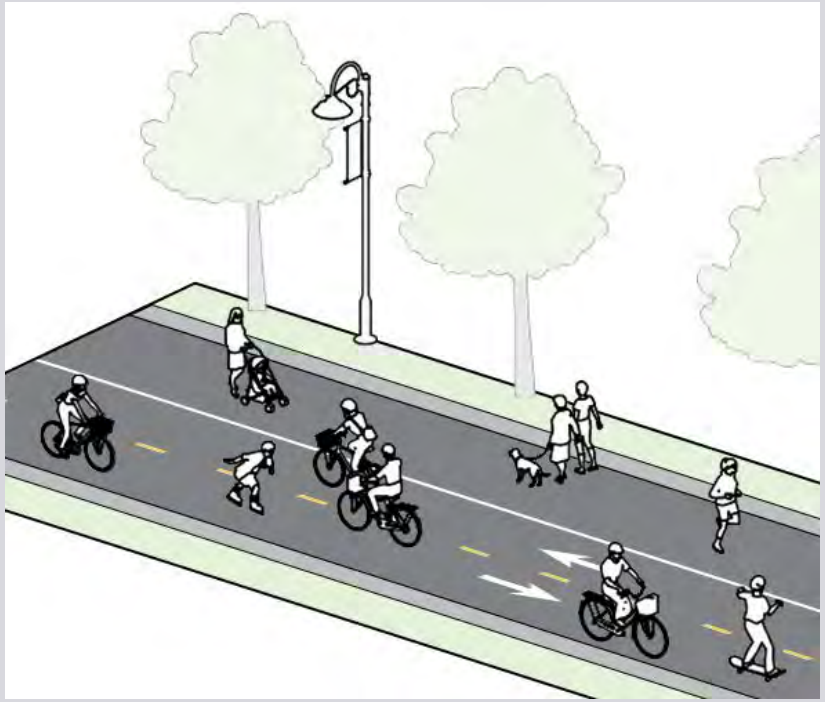
COUNTERMEASURES: *Bicyclists*

(Buffered) Bike Lanes

Shared Lanes

COUNTERMEASURES: *Bicyclists*

Multi-Use Paths



Cycle Tracks

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

4399 8087

Enter your name, organization, and role.

Or use the QR code!

COUNTERMEASURES: *Bicycle & Pedestrian*

Road Diet

Complete Street Design

COUNTERMEASURES: *Bicycle & Pedestrian*

Vulnerable Road User Education

Optimized Street Parking

COUNTERMEASURES: *Bicycle & Pedestrian*

Pedestrian Safety Zones

Safe Routes to School Program

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

4399 8087

Enter your name, organization, and role.

Or use the QR code!

NEXT STEPS

- Follow-up 1-on-1 meetings: November and December 2024
- Public Open House in each county: January 2025
- Safety Task Force Meeting #3: January 23, 2025
  - Review draft recommendations
  - Discuss generalized vs. spot improvements
- Final Plans: February 2025
  - Monitoring funding cycle for SS4A Implementation Funds

THANK YOU!

Next Meeting: January 23, 2025

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #3

Date: April 24, 2025
Time: 10:30am - 12:00pm
Format: Memorial Building, 101 S. Lincoln, Chanute Kansas or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

Attendees
Carey Spoon, SEKRPC
Terry Weidert, Labette County
Chari Bauman, Coffey County
Cole Herder, City of Humboldt
Jenny Tatman, Coffey County
Chris Bauman, City of Neodesha
Janet Miller, Network Kansas
Jimmy Holt, City of Cherryvale
Gracie Myers, City of Cherryvale
Anthony Mersman, Anderson County
Bruce Blair, Crawford County
Bill Kavanaugh, Crawford County
Kris Marple, Wilson County
Jessica Mills, Anderson County
Vickie Moss, Thrive Allen County
Paul Westhoff, Neosho County
John Brocker, Allen County
Brandon Beurskens, Montgomery County (online)
Eric Bailey, Bourbon County (online)

Consultant Team
Deanne Winkelmann, TranSystems
Payton Smith, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Nicole Hood, TranSystems (online)
Matt Davis, TranSystems (online)
Taylor Cunningham, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Emily Pietrantone, Kimley-Horn (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)
Rachel Thomas, Wilson & Company (online)
Brian Ortiz, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Review of the project format with three consulting firms working together. Explanation of the Safe System Approach, Vision Zero, and the role of the Safety Task Force and public input via meetings and survey.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Draft versions of the 12 CSAPs will be sent out in May. Funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Crash Data Summary

- The three priorities from the Safety Task Force (STF) input were shown: Roadway Departures, Unrestrained Occupants, and Distracted Driving.
- Hotspot locations were categorized as signalized intersections, unsignalized intersections, vulnerable road users (VRUs), roadway departures, and speed related. Follow-up one-on-one meetings were held with various officials from each of the 12 counties to identify new and confirm known hotspot locations.

Public Engagement Summary

- The public survey generated 899 total responses. The majority of responses were from Montgomery County. The areas of emphasis identified in the survey were Distracted Driving, Speed, and Intersections. Importance of using tax dollars for intersection improvements, enforcement strategies, and traffic enforcement was identified in the survey responses. The survey was open from late 2024 until mid-April 2025.
- Open house public meetings were held in each county. Personal discussions were held as members of the public identified areas of concern in their county. The colored dots on specific locations and their suggestions were noted. Examples of public comments included the lack of adequate sidewalks, especially near schools, specific crash locations, roadway and infrastructure characteristics that need improvement, and lack of lighting in some areas.
- In summary, the public meetings and survey reinforced findings from the crash data analysis. The data showed emphasis needs in Roadway Departures, Intersections, and Unrestrained Occupants plus other areas to review include VRUs, Distracted Driving, and Alcohol/Drug-related crashes.

Project Types

- Each county will be provided with a potential project list that addresses hotspots and emphasis areas. Many align with those identified in previous studies such as Local Road Safety Plans (LRSP) and other comprehensive studies.

- Valuable input was also received from county sheriffs and other law enforcement agencies, county officials, and the public.
- Some on the list have a blend of jurisdictions. Where local and state routes intersect are common areas of concern and will require discussions with the Kansas Department of Transportation (KDOT).
- Examples of specific projects plus short-term and long-term solutions:
    - Roadway departures in Crawford County east of Pittsburg
    - Roadway departures in Wilson County
    - Signalized intersections in Mongomery County
    - Unsignalized intersections in Montgomery County
    - VRUs in Anderson County
    - USBR / KDOT bike routes

Policy Recommendations

- Advocate via regional coalitions (i.e. US-169 Corridor).
- Update design policies and incorporate safety into maintenance programs and projects.
- Enforcement campaigns for behavioral changes including Seat Belts for Everyone (SAFE) and other saturation enforcement programs.

Next Steps

- Project team representative will share each county's specific projects sheets in the next 1-2 weeks.
- Draft Safety Action Plans are nearing completion. Each county will receive a draft plan for review in May.
    - Anderson, Allen, Neosho, and Labette counties are in the last cycle of the LRSP program and the project team aligning those efforts with the Safety Action Plans. Therefore, project sheets and draft plans for those four counties may be on a slightly slower timeline to finalize.
- A resolution adopted by local governments supporting Vision Zero is required for future Federal project funding. The project team will provide draft resolutions to each county.
- The current SS4A funding cycle has a submittal deadline of June 26, 2025. Another funding cycle will occur next year and is anticipated in March 2026.
- Other funding opportunities include Kansas Infrastructure Hub, Highway Safety Improvement Program (HSIP), Safe Routes to Schools, and partnering with community health organizations.

Carey Spoon (SEKRPC) commented that counties should identify their pet projects and work on passing the Vision Zero resolution.

Deanne Winkelmann (TranSystems) stated that Safety Action Plans can be accelerated if a county is planning to pursue SS4A implementation funds this cycle. Please notify us if this is the case for your jurisdiction.

Questions

- **Who will receive the draft report to review?** County Public works directors, Safety Task Force members, and larger city representatives. We will include Commissioners on the SEKRPC Board.
- **What does funding look like in Kansas this year?** Kansas has a local matching program that tries to help with up to 20% of the local match if certain criteria is met. It helps if applications are multi-jurisdictional and possibly within identified equity areas.
- **Regarding the federal SS4A program, has there been a shift in funding or eligibility?** There is an increased set-aside of funding in rural funds and less of an emphasis on equity.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #3

April 24, 2025

AGENDA

- Welcome and Introductions
- Safe Systems Approach
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

INTRODUCTIONS

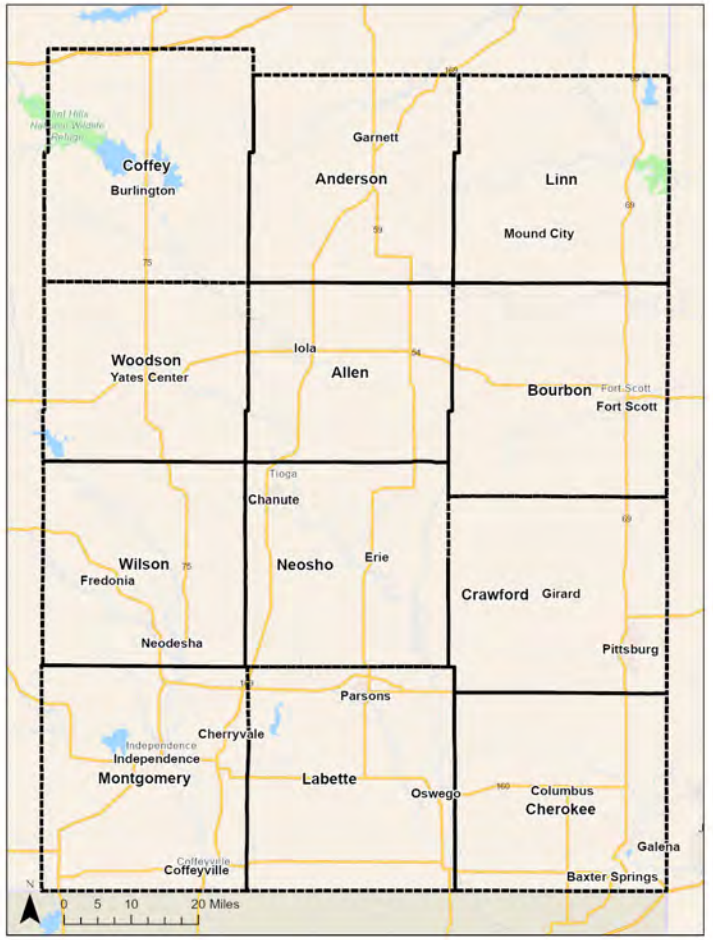
- Southeast Kansas Regional Planning Commission (SEKRPC)
- Consultant Teams
  - TranSystems
  - Kimley-Horn
  - Wilson & Company
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



SAFE SYSTEM APPROACH

- SS4A Background
  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public input helps guide study outcomes

PLAN TO ACTION

Planning Grant

Implementation Grant

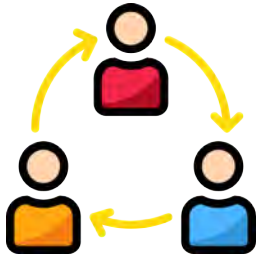
Data Analysis

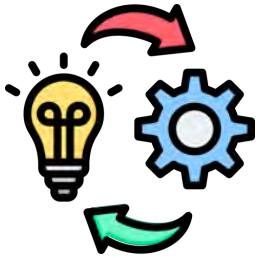
Public Engagement

Strategy and Actions

Projects and Policies

Advance Implementation

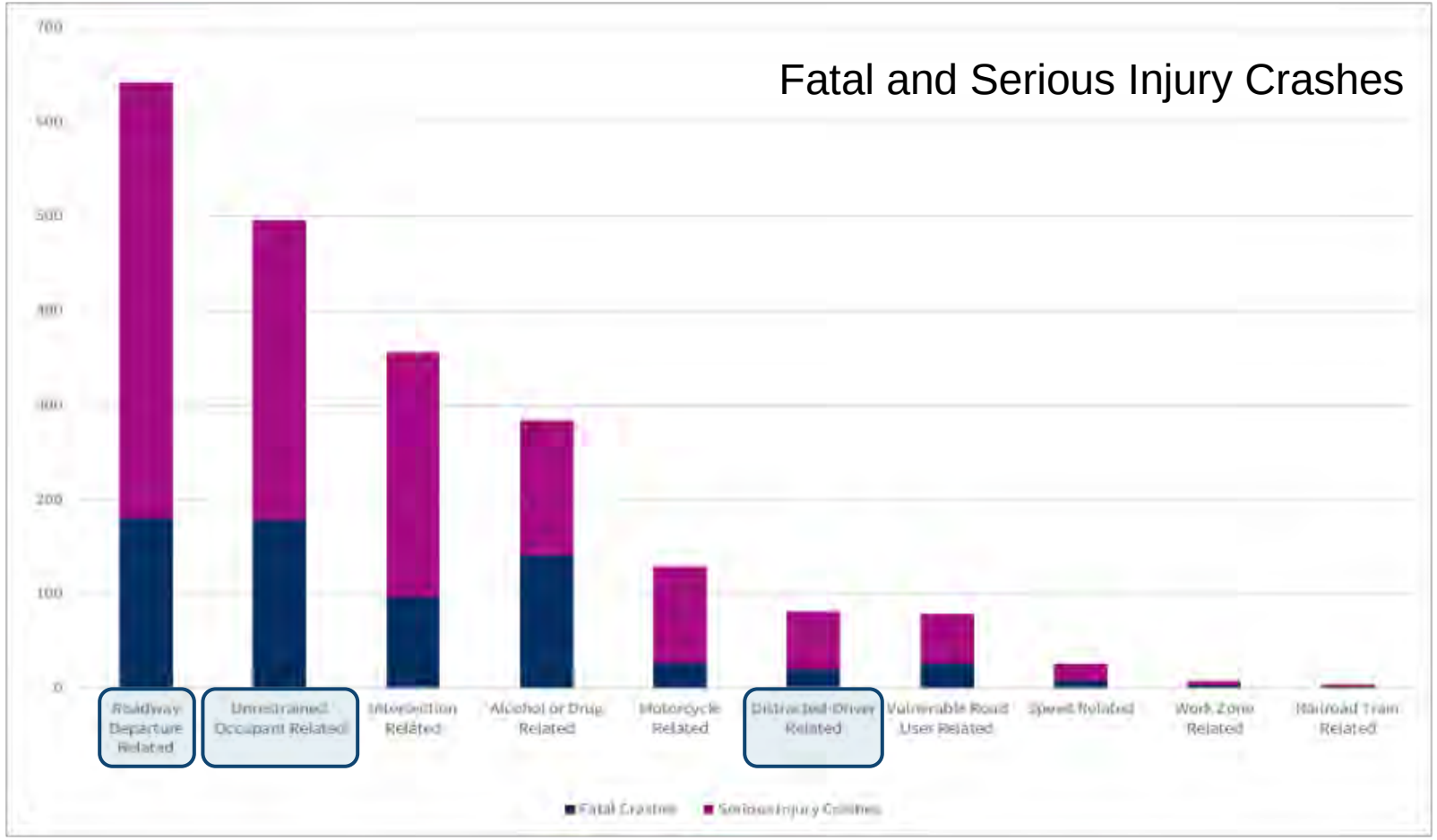




We are here!

CRASH DATA: Emphasis Areas

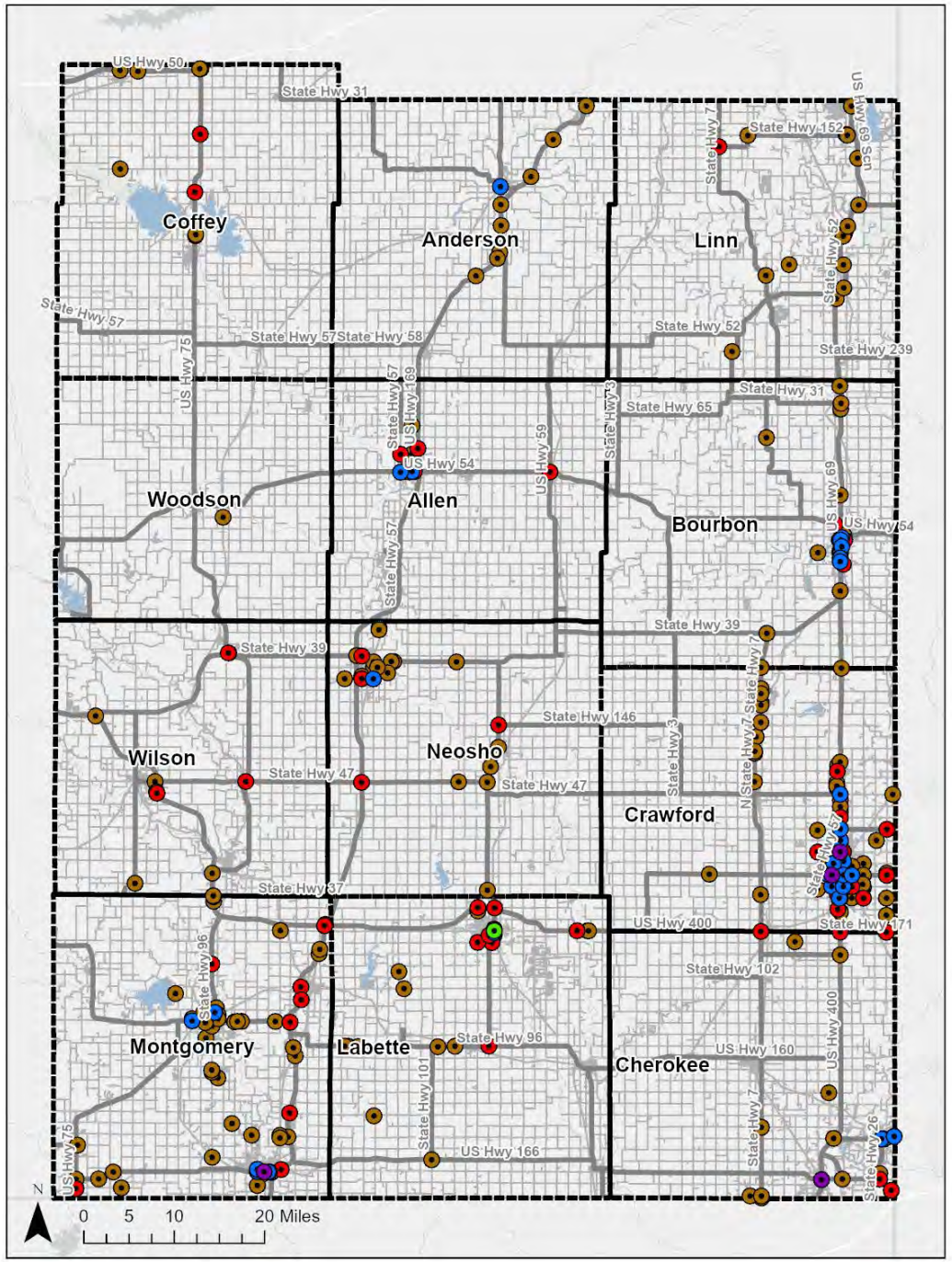
- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

CRASH DATA: Hotspot Locations

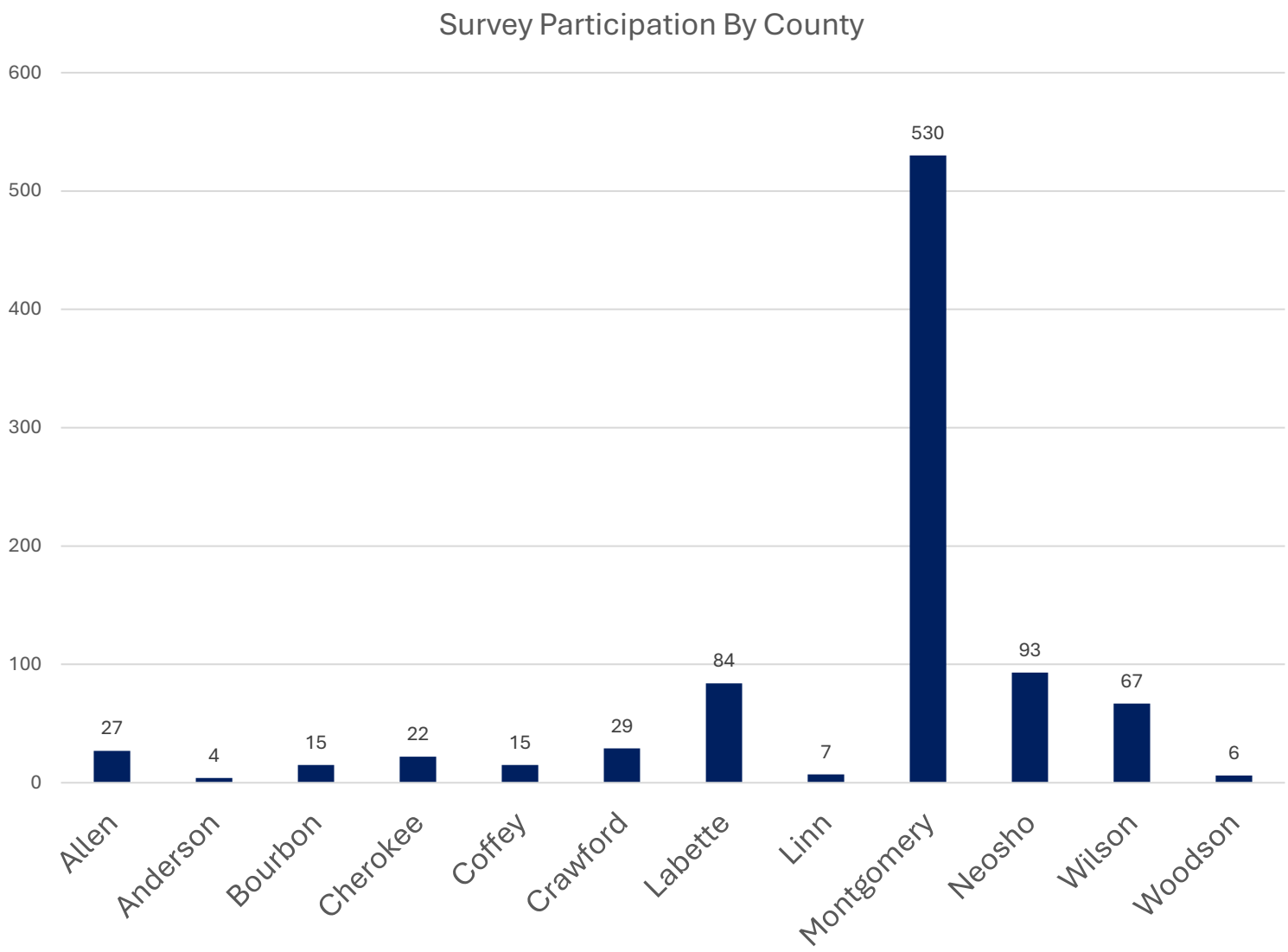
- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Follow-up 1-on-1 meetings with county and/or city representatives



PUBLIC INPUT: Survey Results

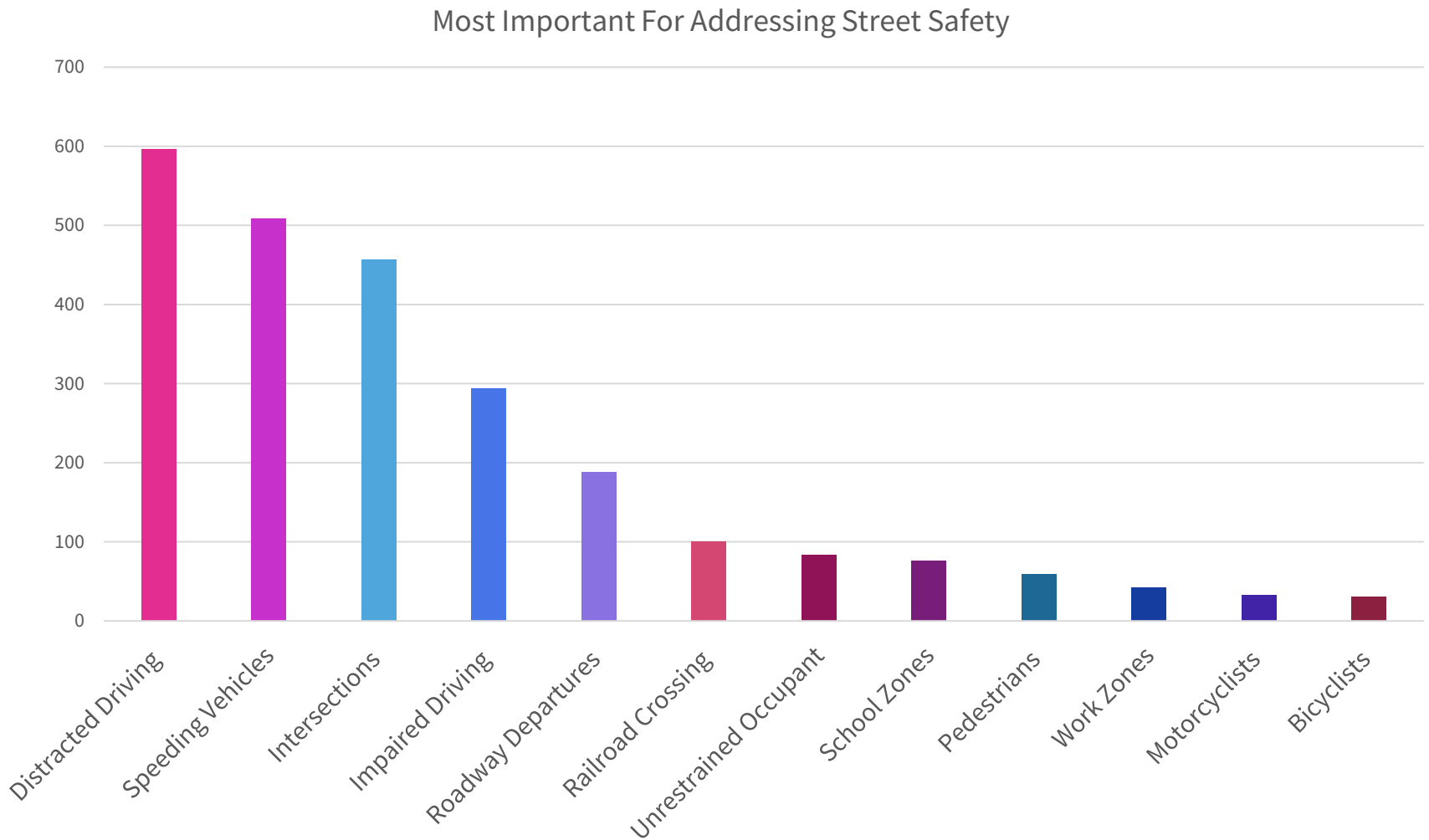
- Press release and survey were sent to the Safety Task Force and an extended stakeholder list for greater promotion
- 899 total survey responses

Survey Respondents By County



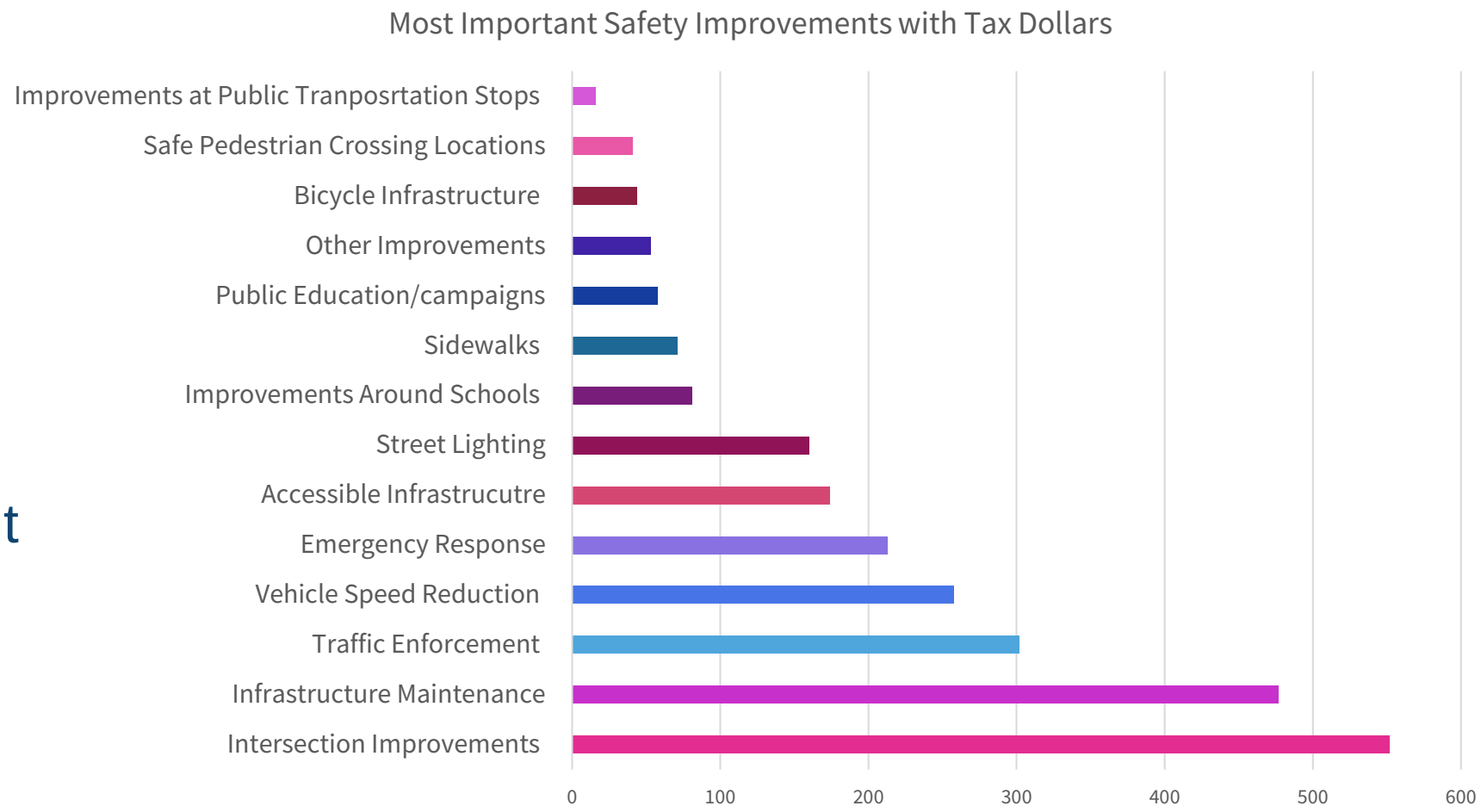
PUBLIC INPUT: Emphasis Areas

- Public Survey Input
  - Distracted Driving
  - Speeding Vehicles
  - Intersections



PUBLIC INPUT: Safety Improvements

- Public Survey Input
  - Intersection Improvements
  - Infrastructure Maintenance
  - Traffic Enforcement

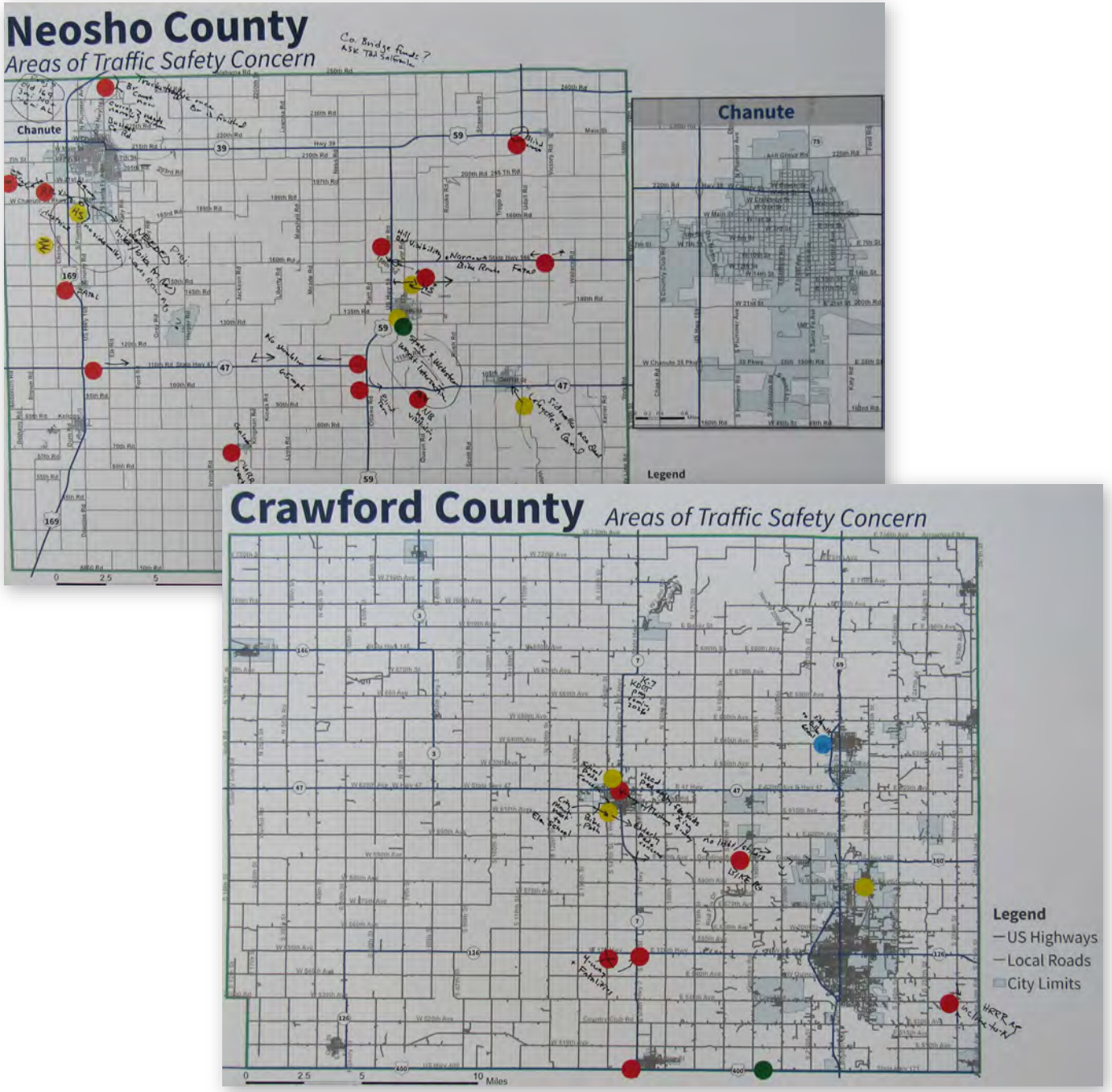


PUBLIC INPUT: Public Meetings

- 12 Public Open House meetings held from February to April 2025.
- Gather feedback through public comment cards and mapping activity.

PUBLIC INPUT: Public Meetings

- Public Feedback and Safety Concerns
  - VRU safety (bicycle and pedestrian facilities, school zones)
  - State highway system and intersections
  - Guardrails, narrow shoulders, visibility and lighting concerns



SUMMARY

Proposed Key Emphasis Areas

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	●
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

PROJECTS AND POLICIES

PROJECT TYPES

- Prioritization Methodology
  - Key Emphasis Area
  - Crash Hotspot on Heat Map
  - Identified in Related Document (ex: LRSP)
  - Local Priority from Stakeholder Interview
  - Public Input
  - Consideration for Local vs. State Routes
- Project Type Examples
  - Roadway Departure
  - Signalized and Unsignalized Intersections
  - Vulnerable Road Users (VRU)

PROJECT TYPE: Roadway Departure

Project	S. 260th Street
Limits	US-160 to K-126 (4.0 miles)
Location	Crawford County
Short-Term	Delineate roadside hazards Install edge/center rumble strips
Long-Term	Install 2-foot paved shoulders Flatten and widen foreslopes Install/upgrade guardrail Extend culverts Consider KDOT intersections

PROJECT TYPE: Roadway Departure

Project	New Albany Road
Limits	Decatur Road to Mill Street (0.1 miles)
Location	Wilson County
Short-Term	Add pavement markings Install edge/center rumble strips Improve curve warning signage Add post-mounted delineators
Long-Term	Add aggregate shoulder Add transverse rumble strips Improve curve superelevation

PROJECT TYPE: Signalized Intersection

Project	8th Street & Buckeye Street
Limits	Intersection
Location	Montgomery County (Coffeyville)
Short-Term	Install high-visibility backplates Add high-visibility pavement markings Add crosswalk markings
Long-Term	Upgrade traffic signals Reconfigure traffic signal with Leading Pedestrian Intervals (LPIs)

PROJECT TYPE: Unsignalized Intersection

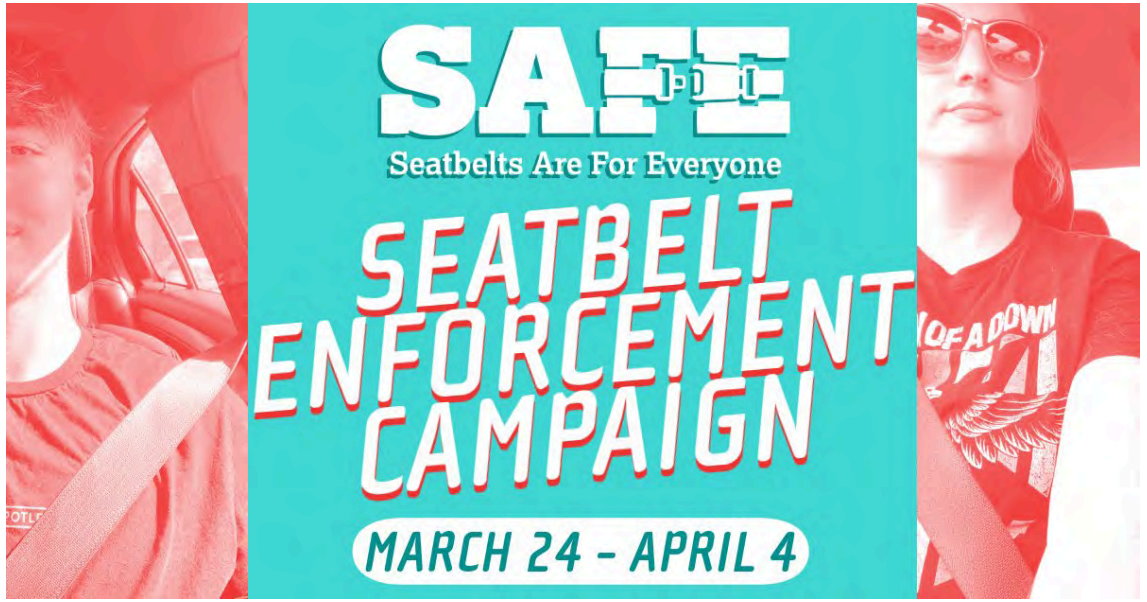
Project	4700 Road & 1450 Road
Limits	Intersection
Location	Montgomery County
Short-Term	Update signage Add retroflective strips to sign posts Upgrade pavement markings
Long-Term	Reconstruct intersection

PROJECT TYPE: Vulnerable Road Users

Project	Prairie Spirit Trail Crossings
Limits	4th Avenue & Main Street
Location	Anderson County (Garnett)
Short-Term	Increase signage Upgrade crosswalk markings Add pedestrian crossing signal
Long-Term	Reconfigure roadway to reduce crossing width

POLICIES

- Advocate with Regional Coalitions
  - US-169 in Anderson, Allen, Neosho, Labette, and Montgomery counties
- Update Design Policies
- Incorporate Safety into Maintenance Programs
- Enforcement Campaigns for Behavioral Changes

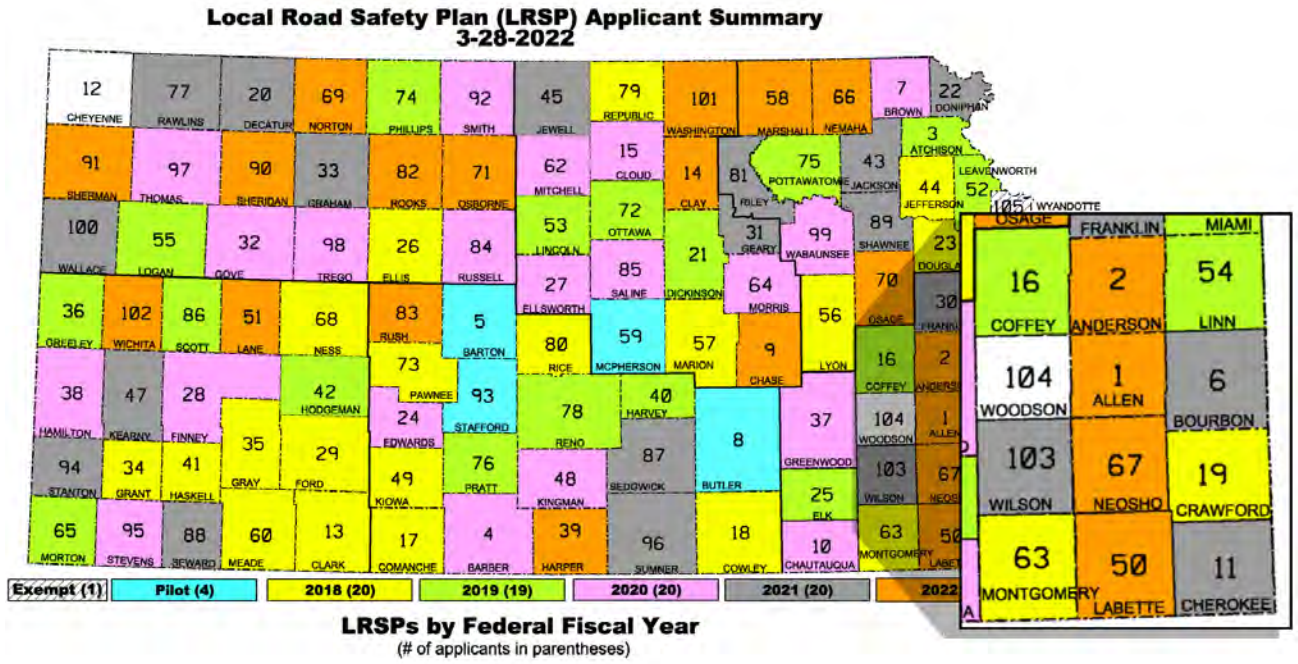


NEXT STEPS

NEXT STEPS: Draft Plans

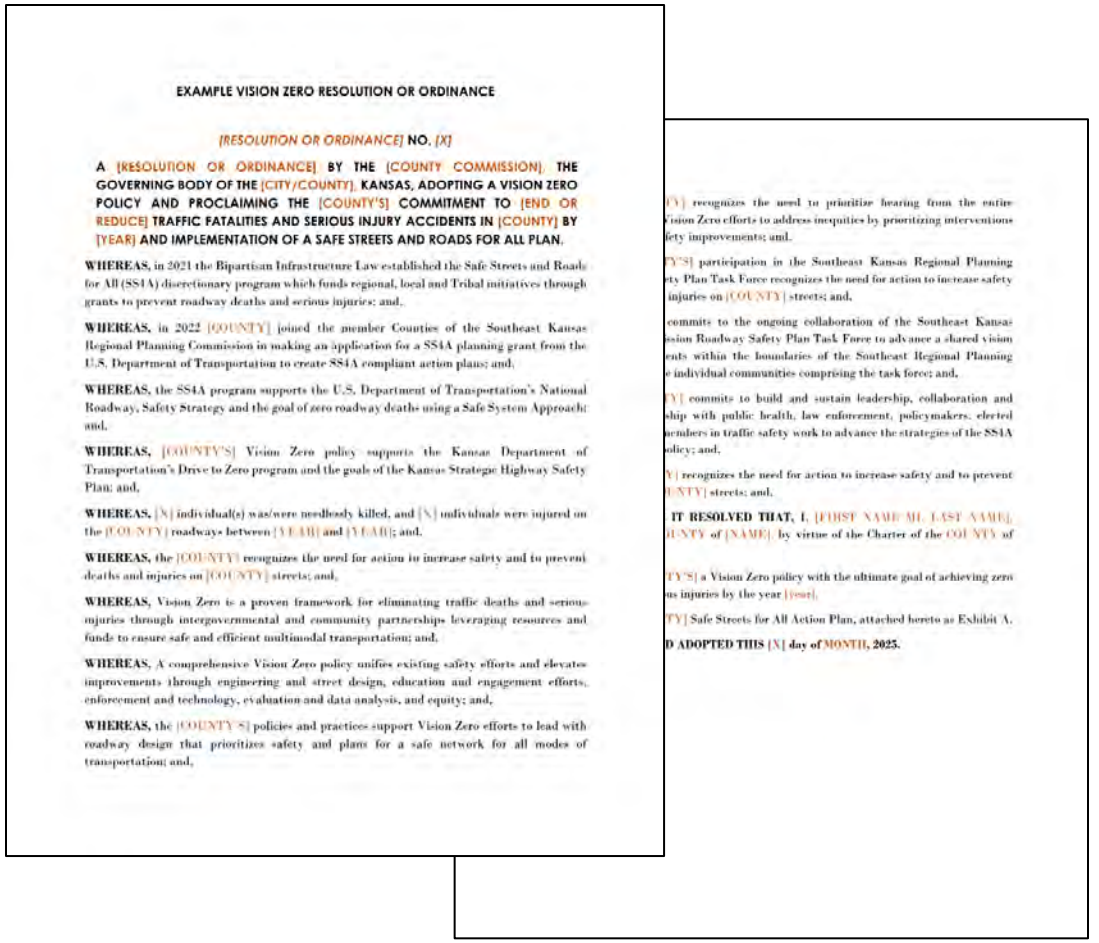
- Priority Projects: A project team representative will contact each county in the next 1-2 weeks to share your draft project list.

- Safety Action Plans
  - Draft plans will be completed in May and sent for review.
  - Efforts are being aligned in counties with an active LRSP project.



NEXT STEPS: Vision Zero Resolution

- Regional commitment to the goal of zero roadway fatalities and serious injuries
- Vision Zero Resolution
  - Percentage reduction goal by a specific date
  - Target date for achievement of zero roadway fatalities and serious injuries



EXAMPLE VISION ZERO RESOLUTION OR ORDINANCE

[RESOLUTION OR ORDINANCE] NO. *[X]*

A [RESOLUTION OR ORDINANCE] BY THE [COUNTY COMMISSION], THE GOVERNING BODY OF THE [CITY/COUNTY], KANSAS, ADOPTING A VISION ZERO POLICY AND PROCLAIMING THE [COUNTY'S] COMMITMENT TO [END OR REDUCE] TRAFFIC FATALITIES AND SERIOUS INJURY ACCIDENTS IN [COUNTY] BY [YEAR] AND IMPLEMENTATION OF A SAFE STREETS AND ROADS FOR ALL PLAN.

WHEREAS, in 2021 the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program which funds regional, local and Tribal initiatives through grants to prevent roadway deaths and serious injuries; and,

WHEREAS, in 2022 [COUNTY] joined the member Counties of the Southeast Kansas Regional Planning Commission in making an application for a SS4A planning grant from the U.S. Department of Transportation to create SS4A compliant action plans; and,

WHEREAS, the SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and the goal of zero roadway deaths using a Safe System Approach; and,

WHEREAS, [COUNTY'S] Vision Zero policy supports the Kansas Department of Transportation's Drive to Zero program and the goals of the Kansas Strategic Highway Safety Plan; and,

WHEREAS, [X] individual(s) was/were needlessly killed, and [X] individuals were injured on the [COUNTY] roadways between [YEAR] and [YEAR]; and,

WHEREAS, the [COUNTY] recognizes the need for action to increase safety and to prevent deaths and injuries on [COUNTY] streets; and,

WHEREAS, Vision Zero is a proven framework for eliminating traffic deaths and serious injuries through intergovernmental and community partnerships leveraging resources and funds to ensure safe and efficient multimodal transportation; and,

WHEREAS, A comprehensive Vision Zero policy unifies existing safety efforts and elevates improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis, and equity; and,

WHEREAS, the [COUNTY'S] policies and practices support Vision Zero efforts to lead with roadway design that prioritizes safety and plans for a safe network for all modes of transportation; and,

[Y] recognizes the need to prioritize hearing from the entire Vision Zero efforts to address inequities by prioritizing interventions fety improvements; and.

Y'S] participation in the Southeast Kansas Regional Planning ty Plan Task Force recognizes the need for action to increase safety injuries on [COUNTY] streets; and,

commits to the ongoing collaboration of the Southeast Kansas sion Roadway Safety Plan Task Force to advance a shared vision ents within the boundaries of the Southeast Regional Planning e individual communities comprising the task force; and,

Y] commits to build and sustain leadership, collaboration and ship with public health, law enforcement, policymakers, elected mbers in traffic safety work to advance the strategies of the SS4A olicy; and,

] recognizes the need for action to increase safety and to prevent UNTY] streets; and,

IT RESOLVED THAT, I, [FIRST NAME MI. LAST NAME], UNTY of [NAME], by virtue of the Charter of the COUNTY of

TY'S] a Vision Zero policy with the ultimate goal of achieving zero us injuries by the year [year].

TY] Safe Streets for All Action Plan, attached hereto as Exhibit A.

D ADOPTED THIS [X] **day of** MONTH, **2025.**

NEXT STEPS: Implementation Funding

- Safe Streets and Roads for All (SS4A) Program
  - A Safety Action Plan and Vision Zero Resolution make you eligible
  - Deadline: June 26, 2025
  - Additional round of funding available in 2026 under the current federal infrastructure bill

- Use the Kansas Infrastructure Hub as a resource

- Other Funding Mechanics
  - High Risk Rural Roads (HRRR)
  - Highway Safety Improvement Program - Intersections (HSIP)
  - Safe Routes to School
  - Community Health programs

THANK YOU!

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Appendix C

Community Engagement Plan

TRANSYSTEMS

Southeast Kansas: Comprehensive Safety Action Plan

Community Engagement Plan

Introduction

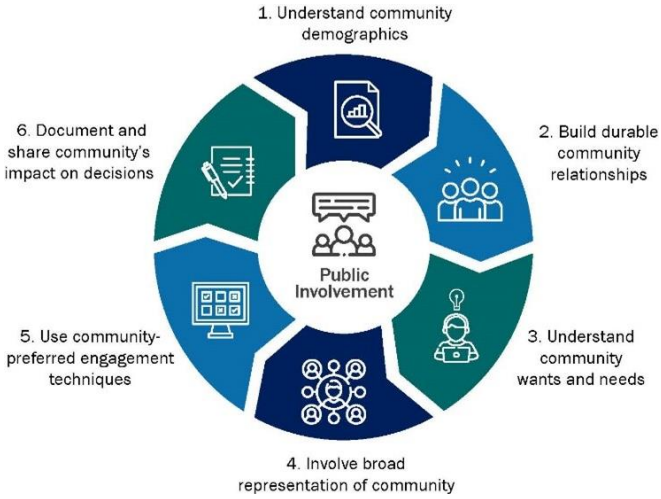
The Southeast Kansas Regional Planning Commission (SEKRPC) has partnered with twelve counties in Southeast Kansas to develop a Comprehensive Safety Action Plan. The twelve counties encompass Coffey, Anderson, Linn, Woodson, Allen, Borbon, Wilson, Neosho, Crawford, Montgonery, Labette, and Cherokee counties. The Comprehensive Safety Action Plan (CSAP) will identify an array of lifesaving measures to improve safety for motorists, pedestrians, cyclists, transit passengers, and other transportation users.

The Action Plan reviews roadway use trends, identifies issues, and then outlines steps to improve transportation safety. The Action Plan is aimed at reducing and eliminating serious injury and fatal crashes affecting transportation users. The eight components of the Action Plan are:

- Leadership commitment and goal setting
- Planning structure
- Safety analysis
- Engagement and collaboration
- Equity
- Policy and process changes
- Strategy and project selections
- Progress and transparency

The Action Plan will be developed using the U.S. Department of Transportation (USDOT) Safe System Approach. The Safey System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable. Rather than blaming road users for crashes, this approach recognizes that the responsibility for road safety lies with multiple stakeholders, including policymakers, road designers, vehicle manufacturers, law enforcement, and emergency response. By designing a forgiving road system that accommodates human error, the Safe System Approach aims to prevent fatal crashes and minimize the severity of injuries.

To create the Action Plan, information will be gathered from many sources, including study partners and the public to find solutions that address current and future issues that can be supported by most stakeholders. Varied methods of community engagement will help develop positive outcomes not only for this process but also instill a more inclusive transportation infrastructure decision-making process. The project team will use the UUSDOT model for meaningful public involvement.



Public Involvement

The project team will proactively seek meaningful public involvement from study partners, residents, and communities impacted by the past and current limitations of the roadway system and its users. Feedback and suggested improvements will be documented and presented in a draft Action Plan. Communication with interested parties will be ongoing throughout the study period with a final Comprehensive Safety Action Plan produced for each of the twelve counties in early 2025.

Three fundamental areas of project public involvement will be created:

1. ***Information and Communications:*** Information regarding the study background, process, methods, schedule, key messages, and project updates will be communicated.
2. ***Stakeholder Input:*** Community leaders, elected and appointed officials, government staff members, and other stakeholder groups will be engaged throughout the planning process.
3. ***Community Outreach:*** Community members will be informed, educated, and engaged with the intent of providing an interactive dialogue for input and considerations as the study evolves.

Key Audiences

Key audiences are anticipated to include:

- Residents of the twelve counties in the Southeast Kansas study area.
- Businesses and employees that use the transportation system in the study area.
- Governmental units for each of the twelve counties, including incorporated cities and unified school districts in the study area.
- First responders serving the study area including law enforcement, fire departments, emergency management, medical services, and others.
- Civic organizations interested in discussing transportation safety in their communities.
- Representatives of relevant regional or statewide agencies, such as SEKRPC and the Kansas Department of Transportation (KDOT).

Community Engagement Methods

Community engagement methods will include:

- ***Kick-Off Meeting:*** A project kick-off meeting with SEKRPC will outline the community engagement plan and process of creating a Safety Task Force team of key regional stakeholders to guide the study.
- ***Project Update Meetings:*** Monthly updates will be shared virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.
- ***Stakeholder Meetings:*** Three (3) Safety Task Force meetings will be organized to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings will be held in a hybrid format with both in-person and virtual attendance options.
- ***Public Meetings:*** One in-person open house style meeting will be held within each county to inform the public of the study's progress, gather public input regarding safety needs, and share features of the proposed Action Plan.
- ***Public Survey:*** An online survey will be distributed that allows respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information will be collected to assign responses to specific counties and/or communities.
- ***Public Comments:*** Public comments will be compiled from meetings, online surveys, phone calls, and face-to-face conversations as well as any written comments received during the study.
- ***Public Information:*** Updates and announcements for news media, county websites, and social media outlets will be provided to SEKRPC for distribution.
- ***Translation Services:*** Translation of project documents into Spanish is possible, if needed. Other language translations may be necessary. To ensure that people with disabilities and diverse needs and experiences are aware of and can participate in community engagement activities, a wide range of engagement tools will be used.

Schedule

The overall project schedule is included in the Project Management Plan. Highlights related to community engagement include:

- The project Community Engagement Plan was initially developed in July 2024 and will be updated as needed throughout the study.
- Safety Task Force meetings are planned for September 2024, November 2024, and January 2025. The project team will monitor the anticipated release of the Notice of Funding Opportunity for SS4A implementation funds and will adjust the schedule if needed.
- Open house public meetings are scheduled for November 2024 and early December 2025
- Public comments will be accepted and compiled throughout the study period.

Follow-Up Activities

- Assist SEKRPC, as needed, with meeting invitations, meeting notes, news release copy, public survey methods, website text, social media content, and a final Community Engagement report.

Study Contacts

SEKRPC Project Manager: Carey Spoon
TranSystems Project Manager: Deanne Winkelmann
TranSystems Project Lead: Slade Engstrom
TranSystems Communications Lead: Tom Hein

Updated: August 20, 2024

Appendix D

Public Survey Results

Safe Streets for All

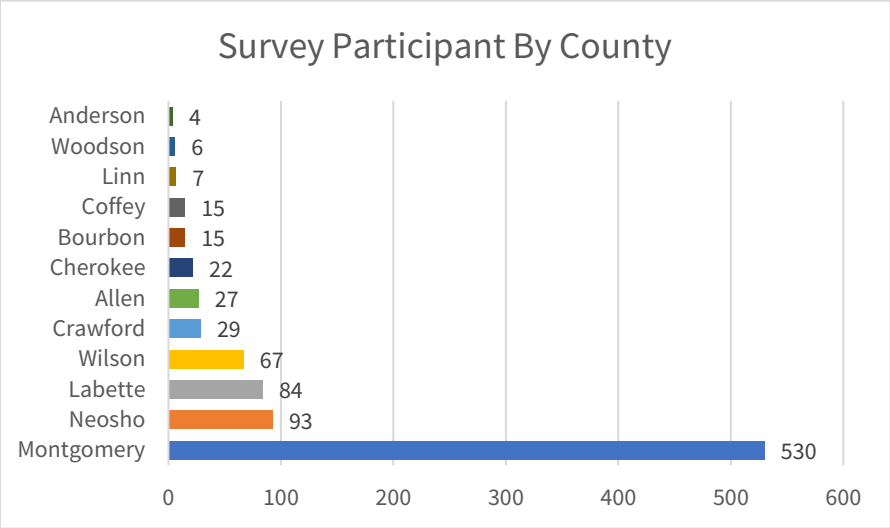
Southeast Kansas Comprehensive Safety Action Plan

Public Survey

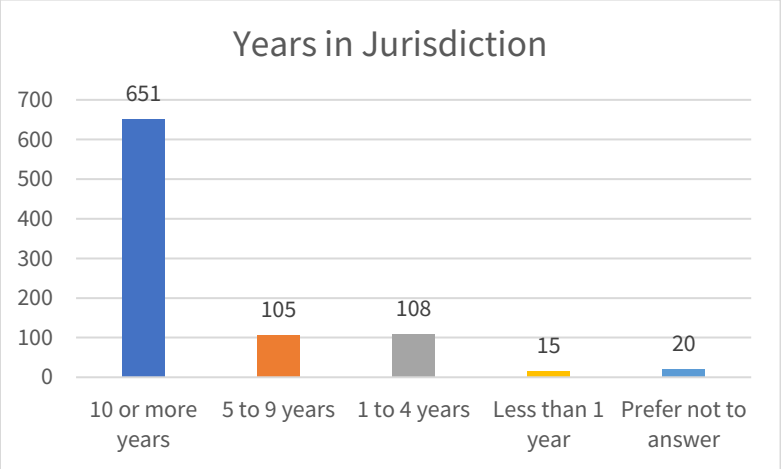
To gather greater community input, an online public survey was distributed throughout the 12-county region from October 2024 to April 2025, including distribution to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region and specific jurisdictions.

The survey was distributed through city and county websites, social media, and advertised at public engagement events. This approach ensured broad participation and diverse perspectives resulting in a total of 899 survey respondents from across the 12-county region.

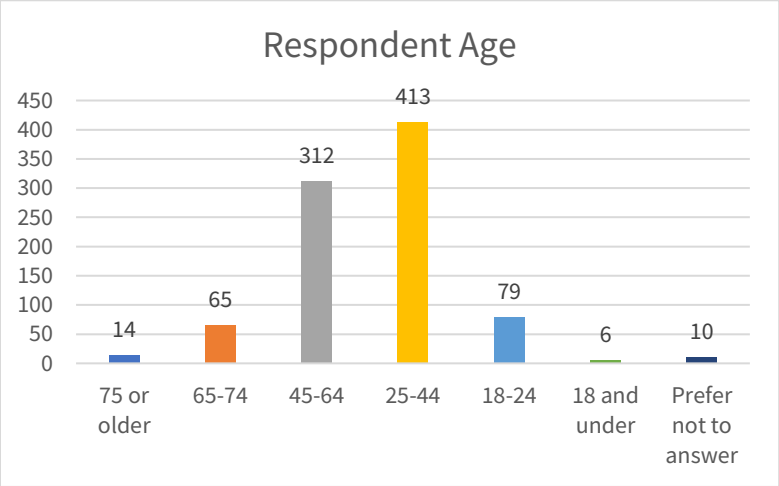
What county do you live in?



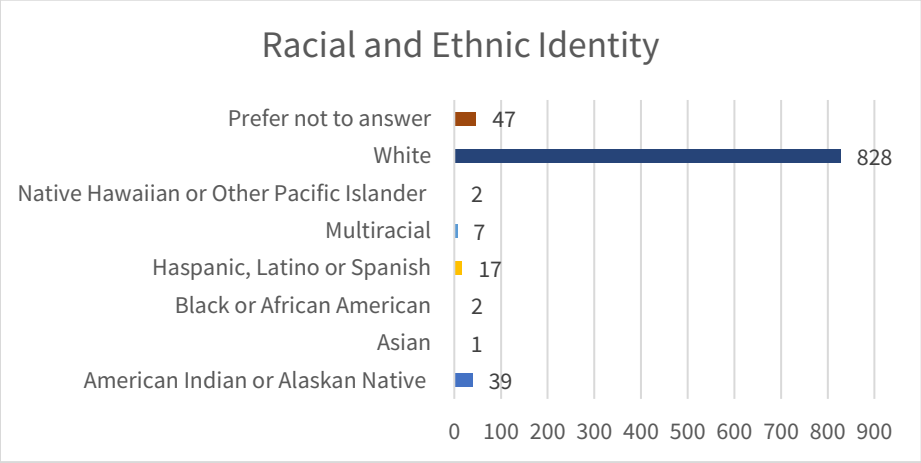
How long have you lived in your jurisdiction?



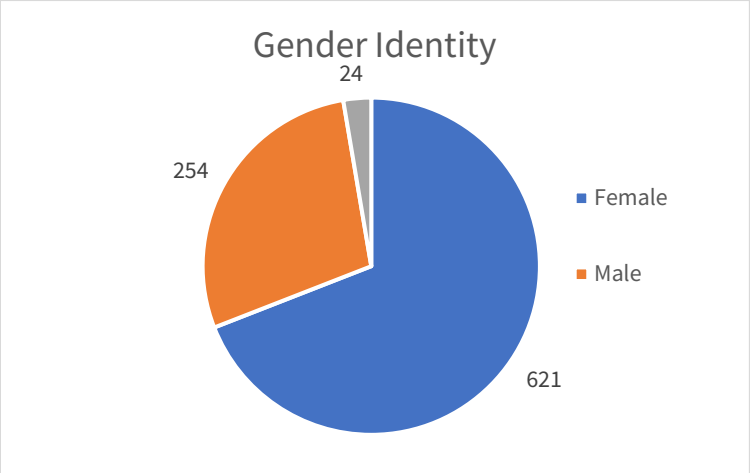
What is your age?



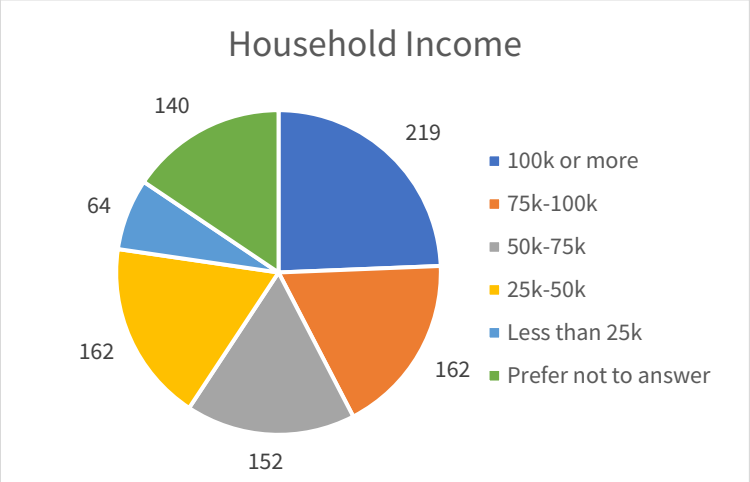
Select the racial or ethnic group with which you identify.



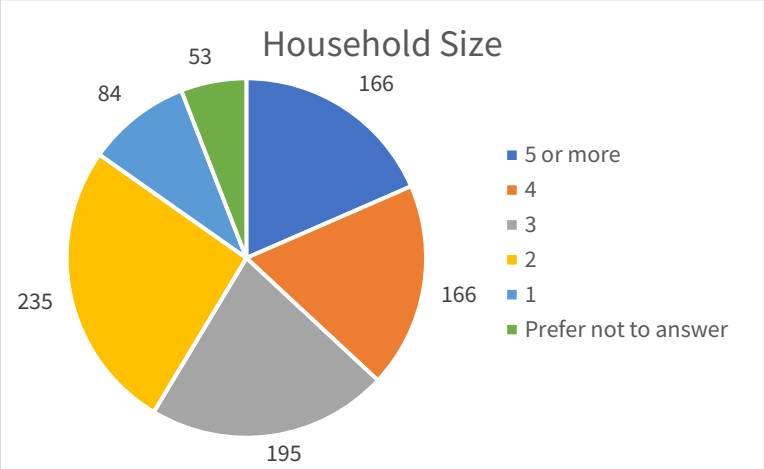
What is your gender identity?



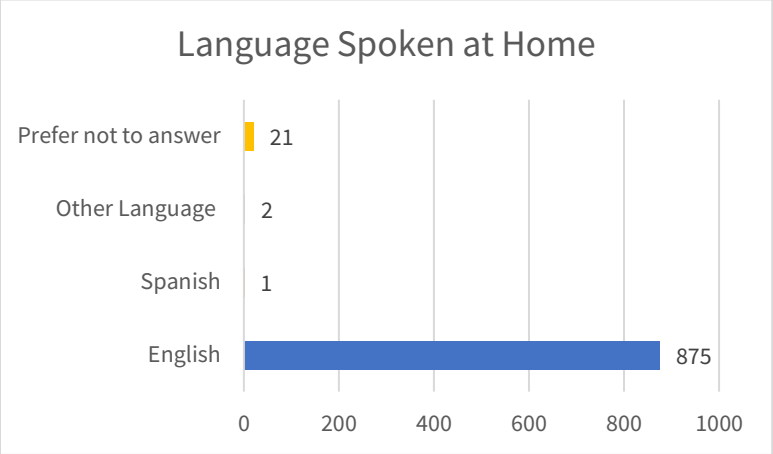
What is your household income?



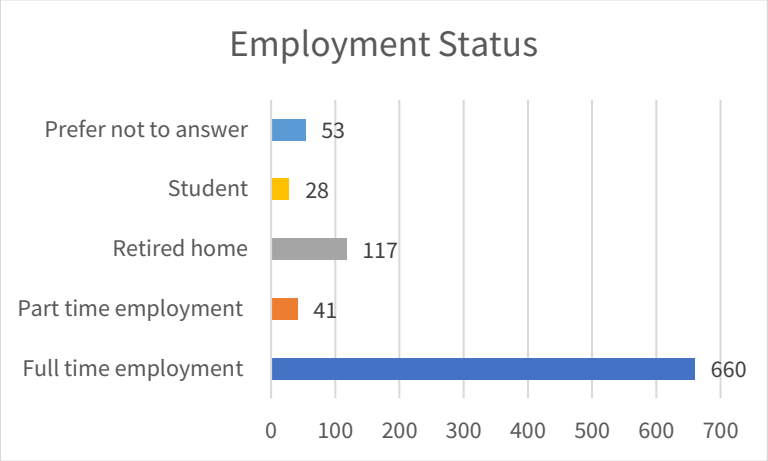
Including yourself, how many people live in your household?



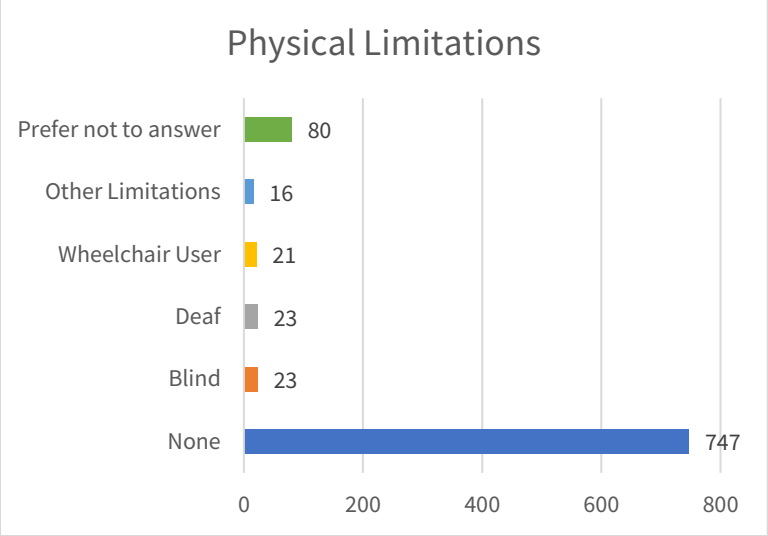
What is the primary language spoken at home?



Select the option that best fits your current occupation:

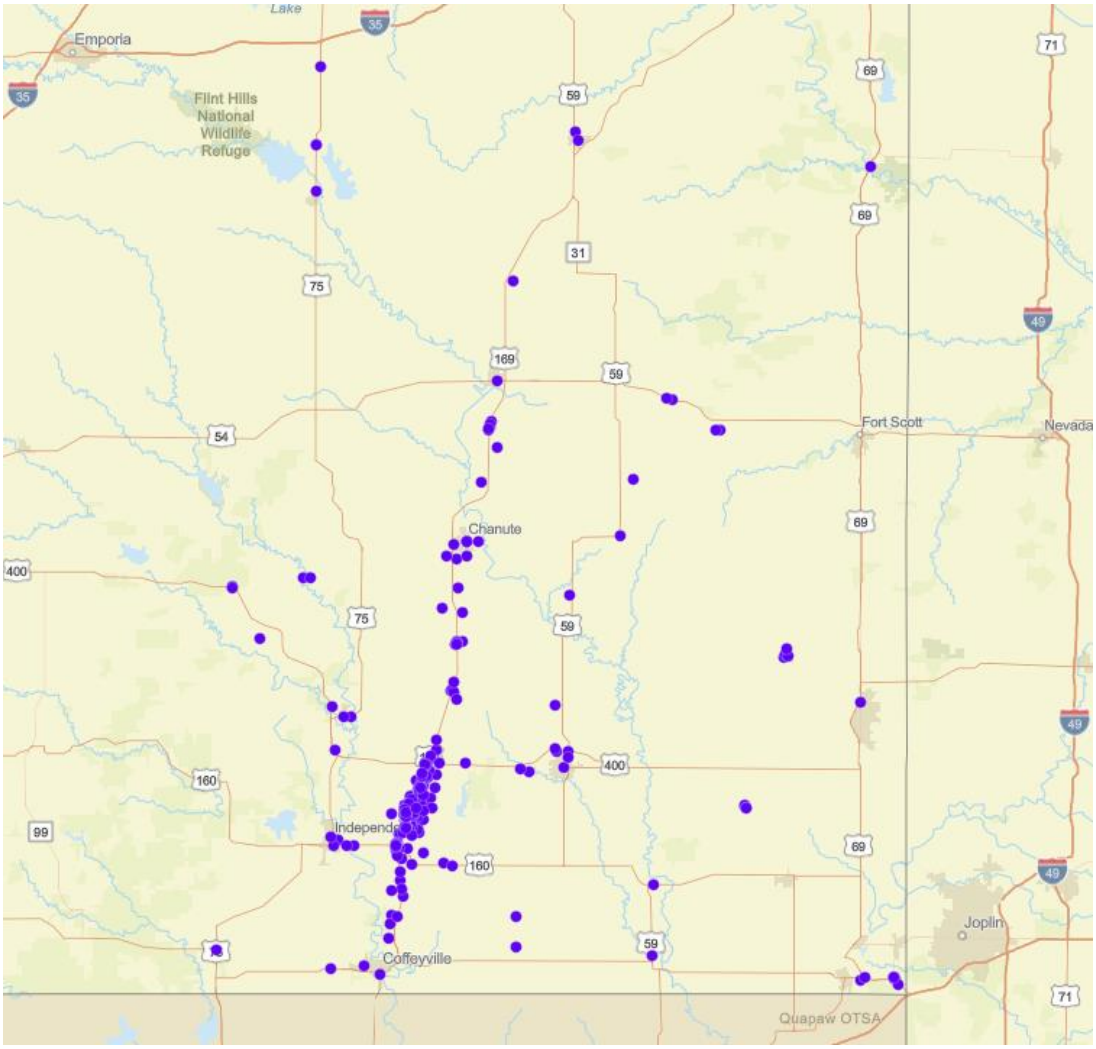


Do you have any physical limitations? (Select all that apply)

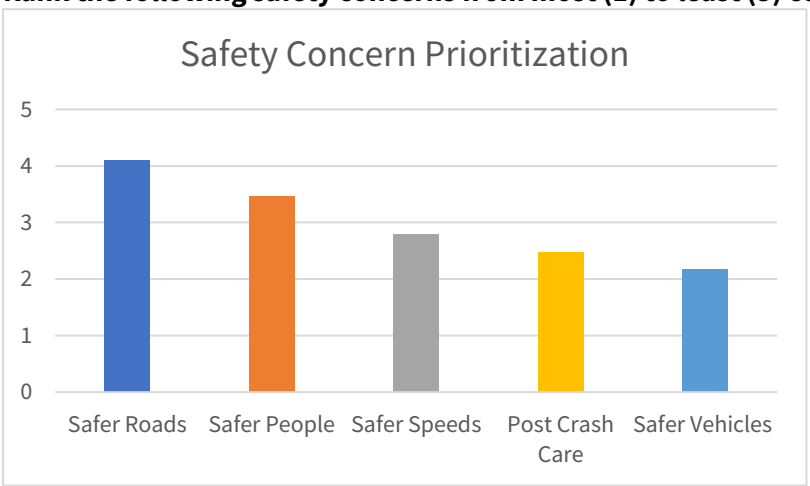


Mapping Activity

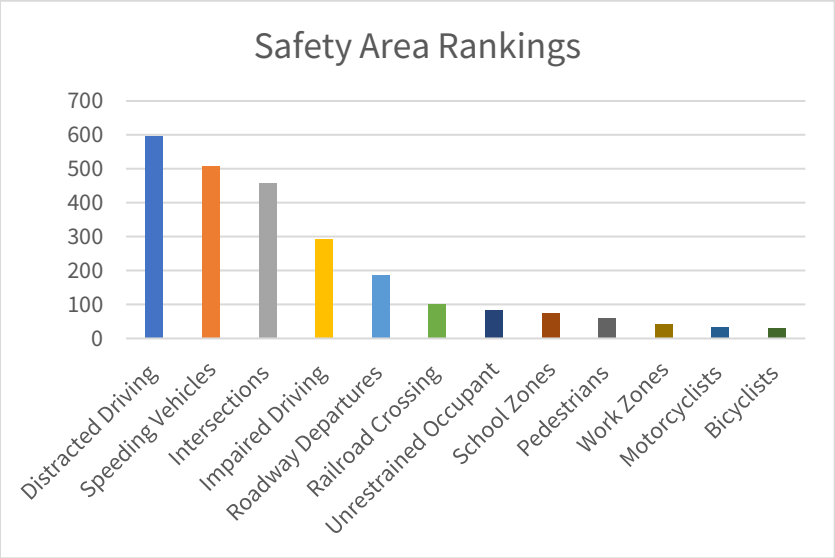
Each dot corresponds with a location-specific safety concern or comment.



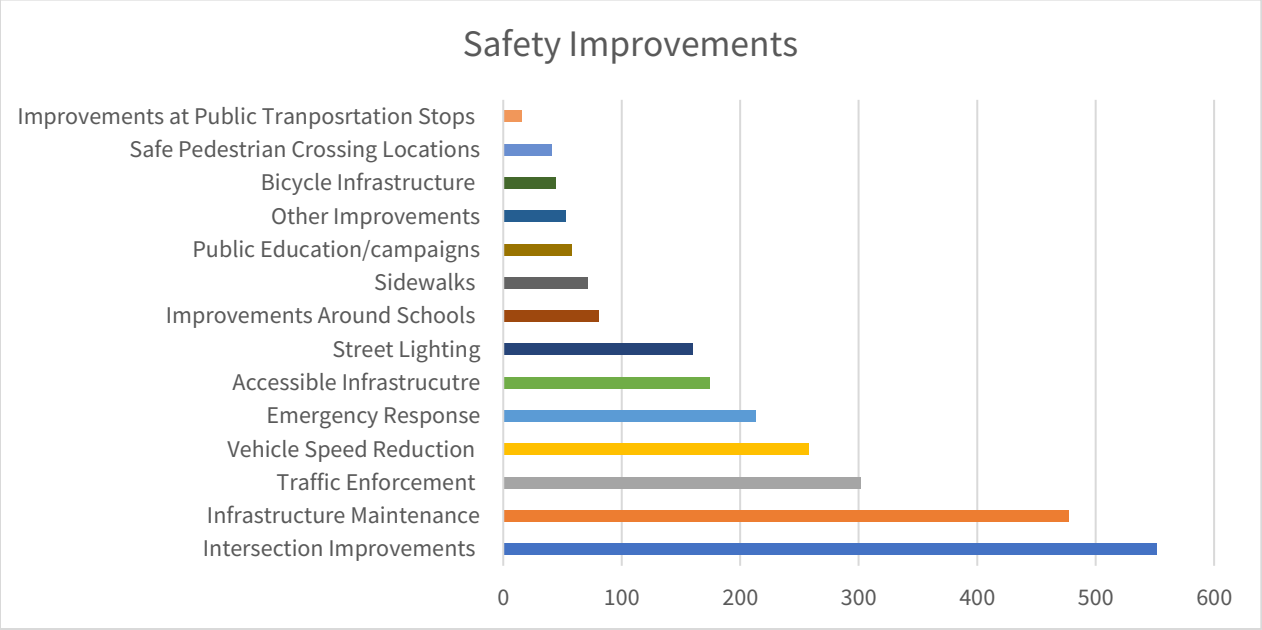
Rank the following safety concerns from most (1) to least (5) concerned.



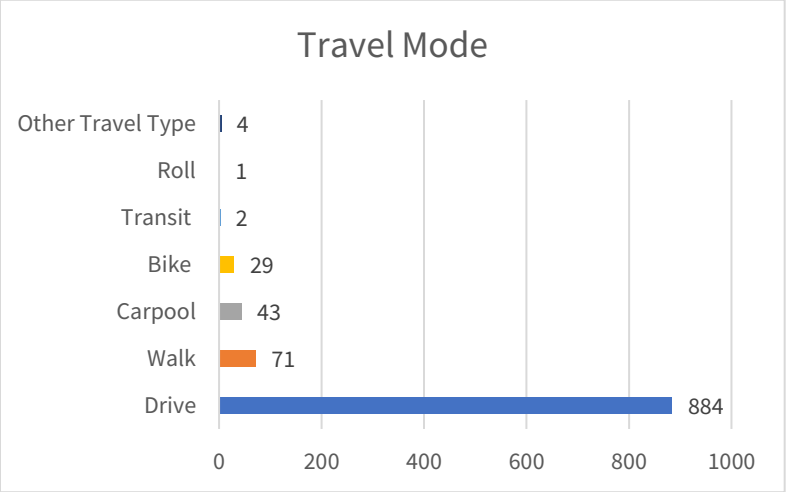
What safety areas are the most important to you in addressing street safety? (Select the top 3)



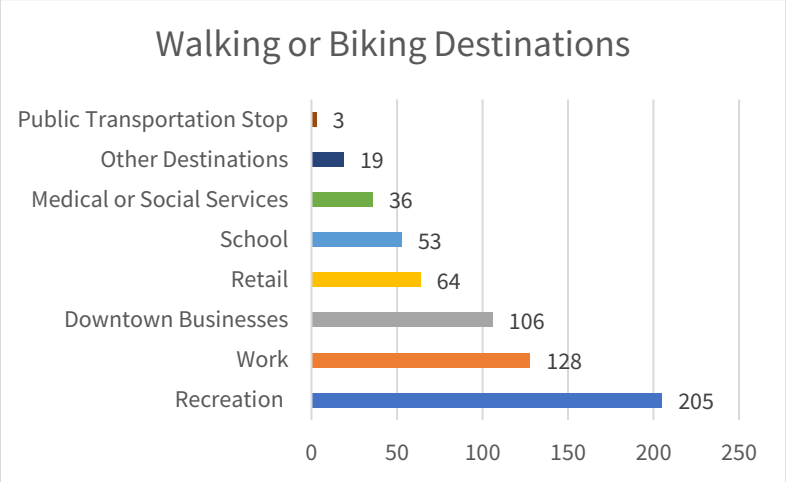
Pick the three most important safety improvements that your tax dollars help pay for, which affect your safety in the transportation system.



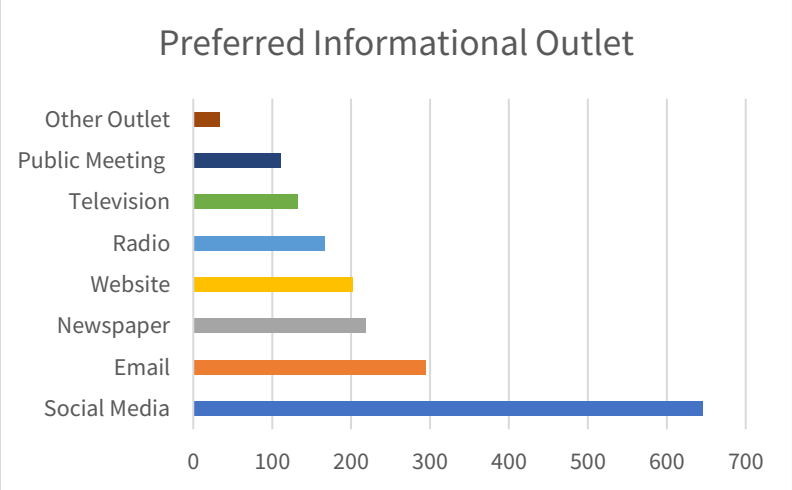
How do you usually travel in a typical week? (Select all that apply)



If you walk or bike in your jurisdiction, what is your destination?



What outlets would you prefer to receive transportation safety Information? (Select all that apply)



Appendix E

Countermeasures Toolbox

COUNTERMEASURES for moving toward Vision Zero goals

Intersections

Roundabouts

Roundabouts can safely and efficiently move traffic. They reduce vehicle speed, provide entry yield control, and minimize conflict points.

Consistent Yellow & All-Red Timings

Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.

Improved Geometry

Positive offset of left turn lanes, skew elimination, or sight distance improvements can decrease the number of crashes in an intersection.

Improved Signal Phasing/ Timing Plans

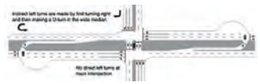
Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.

Reduced Conflict U-Turn (RCUT)

Cross-street traffic makes a right turn followed by a U-turn at a designated location—either signalized or unsignalized—to continue in the desired direction.

Median U-Turn (MUT)

Vehicles proceed through the main intersection, make a U-turn a short distance downstream, followed by a right turn at the main intersection.

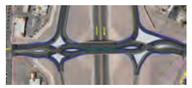


Turbo Roundabouts

Turbo roundabouts utilize different geometrics to address the conflicts associated with the common crash types in multilane roundabouts.

Diverging Diamond Interchange (DDI)

The crossing (or channelizing) of traffic on the crossroad to the left side between the ramp terminals is a variation of the diamond interchange.



Rectangular Rapid Flashing Beacon

Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.

Traffic Calming

Reduces vehicle speeds or volumes to improve quality of life by increasing the safety and comfort of walking and bicycling.

Backplates with Retroreflective Borders

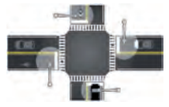
Backplates improve the visibility of a traffic signal with a controlled-contrast background. A 1-3 inch yellow retroreflective border makes it even more conspicuous.

Intersection Conflict Warning System

Drivers are informed of available gaps for turning or crossing. Vehicle detectors alert motorists of conflicting vehicles on an adjacent approach.

Street Lighting

At nighttime, lighting can be applied continuously along segments and at spot locations to increase visibility.



Flashing Beacons on Warning Signs

Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.

Dedicated Turn Lanes

Auxiliary turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.

Curves

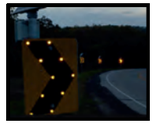
Advanced Warning Signs

Advanced warning signs around curves or other sight-limiting areas or where crash problems exist allow drivers time to make decisions based on changing conditions.

Install or Update Signage & Chevron Placement

Enhanced delineation and signage at horizontal curves can be implemented in advance of or within curves.

Speed Activated Flashers



Speed activated flashers on chevrons in a curve have shown huge decreases in crashes.

Retroreflective Strips on Signposts

Increasing the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increases viewability.

Superelevation Correction

Correcting and reshaping the roadway superelevation allows increased friction with the pavement.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Roadway Departures

Transverse Rumble Strips

Transverse rumble strips alert drivers to slow down, stop, or adjust to upcoming changes that may not be anticipated by an inattentive driver.

Clear Zones

These zones are unobstructed, traversable roadside areas that allow drivers to stop safely or regain control of a vehicle that has left the roadway.

High Friction Surface Treatment

Higher pavement friction helps motorists maintain better control in both wet and dry conditions.

Enhanced Signing & Delineation

Enhanced delineation treatments can alert drivers to upcoming curves, the direction and sharpness of the curve, and the appropriate operating speed.

Road Safety Audits (RSAs)

RSAs consider all road users, account for human factors and road user capabilities, are documented in a formal report, and require a formal response from the road owner.

6" Retroreflective Edgeline

Wider edge lines enhance the visibility of travel lane boundaries compared to traditional edge lines.

Flattening & Widening Foreslopes

Flattening and widening foreslopes allows a more recoverable slope and potentially can decrease the clear zone distance required.

Paved Shoulders

Paved shoulders allow better recovery for roadway departures and are often combined with edgeline rumble strips.

Median Barrier

Median barriers redirect vehicles striking either side of the barrier. They significantly reduce the number of cross-median crashes.

2' Paved Shoulder with Safety Edge

Eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.

6" Retroreflective Centerline

Wider centerlines enhance the visibility of travel lane boundaries compared to traditional edge lines.

On-Pavement Markings for Speed Control

Transverse pavement markings or chevrons placed progressively closer provide a visual illusion of increased speed causing drivers to slow down.

Post-Mounted Delineators

Improving curve delineations helps prevent roadway departures from the mainline pavement.

Improved Pavement Markings

Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.

Access Management

The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.

Longitudinal Rumble Strips

Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Pedestrians & Bicycles

Leading Pedestrian Intervals (LPI)

LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.

High-visibility Crosswalks

Patterns and reflective materials visible to both drivers and pedestrians from farther away, as well as lighting, signs, and pavement markings, improve visibility.

Vehicles Yield to Pedestrian Signage

Signage to increase driver awareness of high volume pedestrian movements works in a similar manner to LPIs.

Curb Extensions/Bulb Outs & Refuge Islands

These decrease the time pedestrians are in the roadway and increase pedestrian visibility.

Complete Streets/Designing for All Users

An approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people using them.

Pedestrian Crossing Signals

Pedestrians crossing signals allow traffic gaps to be forced by stopping traffic and allowing pedestrians to cross.

Raised Crosswalk/Raised Intersection/ Speed Table

These allow pedestrians to cross at grade with the sidewalk, reducing vehicle speeds and enhancing the pedestrian crossing environment.

Pedestrian Hybrid Beacons (PHB)

PHBs are traffic control devices that help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.

Multi-Use Paths

Shared-use paths supplement a system of on-road bike lanes, wide outside lanes, paved shoulders, and bike routes.

Shared Lane Markings

Sharrows are road markings that designate a space to be shared by both motorists and bicyclists.

Road Diet

A Road Diet reconfigures traditional four-lane undivided highways for improved safety, traffic calming, and better access for all road users.

Back-In Angle Parking

Back-in angle parking provides motorists with better vision of pedestrians, bicyclists, motor vehicles, and other road users as they exit a parking space and enter moving traffic.

Bike Lanes & Buffered Bike Lanes

Bike lanes can mitigate or prevent interactions between bicyclists and motor vehicles, and create a network of safer roadways for bicycling.

Bike Boulevards

Signs and pavement markings indicate that a roadway is intended as a shared, slow street, and reinforce the intention of priority for bicyclists along a given route.

Calibrated Bike Detection for Bike Lanes

Bicycle detection occurs either through the use of push buttons or by automated means. Inductive loop vehicle detection can be adjusted for bicycle metallic mass.

Access Control Through Medians

Management of the entry and exit points along a corridor can enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.

Cycle Tracks

Cycle tracks are bikeways that are at street level and use a variety of methods for physical protection from passing traffic.

Vulnerable Road User (VRU) Education

Share the Road programs aim to increase drivers' awareness of the rights of VRUs to improve the safety of all road users.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Improved ADA Accessibility

Curb Ramps

These provide access between the sidewalk and roadway for people using wheelchairs/wheeled devices and pedestrians with limited mobility.

Countdown Signals

These signals provide pedestrians with more information on the remaining crossing time.

Audible Pedestrian Signals

These devices provide auditory information to pedestrians who are blind or have low vision by signaling when it is safe to cross the roadway.

Education

Safe Routes to School (SRTS)

SRTS programs increase the amount of bicycling and walking to and from school while improving safety for children bicycling or walking to school.

Pedestrian Safety Zones

These zones target engineering, education, and enforcement measures to geographic areas and audiences where significant pedestrian crash problems exist.

Enforcement Communications & Outreach

Effective, high-visibility communications and outreach are an essential part of successful seat belt law High Visibility Enforcement programs.

Outreach Strategies for Low-Belt Use Groups

Communications and outreach directed at low-belt-use groups can be effective for targeted programs that support and are supported by enforcement.

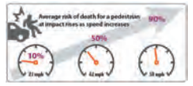
Enforcement

Reduce & Enforce Speed Limits

Reducing travel speeds increases reaction time for drivers and pedestrians to avoid crashes, as well as reduces the severity of pedestrian injuries when these crashes occur.

Communication & Outreach Supporting Enforcement

Effective, high-visibility communications and outreach are essential parts of successful speed and aggressive-driving enforcement programs.



High-Visibility Cell Phone/Text Messaging Enforcement

HVE can effectively deter cell phone use by increasing the perceived risk of a ticket.

Short Term, High-Visibility Seat Belt Law Enforcement

High-visibility seat belt law enforcement consists of short, intense, highly-publicized periods of increased enforcement using checkpoints, saturation patrols, or enforcement zones.

TRANSYSTEMS

Countermeasure	Description	CMF
Roadway Departure		
Advanced Warning Signs	Advanced warning signs around curves or other sight limiting areas or where crash problems exist all drivers more time to make decisions based on changing conditions.	0.65
Improved Pavement Markings	Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.	0.64-0.88 (6” edge line), 0.76 (4” edge line)
Longitudinal Rumble Strips	Longitudinal rumble strips are milled or raised elements on the pavement intended to alert drivers through vibration and sound that their vehicle has left the travel lane. They can be installed on the shoulder, edge line, or at or near the center line of an undivided roadway.	Varies
Transverse Rumble Strips	Transverse rumble strips are used to alert drivers of a need to slow down or stop, or to other upcoming changes that may not be anticipated by an inattentive driver. These rumble strips are placed in the travel lane perpendicular to the direction of travel.	0.66-0.73
Flattening and widening foreslopes	Flattening and widening foreslopes allows a more recoverable slope , and potentially can decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	Varies
2' paved shoulder with safety edge	The SafetyEdge^{SM} technology shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process. This safety practice eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability by reducing edge raveling of asphalt.	0.65 – 0.9

Relocating/Moving/shielding Fixed objects	Roadside Design Improvements to Provide for a Safe Recovery such as providing a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	0.56
Superelevation Correction	Correcting and reshaping the roadway superelvation to meet posted speed, or where crashes have occurred allows an increased friction with pavement.	Varies: Formula based
High Friction Surface Treatment	Pavement friction treatments, such as High Friction Surface Treatment (HFST), can be better targeted and result in more efficient and effective installations when using continuous pavement friction data along with crash and roadway data.	0.37
Post mounted delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers where the edge of shoulder is. This is also helpful at night.	0.72 – 0.82
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	.77 to .95
Reflective Strips on Posts	Retroreflective Strips on signposts increase the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increase viewability.	No yet determined

Countermeasure	Description	CMF
Intersection Related		
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	0.79
Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	0.86
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more conspicuous.	0.85
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	.6 (for LT) .75 (all)
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	.30 (for LT)
Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	0.9
Improved Geometry	Geometry improvements can have great effects on the safety of an intersection, positive offset of left turn lanes, Skew elimination, sight distance improvements all can have great effects on the number of crashes in the intersection.	Varies
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	0.4
Enhanced Stop Signs	Larger stop signs, use of flasher on sign or use of retroreflective markings to increase visibility of stop signs.	0.9

Countermeasure	Description	CMF
Vulnerable Road Users		
Rectangular Rapid Flashing Beacon	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	.53 (Ped)
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	.45 (Ped)
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	.92 (Ped)
Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	0.87
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	.11-.35 (Ped)
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	.60 (Ped)
Advance Yield or Stop markings	YIELD Here to Pedestrians" or "STOP Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk.	0.62 (Ped)
SRTS Program	The goal of Safe Routes to School programs is to increase the amount of bicycling and walking trips to and from school while simultaneously improving safety for children bicycling or walking to school.	***

Countermeasure	Description	NHTSA Star Rating
Unrestrained Occupant		
High Visibility Enforcement of Seatbelt	Both Short Term and Sustained Seat Belt Enforcement, including child passenger safety.	*****
Education Strategies	Employer based and Older Children programs.	***
Child Restraint Inspection Stations	Child Passenger Safety (CPS) Technician staffed Inspection Stations.	***

Countermeasure	Description	NHTSA Star Rating
Distracted Driving		
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.	Needs further evaluation
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

Countermeasure	Description	NHTSA Star Rating
Alcohol or Drug Related		
Enforcement of Drug and Alcohol Impaired Driving	Increased enforcement of impaired-driving laws can be a major factor in reducing impaired-driving deaths.	***
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

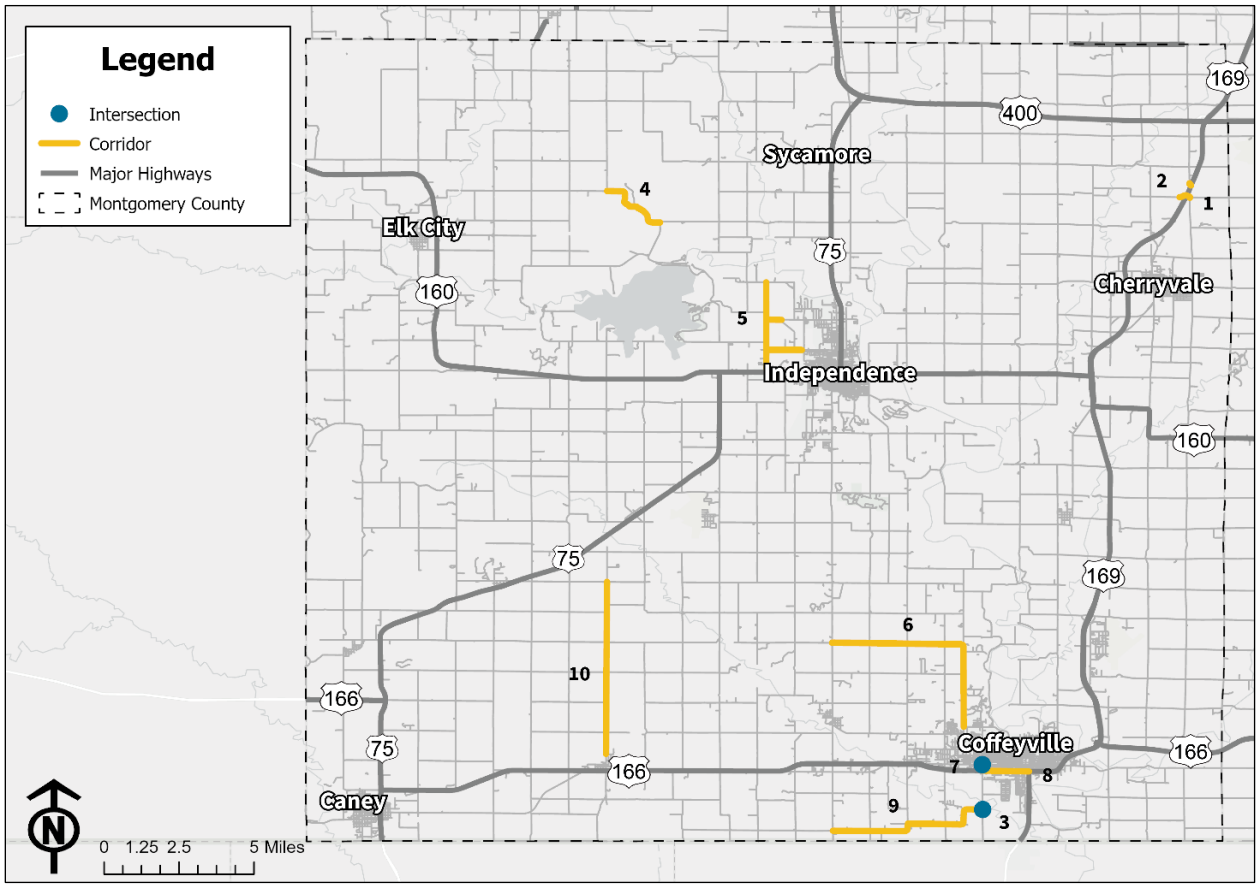
Appendix F

Project Sheets

Montgomery County

Priority Project List

Map ID	Project	Type
1	Olive Street (5700 Road)	Systemic Roadway
2	US-169 / 5700 Road and 5600 Road	Systemic Roadway
3	4700 Road and 1450 Road Intersection	Intersection
4	5600 Road (Sweeney Hill Drive)	Systemic Roadway
5	Peter Pan Road, 4675 Road/Taylor Road, and W. Oak Street	Systemic Roadway
6	2600 Road and 4550 Road	Systemic Roadway
7	W. 8th Street and S. Buckey Street Intersection	Intersection
8	US-166 Corridor Intersections	Intersection
9	1250 Road, 4300 Road, 1400 Road, 4550 Road, and 1450 Road	Systemic Roadway
10	2700 Road	Systemic Roadway



Olive Street (5700 Road)

Montgomery County

Location: Olive Street (5700 Road) from US-169 to 5600 Road (0.05 miles)

Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, High Public Interest, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Update/install curve signing, install in-lane curve warning pavement markings, add retroreflective strips on signposts, install center/edge line pavement markings, improve edge drop-off, add post-mounted delineators, and update/install advance railroad signing and pavement markings.
Long-Term Improvements	Install 2-foot paved shoulders, install center/edge line rumble strips, and apply high friction surface treatment on curves.

Project Cost:

Short-Term Improvements	$10,000
Long-Term Improvements	$800,000

Project Images:

US-169 / 5700 Road and 5600 Road

Montgomery County

Location: US-169 / 5700 Road and 5600 Road (both intersections) (0.4 Miles)

Project Information:

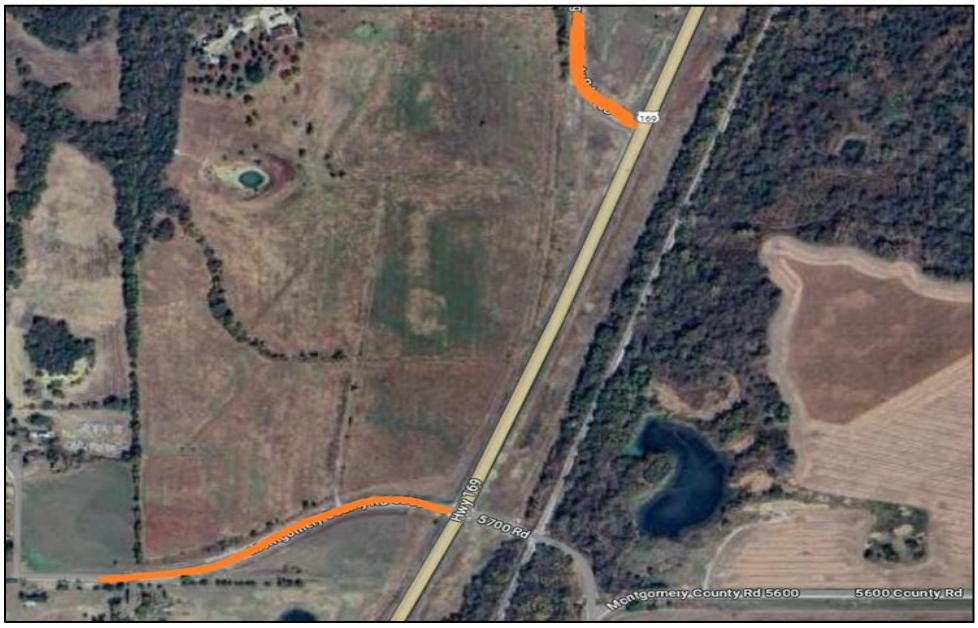
Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, High Public Interest, Crash Data
Short-Term Improvements	Update/install curve signing, install in-lane curve warning pavement markings, add retroreflective strips on signposts, install center/edge line pavement markings, improve edge drop-off, and add-post mounted delineators.
Long-Term Improvements	Install 18-inch aggregate shoulders, flatten and widen fore slopes, install center/edge line rumble strips, and install transverse rumble strip before curves.

NOTE: Additional improvements are possible by partnering with KDOT for potential reconfiguration of US-169.

Project Cost:

Short-Term Improvements	$85,000
Long-Term Improvements	$225,000

Project Images:



4700 Road and 1450 Road Intersection

Montgomery County

Location: 4700 Road and 1450 Road intersection

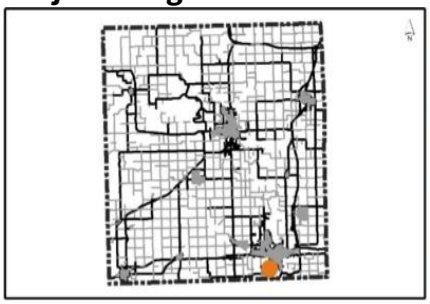
Project Information:

Description	Intersection Improvements
Project Selection Criteria	Priority Emphasis Area, High Public Interest, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Update/install signing, add retroreflective strips on signposts, and upgrade center/edge line pavement markings.
Long-Term Improvements	Reconstruct intersection.

Project Cost:

Short-Term Improvements	$19,000
Long-Term Improvements	$440,000

Project Images:



5600 Road (Sweeney Hill Drive)

Montgomery County

Location: 5600 Road (Sweeney Hill Drive) from 2700 Road to 2925 Road (0.5 miles)

Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, High Public Interest, Crash Data
Short-Term Improvements	Update/install curve signing, install in-lane curve warning pavement markings, add retroreflective strips on signposts, install center/edge line pavement markings, improve edge drop-off, add post-mounted delineators.
Long-Term Improvements	Install 2-foot paved shoulders, install center/edge line rumble strips, install transverse rumble strips before the curves, and apply high friction surface treatment on curves.

Project Cost:

Short-Term Improvements	$112,000
Long-Term Improvements	$550,000

Project Images:

Peter Pan Road, 4675 Road/Taylor Road, and W. Oak Street

Montgomery County

Location: Peter Pan Road, 4675 Road/Taylor Road, and W. Oak Street from 5000 Road to City of Independence north city limits (4.25 miles)

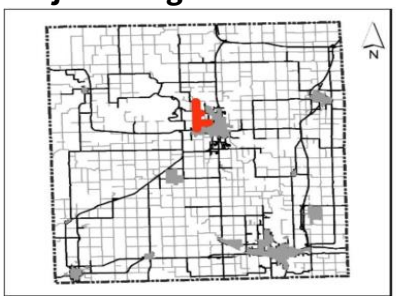
Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, LRSP, Crash Data
Short-Term Improvements	Update/install curve signing, add retroreflective strips on signposts, install center/edge line pavement markings, improve edge drop-off, and add post mounted delineators.
Long-Term Improvements	Install 2-foot paved shoulders with SafetyEdge^{SM}, install center/edge line rumble strips, flatten and widen foreslopes, install/upgrade guardrail, and extend culverts.

Project Cost:

Short-Term Improvements	$96,000
Long-Term Improvements	$2.7 million

Project Images:



2600 Road and 4550 Road

Montgomery County

Location: 2600 Road and 4550 Road from 3900 Road to City of Coffeyville north city limits (6.0 miles)

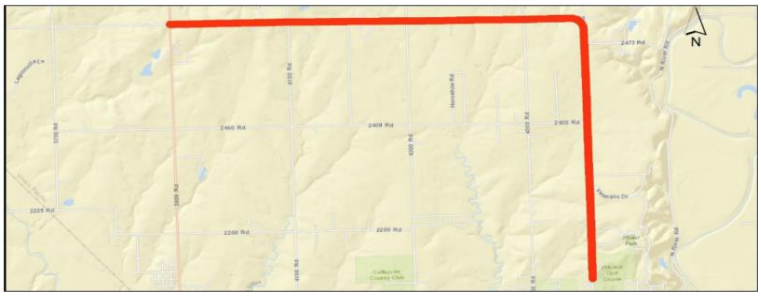
Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Update/install curve signing, add retroreflective strips on signposts, install center/edge line pavement markings, improve edge drop-off, and add post-mounted delineators.
Long-Term Improvements	Install 2-foot paved shoulders with SafetyEdge^{SM}, install center/edge line rumble strips, flatten and widen foreslopes, install/upgrade guardrail, extend culverts, and reconstruct tie-in on curve.

Project Cost:

Short-Term Improvements	$205,000
Long-Term Improvements	$4.0 millin

Project Images:



W. 8th Street and S. Buckeye Street Intersection

Montgomery County - City of Coffeyville

Location: W. 8th Street and S. Buckeye Street intersection in City of Coffeyville

Project Information:

Description	Intersection Improvements
Project Selection Criteria	Priority Emphasis Area, Crash Data
Short-Term Improvements	Upgrade traffic signal, add high-visibility signal backplates, reconfigure signal with Leading Pedestrian Intervals (LPI), and install high-visibility pavement markings for crosswalks.
Long-Term Improvements	N/A

Project Cost:

Short-Term Improvements	$600,000
Long-Term Improvements	N/A

Project Images:

US-166 Corridor Intersections

Montgomery County - City of Coffeyville

Location: Intersections along US-166 from S. Buckeye Street to US-169 in City of Coffeyville

Project Information:

Description	Intersection Improvements
Project Selection Criteria	Priority Emphasis Area, Crash Data
Short-Term Improvements	Perform a Road Safety Audit (RSA) or traffic engineering study to determine a course of action for the US-166 corridor. The study should consider coordinating signal timing and adding pedestrian improvements (ex: Leading Pedestrian Intervals, high-visibility crosswalks) at both signalized and unsignalized intersections.
Long-Term Improvements	TBD by Road Safety Audit

Project Cost:

Short-Term Improvements	$200,000
Long-Term Improvements	TBD by Road Safety Audit

Project Images:

1250 Road, 4300 Road, 1400 Road, 4550 Road, and 1450 Road

Montgomery County

Location: 1250 Road, 4300 Road, 1400 Road, 4550 Road, 1450 Road from 3900 Road to 4700 Road (4.6 miles)

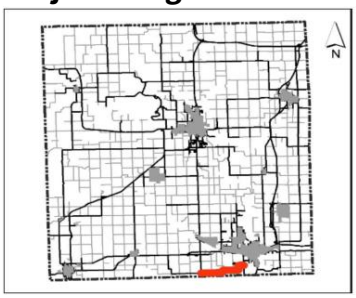
Project Information:

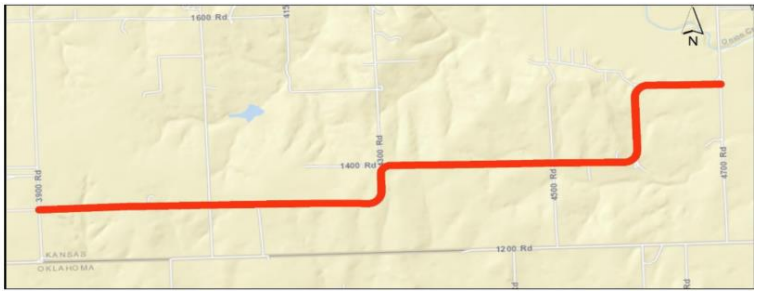
Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan, Crash Data
Short-Term Improvements	Update/install curve signing, add retroreflective strips on signposts, install center/edge line pavement markings, improve edge drop-off, and add post-mounted delineators.
Long-Term Improvements	Install 18-inch aggregate shoulders, flatten and widen foreslopes, install/upgrade guardrail, and extend culverts.

Project Cost:

Short-Term Improvements	$110,000
Long-Term Improvements	$1.85 million

Project Images:





2700 Road

Montgomery County

Location:
2700 Road from 3000 Road to City of Tyro north city limits (5.75 miles)

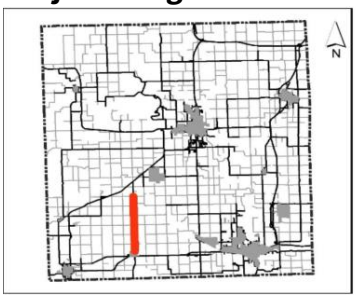
Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Install center/edge line pavement markings, improve edge drop-off, and delineate roadside hazards.
Long-Term Improvements	Install 2-foot paved shoulders with SafetyEdge^{SM}, install center/edge line rumble strips, flatten and widen foreslopes, install/upgrade guardrail, and extend culverts.

Project Cost:

Short-Term Improvements	$76,000
Long-Term Improvements	$3.5 million

Project Images:



Location	Type	County/City	Description	Source	KDOT Facility	Notes
Olive Street 005 mile north of 5600 Road	Segment	Montgomery County	upgrade signs and pavement markings, clear and grub, curve improvements, reconstruct side road tie in, add edge and center rumble strips, high friction surface treatment on curve, reconstruct culvert	LRSP, 1-on-1	No	no injury crashes 2013-2017, the intersection with US 169 near this location is a high priority location for County
US-169/ 5700 Road/5600 Road (both N and S intersections)	Intersection	Montgomery County	upgrade curve signage, clear and grub, delineators, reflective strips on posts, edge and center rumble strips	Cluster, 1-on-1	Yes	1 serious injury at N junction, 2 injury at S junction 2014-2023, County noted recent crashes
4700 Road & 1450 Road	Intersection	Montgomery County	upgrade signs and pavement markings, clear and grub, curve improvements, reconstruct side road tie in	LRSP, 1-on-1, Cluster	No	no injury crashes 2013-2017, bridge to north has been replaced, intersection remains unchanged
5600 Road (Sweeney Hill Drive) between 2700 Road and 2925 Road	Segment, Curve	Montgomery County	upgrade curve signage, clear and grub, delineators, reflective strips on posts, high friction surface treatment, edge and center rumble strips, transverse rumble strips	1-on-1	No	recent crashes noted by County
Peter Pan Road, 4675 Road/Taylor Road, W Oak Street from 5000 Road to Independence North City Limit	Segment	Montgomery County	pavement markings, delineate roadside hazards, pave 2' shoulder w/ safety edge, install/improve guardrail, add edge and center rumble strips, flatten foreslopes, extend culverts	LRSP	No	4.25 miles, 1 injury crash 2013-2017
2600 Road and 4550 Road between 3900 Road and Coffeyville North City Limit	Segment	Montgomery County	pavement markings, delineate roadside hazards, pave 2' shoulder w/ safety edge, install/improve guardrail, add edge and center rumble strips, flatten foreslopes, extend culverts, reconstruct curve tie in	LRSP, Cluster	No	6 miles, 3 injury crashes 2013-2017, intersection at 2400 Road (T intersection) is cluster location, 1 injury crash 2014-2023
8th and Buckeye	Signalized Intersection	Coffeyville	upgrade signal, add ped heads, LPI, back plates, high visibility crosswalks	Cluster	No	1 serious injury, 11 injury crashes 2014-2023
Complete Study of US 166-Corridor	Intersections	Coffeyville	perform Road Safety Audit (RSA) or Traffic Engineering Assistance Program (TEAP) study to determine course of action for US-166 corridor; include study of both signalized and unsignalized intersections for consideration of update/coordinate signal timing, add ped improvements such as LPI, high visibility crosswalks	Cluster	Yes	multiple clusters along corridor

1250 Road, 4300 Road, 1400 Road, 4550 Road, 1450 Road between 3900 Road and 4700 Road	Segment	Montgomery County	pavement markings, delineate roadside hazards, pave 2' shoulder w/ safety edge, install/improve guardrail, flatten foreslopes, extend culverts	LRSP	No	4.6 miles, 3 injury crashes 2013-2017
1425 Road between Caney East City Limit and 2300 Road	Segment	Montgomery County	pavement markings, delineate roadside hazards, pave 2' shoulder w/ safety edge, install high friction surface treatment on curve, add edge and center rumble strips, flatten foreslopes, extend culverts	LRSP	No	3.75 miles, 1 injury crash 2013-2017
4700 Road between Coffeyville South City Limit and 1200 Road	Segment	Montgomery County	pavement markings, delineate roadside hazards, pave 2' shoulder w/ safety edge, install/improve guardrail, add edge and center rumble strips, flatten foreslopes, extend culverts	LRSP	No	2.16 miles, 2 injury crashes 2013-2017
2700 Road between 3000 Road and Troy North City Limit	Segment	Montgomery County	pavement markings, delineate roadside hazards, pave 2' shoulder w/ safety edge, install/improve guardrail, add edge and center rumble strips, flatten foreslopes, extend culverts	LRSP	No	5.74 miles, 1 serious injury, 6 injury crashes 2013-2017
5600 Road and 5700 Road near US-169	Curve	Montgomery County	upgrade curve signage, clear and grub, delineators, reflective strips on posts, edge and center rumble strips, reconstruct tie in on curve	1-on-1	No	
11th Street (US 166) & S Elm Street	Unsignalized Intersection	Coffeyville	study for possible signalization (ex: TEAP study)	Cluster	Yes	9 injury crashes 2014-2023
1800 Road between Coffeyville East City Limit and 5900 Road	Segment	Montgomery County	pavement markings, delineate roadside hazards, pave 2' shoulder w/ safety edge, install/improve guardrail, flatten foreslopes, extend culverts, bridge replacement	LRSP	No	3.7 miles, 1 serious Injury crash, 3 injury crashes 2013-2017, bridge replacement alone is $5M construction cost
5000 Road between 4900 Road and US-169	Segment	Montgomery County	pavement markings, delineate roadside hazards, pave 2' shoulder w/ safety edge, install/improve guardrail, add edge and center rumble strips, flatten foreslopes, extend culverts	LRSP	No	2.9 miles, 1 serious injury and 2 injury crashes 2013-2017
3300 Road (Table Mound Road) between Squaw Creek Road and 5500 Road	Segment, Curve	Montgomery County	review upgrade curve signing, add 18" agg shoulder, add rumble strips center and edge	Cluster, 1 on1	No	5 PDO, no injury crashes, roadway departure

US-166 from Sunflower to 4th Street	Intersection	Coffeyville	work with KDOT to perform access management study for segment from Sunflower to 4th Street, including a review of turning movements	1-on-1	Yes	differs from the study above as the focus is access to Sunflower Road and the refinery in the NE corner of Coffeyville
Road 4675 (Taylor Road) from RR Crossing east to 21st Street	Segment	Montgomery County	pavement markings, delineate roadside hazards, pave 2' shoulder w/ safety edge, install/improve guardrail, add edge and center rumble strips, flatten foreslopes, extend culverts	1-on-1	No	0.75 miles
3900 Road between 3400 Road and 3600 Road	Segment, Curve	Montgomery County	upgrade curve signage, add rumble strips center and edge, review guardrail for upgrade	Cluster	No	2 serious injury crashes 2014-2023
3400/3950/3275 Roads between 3900 Road and 4100 Road	Curves	Montgomery County	upgrade curve signage, clear and grub, delineators, reflective strips on posts, edge and center rumble strips, reconstruct tie in on curve	Cluster	No	4 crashes, no injury crashes 2014-2023
6000 Road and 5100 Road	Curve, Intersection	Montgomery County	upgrade curve signage, clear and grub, delineators, reflective strips on posts, edge and center rumble strips, reconstruct tie in on curve	Cluster	No	3 injury crashes 2014-2023
2300 Road & 1425 Road	Intersection	Montgomery County	add yield or stop control to minor leg	Cluster	No	5 crashes, no injury crashes 2014-2023
Sunflower Road/5100 Road, 2 miles N of Coffeyville	Curve	Montgomery County	add advance curve signing, advance RR signing including speed warning, rumble strips, center and edge, in lane pavement markings	Cluster	No	sharp curves over RR crossing, guardrail around RR signals hit on both sides, 14 crashes, 2 injury crashes 2014-2023
3900 Road & 2000 Road	Intersection	Montgomery County	add advance warning signing, clear and grub	Cluster	No	no advance warning, poor sight distance, 5 crashes, 1 injury crash 2014-2023

Southeast Kansas Comprehensive Safety Action Plan

Neosho County, Kansas

Southeast Kansas Comprehensive Safety Action Plan
Neosho County, Kansas

Southeast Kansas Regional Planning Commission (SEKRPC) | June 2025

The Southeast Kansas Regional Planning Commission (SEKRPC) would like to acknowledge the valuable contribution of its member jurisdictions and project partners. Their active participation and input throughout the planning process were essential to developing this Comprehensive Safety Action Plan (CSAP). Additionally, the SEKRPC extends its gratitude to stakeholders, community organizations, and members of the public whose valuable feedback and insights guided the development of the plan to help meet the safety needs and priorities of the 12-county Southeast Kansas region.

Regional Partners
Allen County
Anderson County
Bourbon County
Cherokee County
Coffey County
Crawford County
Labette County
Linn County
Montgomery County
Neosho County
Wilson County
Woodson County

County Partners
Neosho County Sheriff's Office
City of Chanute
Erie USD 101
Chanute USD 413

Southeast Kansas Regional Planning Commission
20 S. Highland
Chanute, KS 66720

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Consultant Team
TranSystems
2400 Pershing Road, Suite 400
Kansas City, MO 64108

TRANSYSTEMS

Kimley-Horn
805 Pennsylvania Avenue, Suite 150
Kansas City, MO 64105

Kimley»Horn

Wilson & Company
800 E. 101st Terrace, Suite 200
Kansas City, MO 64131

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CHAPTER 1 | INTRODUCTION

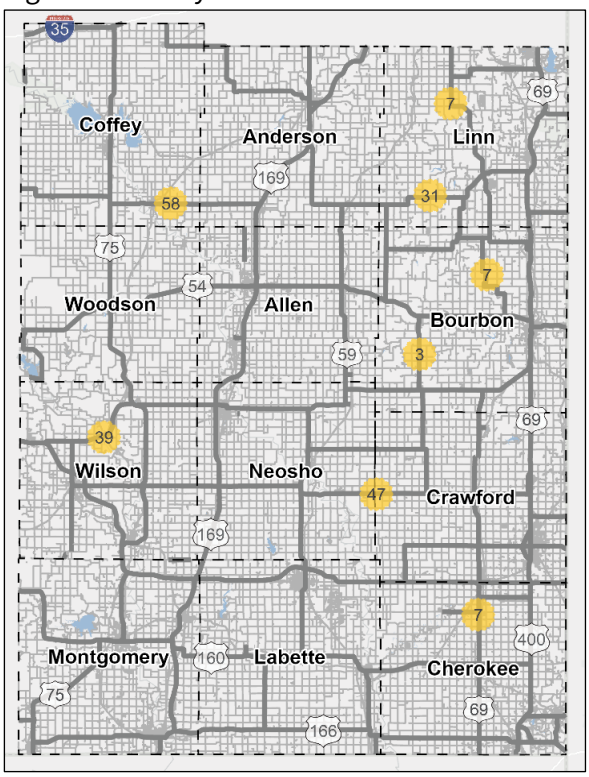
Roadway safety is an issue that impacts every person and every community in the United States. Every individual is exposed to risk on the roadway network whether a driver, passenger, transit user, bicyclist, or pedestrian. In the United States, roadway crashes account for large numbers of serious injuries and death. To combat this challenge, the U.S. Department of Transportation (USDOT) created the Safe Streets and Roads for All (SS4A) grant program to support safety initiatives designed to prevent roadway deaths and serious injuries.

In 2024, the Southeast Kansas Regional Planning Commission (SEKRPC) was awarded an SS4A Planning grant to study roadway safety in the 12-county region. This study would culminate in the development of a Comprehensive Safety Action Plan (CSAP) for each county to address the most significant transportation safety risks in the community with an emphasis on fatal and serious injury crashes.

The SEKRPC region includes Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas. The 12-county study area is shown in ***Figure 1.1***.

Over 39,000 crashes occurred in the Southeast Kansas region in the past 10 years. In Neosho County, 3,365 crashes occurred during this time period, including 27 fatal crashes, 69 serious injury crashes, and 460 other injury crashes.

Figure 1.1: Study Area



1.1 Commitment to Safety

SEKRPC and Neosho County recognize that one life lost is one too many and seek to develop a set of programs and projects that will reduce transportation safety risks and save lives. This Safety Action Plan outlines specific strategies and actions to reduce fatal and serious injury crashes in Neosho County.

The success of this Safety Action Plan relies on the commitment and participation of all stakeholders in Neosho County and the SEKRPC region. Development of the Safety Action Plan fostered collaboration among the counties and cities in the 12-county region. By bringing together residents, local government, law enforcement, transportation authorities, school districts, and community organizations, collective expertise and resources were leveraged to implement safety initiatives.

By working together, we can promote a culture of safety and work towards making our communities a safe place to live, work, and visit. A Safety Task Force with representatives from each county in the region is dedicated to fostering collaboration, innovation, and a proactive approach to addressing safety issues and making a positive impact on Southeast Kansas.

1.2 Safe System Approach

The SS4A program supports the USDOT National Roadway Safety Strategy and Neosho County's goal of zero roadway deaths using a Safe System Approach. The SS4A program supports the development of a CSAP that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues.

The USDOT Safe System Approach is a comprehensive and proactive framework to reduce the number of fatalities and serious injuries on roadways. The Safe System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable and responsibility for roadway safety lies with multiple stakeholders.

Figure 1.2: Safe System Approach

The Safe System Approach has key elements as shown in ***Figure 1.2.*** Layering these together creates redundancy so that if one component fails, the others are still in place to prevent severe outcomes. Policies and projects recommended in this report focus on these five proven objectives to create safer conditions for all roadway users. The five objectives for the Safe System Approach are:

- **Safer Roads:** The design and maintenance of roadway environments to mitigate human mistakes and account for injury tolerances, encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

- **Safer Speeds:** Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate mitigation measures such as roadway design, targeted education, outreach campaigns, and enforcement.

- **Safer Road Users:** Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed by promoting a safety awareness culture through various outlets.

- **Safer Vehicles:** Expand the availability of vehicle systems and features that help prevent crashes and minimize the impact of crashes on both occupants and non-occupants. Additionally, encouraging other safety actions such as seat belt use, proper child seats, and proper vehicle maintenance.

- **Post Crash Care:** Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for first responders and preventing secondary crashes through robust traffic incident management practices.

1.3 Plan Organization

This Comprehensive Safety Action Plan is built on the following eight key components:

- **Leadership Commitment and Goal Setting:** An official public commitment by a high-ranking official and/or governing body to an eventual goal of eliminating roadway fatalities and serious injuries. *(Chapter 1)*
- **Planning Structure:** A committee, task force, or similar body charged with oversight of the Safety Action Plan development, implementation, and monitoring. *(Chapter 1)*
- **Engagement and Collaboration:** Robust engagement with the public and relevant stakeholders that allows for both community representation and feedback. Information received is analyzed and incorporated into the Safety Action Plan. *(Chapter 2)*
- **Safety Analysis:** A comprehensive analysis of existing conditions, historical trends, and risk factors that provides a baseline level of fatal and serious injuries. *(Chapter 3)*
- **Equity Considerations:** Plan development using inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners. *(Chapter 4)*
- **Strategy and Project Selection:** Identification of a comprehensive set of projects and strategies shaped by data, equity considerations, public and stakeholder input, and best practices to address the safety issues identified in the Safety Action Plan. *(Chapter 5-6)*
- **Policy and Process Changes:** Assessment of current policies, plans, guidelines, and standards to identify opportunities to improve how processes prioritize transportation safety. *(Chapter 6)*
- **Progress and Transparency:** A method to measure progress over time after the Safety Action Plan is developed or updated. *(Chapter 7)*

1.4 Leadership Commitment and Goal Setting

Committing to zero roadway deaths is ambitious and achieving this goal will be challenging for any community. Leadership from local officials on this issue is critically important as leadership sets the tone for the organization and the community. Elected leadership can steer the course of policy and secure the resources necessary to implement safety strategies. The commitment of elected leadership can also result in new local regulations, legislative support at the state or federal level, and better enforcement of existing laws.

Through participation in the planning process facilitated by SEKRPC, the participating counties formed a Safety Task Force. This regional leadership group shaped a shared vision to eliminate roadway fatalities. This vision employs Vision Zero elements and the Safe System Approach to develop a Safety Action Plan for each SEKRPC county. These plans seek to improve roadway safety outcomes, with the eventual goal of zero deaths across the Neosho County transportation network by 2050. Neosho County's commitment to this goal is demonstrated by the Vision Zero resolution passed by the Neosho County Commission. The resolution is included in ***Appendix A.***

Vision

The Safety Task Force envisions the development of comprehensive transportation infrastructure that meets the needs of all residents in the SEKRPC region through transportation improvements, education, and community collaboration with a goal of zero traffic deaths and serious injuries.

Goals

SEKRPC and the Safety Task Force are committed to reducing the risk of fatal or serious injury crashes for all road users. The goals established and facilitated through this plan support this vision:

- Adopt and implement the Vision Zero resolution in each Southeast Kansas county to eliminate all fatal and serious injury crashes by 2050.
- Utilize a comprehensive data driven approach to address factors contributing to traffic crashes.
- Engage stakeholders, monitor progress, and allocate resources to ensure meaningful progress toward achieving the vision.

1.5 Planning Structure

SEKRPC received a SS4A Planning grant and facilitated the development of a Comprehensive Safety Action Plan for each county in the 12-county region: Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas.

The vision and goals described above were identified by a regional Safety Task Force consisting of representatives from each county. The Safety Task Force and the communities it represents are charged with oversight of plan development, project implementation, and monitoring. Follow-up meetings were also held with each county to facilitate more detailed discussions.

Safety Task Force

The Safety Task Force is a regional working group consisting of county staff, law enforcement, and school district representatives. Safety Task Force members served as representatives of their community to validate information and data, provide insight on potential focus areas, discuss safety strategies, and serve as community champions. The Safety Task Force played an integral role in the process by participating in a series of stakeholder meetings and directly informing the development of the Safety Action Plans. Members invited to participate in the Safety Task Force are identified in ***Appendix B***.

Expanded Stakeholder List

Due to the regional nature of the study, an expanded stakeholder list of over 300 organizations was also engaged through an online survey to provide additional input to the Safety Task Force. The expanded stakeholder list included additional city staff, emergency services, school districts, healthcare organizations, public transportation providers, business organizations, and transportation advocacy groups. Organizations in the expanded stakeholder list are also identified in ***Appendix B***.

CHAPTER 2 | ENGAGEMENT AND COLLABORATION

The Safety Action Plan included a robust engagement plan with the public and stakeholders that allowed for community representation and feedback. The plan used input from the engagement process to inform development of the plan.

2.1 Community Engagement Plan

The Community Engagement Plan in ***Appendix C*** was prepared as a guide to obtain meaningful input from study partners, community organizations, residents, and employees impacted by the transportation system. The Community Engagement Plan focused on the entire 12-county region but also provided flexibility to identify engagement needs specific to each county. Three primary opportunities to obtain public input were provided:

1. **Information and Communications:** Communicated information regarding the study background, process, methods, schedule, key messages, and project updates.
2. **Stakeholder Input:** Facilitated meetings with community leaders, elected and appointed officials, government staff, and other stakeholder groups to inform recommendations.
3. **Community Outreach:** Informed, educated, and engaged with community members with the intent of providing an interactive dialogue for input throughout the study.

Key Audiences

Many stakeholders were engaged in the process to provide a comprehensive perspective on the Safe Systems Approach and share unique insights for understanding transportation safety needs in Southeast Kansas. Residents, employees, and businesses provided insights into local transportation challenges, while local governments and school districts ensured alignment with community needs. First responders shared critical knowledge of safety risks and emergency response. Regional and state agencies contributed broader expertise and guidance to address transportation safety issues.

Key audiences in the 12-county Southeast Kansas region that provided input for the plan included:

- Residents, employees, and businesses
- Governmental units (county staff, city staff, school districts, elected officials)
- First responders (law enforcement, fire departments, emergency management, healthcare services)
- Community organizations (business organizations, transportation advocacy groups)
- Regional or statewide agencies (SEKRPC, KDOT, public transportation providers)

Community Engagement Methods

A variety of community engagement methods were utilized to promote meaningful involvement and gather input from stakeholders and the public. Targeted stakeholder discussions and Safety Task Force meetings provided expert insights and shaped the plan development, while surveys and public open house meetings offered opportunities for community members to highlight safety concerns and share feedback.

These approaches promoted inclusive participation, enhanced understanding of regional safety issues, and fostered collaboration in developing effective solutions.

- **Project Update Meetings:** Project updates were shared in-person and virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.

- **Stakeholder Meetings:** Three Safety Task Force meetings were held to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings were held in a hybrid format with both in-person and virtual attendance options.
- **Public Meetings:** One in-person open house style meeting was held within each county to inform the public of the study's progress, gather input regarding safety needs, and share features of the proposed plan.
- **Public Survey:** An online survey was distributed that allowed respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information was collected to monitor responses by location and socioeconomic characteristics.
- **Public Comments:** Public comments were compiled from meetings, online surveys, phone calls, and face-to-face conversations and incorporated into the plan.
- **Public Information:** Announcements for news media, websites, and social media outlets were provided to SEKRPC, the Safety Task Force, and the expanded stakeholder list for distribution.

2.2 Safety Task Force Meetings

The Safety Task Force participated in three meetings throughout the process to review crash data and help identify safety needs in the region. Safety Task Force members played an integral role in confirming challenges and opportunities, which directly influenced plan recommendations to align with the safety vision for the Southeast Kansas region. Meeting summaries are included in ***Appendix B***.

Safety Task Force Meeting #1

Safety Task Force Meeting #1 was held in October 2024 to introduce the study and the Safe Systems Approach, review crash data, and discuss safety concerns and potential solutions. The meeting also included an initial discussion of emphasis areas to provide direction for the planning process.

During the meeting, an interactive survey was conducted to better understand community needs. After crash data trends were presented, participants had an opportunity to select their top three emphasis areas for developing safety solutions. Based on this initial input, the selected emphasis areas were *roadway departures*, *distracted driving*, and *unrestrained occupants*. These stakeholder-selected areas helped provide focused direction for the planning process.

In addition to specific locations noted in ***Appendix B***, participants also noted the following concerns:

- **Seatbelt Usage:** In Crawford County, a SAFE (Seatbelts Are For Everyone) program began after students were involved in a fatal crash. This tragic event highlighted the need for enhanced education around seatbelt usage.
- **Distracted Driving:** Concerns were raised about distracted driving and cell phone use, including its prevalence among older adults.
- **Road Access and Truck Traffic:** Discussion highlighted the need for improved hard surface roads to medical centers and major employers, particularly areas with newly constructed or planned facilities.
- **Speeding on Gravel Roads:** Concerns were expressed about drivers traveling higher speeds on gravel roads and underestimating road conditions.

The following areas were potential solutions identified by stakeholders for improving roadway safety:

- **Driver Education Enhancements:** Online driver education programs and other similar initiatives that emphasize navigating unpaved roads and unmarked intersections.
- **Behavioral Interventions:** Increase citations to encourage safer driving behaviors and address misconceptions, such as the dangers of driving under the influence of marijuana.
- **Infrastructure Improvements:** Implement measures like road edging and clearing line-of-sight obstructions to improve visibility and reduce crashes.
- **Speed Management:** Lower speed limits on gravel roads to enhance safety.

Safety Task Force Meeting #2

Safety Task Force Meeting #2 was held in November 2024 to re-visit key emphasis areas and discuss proven effective countermeasures to address the emphasis areas. Based on crash patterns and a review of public input to date, the Safety Task Force built consensus around *roadway departures*, *intersection-related crashes*, and *unrestrained occupants* as the refined top emphasis areas. Other identified areas that would receive consideration were vulnerable road users, distracted driving, and alcohol or drug-related crashes.

In addition to specific locations noted in ***Appendix B***, an interactive survey allowed participants to discuss how potential countermeasures could be integrated into their communities to address the emphasis areas:

- **Roadway Departure:** Preferred improvements included 2-foot shoulders, edge line treatment, and removing fixed objects in the clear zone.
- **Intersections**: Preferred improvements for unsignalized intersections included retroreflective strips on warning signs, street lighting, dedicated turn signals, and roundabout designs for both passenger vehicles and trucks. Overhead lighting was emphasized as a cost-effective option due to franchise agreements with electric companies (as applicable).
- **Unrestrained Occupant:** Strategies discussed included behavior-changing programs, enforcement campaigns, and outreach, including targeting specific groups such as school age children or farmers.
- **Distracted Driving:** Strategies discussed included high-visibility cell phone/texting enforcement and targeted communications.
- **Vulnerable Road Users:** Preferred strategies for pedestrian improvements included high visibility crosswalks, raised crosswalks, curb extensions, and refugee islands. Bicycle improvements included multi-use paths, cycle tracks, and buffered bike lanes. Discussion also included challenges in school zones and strong support for Safe Routes to School programs.

Safety Task Force Meeting #3

Safety Task Force Meeting #3 was held in April 2025 to summarize the crash data analysis and public engagement efforts to date and discuss example project recommendations and potential countermeasures. Safety projects at specific locations were shown for *roadway departures*, *signalized intersections, unsignalized intersections,* and *vulnerable road users.* Programs, policies, and potential actions were also described to address education related to speeding, pedestrian and bicycle travel, and distracted driving. Steps to implement Vision Zero and potential funding opportunities for implementation were discussed as well.

2.3 Public Survey

To gather greater community input, an online public survey was distributed throughout the 12-county region and available from October 2024 to April 2025 – including distribution to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region as well as location-specific concerns, as summarized in ***Figure 2.1***. Survey results are summarized below with detailed survey responses included in ***Appendix D***.

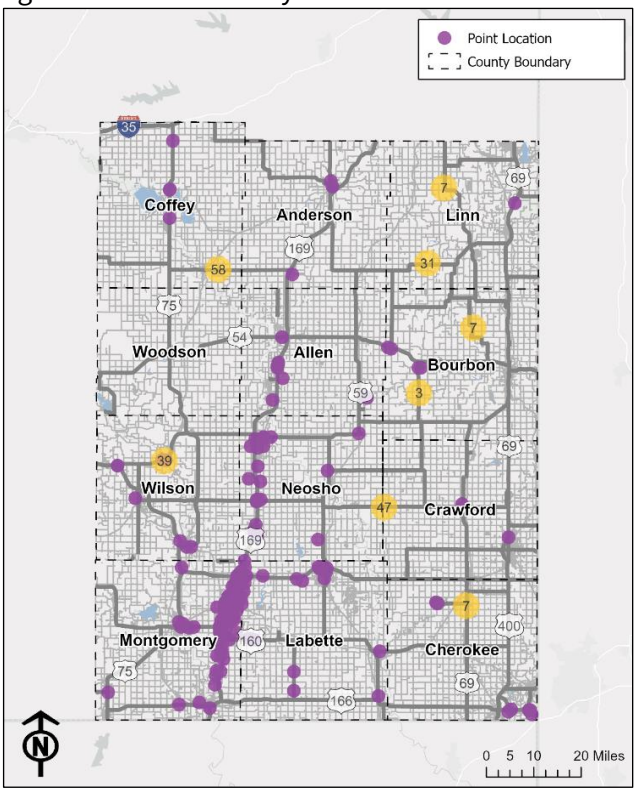
Safety Priorities

The survey results revealed a strong consensus that there are too many severe crashes and a need for prioritized investments. Participants expressed the most concern for Safer Roads and Safer People and identified distracted driving, speeding vehicles, and intersections as their top three emphasis areas. In support of increased safety, participants identified intersection improvements, infrastructure maintenance, and traffic maintenance as top funding priorities. Specific safety concern locations were concentrated along US-169.

County-Specific Concerns

Neosho County survey participants expressed roadway safety concerns such as unsafe driving behaviors including distracted driving and speeding. Respondents also emphasized infrastructure issues such as narrow highways, poor drainage on K-168, rough railroad crossings, and dips in the road that may contribute to crash risks.

Figure 2.1: Public Survey Comment Locations

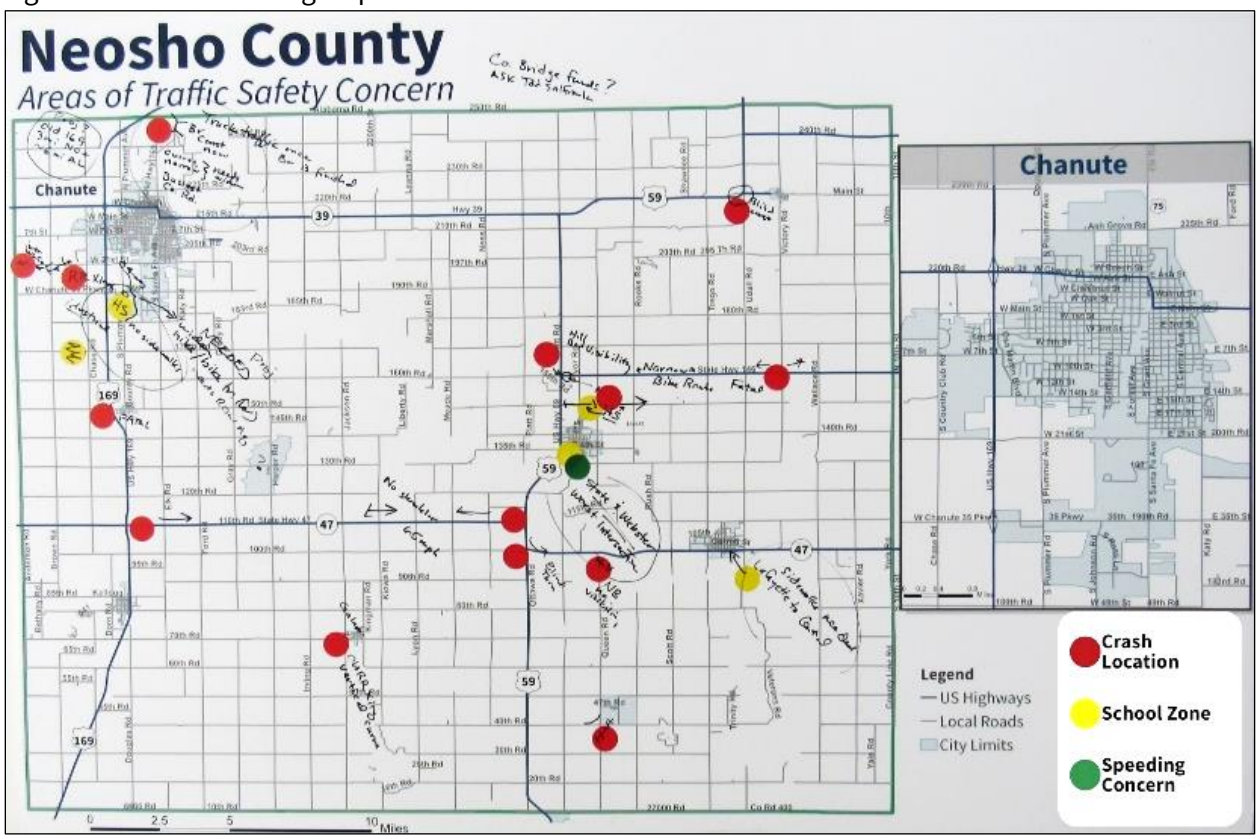


2.4 Public Meeting

An open house public meeting was held in each county to share project information and gather feedback from the public. Feedback was collected through multiple methods including comment cards, an interactive mapping activity, and conversations with attendees. The public meeting in Neosho County was held on March 17, 2025 from 4:00-6:00pm in the Neosho County Courthouse and was attended by 7 community members.

As shown in ***Figure 2.2***, meeting attendees identified areas of traffic safety concern by placing color coded dots on a map of Neosho County. Safety concerns were identified throughout the county but particularly in and around Chanute, Erie, and along the state highway system. Attendees noted narrow shoulders, limited visibility, and high speeds as contributing circumstances to along the state highway system. In Chanute and Erie, concerns related to school safety zones and Vulnerable Road Users were identified through the mapping exercise.

Figure 2.2: Public Meeting Map



CHAPTER 3 | EXISTING CONDITIONS ANALYSIS

3.1 Background

Southeast Kansas is a region characterized by a mix of rural landscapes, small towns, and urban centers, playing a critical role in the state's economy through agriculture, manufacturing, and transportation. The region is served by a network of highways, including eight U.S. Routes and many state routes, to facilitate the movement of people and goods across the region and beyond. These corridors provide vital connections between many of the larger communities in Southeast Kansas that offer major employment centers, agricultural markets, and growing industrial facilities. The network of city and county roadways, which includes both paved and unpaved roadways, then facilitates local connections to specific destinations.

Due to this context of a primarily rural region with interspersed activity centers, Southeast Kansas faces unique transportation challenges. These include addressing safety concerns at intersections on high-speed corridors, managing increased freight activity, and improving rural roadway conditions.

In particular, Neosho County has a population of nearly 16,000 people with approximately half of the population residing in the City of Chanute. The US-169 and US-59 corridors provide important connections within and beyond the county.

3.2 Collaboration with Other Plans

A review of previously completed or ongoing studies was documented to help align the Safety Action Plan with existing plans and processes. ***Table 3.1*** summarizes relevant strategies identified through other planning efforts.

Table 3.1: Document Review

Document	Goals	Strategies	Application
KDOT Long Range Transportation Plan (2021)	Promote safety, security, and transportation system management	Adopt a systemic approach to safety and use education, enforcement, and engineering to reduce the severity of crashes and reduce the number of travel-related deaths	Provides information about KDOT's Strategic Safety Initiative and an overview of KDOT's safety priorities and processes
Kansas Strategic Highway Safety Plan (2020)	Achieve a fatal and injury crash rate of less than 35 crashes per 100 million vehicle miles travel by 2025	Use data to address roadway departures, impaired driving, teen drivers, older drivers, intersections, local roads, and pedestrians and cyclists	Provides a statewide safety framework to apply to local plans
Neosho County Local Road Safety Plan (2025)	Help local jurisdictions select and prioritize roadway projects that will have the biggest impact on safety	Use education, enforcement, engineering, and emergency response to reduce the severity and number of crashes	Identifies high-priority road segments, curves, and intersections for safety improvements in unincorporated areas

3.3 Crash Analysis

The most recent ten years of crash data (2014-2023) was analyzed to evaluate crash trends within the Southeast Kansas region and Neosho County. The crash analysis includes a hotspot analysis to identify where crashes are occurring but also reviews trends and emphasis areas to identify high-risk roadway characteristics. This approach allows the Safety Action Plan to offer a proactive approach to systemic issues that may affect the greater roadway network.

Within the crash data, crash severity is categorized using an injury scale that includes property damage only, possible injury, minor injury, serious injury, and fatal. To focus on the Vision Zero goal in Southeast Kansas, the crash analysis primarily focuses on the most severe crashes that result in serious injuries and/or fatalities.

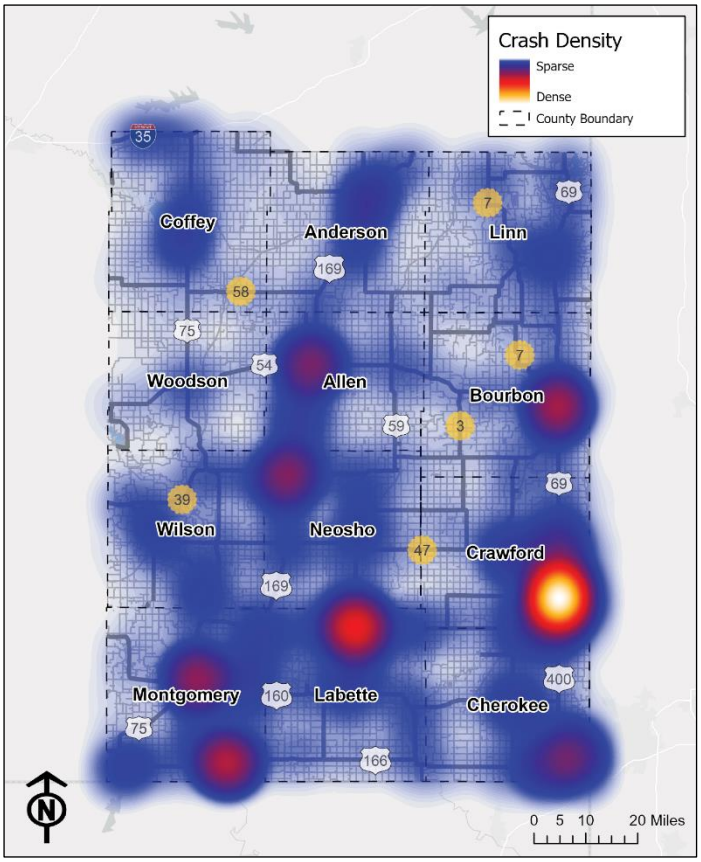
Note: The Federal Highway Administration (FHWA) required KDOT to change its serious injury definition in 2019, which resulted in a higher number of serious injury crashes from 2019-2023. The data also reflects changes in travel patterns during the COVID-19 pandemic from 2020-2022.

Regional Crash Summary

Data for the 12-county Southeast Kansas region provided a large sample size to identify regional crash trends. During the 10-year study period, there were 39,032 total crashes, including 351 fatal and 823 serious injury crashes. The remaining 37,858 crashes were injury or property damage only (PDO) crashes. These crashes occurred on the local road system, the county system, and the state system, underscoring the need for cross-agency collaboration and a systemic approach to improving roadway safety. A heat map of fatal and serious injury crashes in the Southeast Kansas region is shown in ***Figure 3.1***.

For all crashes in the 12-county region, the most common types of crashes were *roadway departure* and *intersection related* crashes. There were significantly fewer *unrestrained occupant* and *alcohol or drug related* crashes, but these crash types accounted for similar numbers of fatal and serious injury crashes, demonstrating the need to address these issues. Distracted driver-related crashes were also high in number but lower in fatal and serious injuries.

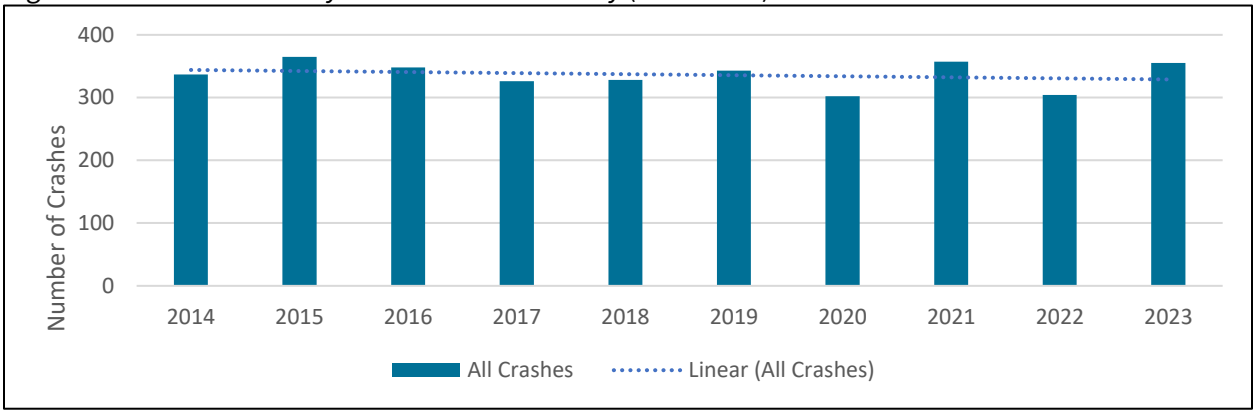
Figure 3.1: Heat Map of Fatal and Serious Injury Crashes in Southeast Kansas (2014-2023)



Crash Trend Analysis

In Neosho County, 3,365 crashes occurred in the 10-year study period (2014-2023). The total number of crashes per year is shown in ***Figure 3.2***. The total number of crashes generally remained consistent over the study period with an average of 336 crashes per year.

Figure 3.2: Total Crashes by Year in Neosho County (2014-2023)



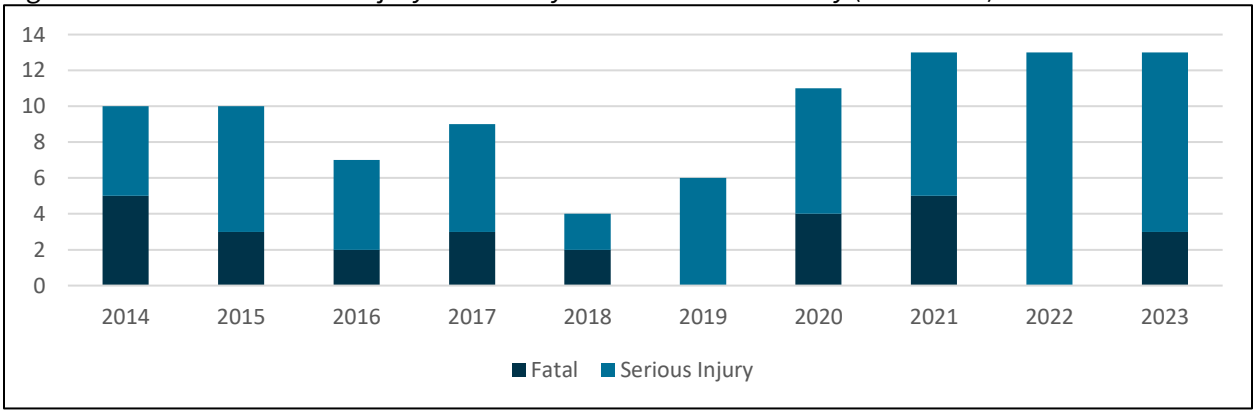
Crash Severity

As shown in ***Table 3.2***, approximately 2.9% of all crashes in Neosho County resulted in a fatality or serious injury. Crash severity by year is shown in ***Figure 3.3***. The number of serious injury crashes increased over the study period, but the increase also corresponds with the change in the serious injury crash definition that occurred in 2019.

Table 3.2: Crash Severity in Neosho County (2014-2023)

Crash Severity	Crashes	Percent
Fatal	27	0.8%
Serious Injury	69	2.1%
Injury	460	13.7%
Property Damage Only	2,809	83.5%
Total	3,358	100.0%

Figure 3.3: Fatal and Serious Injury Crashes by Year in Neosho County (2014-2023)



Crash Type

Crash type (e.g., collision with other vehicles, fixed object, pedestrian) analysis is a common method to understand crash characteristics and develop effective countermeasure solutions. As shown in ***Table 3.3***, the three most prevalent crash types were collisions with animals (49.2%), other motor vehicles (20.2%), and fixed objects (17.0%).

However, pedestrian and overturned crashes accounted for the highest percentage of fatalities and serious injuries (FSI) compared to the total number of crashes. While the total number of pedestrian crashes is low, they account for significantly higher rates of severe injury due to their unprotected nature. Both crash frequency and percentage of fatal and serious injury crashes can be used to identify applicable improvement strategies for Vision Zero.

Table 3.3: Crash Type with Fatal/Severe Injury Percentage in Neosho County (2014-2023)

Crash Type	Count	Percent	Fatal	Serious Injury	FSI Percent
Animal	1,650	49.2%	0	3	0.2%
Fixed Object	570	17.0%	4	21	4.4%
Other Motor Vehicle	679	20.2%	12	21	4.9%
Other Non-Collision	54	1.6%	0	1	1.9%
Other Object	39	1.2%	0	1	2.6%
Overturned	196	5.8%	10	17	13.8%
Parked Motor Vehicle	158	4.7%	1	1	1.3%
Pedalcycle	2	0.1%	0	0	0.0%
Pedestrian	9	0.3%	0	3	33.3%
Railroad/Train	0	0.0%	0	0	0.0%
Total[1]	3,357	100.0%	27	68	2.8%

[1] Total excludes crashes listed as “none” or “unknown” crash types.

KDOT crash data separates collisions with other vehicles into further breakdowns of type (e.g., angle-side impact, head-on). As shown in ***Table 3.4***, this data indicates that angle-side impact (41.7%) and sideswipes the same direction (29.0%) are the most common crash types with other motor vehicles. However, head on and rear end collisions accounted for the highest percentage of FSI crashes compared to the total number of crashes. Fortunately, the most frequent crash types do not result in the highest percentages of FSI crashes.

Table 3.4: Crash Type for Collisions with Other Motor Vehicle in Neosho County (2014-2023)

Crash Type	Count	Percent	Fatal	Serious Injury	FSI Percent
Angle-Side Impact	283	41.7%	5	8	4.6%
Backed Into	39	5.7%	0	0	0.0%
Head On	39	5.7%	5	2	17.9%
Sideswipe: Opposite Direction	9	1.3%	0	0	0.0%
Sideswipe: Same Direction	197	29.0%	0	6	3.0%
Rear End	52	7.7%	1	4	9.6%
Other	60	8.8%	1	1	3.3%
Total	679	100.0%	12	21	4.9%

Crash Location (Intersection and Non-Intersection)

Approximately 13.2% of crashes occurred at intersections and 86.8% of crashes occurred at non-intersections. For fatal and serious injury crashes, the primary crash type at intersections was with other motor vehicles. At non-intersections, the most frequent crash types were overturned vehicles, collisions with other motor vehicles, and collisions with fixed objects – which highlights that a significant portion of the severe non-intersection crashes are likely due to roadway departures. Crash location and type specifically for fatal and serious injury crashes is shown in ***Table 3.5***.

Table 3.5: Crash Type by Intersection Type in Neosho County

Crash Type	Intersection				Non-Intersection			
	Fatal		Serious Injury		Fatal		Serious Injury	
	Count	Percent[1]	Count	Percent[1]	Count	Percent[1]	Count	Percent[1]
Animal	0	0.0%	0	0.0%	0	0.0%	3	6.0%
Fixed Object	0	0.0%	3	15.8%	4	19.0%	18	36.0%
Other Motor Vehicle	4	66.7%	12	63.1%	8	38.1%	9	18.0%
Other Object	0	0.0%	0	0.0%	0	0.0%	1	2.0%
Other Non-Collision	0	0.0%	0	0.0%	0	0.0%	1	2.0%
Overturned	2	33.3%	2	10.5%	8	38.1%	15	30.0%
Parked Motor Vehicle	0	0.0%	0	0.0%	1	4.8%	1	2.0%
Pedalcycle	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Pedestrian	0	0.0%	1	5.3%	0	0.0%	2	4.0%
Railway Train	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Unknown	0	0.0%	1	5.3%	0	0.0%	0	0.0%
Total	6	100%	19	100%	21	100%	50	100%

[1] Percent of fatal and serious injury crashes

Crash by Maintaining Authority

Crashes by the maintaining roadway authority are shown in ***Table 3.6***. Approximately 50% of all crashes occurred on city or county-owned roadways and the remaining 50% of crashes occurred on KDOT-maintained roadways. This average is nearly equal to the percentage of injury and property damage only crashes occurring on city and county roadways compared to state system roadways. However, 66.7% of fatalities occurred on KDOT-maintained roadways compared to 33.3% on non-KDOT-maintained roadways.

Table 3.6: Crashes by Maintaining Authority in Neosho County

Maintaining Authority	Fatal		Serious Injury		Total	
	Count	Percent	Count	Percent	Count	Percent
State System	18	66.7%	34	49.3%	1,688	50.2%
Non-State System	9	33.3%	35	50.7%	1,375	49.8%
Total	49	100.0%	164	100.0%	6,878	100.0%

3.4 Identification of High Risk Locations

Heat maps provide a way to visualize data by identifying crash locations with color shading to indicate the concentration of crashes. ***Figure 3.4*** shows a heat map of all crashes in Neosho County. ***Figure 3.5*** then shows a heat map of fatal and severe injury crashes only.

The US-59 corridor and US-169 corridor are crash hot spots on both maps, and more distinct locations are prominent on the fatal and serious injury crash map. These hotspots tend to be concentrated at intersections along state highways including:

- US-169 & K-39 intersections near Chanute
- US-59 near Erie
- US-59 & K-47 intersection
- US-59 & K-39 intersection

A vulnerable road user (VRU) is anyone on the road who is not protected by a vehicle shell, including pedestrians, cyclists, and roadway workers. While VRU crashes make up less than 1% of crashes that occurred in Neosho County, they represent a key demographic of the Vision Zero initiative as VRUs are at a higher risk of serious injury or death in a crash. As shown in ***Figure 3.6***, VRU crashes are mostly concentrated within city limits, particularly in Chanute.

Figure 3.4: Heat Map for All Crashes in Neosho County (2014-2023)

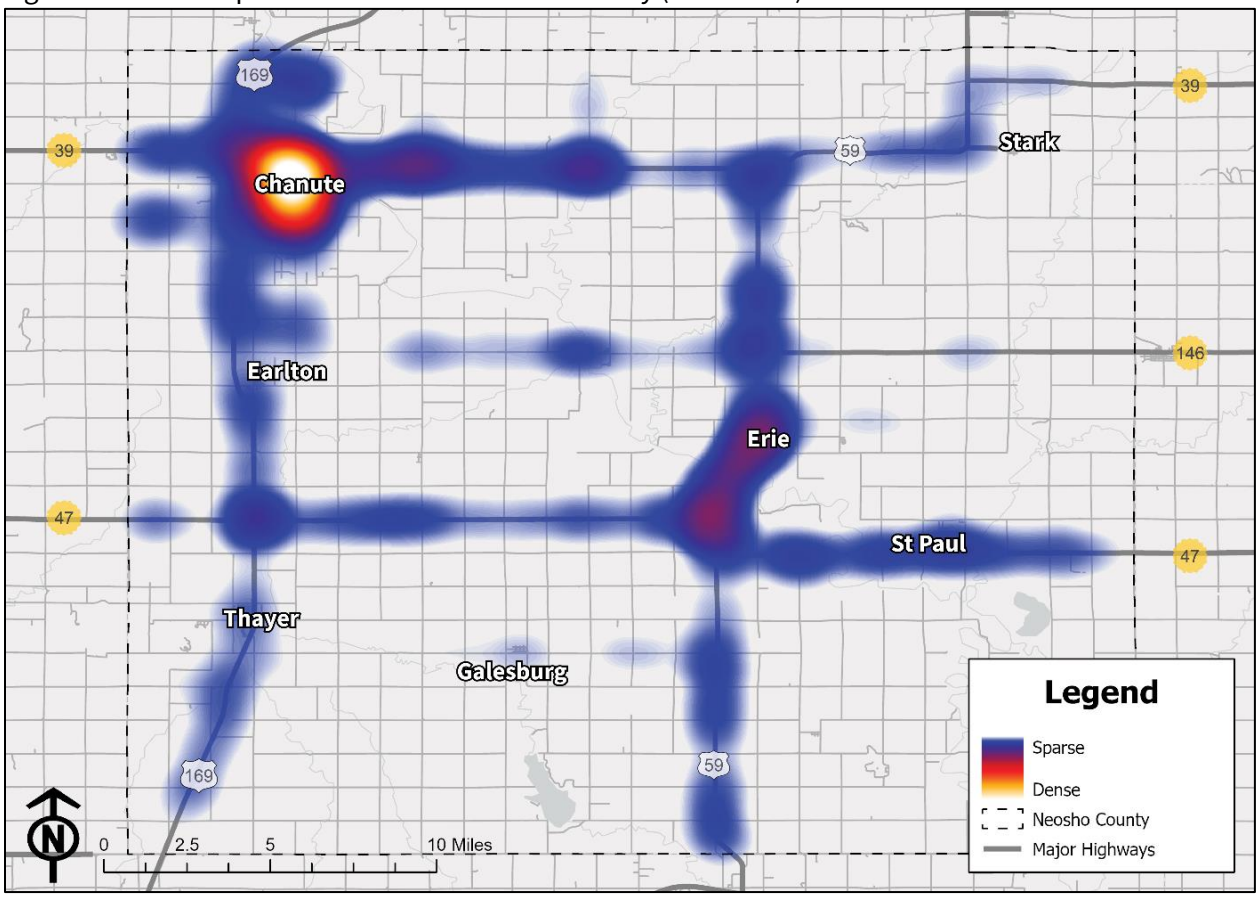


Figure 3.5: Heat Map for Fatal and Serious Injury Crashes in Neosho County (2014-2023)

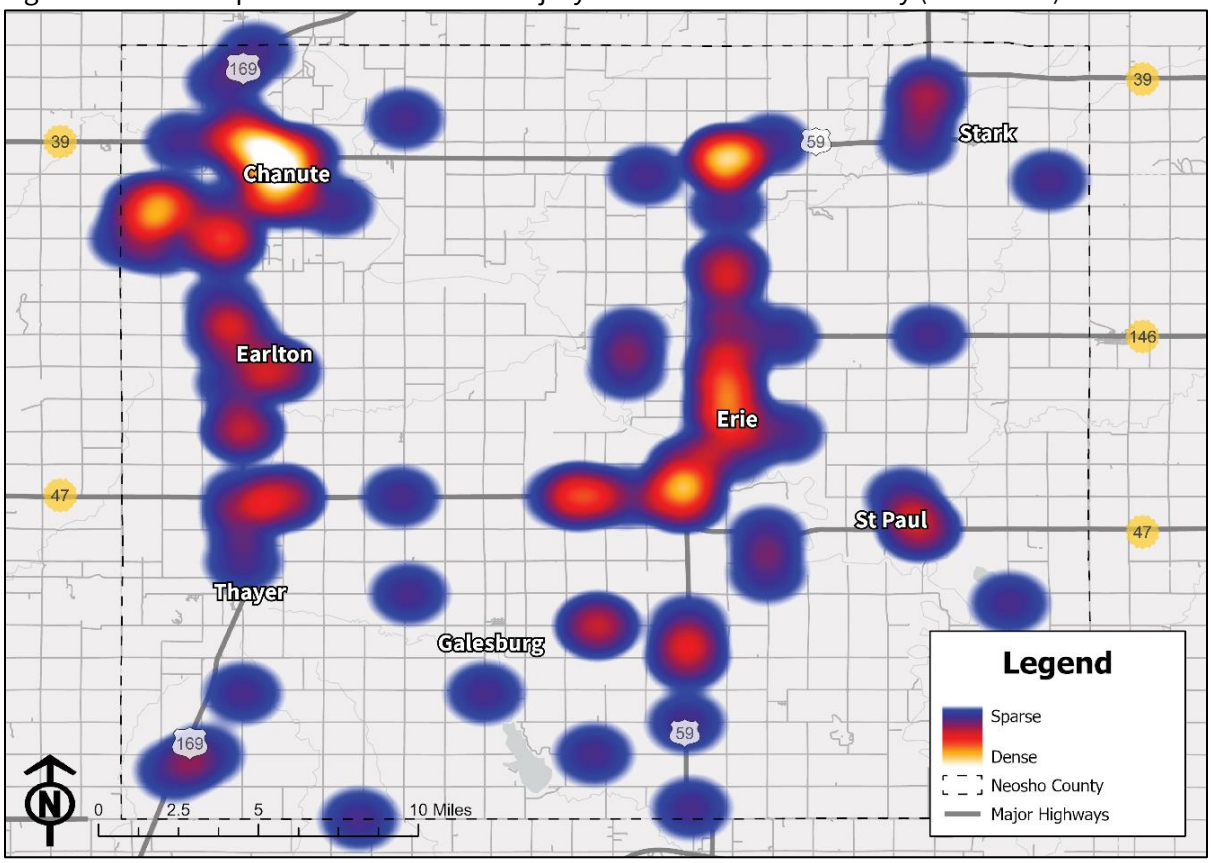
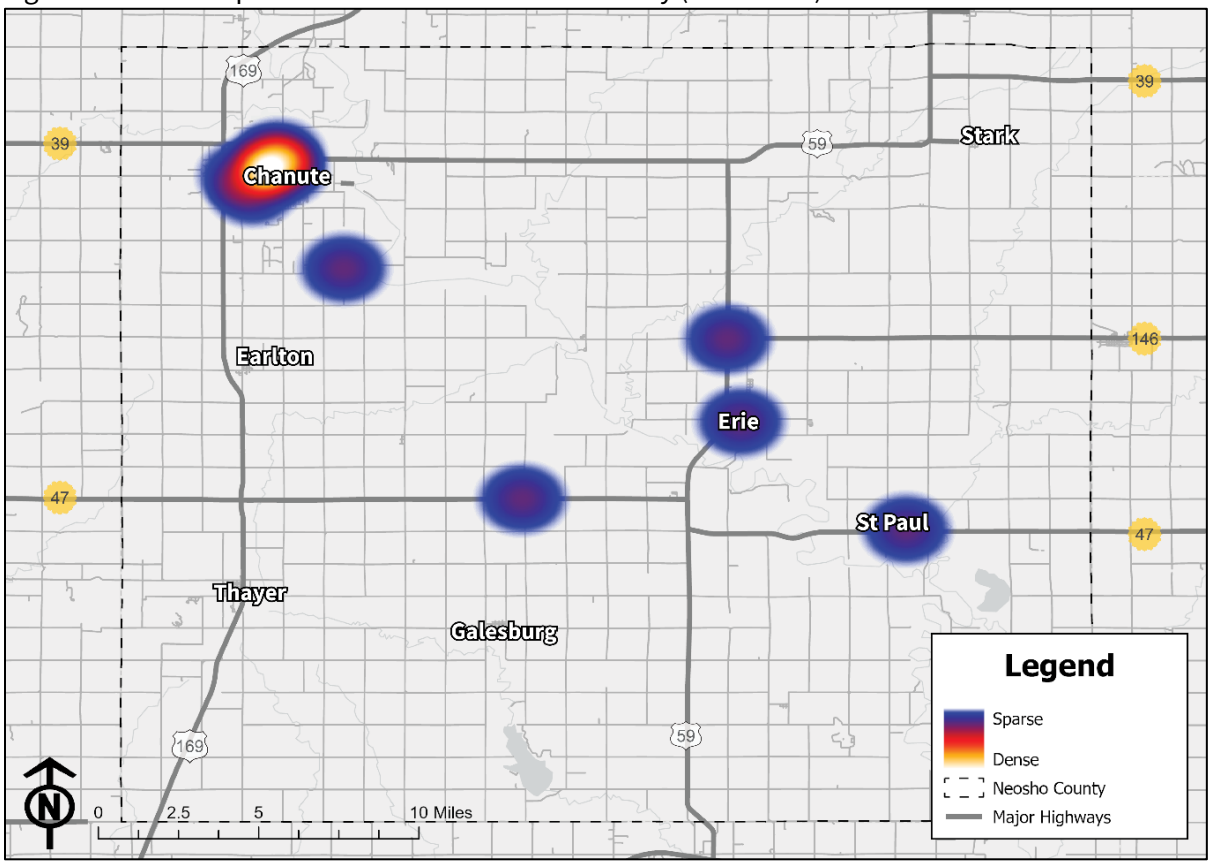


Figure 3.6: Heat Map for VRU Crashes in Neosho County (2014-2023)



CHAPTER 4 | EQUITY ANALYSIS

Equity is a concept that centers on the idea of fairness and justice. Advancing the Safe System Approach and the Vision Zero goal of eliminating fatal and serious injury crashes requires providing safe transportation options that meet the needs of all community members. Therefore, the equity analysis identifies any populations that are underserved and/or under-resourced to help understand the implications of any safety risk disparities in the community.

The Safety Action Plan uses criteria for areas of persistent poverty and historically disadvantaged communities (as identified by USDOT) and the Social Vulnerability Index (as defined by the Centers for Disease Control and Prevention). The SS4A program defines an Underserved Community consistent with the USDOT definition of a disadvantaged community using two sources:

- **Equitable Transportation Community (ETC) Explorer:** The tool provides a percentile rank by census tract based on five components related to climate, environmental burden, health vulnerability, social vulnerability, and transportation factors.
- **Climate and Economic Justice Screening Tool (CEJST):** The tool identifies census tracts that demonstrate burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

4.1 Community Profile

The demographic profiles in ***Table 4.1*** and ***Table 4.2*** provide a snapshot of population characteristics and commuting patterns in Neosho County. Based on the equity analysis, 4 of 5 census tracts in Neosho County are designated as disadvantaged. This represents 85% of the county population and 97% of the land area in the county. The designation for each census tract is shown in ***Figure 4.1***.

Table 4.1: Demographic Profile in Neosho County

Characteristic	Neosho County	12-County Region
Population	15,904	190,320
Median Household Income	$55,704	$57,904
Race and Ethnicity		
White	14,105	162,337
American Indian and Alaska Native	166	3,318
Asian	84	1,213
Black or African American	148	4,397
Hispanic or Latino	910	9,327
Native Hawaiian and Other Pacific Islander	6	275
Some Other Race	254	3,456
Population of Two or More Races	1,141	15,324

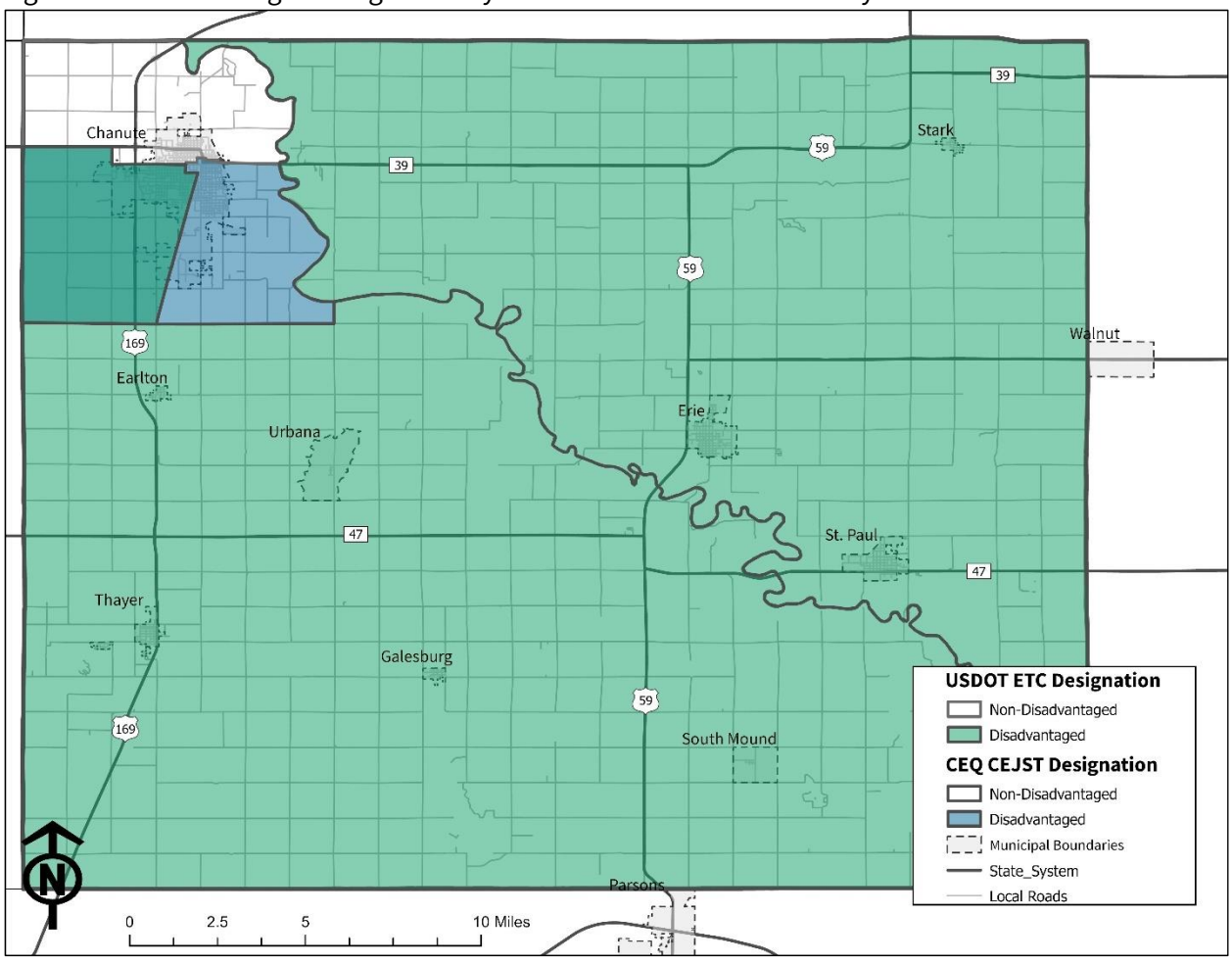
Source: 2021-2022 American Community Survey 5-Year Estimates, 2020 Decennial Census

Table 4.2: Commuting Profile in Neosho County

Characteristic	Neosho County	12-County Region
Commuting Patterns		
Drove Alone	76.7%	79%
Carpool	13.0%	11%
Walked/Biked	1.9%	3%
Telecommute	7.5%	6%
Other	0.9%	1%
Average Travel Time to Work	15.5 minutes	20.7 minutes

Source: 2021-2022 American Community Survey 5-Year Estimates, 2020 Decennial Census

Figure 4.1: Disadvantaged Designation by Census Tract in Neosho County



4.2 Equity Analysis

During the 10-year safety analysis study period (2014-2023), Neosho County recorded 3,365 crashes with 92.4% of crashes occurring in disadvantaged communities. These areas also encompass most of the county's population, land area, and road miles. Therefore, the analysis did not indicate a disproportionate distribution of crashes.

While 54.8% of the county lives within an incorporated city, only 23.3% of crashes occurred within city limits. Conversely, 76.7% of crashes took place in rural areas, despite lower population density. This disparity suggests that rural road users face a heightened safety risk, potentially due to factors such as higher speeds or limited access to emergency response. A summary of the equity analysis is outlined in ***Table 4.3***.

Table 4.3: Equity Analysis Summary for Neosho County

Crash Characteristics	Disadvantaged Communities		Non-Disadvantaged Communities	
	Count	Percentage	Count	Percentage
Crash Location				
Inside City Limits	682	20.2%	104	3.1%
Outside City Limits	2,428	72.2%	151	4.5%
Crash Severity				
Fatal	25	0.7%	2	0.1%
Serious Injury	65	1.9%	4	0.1%
Injury	421	12.5%	39	1.2%
Property Damage Only	2,599	77.2%	210	6.2%
Total Crashes	3,110	92.4%	255	7.6%

CHAPTER 5 | EMPHASIS AREAS

5.1 Background

Emphasis areas help focus crash reduction efforts on specific crash factors with the highest risk of serious injury or death, and greatest potential for improvement. By focusing on these areas, decision makers can address the most critical crash-related issues in their community, such as intersections with high crash rates or corridors with frequent roadway departures, leading to a more effective and targeted safety strategy. Additionally, emphasis areas provide a clear framework for measuring the success of a road safety strategy, allowing for data-driven decision-making and continuous improvement in crash prevention.

Grouping crashes together based on crash factors and location is a good basis for understanding which emphasis areas deserve extra consideration. Some emphasis areas are focused on engineering and design-related solutions (location or systemic-based crashes) while others rely on changing the behaviors associated with the crashes using enforcement, education, and/or emergency response.

Emphasis Area Methodology

Emphasis areas for the 12-county region were determined by understanding community concerns around roadway safety and through a review of 10 years of crash data. The review of local crash data sorted the emphasis areas by (1) frequency of emphasis area for all crashes and (2) frequency of emphasis area for fatal and serious injury crashes. Emphasis area crashes were clustered when four or more crashes occurred in the 10-year period within approximately 300 feet of each other. Fatal and serious injury crashes by emphasis area are shown in ***Figure 5.1*** with crash clusters mapped in ***Figure 5.2***. This review of the data revealed that roadway departure, intersection-related, and distracted driving were the most frequent crash types for all crashes. Roadway departure, unrestrained occupant, and intersection-related were the most frequent crash types for fatal and serious injury crashes.

Taking into consideration the results from the data analysis and community and stakeholder input, three key emphasis areas were selected by the regional Safety Task Force for review: *roadway departure*, *intersection-related*, and *unrestrained occupant* crashes. Other emphasis areas for consideration include vulnerable road users, distracted driving, and alcohol or drug-related crashes.

Figure 5.1: Fatal and Serious Injury Crashes by Emphasis Area in Southeast Kansas

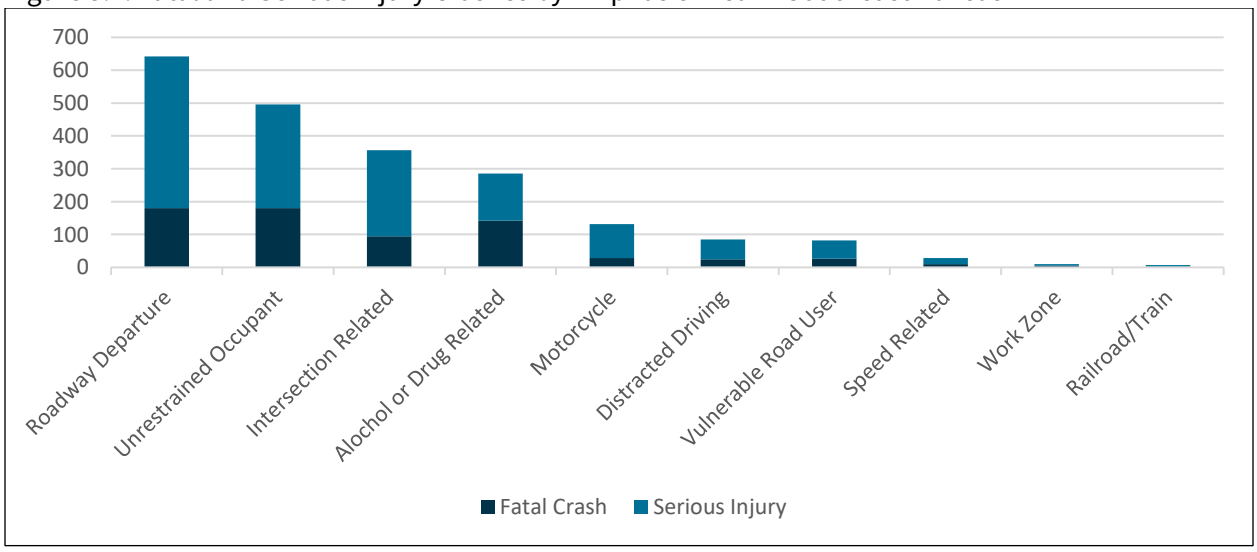
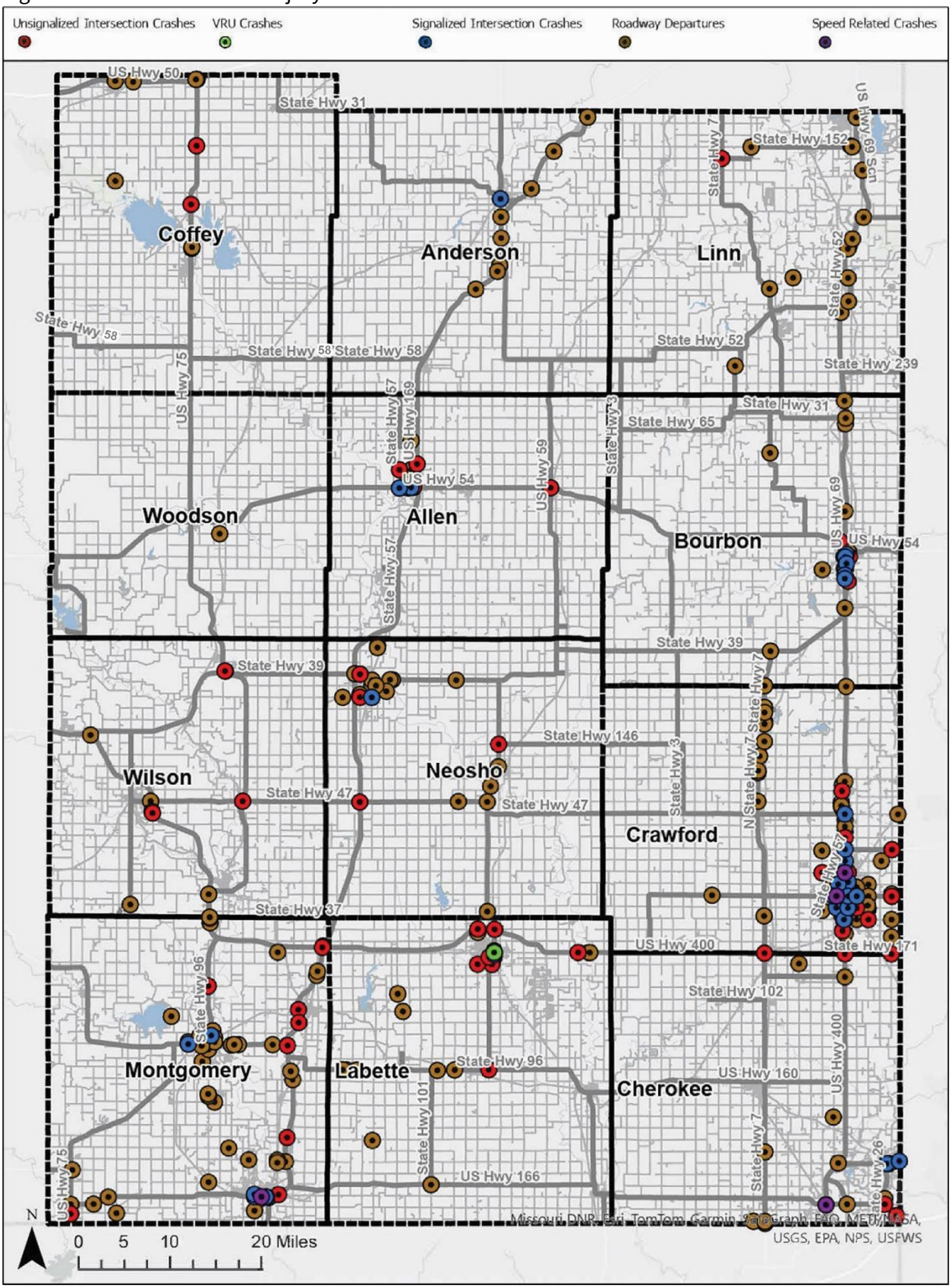


Figure 5.2: Fatal and Serious Injury Crash Clusters in Southeast Kansas



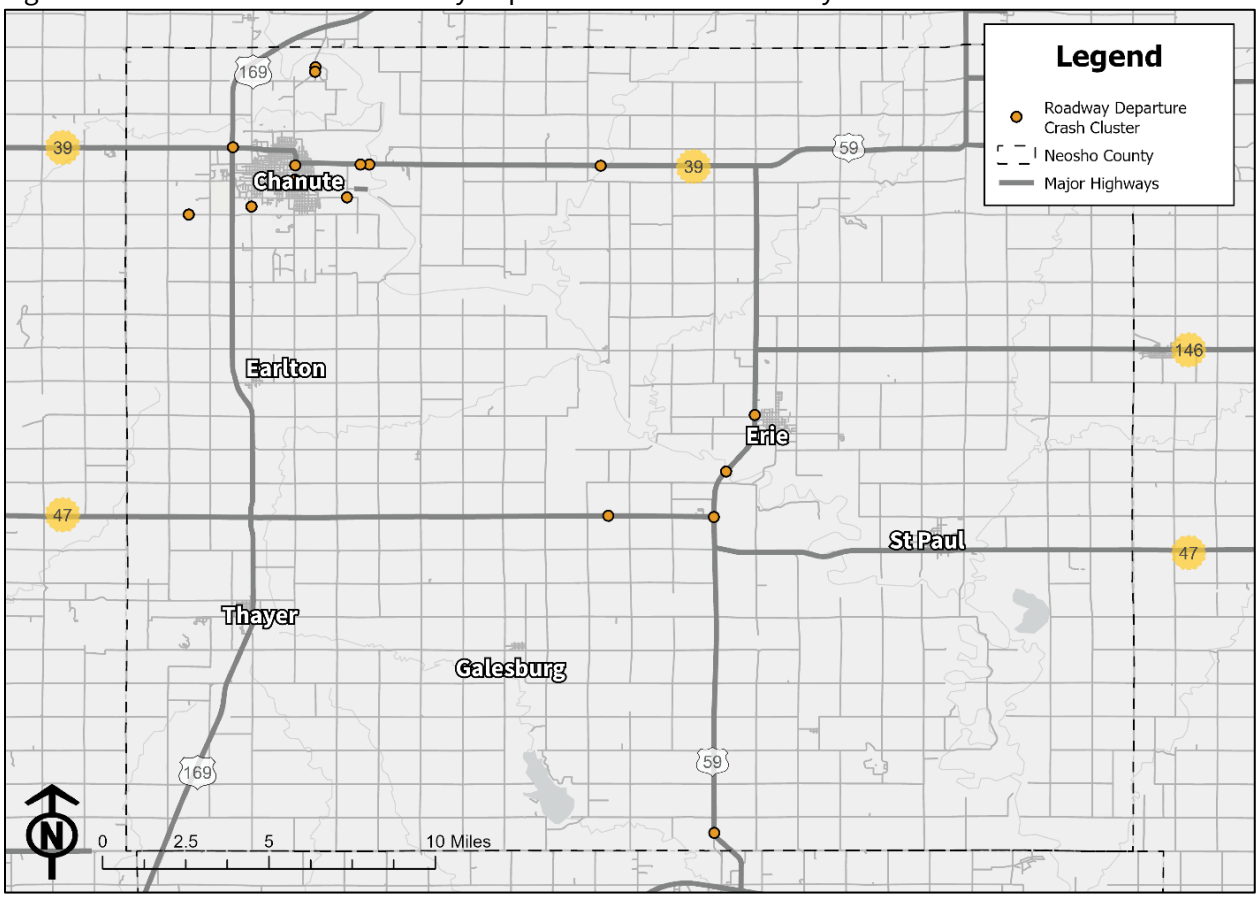
5.2 Top Crash Emphasis Areas

Roadway Departure

Roadway departure crashes are a leading cause of highway fatalities, accounting for over half of the deaths on roads in the United States each year. These crashes occur when a vehicle deviates out of its designated lane, either crossing the edge line or centerline. Roadway departures can include head-on collisions, rollovers, or collisions with objects such as utility poles, trees, or other objects located off the roadway. Factors contributing to these incidents include excessive speed, roadway geometry such as shoulder width and curve radii, impaired driving, distracted driving, and failure to use seatbelts. Addressing these factors is critical to reducing the frequency and impact of roadway departure crashes.

During the study period, there were 17 roadway departure crash clusters identified in Neosho County. These clusters accounted for 2 fatal crashes and 4 serious injury crashes. Clusters of roadway departure crashes in Neosho County are displayed in ***Figure 5.3***.

Figure 5.3: Crash Clusters for Roadway Departures in Neosho County



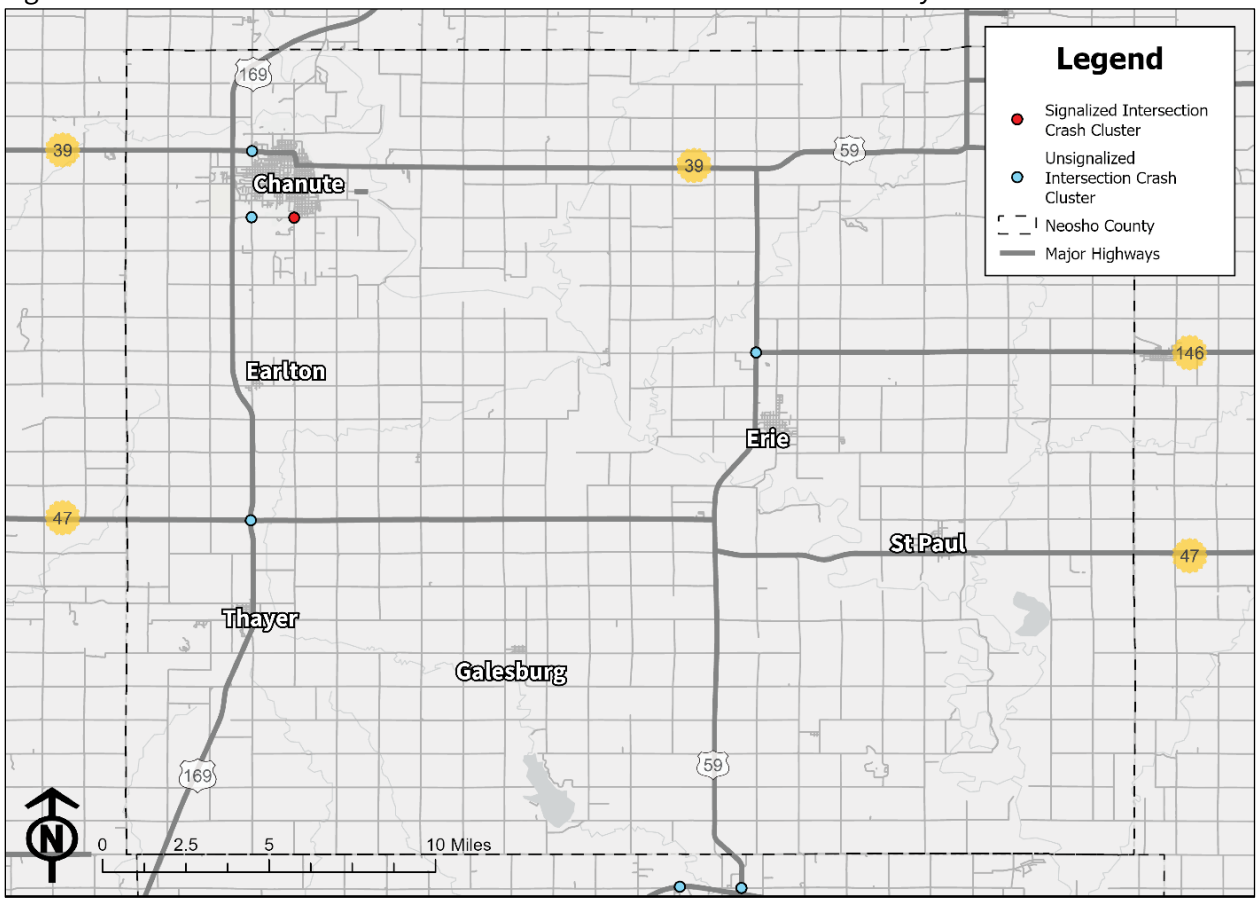
Intersection-Related

Intersections result in increased conflict points between roadway users. Approximately one-quarter of traffic fatalities and one-half of all traffic injuries in the United States are attributed to intersections. Unsignalized intersections are the most common type of intersection in Southeast Kansas and can include stop sign-controlled, yield sign-controlled, or uncontrolled intersections. Signalized intersections are more frequently used within urban areas or at the intersection of higher volume corridors. Almost any other crash type can occur at intersections, so intersection crashes may also be

attributed to other crash types or factors. Understanding which factors frequently contribute to crashes can help decision makers focus on effective countermeasures.

During the study period, there were 5 crash clusters related to intersection crashes. One (1) fatal crash and 5 serious injury crashes occurred within these intersection-related crash clusters. Clusters of signalized and unsignalized intersection crashes in Neosho County are displayed in ***Figure 5.4***.

Figure 5.4: Crash Clusters for Intersection-Related Crashes in Neosho County



Unrestrained Occupant

Restraint devices such as seatbelts are critical to protecting vehicle occupants in a crash. The simple act of wearing a seatbelt is one of the most effective ways to reduce the risk of death or serious injury in a crash. This is especially evident in roadway departures and intersection crashes where unrestrained occupants are far more likely to suffer catastrophic outcomes, including being ejected from the vehicle.

The Safety Task Force indicated seatbelt use as a concern in Southeast Kansas and Neosho County specifically. Statewide data from the National Highway Traffic Safety Administration (NHTSA) indicates that approximately 85% of Kansans wear a seat belt.

Note: For this analysis, crashes with unrestrained occupants are not mapped as the act of being unrestrained is not related to the cause or location of the crash.

5.3 Other Areas for Review

Vulnerable Roadway Users

A Vulnerable Road User (VRU) is a person using the transportation system that is unprotected, such as a pedestrian, cyclist, or roadway worker. Crashes between a VRU and a vehicle more frequently result in an injury or fatality. Common risk factors for VRU crashes include undivided four lane roads, roads with over 10,000 vehicles per day, roads with 30-35 mph speed limits, disadvantaged areas, and areas with higher levels of pedestrian activity.

Despite not having a crash cluster in Neosho County, VRU safety is a key component of the Vision Zero initiative to provide safe and convenient transportation options for all people regardless of mode of transportation. Therefore, it is a best practice to incorporate VRU safety strategies in areas such as near schools or downtown areas to help reduce crashes.

Speed-Related

Speeding – exceeding posted speed limits or traveling too fast for conditions – is a contributing factor to nearly one-third of fatal crashes in the United States. Speeding is one of the most dangerous crash factors as higher speeds can increase the risk of and severity of a crash. Managing speed is a complex issue involving engineering, driving behavior, education, and enforcement. It is likely that the number of fatal and serious injury crashes attributed to speeding in Southeast Kansas is underreported.

Distracted Driving

Distracted driving occurs when the driver of a vehicle performs any activity that takes their attention from driving. Ongoing education programs, as well as initiatives that promote safe driving habits, can reduce the number of distracted driving related crashes. Changes to the road environment that reduce the impact of other crash types – such as separating VRUs from motor vehicles or providing opportunities to recover from roadway departures – can also help minimize the effects of mistakes due to distracted driving. Like speeding, distracted driving may be underreported in crash data.

Alcohol or Drug Related

Impaired driving is when a vehicle is being operated under the influence of any substance or in any condition that may reduce the ability to drive safely. This includes driving under the influence of alcohol, drugs, or other controlled substances that diminish your mental or physical capabilities.

The Safety Task Force indicated driving under the influence as a significant concern in Southeast Kansas as drivers may overestimate their capacity or have limited alternative options to traveling home safely. The legalization of recreational marijuana in neighboring states was specifically mentioned by counties along state borders as an increasingly challenging issue.

Overlapping Emphasis Areas

In many crashes, multiple emphasis areas are identified as contributing factors. Identifying contributing factors can help us understand why crashes occur and identify appropriate safety interventions. ***Table 5.1*** demonstrates overlapping circumstances among all crashes in Southeast Kansas during the 10-year study period.

Common crash patterns include:

- Crashes involving unrestrained occupants or alcohol and/or drug impairment are frequently also roadway departures.
- Crashes involving VRUs such as bicyclists or pedestrians typically occur at intersections.
- Crashes involving speeding tend to also be affected by distracted driving.

Table 5.1: Overlapping Emphasis Areas in Southeast Kansas

Step 2: Evaluate Overlapping Emphasis Area	Step 1: Select Emphasis Area: Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

CHAPTER 6 | SAFETY STRATEGIES AND PROJECTS

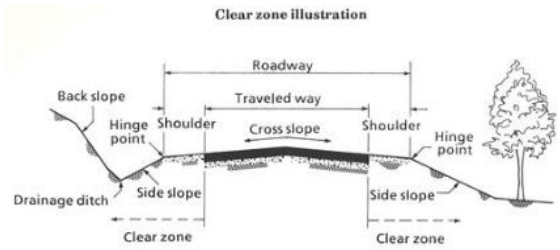
By understanding the priority emphasis areas for the Southeast Kansas region, and using the Safe System Approach as a framework, safety strategies can be identified to help reduce crashes and decrease crash severity.

6.1 Safety Countermeasures

Using national best practices, FHWA and the National Highway Traffic Safety Administration (NHTSA) developed a series of data-driven, proven safety countermeasures. Countermeasures to address the top emphasis areas in Southeast Kansas and Neosho County are identified in ***Table 6.1*** to ***Table 6.6***. Each Safe System element (safe roads, safe speeds, safe road users, safe vehicles, and post-crash care) was considered when selecting these safety strategies. A comprehensive list of countermeasures is included in ***Appendix E***.

Table 6.1: Safety Countermeasures for **Roadway Departures**

Countermeasure	Description	Example
Advanced Warning Signs	Advanced warning signs around curves, sight limiting areas, or where crash problems exist provide drivers with additional time to make decisions.	
Improved Pavement Markings	Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.	
Longitudinal Rumble Strips	Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane. Commonly installed on the edge line, shoulder, and/or centerline.	

Post-Mounted Delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers the edge of shoulder in daytime and night conditions.	
Paved Shoulder with SafetyEdge[SM]	Shapes the edge of pavement to eliminate the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.	
Flattening and Widening Foreslopes	Flattening and widening foreslopes allows for a more recoverable slope and may decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	
Clear Zones	Improvements to provide a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	
Superelevation Correction	Correcting and reshaping the roadway superelvation to meet posted speed or where crashes have occurred enables increased friction with pavement.	

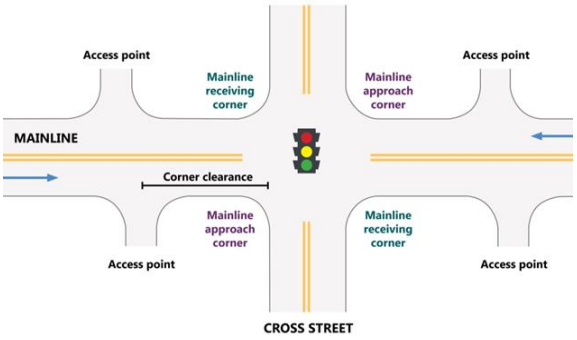
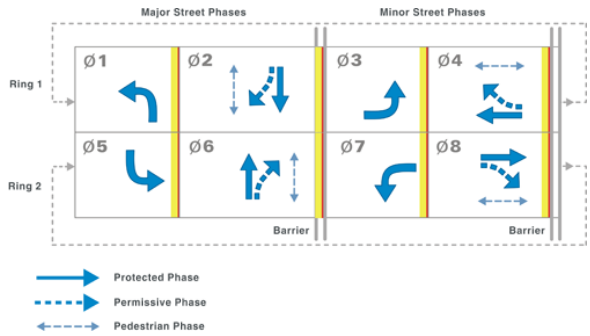
High Friction Surface Treatment	Higher pavement friction helps motorists maintain better control in both wet and dry conditions.	
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	

Table 6.2: Safety Countermeasures for **Intersection-Related**

Countermeasure	Description	Example
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	
Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	

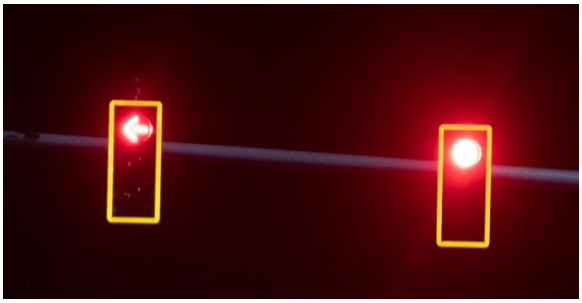
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more visible.	
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	
Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	
Enhanced Stop Sign	Larger stop signs, use of flasher on sign, or use of retroreflective markings to increase visibility of stop signs.	

Table 6.3: Safety Countermeasures for **Unrestrained Occupant**

Countermeasure	Description
Enforcement of Seatbelt Safety	Signage to promote higher visibility of seatbelt and child safety enforcement in both short-term situations and sustained seat belt enforcement.
Education Strategies	Employer-based and older children programs.
Child Restraint Inspections	Child Passenger Safety (CPS) technician staffed inspection stations.

Table 6.4: Safety Countermeasures for **Vulnerable Road Users (VRU)**

Countermeasure	Description	Example
Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	

Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	
Advance Yield or Stop Markings	“Yield Here to Pedestrians” and/or “Stop Here for Pedestrians” signs 20 to 50 feet in advance of a marked crosswalk.	

Table 6.5: Safety Countermeasures for **Distracted Driving**

Countermeasure	Description
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.
Phone/Text Messaging Enforcement	Signage to identify areas with higher cell phone use/text messaging enforcement to effectively deter cell phone use by increasing the perceived risk of a ticket.

Table 6.6: Safety Countermeasures for **Alcohol or Drug Related**

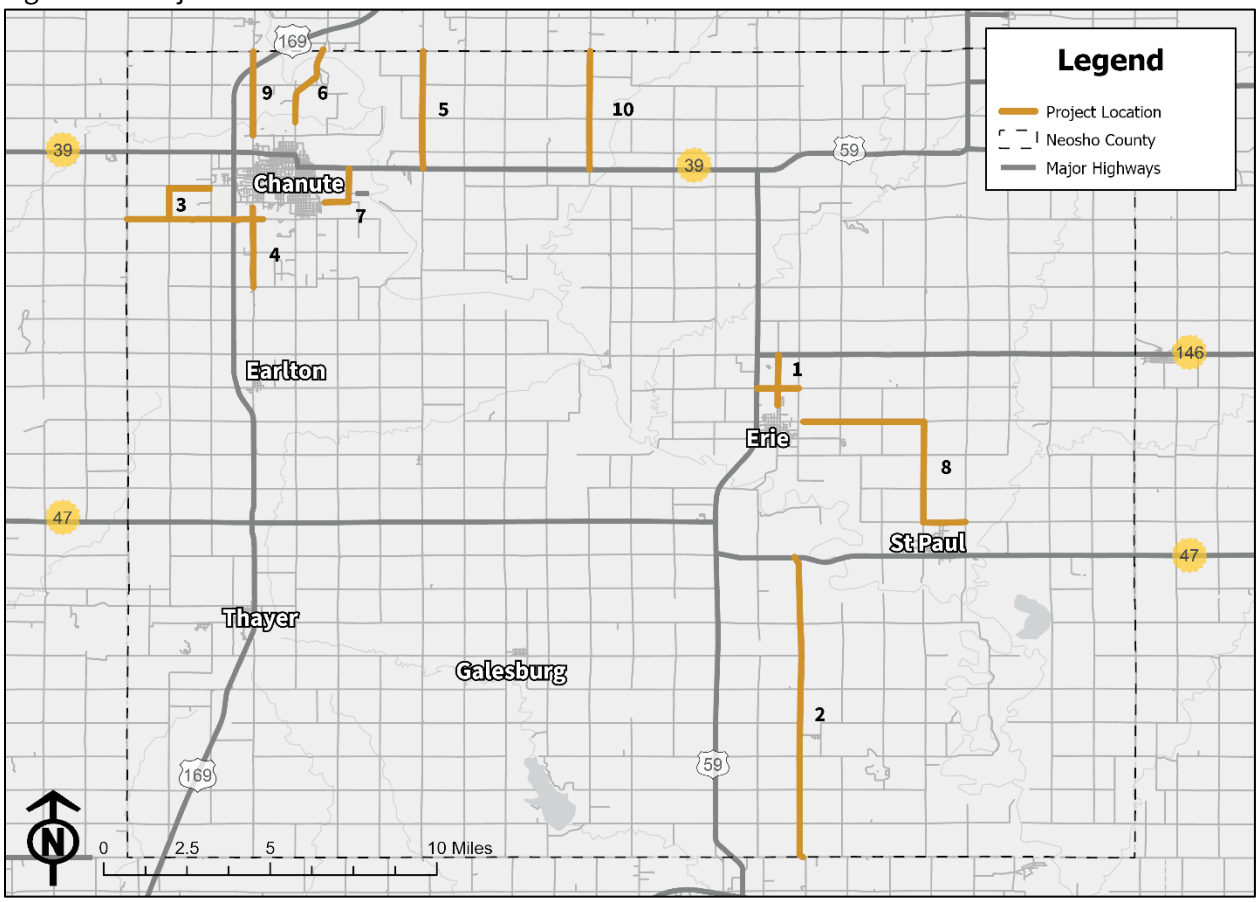
Countermeasure	Description
Enforcement of Drug and Alcohol Impaired Driving	Short-term enforcement checkpoints as well as sustained and consistent DUI enforcement, particularly in key areas.
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.

6.2 Project Recommendations

Projects were identified by locating fatal/serious injury emphasis area crash clusters within Neosho County, considering systemic issues for top emphasis areas, reviewing past plans (including the Local Road Safety Plan), and incorporating feedback from public and stakeholder engagement.

The following list includes ten recommended projects in no priority order. Projects are shown in ***Figure 6.1*** with more detailed information for each project in ***Appendix F***. Other potential projects that are not within the top ten recommended list are also listed in ***Appendix F***. Implementation of any of these projects would contribute to a safer roadway system in Neosho County.

Figure 6.1: Project Locations



Map ID	Project
1	150th Road, Main Street
2	Queens Road
3	200 Road, Brown Road, 210 Road
4	Douglas Road / S. Plummer Avenue (A)
5	Harper Road
6	Elk Road
7	205th Road, Grady Road
8	140th Road, Trego Road, 110th Road
9	Douglas Road (B)
10	Lyons Road

Project 1: 150th Road, Main Street

Project Limits: 150th Road from US-59 to Queen Road and Main Street from Marshall Street to K-146

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure, Intersection	Install center/edge line pavement markings, improve edge drop-off, clear and grub roadside, delineate roadside hazards, and add post-mounted delineators. ($56,000)	Install 18-inch aggregate shoulders, flatten and widen foreslopes, and extend culverts. ($915,000)

Project 2: Queens Road

Project Limits: 27000 Road to K-47

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, install in-lane curve warning pavement markings, improve curve warning signs, improve edge drop-off, clear and grub roadside, delineate roadside hazards, and add post-mounted delineators. ($200,000)	Install 18-inch aggregate shoulders, flatten and widen foreslopes, install guardrail, extend culverts, and remove southbound to westbound curve at 40th Road. ($3.0 million)

Project 3: 200 Road, Brown Road, 210 Road

Project Limits: 200 Road from Anderson Road to Plummer Avenue, Brown Road north from 200 Road to 210 Road, 210 Road east from Brown Road to Osage Cuestas Trail

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, install in-lane curve warning pavement markings, improve curve warning signs, improve edge drop-off, clear and grub roadside, delineate roadside hazards, and add post-mounted delineators. ($150,000)	Install two-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, install transverse rumble strips before curves, apply high friction surface treatment, install/update guardrail and extend culverts. ($3.4 million)

Project 4: Douglas Road / S. Plummer Avenue (A)

Project Limits: Chanute city limits to 49th Street

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, improve edge drop-off, clear and grub roadside, delineate roadside hazards, and add post-mounted delineators. ($81,000)	Install two-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, install guardrail, and extend culverts. ($1.6 million)

Project 5: Harper Road

Project Limits: County Line to K-39

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, improve edge drop-off, clear and grub roadside, delineate roadside hazards, and add post-mounted delineators. ($120,000)	Install two-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, and extend culverts. ($2.2 million)

Project 6: Elk Road

Project Limits: County Line to Chanute city limits

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, install in-lane curve warning pavement markings, improve curve warning signs, improve edge drop-off, clear and grub roadside, and delineate roadside hazards. ($112,000)	Install two-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, install guardrail, and extend culverts. ($1.86 million)

Project 7: 205th Road, Grady Road

Project Limits: Chanute city limits to K-39

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, install in-lane curve warning pavement markings, improve curve warning signs, improve edge drop-off, clear and grub roadside, and delineate roadside hazards. ($55,000)	Install two-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, apply high friction surface treatment on curve, install guardrail, and extend culverts. ($1.15 million)

Project 8: 140th Road, Trego Road, 110th Road

Project Limits: Erie city limits to Udall Road

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, improve edge drop-off, clear and grub roadside, delineate roadside hazards, and add post-mounted delineators. ($153,000)	Install 18-inch aggregate shoulders, flatten and widen foreslopes, and extend culverts. ($2.26 million)

Project 9: Douglas Road (B)

Project Limits: County Line to Ash Grove Road

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, improve edge drop-off, clear and grub roadside, delineate roadside hazards, and add post-mounted delineators. ($74,000)	Install two-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, and extend culverts. ($1.6 million)

Project 10: Lyons Road

Project Limits: County Line to K-39

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, improve edge drop-off, clear and grub roadside, delineate roadside hazards, and add post-mounted delineators. ($92,000)	Install 18-inch aggregate shoulders, flatten and widen foreslopes, install/upgrade guardrail, and extend culverts. ($1.5 million)

CHAPTER 7 | IMPLEMENTATION PLAN

7.1 Policy and Process Recommendations

Improving roadway safety in communities requires an examination of policies and processes currently in place that contribute to safety on our roadways. Current policies, guidelines, and standards were reviewed to identify opportunities to improve and prioritize transportation safety. The following policy and process recommendations support achieving the Safety Action Plan goals.

Vision Zero Resolution

The Vision Zero goal acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for all road users. Some programs, including the federal SS4A Implementation grant program, require jurisdictions to formally adopt this goal to be eligible for funding support. A Vision Zero resolution to target fatal and serious injury crashes was adopted by Neosho County in 2025. The resolution is included in ***Appendix A***.

Advocate for Regional Initiatives

Many smaller communities find solving safety issues on state or federal highways to be difficult to address. State Department of Transportation's have many competing priorities, and smaller projects can easily fall down the priority list as the transportation network has emergent and pressing needs. One solution for this is to take a regional or corridor focused approach to improving state and federal highways. Taking a coalition approach with neighboring communities on the same highway corridors can increase visibility of these issues and help advocate for action. Working with impacted municipalities, counties, community groups, and/or regional planning organizations can increase the county's collective power to bring change. The SEKRPC Safety Task Force can be a vehicle for the coalition approach should the region or multiple counties in the region choose to advocate together for changes on Kansas highways.

*In particular, forming or refreshing a multi-county coalition to advocate for safety improvements along the north-south **US-169 corridor** is supported by both data analysis and public input. Although likely a lower priority, a similar approach could be considered for the **US-59 corridor**.*

Address Post-Crash Care

The timely arrival of emergency responders and well-trained Emergency Medical Services (EMS) providers is a major factor in ensuring an injured person receives the medical care they need to survive a crash. This is especially critical in rural communities, where response times are longer, and EMS resources may be more limited.

Therefore, post-crash care best practices include both advanced planning activities and safety countermeasures. Typical countermeasures include improving emergency medical dispatch and 911 protocols, providing timely on-scene care using model EMS clinical guidelines, providing timely transportation to a trauma center, and then measuring EMS performance over time are important to ensure EMS services are performing optimally.

Neosho County has one hospital with the ability to address traumatic injuries: Neosho Memorial Regional Medical Center in Chanute is a Level IV trauma center. Additional opportunities to explore to address post-crash care needs include:

- **EMS Telemedicine:** Jurisdictions have explored the use of eCare EMS telemedicine services to improve and expedite post-crash care in rural communities. The program allows first responders and paramedics to connect virtually 24/7 with certified physicians and nurses for peer-to-peer support in the field or during transport. Some agencies have been awarded SS4A funds to support pilot EMS telemedicine programs within their area.
- **Updating Best Practices and Training:** Ensuring first responders are regularly trained on the most up to date best practices in emergency response is critical to maintaining good response times. National resources such as EMS.gov and the National Center for Rural Roadway Safety can help your organization access the most up-to-date emergency response practices and training.

Update Design Policies

Roadway design policies, standards, and best practices change over time. An ongoing review and update of local roadway design policies is critical to ensuring roadway safety best practices are implemented when roadways are maintained, improved, or constructed.

Incorporate Safety into Project Development Process

Include systemic safety improvements in projects developed by Neosho County and KDOT. Include a review of crashes and potential safety improvements when intersections or roadway segments are maintained or improved.

7.2 Next Steps

The Safety Action Plan is a dynamic document intended to be used by Neosho County and other partners to continually advance transportation safety. In addition to the recommended projects and policy guidance, the Southeast Kansas region and Neosho County can utilize these next steps to help achieve the Vision Zero goal.

Plan Leadership

Neosho County assumes leadership of this plan and will support implementation within the county. As part of this role, Neosho County will continue to use the Safety Task Force as a mechanism for regional collaboration and updates.

In partnership with SEKRPC, it is recommended that the Safety Task Force convene annually to discuss progress and updates related to the Safety Action Plan. Stakeholders should continue to:

- Be champions for safety in professional and personal roles
- Share information about transportation safety strategies with other organizations
- Assemble annually to share progress on safety activities

Leverage Resources and Funding Opportunities

Funding is critical to implementing the strategies and action items in this Safety Action Plan and may come from a blend of sources: federal, state, local, and private sector or non-profit partners. Some potential sources of funding include:

- **Safe Streets and Roads for All (SS4A) Program:** The Bipartisan Infrastructure Law (BIL) established the SS4A federal discretionary program that will provide over $5 billion in grants over the five-year program period (2022-2026). With completion of this Safety Action Plan, Neosho County is eligible to apply for SS4A implementation funding.

- **State Coordination:** Coordinate with KDOT to administer annual safety grants funded by the state that are targeted at both roadway design solutions and behavioral programs, including education and enforcement programs.
    - **High Risk Rural Roads (HRRR) Program:** FHWA requires states to define and identify roadways "with significant safety risks" and sets aside federal funding for states to address these safety risks. Funds typically cover low-cost roadway improvements such as pavement markings, rumble strips, and other safety countermeasures. In Kansas, communities can apply for this funding through KDOT's Bureau of Local Projects.
    - **Safe Routes to School Program:** Many other types of agencies can apply for and receive Safe Routes to School funding. These include non-profits, schools and school districts, and regional transportation agencies, among others. In Kansas, communities can apply for this funding through KDOT's Active Transportation Program.
    - **Kansas Infrastructure Hub:** The Kansas Infrastructure Hub provides resources for Kansas communities seeking to improve infrastructure. Communities can apply to the Infrastructure Hub for grant writing assistance and grant matches.
- **Regional Coordination:** Coordinating closely with KDOT, and potentially adjacent counties, can be helpful to achieve safety goals for all involved parties. Taking a coalition approach to improvements may help all counties along a multi-county corridor advocate for funding and advance important safety goals.
- **Local Funding:** Local governments may choose to fund projects from local sources such as the annual budget, Capital Improvement Program (CIP), bonding, user fees, special assessments, or through partnerships with other local entities. Consideration of the Safety Action Plan during the annual budget process can be a cost-effective way of advancing safety goals, particularly for maintenance activities or other planned capital improvement projects where simple safety strategies can be incorporated.

Progress and Transparency

Progress toward meeting the Safety Action Plan goals should be measured over time in an open and transparent manner. Regular progress tracking creates accountability to the public and builds trust between the public and the cities, counties, and agencies that are responsible for roadway safety. This could include posting the Safety Action Plan online and annual reporting on progress toward reducing roadway fatalities and serious injuries.

Progress and transparency also help create an environment of informed decision making based on the effectiveness of selected safety strategies and the ability to modify the approach when necessary. Finally, progress and transparency provide a sense of direction and help document tangible outcomes made toward saving lives.

7.3 Summary

Neosho County, in partnership with SEKRPC, has taken an important step to complete this Safety Action Plan and adopt a Vision Zero resolution to address fatal and serious injury crashes. The County will continue to build upon this progress to advance priority safety projects and collaborate with project partners to help save lives in Southeast Kansas.

Appendix A

Vision Zero Resolution

[Insert copy of adopted Vision Zero Resolution]

Appendix B

Community Engagement Plan

TRANSYSTEMS

Southeast Kansas: Comprehensive Safety Action Plan

Community Engagement Plan

Introduction

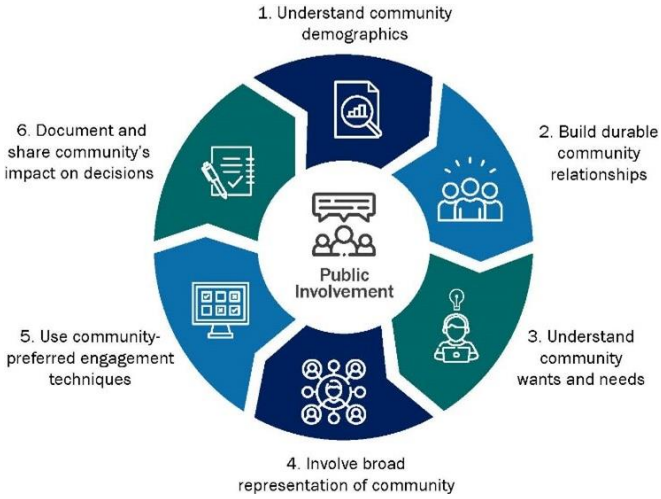
The Southeast Kansas Regional Planning Commission (SEKRPC) has partnered with twelve counties in Southeast Kansas to develop a Comprehensive Safety Action Plan. The twelve counties encompass Coffey, Anderson, Linn, Woodson, Allen, Borbon, Wilson, Neosho, Crawford, Montgonery, Labette, and Cherokee counties. The Comprehensive Safety Action Plan (CSAP) will identify an array of lifesaving measures to improve safety for motorists, pedestrians, cyclists, transit passengers, and other transportation users.

The Action Plan reviews roadway use trends, identifies issues, and then outlines steps to improve transportation safety. The Action Plan is aimed at reducing and eliminating serious injury and fatal crashes affecting transportation users. The eight components of the Action Plan are:

- Leadership commitment and goal setting
- Planning structure
- Safety analysis
- Engagement and collaboration
- Equity
- Policy and process changes
- Strategy and project selections
- Progress and transparency

The Action Plan will be developed using the U.S. Department of Transportation (USDOT) Safe System Approach. The Safey System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable. Rather than blaming road users for crashes, this approach recognizes that the responsibility for road safety lies with multiple stakeholders, including policymakers, road designers, vehicle manufacturers, law enforcement, and emergency response. By designing a forgiving road system that accommodates human error, the Safe System Approach aims to prevent fatal crashes and minimize the severity of injuries.

To create the Action Plan, information will be gathered from many sources, including study partners and the public to find solutions that address current and future issues that can be supported by most stakeholders. Varied methods of community engagement will help develop positive outcomes not only for this process but also instill a more inclusive transportation infrastructure decision-making process. The project team will use the UUSDOT model for meaningful public involvement.



Public Involvement

The project team will proactively seek meaningful public involvement from study partners, residents, and communities impacted by the past and current limitations of the roadway system and its users. Feedback and suggested improvements will be documented and presented in a draft Action Plan. Communication with interested parties will be ongoing throughout the study period with a final Comprehensive Safety Action Plan produced for each of the twelve counties in early 2025.

Three fundamental areas of project public involvement will be created:

1. ***Information and Communications:*** Information regarding the study background, process, methods, schedule, key messages, and project updates will be communicated.
2. ***Stakeholder Input:*** Community leaders, elected and appointed officials, government staff members, and other stakeholder groups will be engaged throughout the planning process.
3. ***Community Outreach:*** Community members will be informed, educated, and engaged with the intent of providing an interactive dialogue for input and considerations as the study evolves.

Key Audiences

Key audiences are anticipated to include:

- Residents of the twelve counties in the Southeast Kansas study area.
- Businesses and employees that use the transportation system in the study area.
- Governmental units for each of the twelve counties, including incorporated cities and unified school districts in the study area.
- First responders serving the study area including law enforcement, fire departments, emergency management, medical services, and others.
- Civic organizations interested in discussing transportation safety in their communities.
- Representatives of relevant regional or statewide agencies, such as SEKRPC and the Kansas Department of Transportation (KDOT).

Community Engagement Methods

Community engagement methods will include:

- ***Kick-Off Meeting:*** A project kick-off meeting with SEKRPC will outline the community engagement plan and process of creating a Safety Task Force team of key regional stakeholders to guide the study.
- ***Project Update Meetings:*** Monthly updates will be shared virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.
- ***Stakeholder Meetings:*** Three (3) Safety Task Force meetings will be organized to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings will be held in a hybrid format with both in-person and virtual attendance options.
- ***Public Meetings:*** One in-person open house style meeting will be held within each county to inform the public of the study's progress, gather public input regarding safety needs, and share features of the proposed Action Plan.
- ***Public Survey:*** An online survey will be distributed that allows respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information will be collected to assign responses to specific counties and/or communities.
- ***Public Comments:*** Public comments will be compiled from meetings, online surveys, phone calls, and face-to-face conversations as well as any written comments received during the study.
- ***Public Information:*** Updates and announcements for news media, county websites, and social media outlets will be provided to SEKRPC for distribution.
- ***Translation Services:*** Translation of project documents into Spanish is possible, if needed. Other language translations may be necessary. To ensure that people with disabilities and diverse needs and experiences are aware of and can participate in community engagement activities, a wide range of engagement tools will be used.

Schedule

The overall project schedule is included in the Project Management Plan. Highlights related to community engagement include:

- The project Community Engagement Plan was initially developed in July 2024 and will be updated as needed throughout the study.
- Safety Task Force meetings are planned for September 2024, November 2024, and January 2025. The project team will monitor the anticipated release of the Notice of Funding Opportunity for SS4A implementation funds and will adjust the schedule if needed.
- Open house public meetings are scheduled for November 2024 and early December 2025
- Public comments will be accepted and compiled throughout the study period.

Follow-Up Activities

- Assist SEKRPC, as needed, with meeting invitations, meeting notes, news release copy, public survey methods, website text, social media content, and a final Community Engagement report.

Study Contacts

SEKRPC Project Manager: Carey Spoon
TranSystems Project Manager: Deanne Winkelmann
TranSystems Project Lead: Slade Engstrom
TranSystems Communications Lead: Tom Hein

Updated: August 20, 2024

SAFETY TASK FORCE

County	Organization	Type	Contact Person	Title
Allen	Allen County	County Staff	Mitch Garner	Public Works Director
Allen	Allen County	Law Enforcement	Bryan Murphy	County Sheriff
Anderson	Anderson County	County Staff	Ethan Lickteig	Road Supervisor
Anderson	Anderson County	Law Enforcement	Vernon Valentine	County Sheriff
Bourbon	Bourbon County	County Staff	Eric Bailey	Public Works Director
Bourbon	Uniontown USD 235	Education*	Jim Mason	Uniontown High School
Bourbon	Bourbon County	Law Enforcement	Bill Martin	County Sheriff
Cherokee	Cherokee County	County Staff	Cody Zook	Road & Bridge Superintendent
Cherokee	Baxter Springs USD 508	Education*	Amanda Walker	Baxter Springs High School
Cherokee	Columbus USD 493	Education*	Anne Sharp	Columbus High School
Cherokee	Riverton USD 404	Education*	David Groves	Riverton High School
Cherokee	Cherokee County	Law Enforcement	Russ Harper	County Sheriff
Coffey	Coffey County	County Staff	Ryan Durst	Road & Bridge Superintendent
Coffey	Coffey County	Law Enforcement	Thomas Johnson	County Sheriff
Crawford	Crawford County	County Staff	Alyssa Edwards	Road & Bridge Superintendent
Crawford	Pittsburg State University	Education	Stu Hite	Police & Safety Executive Director
Crawford	Saint Mary's Colgan Catholic Schools	Education*	Amanda Minton	Title
Crawford	Frontenac USD 249	Education*	Anni Beasley	Frontenac High School
Crawford	Pittsburg USD 250	Education*	Chase Turner	Deputy - Pittsburg High School
Crawford	Southeast USD 247	Education*	Devin Ulerry	Deputy - Southeast High School
Crawford	Girard USD 248	Education*	Jeff McDonald	Assistant Chief - Girard High School
Crawford	Northeast USD 246	Education*	Kourtney Yantis	Northeast High School
Crawford	Crawford County	Law Enforcement	Danny Smith	County Sheriff
Labette	Labette County	County Staff	Sandy Krider	Public Works Director
Labette	Labette County	Law Enforcement	Darren Eichinger	County Sheriff
Linn	Linn County	County Staff	Shaun West	Public Works Director
Linn	Linn County	County Staff	Chasity Ware	Economic Development Director
Linn	Linn County	Law Enforcement	Kevin Murphy	County Sheriff
Montgomery	Montgomery County	County Staff	Brandon Beurksens	Assistant Public Works Director
Montgomery	Montgomery County	County Staff	Jim Wright	Public Works Director
Montgomery	Montgomery County	Law Enforcement	Ron Wade	County Sheriff
Neosho	Neosho County	County Staff	Mike Brown	Road & Bridge Director
Neosho	Erie USD 101	Education*	Chelcey Sexton	Erie High School
Neosho	Chanute USD 413	Education*	Leah Hoesli	Chanute High School
Neosho	Neosho County	Law Enforcement	Greg Taylor	County Sheriff
Wilson	Wilson County	County Staff	Kary Tatum	Highway Supervisor
Wilson	Wilson County	Law Enforcement	Jack Lucke	County Sheriff
Woodson	Woodson County	County Staff	Dane Onnen	Public Works Administrator
Woodson	Woodson County	County Staff	Gary Ward	Road Supervisor
Woodson	Woodson County	Law Enforcement	Jacob Morrison	County Sheriff

Others that have participated in Safety Task Force meetings:

County	Organization	Type	Contact Person	Title
Allen	USD 257 Transportation	Education	Katelyn Young	Operations Administrative Assistant
Allen	USD 257 Transportation	Education	Aaron Cole	Director of Operations
Allen	Allen County	Elected Official	John F Brocker	County Commissioner
Allen	Thrive Allen County	Advocacy	Vickie Moss	Director
Allen	City of Humboldt	City Staff	Cole Herder	City Administrator
Anderson	City of Garnett	City Staff	Kris Hix	Community Development Director
Anderson	City of Garnett	City Staff	Darin Wilson	Zoning Administrator
Anderson	Anderson County	Elected Official	Anthony Mersman	County Commissioner
Anderson	Anderson County	County Staff	Jessica Mills	Economic Development Director
Crawford	Crawford County	Elected Official	Bruce Blair	County Commissioner
Crawford	Pittsburg State University	Education	Jamie Lynn Blum	Director of Institutional Equity
Coffey	Coffey County Chamber of Commerce	Major Employers	Chari Bauman	Director
Coffey	Coffey County	County Staff	Jenny Tatman	Economic Development Director
Labette	Labette County	County Staff	Terry Weidert	County Commissioner
Linn	Linn County	County Staff	Chasity Ware	Economic Development Director
Montogomery	City of Cherryvale	Law Enforcement	Jimmy Holt	Chief of Police
Montgomery	City of Cherryvale	City Staff	Gracie Myers	Utility Clerk
Wilson	City of Neodesha	City Staff	Chris Bauman	City Administrator
Wilson	Wilson County	Elected Official	Kris Marple	County Commissioner
Multiple	Network Kansas	Economic Development	Janet Miller	Entrepreneurship Manager

EXPANDED STAKEHOLDER LIST

County	Organization	Type	Contact Person	Title
Allen	Thrive Allen County	Advocacy	Lisse Regehr	CEO
Allen	City of Savonburg	City Staff	Mike Vile	City Clerk
Allen	City of Moran	City Staff	Lori Evans	City Clerk
Allen	City of La Harpe	City Staff	Michelle Altis	City Clerk
Allen	City of Iola	City Staff	Corey Schinstock	Assistant City Administrator
Allen	City of Iola	City Staff	Jason Ellis	Street & Alley and Solid Waste Superintendent
Allen	City of Iola	City Staff	Matt Rehder	City Administrator
Allen	City of Humboldt	City Staff	Cole Herder	City Administrator
Allen	City of Gas	City Staff	Rhonda Hill	City Clerk
Allen	City of Elsmore	City Staff	Vera Isaacs	City Clerk
Allen	City of Basset	City Staff	Carol Crawford	City Clerk
Allen	Allen County	County Staff	Mitch Garner	Public Works Director
Allen	Allen County	County Staff	Shannon Patterson	County Clerk
Allen	Marmaton Valley USD 256	Education	Kim Ensminger	Superintendent
Allen	Iola USD 257	Education	Stacey Fager	Superintendent
Allen	Humboldt USD 258	Education	Amber Wheeler	Superintendent
Allen	Allen Community College	Education	John Materson	President (Interim)
Allen	Allen County	Elected Official	John Broker	County Commissioner
Allen	City of Iola	Emergency Services	Corey Isbell	Fire Chief
Allen	Allen County	Emergency Services	Michael Burnett	Emergency Medical Services Director
Allen	Allen County Regional Hospital (Saint Luke's)	Healthcare	Darren Bass	CEO
Allen	City of Iola	Law Enforcement	Jared Warner	Police Chief
Allen	Allen County	Law Enforcement	Bryan Murphy	County Sheriff
Allen	Iola Area Chamber of Commerce	Major Employers	Marie Barclay	Executive Director
Allen	Tri-Valley Developmental Services, Inc.	Transportation	Bill Fiscus	CEO
Allen	Southeast Kansas Mental Health Center	Transportation	Shana Bennett	Director of Support Services
Allen	Allen Regional Transit (ART)	Transportation	Jeff Keithly	President
Anderson	City of Westphalia	City Staff	Tonya Alumnbaugh	City Clerk
Anderson	City of Lone Elm	City Staff	Linda Lundlum	City Clerk
Anderson	City of Kincaid	City Staff	Marla Main	City Clerk
Anderson	City of Greeley	City Staff	Diana Feuerborn	City Clerk
Anderson	City of Garnett	City Staff	Donnie Dilley	Public Works Director
Anderson	City of Garnett	City Staff	Roy Salazar	Street Department Foreman
Anderson	City of Garnett	City Staff	Travis Wilson	City Manager
Anderson	City of Colony	City Staff	Phyllis Gettler	City Clerk
Anderson	Anderson County	County Staff	Michelle Miller	Deputy Director of Planning
Anderson	Anderson County	County Staff	Ethan Lickteig	Road Supervisor
Anderson	Anderson County	County Staff	Julie Wettstein	County Clerk
Anderson	Garnett USD 365	Education	Don Blome	Superintendent
Anderson	Crest USD 479	Education	Shane Walter	Superintendent
Anderson	Anderson County	Elected Official	Anthony Mersman	County Commissioner
Anderson	City of Garnett	Emergency Services	Wes Skillman	Fire Chief
Anderson	Anderson County	Emergency Services	Mark Locke	Emergency Management Director
Anderson	Anderson County Hospital (Saint Luke's)	Healthcare	Laurel Gifford	Media Relations Director
Anderson	City of Garnett	Law Enforcement	Kurt King	Police Chief
Anderson	Anderson County	Law Enforcement	Vernon Valentine	County Sheriff
Anderson	Garnett Area Chamber of Commerce	Major Employers	Jodie Beets	Executive Director
Anderson	Tri-Ko, Inc	Transportation	John Platt	Executive Director
Anderson	Anderson County Council on Aging	Transportation	Deanna Wolken	Business Office Manager
Bourbon	City of Uniontown	City Staff	Sally Johnson	City Clerk
Bourbon	City of Redfield	City Staff	Heather Guss-Hunt	City Clerk
Bourbon	City of Mapleton	City Staff	Name	Title
Bourbon	City of Fulton	City Staff	Carmen Beckford	City Clerk
Bourbon	City of Fort Scott	City Staff	Brad Matkin	City Manager
Bourbon	City of Fort Scott	City Staff	Jerry Morgan	Street Department Supervisor

Bourbon	City of Fort Scott	City Staff	Mary Wyatt	Community Development Director
Bourbon	City of Bronson	City Staff	John Stokes	City Superintendent
Bourbon	Bourbon County	County Staff	Eric Bailey	Public Works Director
Bourbon	Bourbon County	County Staff	Jennifer Hawkins	County Clerk
Bourbon	Bourbon County	County Staff	Robert Harrington	Economic Development Director
Bourbon	Uniontown USD 235	Education	Vance Eden	Superintendent
Bourbon	Fort Scott USD 234	Education	Charlie Hensley	Transportation Director
Bourbon	Fort Scott USD 234	Education	Destry Brown	Superintendent
Bourbon	Fort Scott Community College	Education	Sara Sutton	President (Interim)
Bourbon	Uniontown USD 235	Education*	Jim Mason	Uniontown High School
Bourbon	City of Fort Scott	Emergency Services	Dave Bruner	Fire Chief
Bourbon	Bourbon County	Emergency Services	Brian Allen	Emergency Management Director
Bourbon	Bourbon County Community Hospital	Healthcare	Name	Title
Bourbon	City of Fort Scott	Law Enforcement	Jason Pickert	Police Chief
Bourbon	Bourbon County	Law Enforcement	Bill Martin	County Sheriff
Bourbon	Fort Scott Area Chamber of Commerce & Tourism	Major Employers	Lindsay Madison	CEO
Cherokee	City of West Mineral	City Staff	Brandi Knowlen	City Clerk
Cherokee	City of Weir	City Staff	Amy Zortz	City Clerk
Cherokee	City of Scammon	City Staff	Tammy Duley	City Clerk
Cherokee	City of Galena	City Staff	Flora Charles	City Clerk
Cherokee	City of Galena	City Staff	Josh Reed	Public Works Director
Cherokee	City of Columbus	City Staff	Jake Ketner	City Administrator
Cherokee	City of Columbus	City Staff	Randy Coble	Public Works Superintendent
Cherokee	City of Columbus	City Staff	Ruth Hutley	City Clerk
Cherokee	City of Baxter Springs	City Staff	Sharon Clark	City Clerk
Cherokee	City of Baxter Springs	City Staff	Sheldon Bales	Public Works Director
Cherokee	Cherokee County	County Staff	Cody Zook	Road & Bridge Superintendent
Cherokee	Cherokee County	County Staff	Dave Helwig	Economic Development Director
Cherokee	Cherokee County	County Staff	Rebecca Brassart	County Clerk
Cherokee	Galena USD 499	Education	David Berry	Transportation Director
Cherokee	Galena USD 499	Education	Toby VanCleave	Superintendent
Cherokee	USD 247 Southeast Lancers	Education	Dr. Brad Miner	Superintendent
Cherokee	Baxter Springs USD 508	Education	Melissa Arnall	Baxter Springs High School
Cherokee	Riverton USD 404	Education*	David Groves	Riverton High School
Cherokee	Columbus USD 493	Education*	Anne Sharp	Columbus High School
Cherokee	Baxter Springs USD 508	Education*	Amanda Walker	Baxter Springs High School
Cherokee	Cherokee County	Elected Official	Lorie Johnson	County Commissioner
Cherokee	City of West Mineral	Emergency Services	Randy Johnson	Fire Chief
Cherokee	City of Galena	Emergency Services	Stephen Hall	Fire Chief
Cherokee	City of Columbus	Emergency Services	Steven Burton	Fire Chief
Cherokee	Cherokee County	Emergency Services	Matt Haviland	Emergency Management Director
Cherokee	City of Weir	Emergency Services	James Curtis	Fire Chief
Cherokee	City of Scammon	Emergency Services	Jason Spencer	Fire Chief
Cherokee	Mercy Hospital Columbus - Columbus	Healthcare	Jordan Larimore	Media Contact
Cherokee	City of Columbus	Law Enforcement	Kyle Clark	Police Chief
Cherokee	Cherokee County	Law Enforcement	Russ Harper	County Sheriff
Cherokee	City of Galena	Law Enforcement	Noble Dobkins	Chief of Police
Cherokee	City of Baxter Springs	Law Enforcement	Brian Henderson	Police Chief
Cherokee	Class LTD	Transportation	Bob Davis	Vice President of Operations
Coffey	City of Waverly	City Staff	Pattie Pfeifauf	City Clerk
Coffey	City of New Strawn	City Staff	Lana Johnson	City Clerk
Coffey	City of LeRoy	City Staff	Kim Alexander	City Clerk
Coffey	City of Lebo	City Staff	Carrie Sloan	City Clerk
Coffey	City of Gridley	City Staff	Teresa Budd	City Clerk
Coffey	City of Burlington	City Staff	Mark Davidson	Street Department
Coffey	City of Burlington	City Staff	Mary Mader	City Clerk
Coffey	Coffey County	County Staff	Angie Kirchner	County Clerk
Coffey	Coffey County	County Staff	Bobby Skipper	Economic Development Director

Coffey	Coffey County	County Staff	Ryan Durst	Road & Bridge Superintendent
Coffey	Southern Lyon County USD 252	Education	Ryan Muhlig	Superintendent
Coffey	LeRoy-Gridley USD 245	Education	Matt Thomsen	Superintendent
Coffey	Lebo-Waverly USD 243	Education	Duane Ford	Superintendent
Coffey	Burlington USD 244	Education	Craig Marshall	Superintendent
Coffey	Coffey County	Emergency Services	Amber Presley	Emergency Management Director
Coffey	Coffey County Hospital	Healthcare	Stacy Augustyn	CEO
Coffey	Coffey County	Law Enforcement	Thomas Johnson	County Sheriff
Coffey	City of Burlington	Law Enforcement	Doug Jones	Police Chief
Coffey	Coffey County Chamber of Commerce	Major Employers	Melissa Daily	Executive Director
Coffey	CrossWinds Counseling and Wellness	Transportation	Name	Title
Coffey	Coffey County Public Transportation	Transportation	Kara Reynolds	Transportation Director
Coffey	COF Training Services	Transportation	Joy Beatty	Community Relations Manager
Crawford	City of Walnut	City Staff	Saralyn Boyd	City Clerk
Crawford	City of Pittsburg	City Staff	Daron Hall	City Manager
Crawford	City of Pittsburg	City Staff	Jared Wetzel	Public Information Officer
Crawford	City of Pittsburg	City Staff	Jay Byers	Deputy City Manager/Chief Information Officer
Crawford	City of Pittsburg	City Staff	Kim Froman	Community Development Director
Crawford	City of Pittsburg	City Staff	Lonnie Wells	Street Superintendent
Crawford	City of Pittsburg	City Staff	Matt Bacon	Public Works Director
Crawford	City of Mulberry	City Staff	Cerokee Pelican	City Clerk
Crawford	City of McCune	City Staff	Weston Holdahl	City Superintendent
Crawford	City of Hepler	City Staff	Name	Title
Crawford	City of Girard	City Staff	Jackie Messer	Public Works Director
Crawford	City of Girard	City Staff	Johanna O'Brien	City Administrator
Crawford	City of Girard	City Staff	Karen E. Buck	City Clerk
Crawford	City of Frontenac	City Staff	John Zafuta	City Administrator
Crawford	City of Cherokee	City Staff	Pamela Tompkins	City Clerk
Crawford	City of Arma	City Staff	Bette Lessen	City Clerk
Crawford	City of Arcadia	City Staff	Name	Title
Crawford	Crawford County	County Staff	Alyssa Edwards	Road & Bridge Superintendent
Crawford	Crawford County	County Staff	Lisa Lusker	County Clerk
Crawford	Crawford County	County Staff	May Smith	Planning & Zoning Administrator
Crawford	Southeast USD 247	Education	Dustin Wheeler	Transportation Director
Crawford	Saint Mary's Colgan Catholic Schools	Education	Eric Wilson	Transportation and Maintenance Supervisor
Crawford	Saint Mary's Colgan Catholic Schools	Education	Kristen O'Brien	Principal (Grade K-6)
Crawford	Saint Mary's Colgan Catholic Schools	Education	Tim Conrad	Principal (Grade 7-12)
Crawford	Pittsburg USD 250	Education	J.B. Elliott	Superintendent
Crawford	Pittsburg State University	Education	Dan Shipp	President
Crawford	Pittsburg State University	Education	Hannah Eckstein	Student Government Association President
Crawford	Pittsburg State University	Education	Lindell Haverstic	University Architect and Director
Crawford	Pittsburg State University	Education	Stu Hite	Police & Safety Executive Director
Crawford	Northeast USD 246	Education	Deanne Harryman	Transportation Director
Crawford	Northeast USD 246	Education	Ray Streeter	Superintendent
Crawford	Girard USD 248	Education	Rick Neil	Transportation Director
Crawford	Girard USD 248	Education	Todd Ferguson	Superintendent
Crawford	Frontenac USD 249	Education	DJ McCarley	Transportation and Maintenance Director
Crawford	Frontenac USD 249	Education	Rick Simoncic	Superintendent
Crawford	Southeast USD 247	Education*	Devin Ulerry	Deputy - Southeast High School
Crawford	Saint Mary's Colgan Catholic Schools	Education*	Amanda Minton	Title
Crawford	Pittsburg USD 250	Education*	Chase Turner	Deputy - Pittsburg High School
Crawford	Northeast USD 246	Education*	Kourtney Yantis	Northeast High School
Crawford	Girard USD 248	Education*	Jeff McDonald	Assistant Chief - Girard High School
Crawford	Frontenac USD 249	Education*	Anni Beasley	Frontenac High School
Crawford	Crawford County	Elected Official	Bruce Blair	County Commissioner
Crawford	Crawford County	Emergency Services	Rusty Akins	Emergency Manager
Crawford	City of Pittsburg	Emergency Services	Taylor Cerne	Fire Chief
Crawford	City of Girard	Emergency Services	Justin Turner	Fire Chief

Crawford	City of Frontenac	Emergency Services	Jim Long	Fire Chief
Crawford	Crawford County Hospital District No. 1 - Girard	Healthcare	Ruth Duling	CEO
Crawford	Ascension Via Christi Hospital - Pittsburg	Healthcare	Joseph Impicciche	CEO
Crawford	Crawford County	Law Enforcement	Danny Smith	County Sheriff
Crawford	City of Pittsburg	Law Enforcement	Brent Narges	Police Chief
Crawford	City of Girard	Law Enforcement	Seirra Roberts	Police Chief
Crawford	City of Frontenac	Law Enforcement	Cody Milligan	Police Chief
Crawford	Pittsburg Area Chamber of Commerce	Major Employers	Blake Benson	President
Crawford	Girard Area Chamber of Commerce	Major Employers	Jessica Ripper	Executive Director
Crawford	Frontenac Chamber of Commerce	Major Employers	Name	Title
Crawford	Community Health Center of Southeast Kansas	Transportation	Dee Yount	Transportation Program Manager
Labette	City of Parsons	City Staff	Darrell Moyer	Public Works Director
Labette	City of Parsons	City Staff	Debbie Lamb	City Manager
Labette	City of Parsons	City Staff	Laura Moore	Community Development Director
Labette	City of Parsons	City Staff	Robyn Baker	City Clerk
Labette	City of Oswego	City Staff	Jennifer Hine	City Clerk
Labette	City of Mound Valley	City Staff	Tammie Logan	City Clerk
Labette	City of Chetopa	City Staff	Toni Crumrine	City Clerk
Labette	City of Bartlett	City Staff	Bobbie Harms	City Clerk
Labette	City of Altamont	City Staff	LeaAnn Myers	City Administrator
Labette	Labette County	County Staff	Gena Landis	County Clerk
Labette	Labette County	County Staff	Sandy Krider	Public Works Director
Labette	Labette County	County Staff	Terry Weidert	County Commissioner
Labette	Parsons USD 503	Education	Lori Ray	Superintendent
Labette	Parsons USD 503	Education	Rick Giefer	Transportation Director
Labette	Oswego USD 504	Education	Jeremiah Littlepage	Transportation Director
Labette	Oswego USD 504	Education	Mitchell Shaw	Superintendent
Labette	Labette County USD 506	Education	Dr. John Wyrick	Superintendent
Labette	Labette County USD 506	Education	Sharon Wolgamott	Transportation and Maintenance Secretary
Labette	Chetopa-St. Paul USD 505	Education	Craig Bagshaw	Superintendent
Labette	Labette County	Emergency Services	Charlie Morse	Emergency Management Director
Labette	City of Parsons	Emergency Services	Brad Boss	Fire Chief
Labette	Labette Health	Healthcare	Brian Williams	CEO
Labette	Labette County	Law Enforcement	Darren Eichinger	County Sheriff
Labette	City of Parsons	Law Enforcement	Robert Spinks	Police Chief
Labette	Parsons Chamber of Commerce	Major Employers	Liz Cochran	Executive Director
Labette	Oswego Chamber of Commerce	Major Employers	Patty Blair	President
Labette	Chetopa Chamber of Commerce	Major Employers	Scott Feagan	President
Linn	Mound City	City Staff	Shelby Murray	City Clerk
Linn	Mound City	City Staff	John Bruns	Public Works Superintendent
Linn	City of Prescott	City Staff	Kathy Wood	City Clerk
Linn	City of Pleasanton	City Staff	Becky Hegwald	City Administrator
Linn	City of Pleasanton	City Staff	John Harrington	Street Department Head
Linn	City of Linn Valley	City Staff	Corey Murrison	Public Safety Director
Linn	City of Linn Valley	City Staff	Mendi Cyr	City Clerk
Linn	City of La Cygne	City Staff	Dan Nasalroad	Public Works Superintendent
Linn	City of La Cygne	City Staff	Jodi Wade	City Clerk
Linn	City of Blue Mound	City Staff	Name	Title
Linn	Linn County	County Staff	Darin Wilson	Planning & Zoning Director
Linn	Linn County	County Staff	David Lamb	County Clerk
Linn	Linn County	County Staff	Jessica Hightower	Economic Development Director
Linn	Linn County	County Staff	Shaun West	Public Works Director
Linn	Prairie View USD 362	Education	Dr. Chris Johnson	Superintendent
Linn	Prairie View USD 362	Education	Laurie McCarthy	Transportation Director
Linn	Jayhawk USD 346	Education	Jaclyn Swearingen	Transportation Services
Linn	Jayhawk USD 346	Education	Shawn Thomas	Superintendent
Linn	Linn County	Emergency Services	Randy Hegwald	Emergency Management Director
Linn	City of Pleasanton	Emergency Services	Rob Dent	Fire Chief

Linn	City of La Cygne	Emergency Services	Dan Nasalroad	Fire Chief
Linn	Mound City	Law Enforcement	Clifford McKee	Police
Linn	Linn County	Law Enforcement	Kevin Murphy	County Sheriff
Linn	City of Pleasanton	Law Enforcement	Tristan Snyder	Chief of Police
Linn	City of Parker	Law Enforcement	Craig Haley	Police Chief
Linn	City of La Cygne	Law Enforcement	Zachary Mathies	Chief of Police
Linn	Mound City Chamber of Commerce	Major Employers	Al Hurt	President
Linn	Linn County Transportation	Transportation	Joyce Hall	Accounts Receivable
Montgomery	City of Tyro	City Staff	Janie Blakemore	City Clerk
Montgomery	City of Liberty	City Staff	Linda Berryman	City Clerk
Montgomery	City of Independence	City Staff	John Garris	Public Works Director
Montgomery	City of Independence	City Staff	Kelly Passauer	City Manager
Montgomery	City of Havana	City Staff	Judy Wade	City Clerk
Montgomery	City of Elk City	City Staff	Kevin Kneisley	City Clerk
Montgomery	City of Dearing	City Staff	Patricia Smith	City Clerk
Montgomery	City of Coffeyville	City Staff	Ben Brubaker	City Manager
Montgomery	City of Coffeyville	City Staff	Thomas Osborn	Public Works Director
Montgomery	City of Cherryvale	City Staff	Mike Passauer	Public Works Director
Montgomery	City of Cherryvale	City Staff	Name	City Administrator
Montgomery	City of Caney	City Staff	Kelley Zellner	City Administrator
Montgomery	Montgomery County	County Staff	Brandon Beurksens	Assistant Public Works Director
Montgomery	Montgomery County	County Staff	Charlotte Scott Schmidt	County Clerk
Montgomery	Montgomery County	County Staff	Jim Wright	Public Works Director
Montgomery	Montgomery County	County Staff	Jonathan Booe	County Administrator
Montgomery	Montgomery County	County Staff	Matt Debo	Planning & Zoning Director
Montgomery	Independence USD 446	Education	Jason McAfee	Superintendent
Montgomery	Independence USD 446	Education	Randy Burchett	Transportation Director
Montgomery	Independence Community College	Education	Dr. Jonathan D. Sadhoo	President
Montgomery	Coffeyville USD 445	Education	Craig Correll	Superintendent
Montgomery	Coffeyville Community College	Education	Dr. Marlon Thornburg	President
Montgomery	Cherryvale USD 447	Education	Dena Schicke	Transportation Director
Montgomery	Cherryvale USD 447	Education	Travis Githens	Superintendent
Montgomery	Caney Valley USD 436	Education	Blake Vargas	Superintendent
Montgomery	Caney Valley USD 436	Education	Shayne Hummer	Transportation Director
Montgomery	Montgomery County	Elected Official	Larry McManus	County Commissioner
Montgomery	Montgomery County	Emergency Services	Rick Whitson	Emergency Management Director
Montgomery	City of Independence	Emergency Services	Shawn Wallis	Fire Chief/EMS Director
Montgomery	City of Coffeyville	Emergency Services	Hal Bumgarner	Fire Chief
Montgomery	City of Cherryvale	Emergency Services	Joe Rexwinkle	Fire Chief
Montgomery	Coffeyville Regional Medical Center - Coffeyville	Healthcare	Name	Title
Montgomery	Montgomery County	Law Enforcement	Ron Wade	County Sheriff
Montgomery	City of Independence	Law Enforcement	David Hutchings	Police Chief (Interim)
Montgomery	City of Coffeyville	Law Enforcement	Kwin Bomley	Police Chief
Montgomery	City of Cherryville	Law Enforcement	Jimmy Holt	Police Chief
Neosho	City of Thayer	City Staff	Dusti Dyke	City Administrator
Neosho	City of Stark	City Staff	Carol Hill	City Clerk
Neosho	City of St. Paul	City Staff	Jeri Giefer	City Clerk
Neosho	City of Galesburg	City Staff	Carol Clevenger	City Clerk
Neosho	City of Erie	City Staff	Jake Tromsness	City Administrator
Neosho	City of Earlton	City Staff	Jennifer Green	City Clerk
Neosho	City of Chanute	City Staff	Steve Trestor	Community Services Director
Neosho	City of Chanute	City Staff	Todd Newman	City Manager
Neosho	City of Chanute	City Staff	Tony Vining	Street Supervisor
Neosho	Neosho County	County Staff	Heather Elsworth	County Clerk
Neosho	Neosho County	County Staff	Mike Brown	Road & Bridge Director
Neosho	Erie USD 101	Education*	Chelcey Sexton	Erie High School
Neosho	Chanute USD 413	Education*	Leah Hoesli	Chanute High School
Neosho	Neosho County	Elected Official	Paul Westhoff	County Commissioner

Neosho	Neosho County	Emergency Services	Melanie Kent-Culp	Emergency Management Director
Neosho	City of Chanute	Emergency Services	Jeff Mitchell	Fire Chief
Neosho	Neosho Memorial Regional Medical Center	Healthcare	Dennis Franks	CEO
Neosho	Neosho County	Law Enforcement	Greg Taylor	County Sheriff
Neosho	City of Chanute	Law Enforcement	Chris Pefley	Police Chief
Neosho	Erie Chamber of Commerce	Major Employers	Name	Title
Neosho	Chanute Area Chamber of Commerce	Major Employers	Amy Jensen	Executive Director
Statewide	KDOT	State Staff	Ann Katt	KDOT Safe Routes to School Coordinator
Statewide	KDOT	State Staff	Chris Bortz	Traffic Safety Manager
Statewide	KDOT	State Staff	Darrin Petrowsky	KDOT District Engineer
Statewide	KDOT	State Staff	Jenny Kramer	KDOT Active Transportation Manager
Statewide	KDOT	State Staff	Priscilla Petersen	KDOT Public Affairs Manager
Statewide	KDOT	State Staff	Vanessa Spartan	KDOT Transportation Safety Bureau Chief
Wilson	City of New Albany	City Staff	Norma Wood	City Clerk
Wilson	City of Neodesha	City Staff	Brogan Jones	City Administrator
Wilson	City of Neodesha	City Staff	Chris Bauman	Assistant to City Administrator (Planning)
Wilson	City of Neodesha	City Staff	Ryan Toms	Public Works Director
Wilson	City of Fredonia	City Staff	Shane Glover	Public Works Director
Wilson	City of Fredonia	City Staff	Wesley Young	City Administrator
Wilson	City of Coyville	City Staff	Debbie Marr	City Clerk
Wilson	City of Buffalo	City Staff	Traci Kuhn	City Clerk
Wilson	City of Benedict	City Staff	Name	Title
Wilson	City of Altoona	City Staff	Ronda Culbertson	City Clerk
Wilson	Wilson County	County Staff	Kary Tatum	Highway Supervisor
Wilson	Wilson County	County Staff	Kris Marple	County Coordinator
Wilson	Neodesha USD 461	Education	Juanita Erickson	Superintendent
Wilson	Neodesha USD 461	Education	Mark Heck	Bus Supervisor
Wilson	Fredonia USD 484	Education	Brian Smith	Superintendent
Wilson	Fredonia USD 484	Education	Chad Oneal	Transportation Director
Wilson	Altoona-Midway USD 387	Education	Jimmie Burke	Transportation Director
Wilson	Altoona-Midway USD 387	Education	John West	Superintendent
Wilson	Wilson County	Emergency Services	Terry Lyons	Emergency Manager
Wilson	City of Neodesha	Emergency Services	Keenan Fyfe	Fire Chief/EMS Director
Wilson	City of Fredonia	Emergency Services	Todd Harrelson	Fire Chief
Wilson	Wilson Medical Center	Healthcare	Tom Hood	CEO
Wilson	Wilson County	Healthcare	Amy Lell	Health Department Administrator
Wilson	Fredonia Regional Hospital	Healthcare	John Durrett	CEO
Wilson	Wilson County	Law Enforcement	Jack Lucke	County Sheriff
Wilson	City of Neodesha	Law Enforcement	Sam Tomlinson	Police Chief
Wilson	City of Fredonia	Law Enforcement	Bradley Pflueger	Police Chief
Wilson	Neodesha Area Chamber of Commerce	Major Employers	Karen Porter	Executive Director
Wilson	Fredonia Area Chamber of Commerce	Major Employers	Yvonne Hull	Executive Director
Wilson	Thanks Program, Inc	Transportation	Lynn Harding	Project Manager
Wilson	Four County Mental Health	Transportation	Randy Trotter	Transportation Coordinator
Woodson	City of Yates Center	City Council	Jason Cathard	Safety Committee Chair
Woodson	City of Yates Center	City Staff	Janet Thompson	City Clerk
Woodson	City of Yates Center	City Staff	Rodney Ryther	Street Department Supervisor
Woodson	City of Toronto	City Staff	Katy Damron	City Clerk
Woodson	Woodson County	County Staff	Amanda DeWitt	County Clerk
Woodson	Woodson County	County Staff	Dane Onnen	Public Works Administrator
Woodson	Woodson County	County Staff	Tim Dimick	Road Supervisor
Woodson	Woodson USD 366	Education	John Rice	Transportation Director
Woodson	Woodson USD 366	Education	Stephanie Splechter	Superintendent
Woodson	Woodson County	Elected Official	Justin Clark	County Commissioner
Woodson	Woodson County	Emergency Services	John Atkin	Emergency Management Director
Woodson	City of Yates Center	Emergency Services	Brandon Gaulding	Fire Chief
Woodson	Woodson County	Law Enforcement	Jacob Morrison	County Sheriff
Woodson	City of Yates Center	Law Enforcement	Michael Strode	Chief of Police

Appendix C

Safety Task Force Meetings

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #1

Date: October 3, 2024
Time: 11:00am - 1:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Introduction
  - Safe Systems Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

Attendees
Sandy Krider, Labette County Public Works Director (in-person)
Anne Sharp, Cherokee County Sheriff's Office and Columbus School (online)
Anni Beasley, Frontenac High School in Crawford County (online)
Brandon Beurskens, Montgomery County Assistant Public Works Director (online)
Eric Bailey, Bourbon County Public Works Director (online)
Shaun West, Linn County Public Works Director (online)

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Payton Smith, TranSystems
Nicole Hood, TranSystems
Tom Hein, TranSystems
Emma Habosky, TranSystems (online)
Tod Salfrank, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Introduction

- Federal Highway Administration (FHWA) encourages communities to adopt the Vision Zero concept and recently started incorporating the Safe Systems Approach. The SSA goal is to reduce death and serious injuries for all road users.
- Local Road Safety Plans (LRSP) have been completed or are nearly complete in 11 of the 12 counties. Woodson County does not have an LRSP.
- The Safe Streets for All (SS4A) Comprehensive Safety Action Plan (CSAP) incorporates traffic data analysis, stakeholder input, and public engagement into useable safety countermeasures. The CSAP provides information for future implementation funding for individual counties or the southeast Kansas region.
- A "Swiss cheese" model of redundancy is used in the Safe Systems Approach so that all safety systems in place help prevent a system failure resulting in a catastrophic event. Redundancy is a critical piece. Everyone makes mistakes and planning for that is key.
- The project timeline was outlined for August 2024 through February 2025 and includes three Safety Task Force meetings, a public meeting in each county, and a public survey contributing to a CSAP final report.

Role of the Safety Task Force

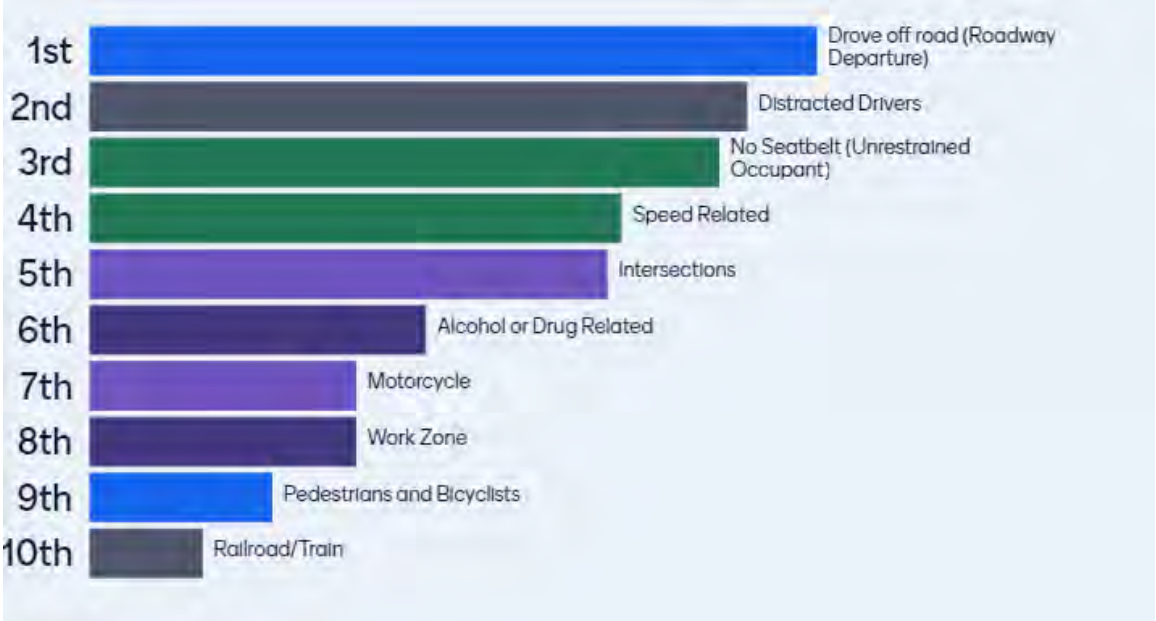
- The Safety Task Force validates information and data, provides insight on emphasis areas, drafts safety goals, represents the community, serves as a community champion, and evaluates performance measures.
- A public survey (https://arcg.is/1v1Pe00) will be sent to about 400 community organizations and members. It takes less than ten minutes to complete and Safety Task Force members can promote the survey in their communities. They survey also has a mapping component so users can identify specific locations of concern.
- Polling question #1 and discussion: **Why is transportation safety important to you?**
  - Anne Sharp (Cherokee County) said her daughter fell asleep while going home resulting in a crash. She shared, "When it's personal, it makes a big difference."

Crash Review

- Slade Engstrom (TranSystems) presented ten-year crash data showing hot spots in the twelve-county study area.
- There were approximately 400 fatalities in the region during that period with a total of 44,295 incidents that includes fatalities, injuries, property damage only crashes plus those involving pedestrians.
- While this is a preliminary overview, it reveals that the state highway system is where a lot of the serious and fatal crashes occur.
    - The Safety Task Force may need to decide whether to work with KDOT on concerns regarding the state highway system or focus in on their own individual communities (county, city, towns).

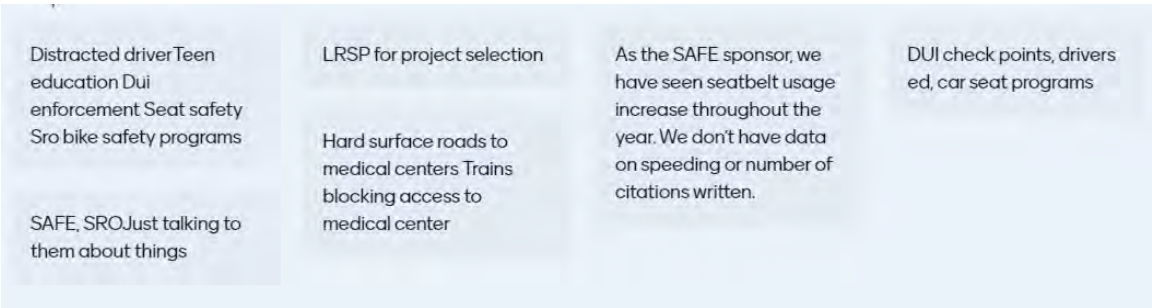
Emphasis Areas

- Crash emphasis charts showed Roadway Departure as the primary contributing factor followed (in numerical order) by Intersections, Distracted Driver, Unrestrained Occupant, Alcohol or Drug, Speed, Motorcycle, Work Zone, and Railroad.
- Anni Beasley (Crawford County) stated that a designated safety corridor had been established near Frontenac High School. She shared, “It is a scary intersection with big trucks that make crossing for students dangerous.”
- US-169 and US-69 were mentioned as a priority corridors.
- Polling question #2 and discussion**: As we focus on solutions, which of these crash types are most important to address?**

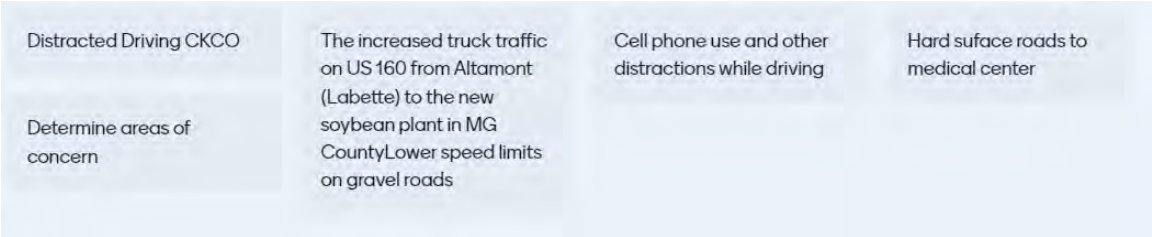


Discussion

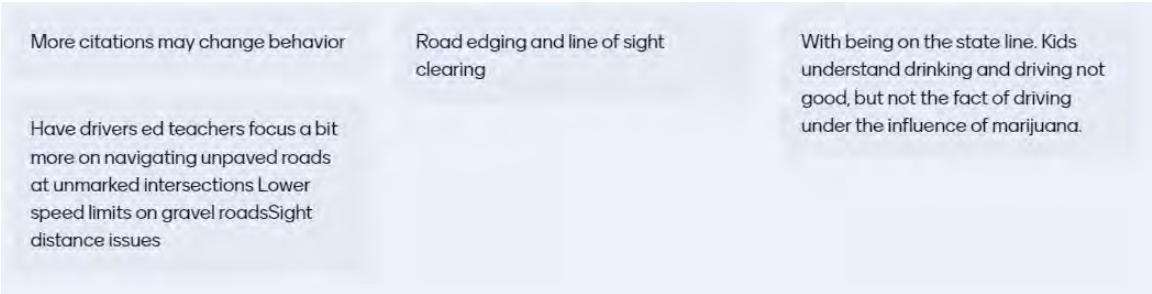
- Polling question #3 and discussion**: Tell us about what kinds of transportation related safety programs or involvement your communities have promoted. What went well? What would you improve?**
  - Sandy Krider (Labette County) mentioned driver's education should include teaching how to navigate on unmarked and gravel roads.



- Polling question #4 and discussion**: What transportation safety concerns have you heard from the community?**
  - Anni Beasley (Crawford County) said the SAFE (Seatbelts Are For Everyone) program started in Crawford County because students were in fatal accident.
  - Lots of ways to leverage data such as quick emergency response through alerts.
  - For reference, Nicole Hood (TranSystems) stated that Missouri Department of Transportation data shows cell usage is 70% older folks.



- Polling question #5 and discussion**: What would you like to see implemented in SEK to improve transportation safety?**
  - Online driver's education needed.
  - Slade Engstrom (TranSystems) commented that rumble strips can seem like a good idea but cannot always be implemented due to road conditions.



Next Steps

- Public survey will be sent within a few days following the meeting.
- Public meetings will be planned in each county.
- Safety Task Force Meetings
    - Meeting #2 on November 14, 2024 will focus on priorities and countermeasures.
    - Meeting #3 on January 23, 2025.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #1

October 3, 2024

AGENDA

- Introductions
- Project Introduction
  - Safe System Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

INTRODUCTIONS

- Southeast Kansas Regional Planning Commission
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

17 08 43 1

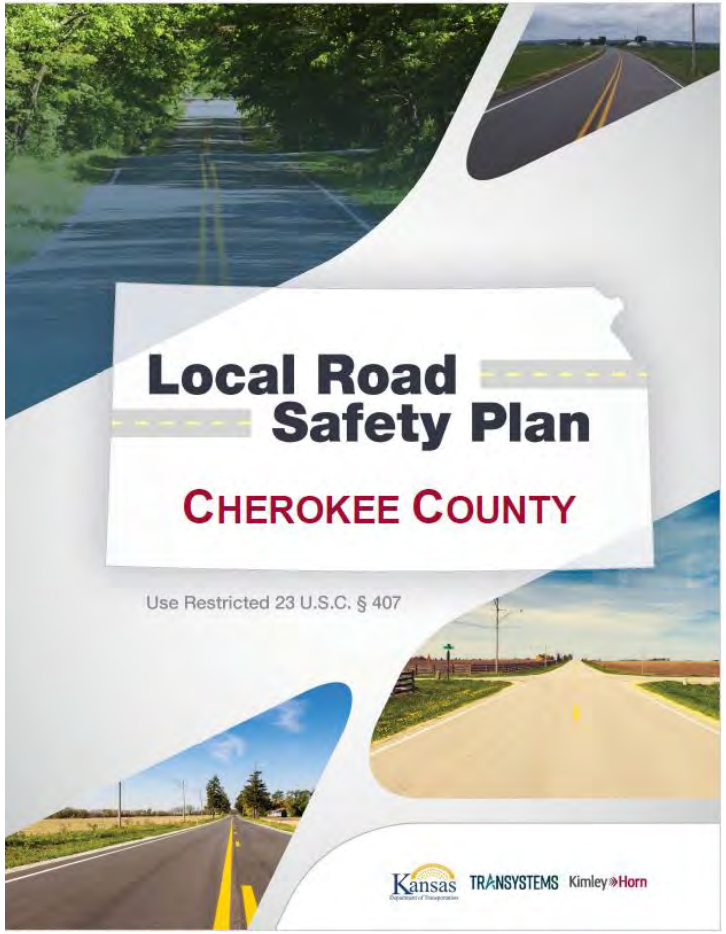
Enter your name, organization, and role.

Or use the QR code!

COMPREHENSIVE SAFETY ACTION PLAN

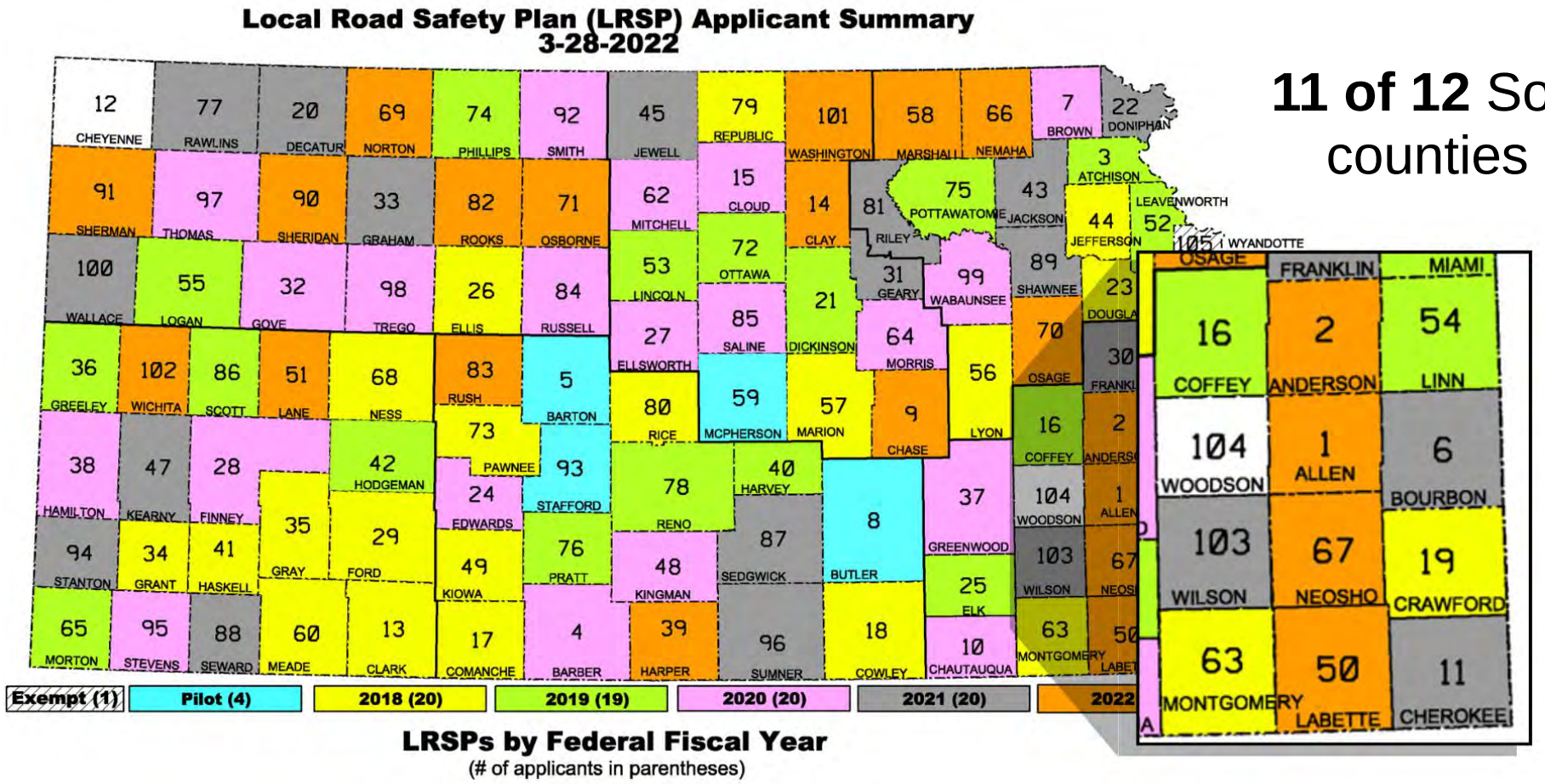
- Imagine and implement safe spaces for all road users
- Discuss safety priority areas and solutions
- Roadmap to reduce and prevent severe crashes
- Utilize plan to pursue funding for implementation to save lives

LOCAL ROAD SAFETY PLAN



- Local Road Safety Plans (LRSPs) provide a framework for identifying safety improvements on local roads
- LRSPs included roadways in unincorporated areas that are classified as collectors or higher
  - Did not include roadways within city limits
  - Did not include rural local roads

LOCAL ROAD SAFETY PLAN



11 of 12 Southeast Kansas counties have a LRSP.

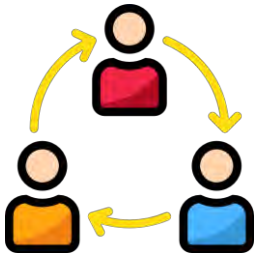
SS4A builds upon LRSPs to include cities and provide a comprehensive look at the entire study area.

FROM PLAN TO ACTION

Planning Grant

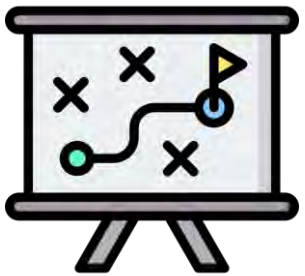
Implementation Grant

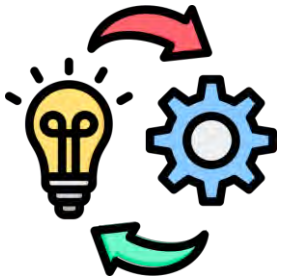
Data Analysis



Engage Stakeholders

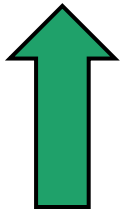
Strategy and Actions





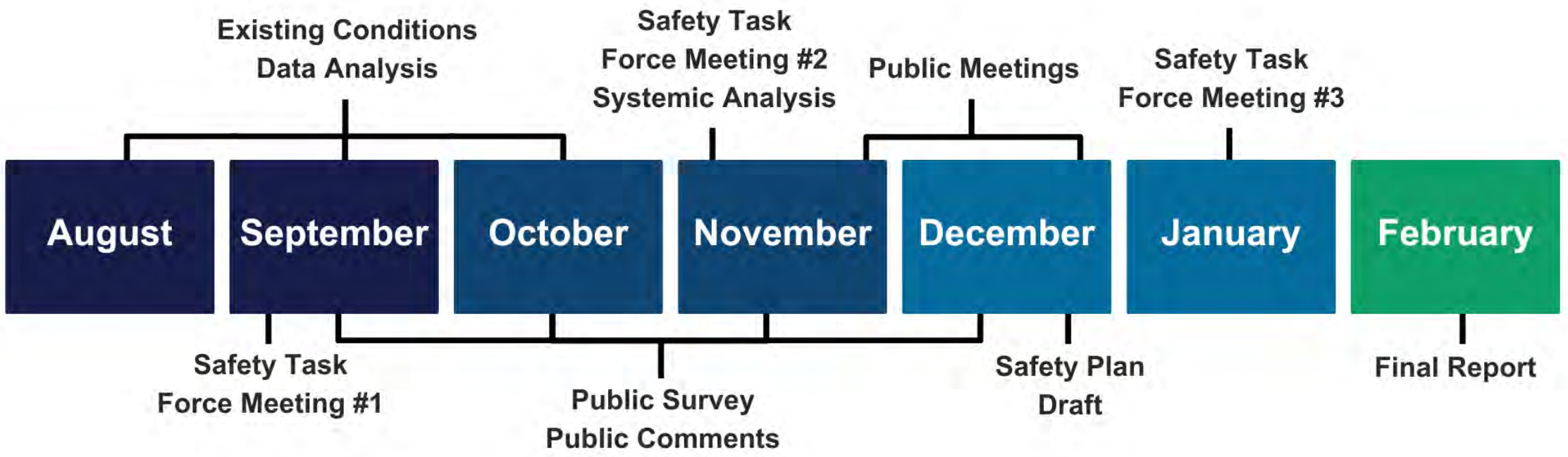
Recommendations

Implementation



We are here!

PROJECT TIMELINE



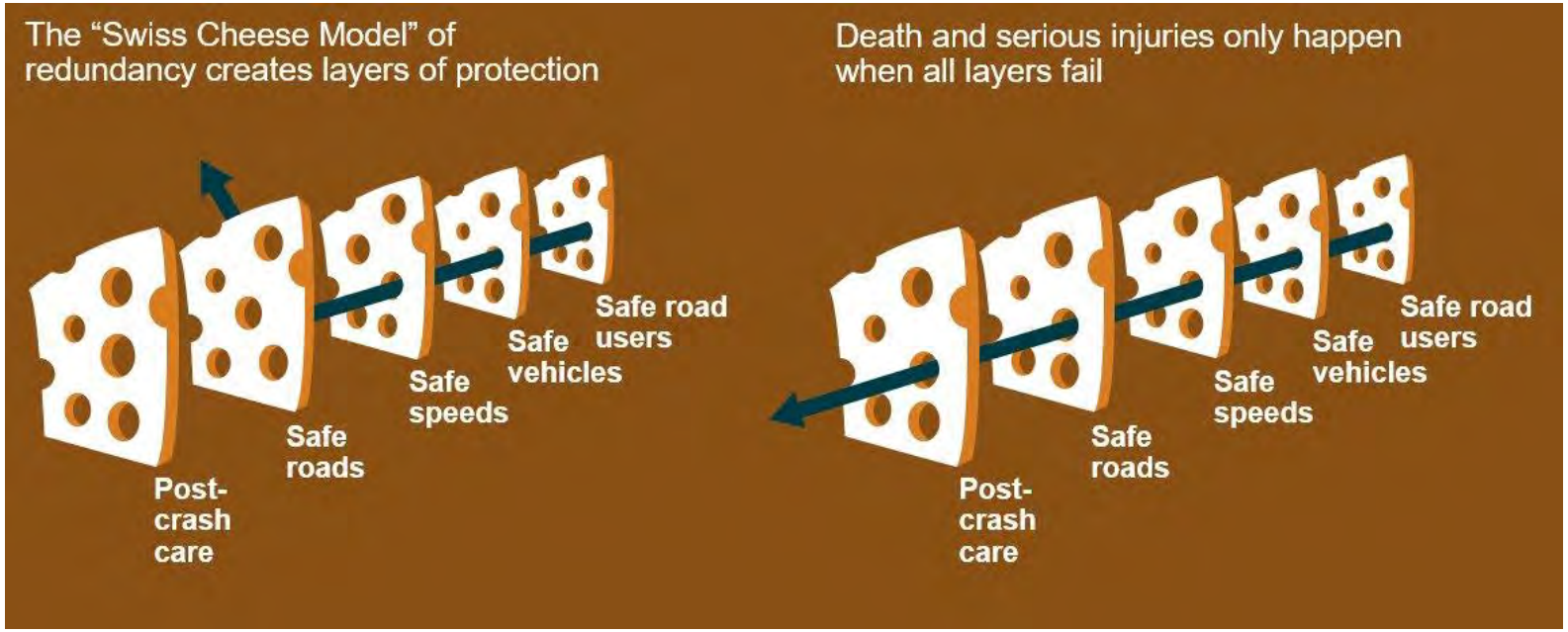
SAFE SYSTEMS APPROACH

- **Safer Road Users:** Encourage safe and responsible user behavior
- **Safer Vehicles:** Expand innovation and technology features to enhance safety
- **Safer Speeds:** Promote context-appropriate design, speed setting, and speed enforcement
- **Safer Roads:** Design roadways to mitigate human mistakes and facilitate safe travel for the most vulnerable users
- **Improved Post-Crash Care:** Enhance access to emergency medical care and prevent secondary crashes

NATIONAL ROADWAY SAFETY STRATEGY

Vision for roadway safety is <u>zero</u> fatalities and severe injuries.

- Adopts the **Safe System Approach** to achieve results
- Seeks opportunities to address safety, equity, and climate simultaneously



DISCUSSION

Why is transportation safety **important** to you?

Join at menti.com

Enter code: **17 08 43 1**

SAFETY TASK FORCE

Safety Task Force Role

- Validate information and data
- Provide insight on emphasis areas
- Draft the vision and goals for safety in the region
- Represent the community and solicit feedback
- Serve as trusted community champions
- Evaluate performance measures

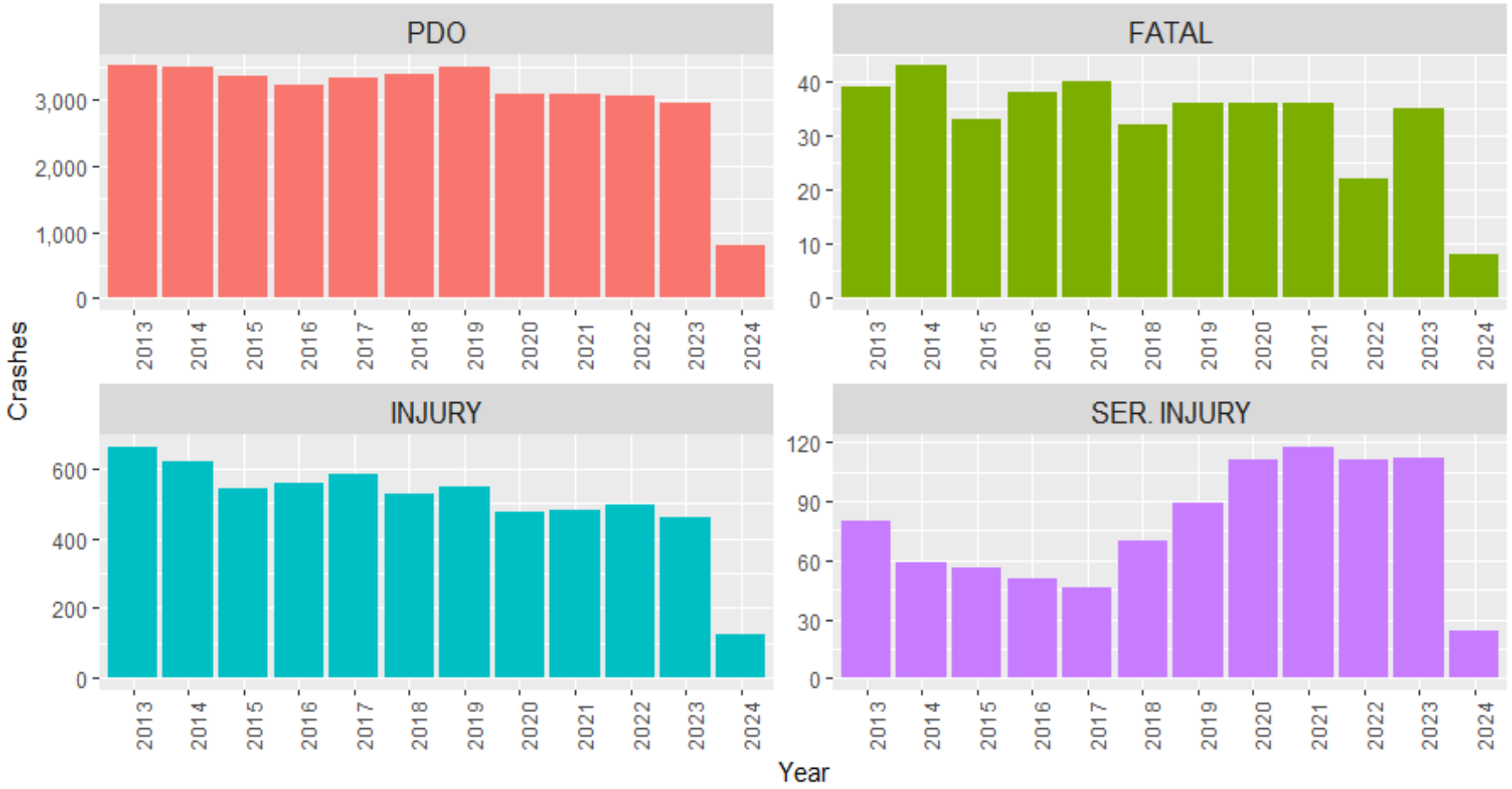
PUBLIC SURVEY

Advocate in Your Community!

- Press release and survey link will be sent to the Safety Task Force and an extended stakeholder list for greater promotion
- Takes about 5-10 minutes to complete
- Allows respondents to submit location-specific concerns

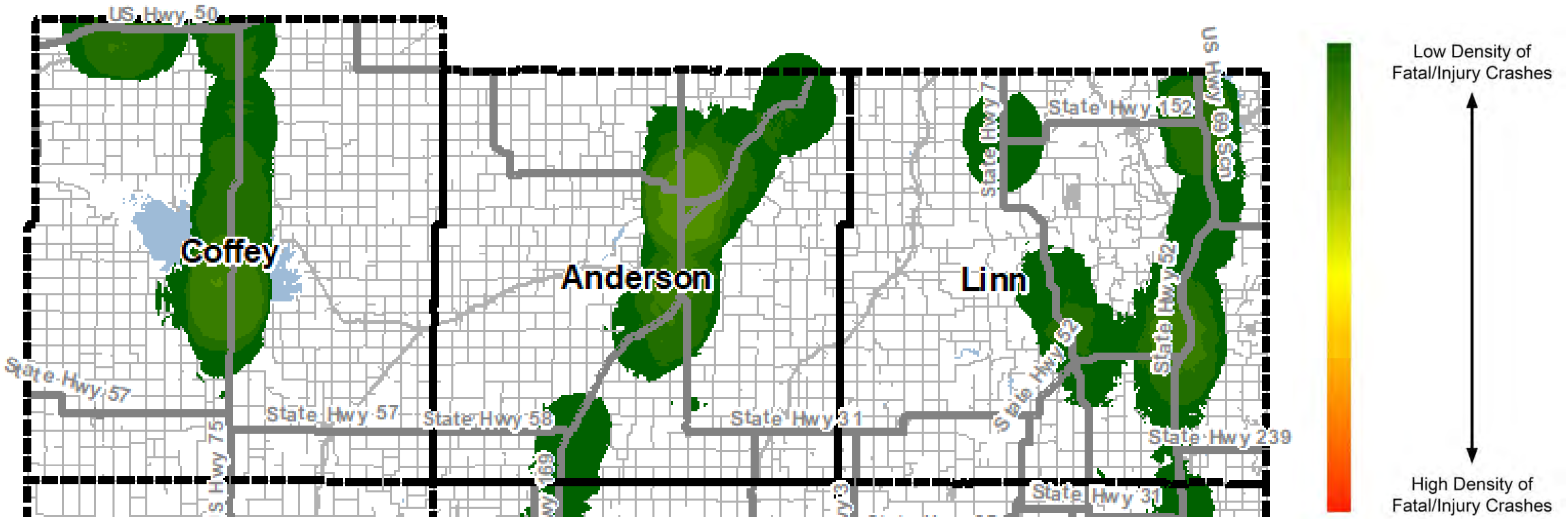
https://arcg.is/1v1Pe00

CRASH REVIEW

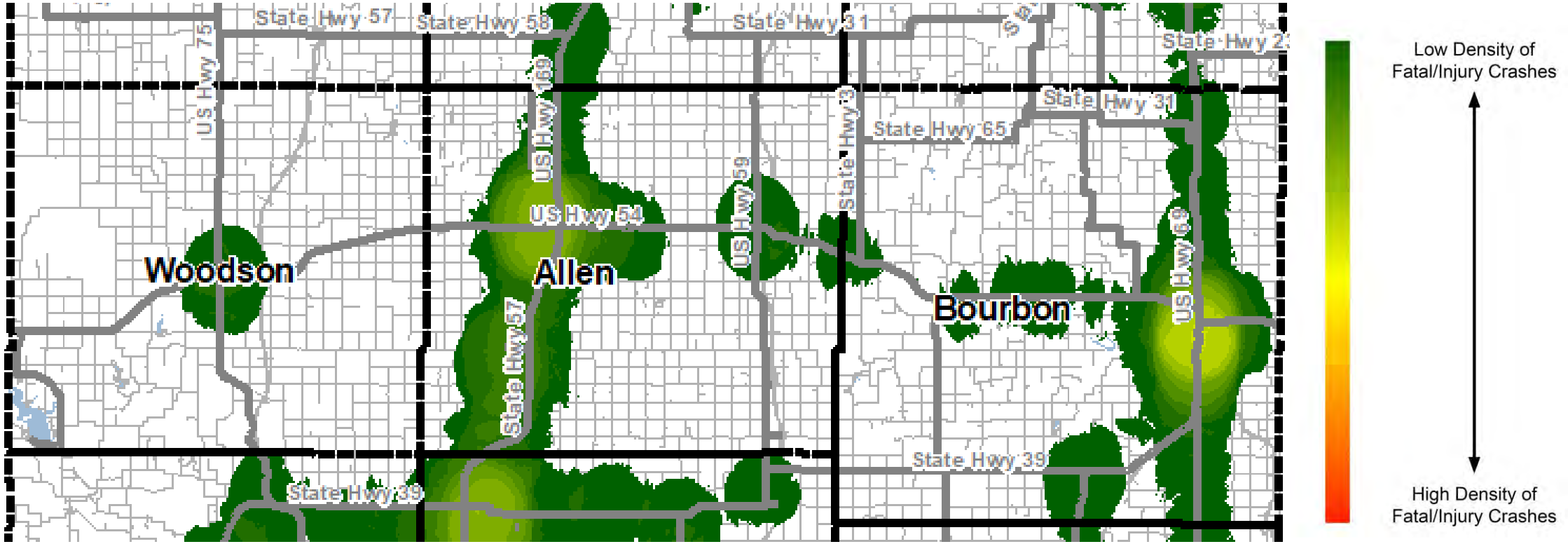


Crash Type	Count
Fatal	398
Injury	7014
PDO	36883
Pedestrian	295
Total	44,295

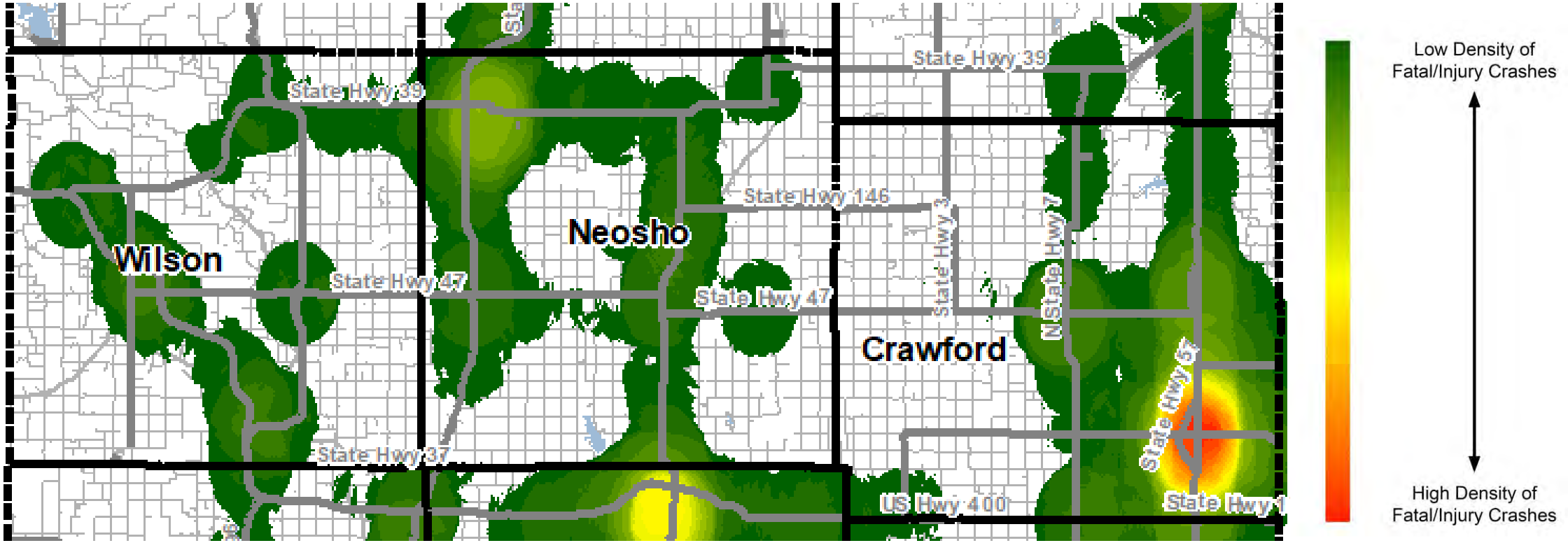
CRASH REVIEW



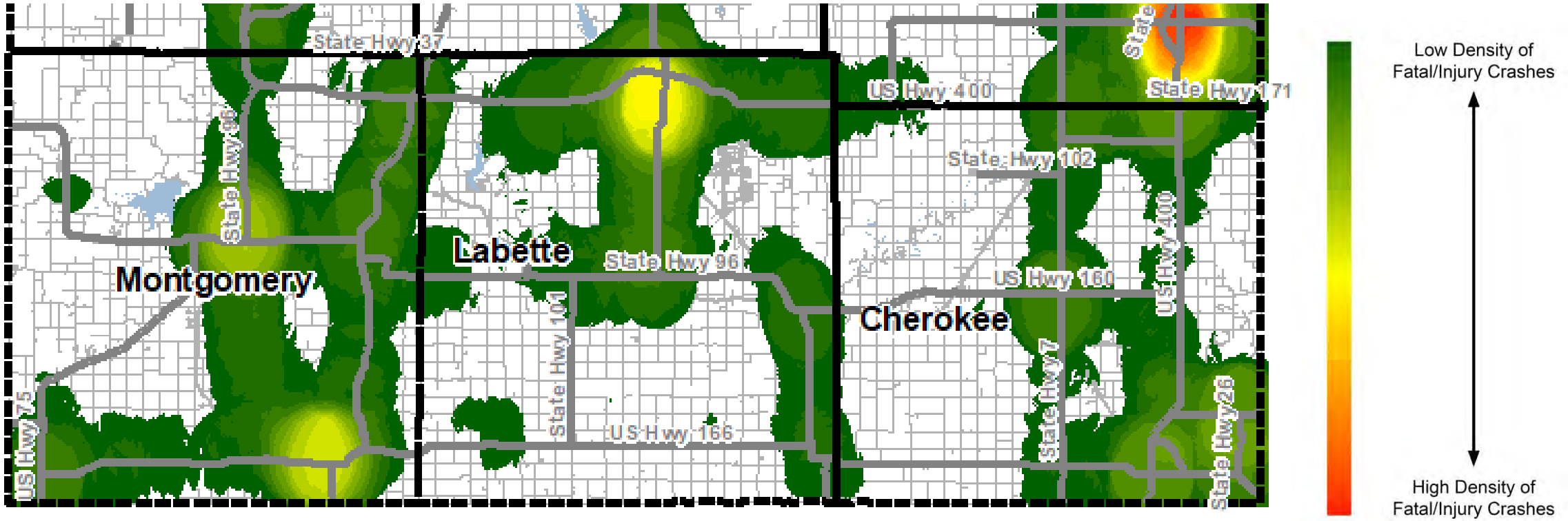
CRASH REVIEW



CRASH REVIEW



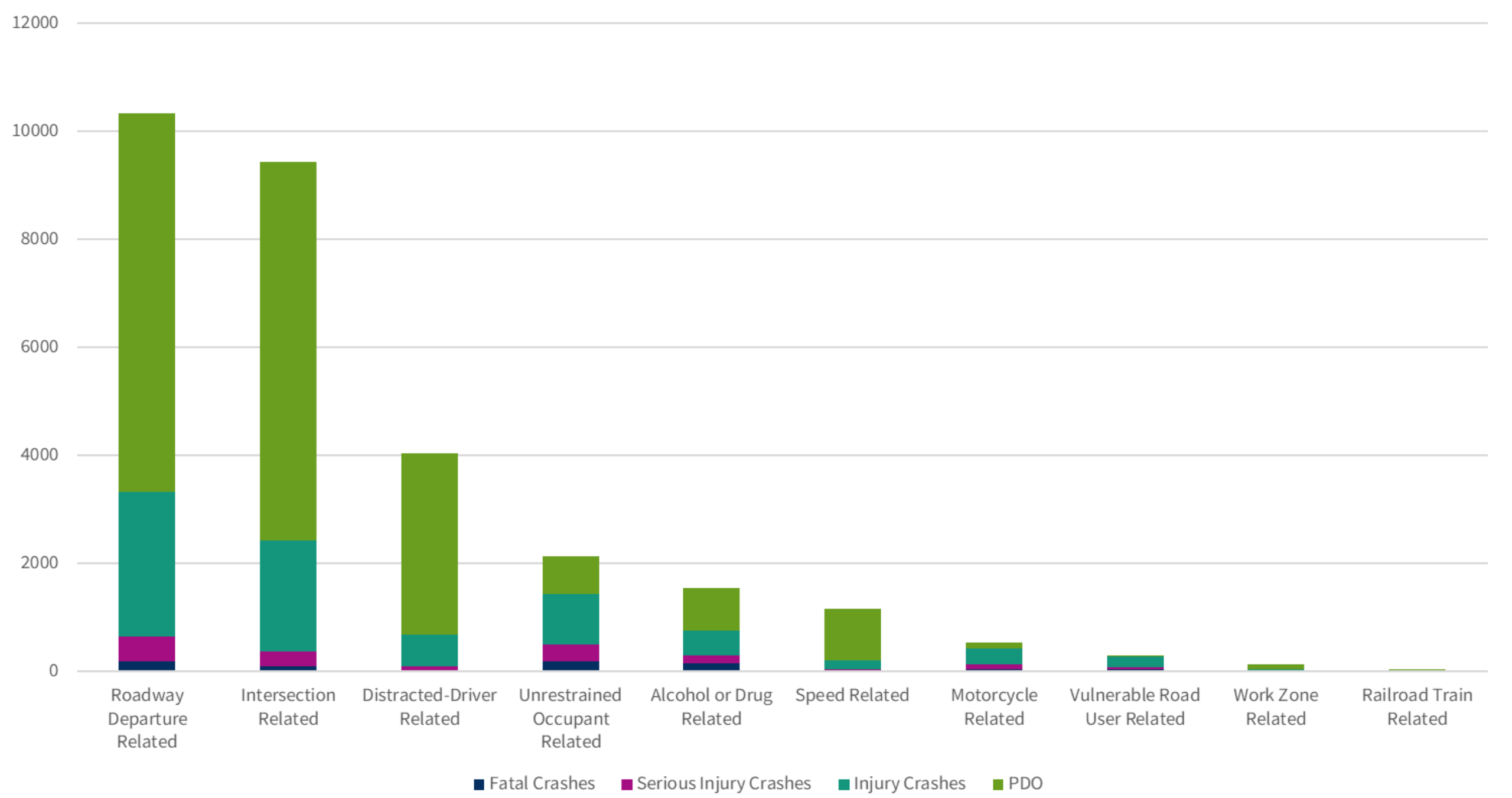
CRASH REVIEW



CRASH REVIEW

Crashes	Fatal	Serious Injury	Injury	Non-Injury (PDO)	Total
State System	249	445	2,645	17,608	20,947
County	116	274	1,527	8,486	10,403
City	33	208	1,915	10,789	12,945
Total	**398**	**927**	**6,087**	**36,883**	**44,295**

BREAK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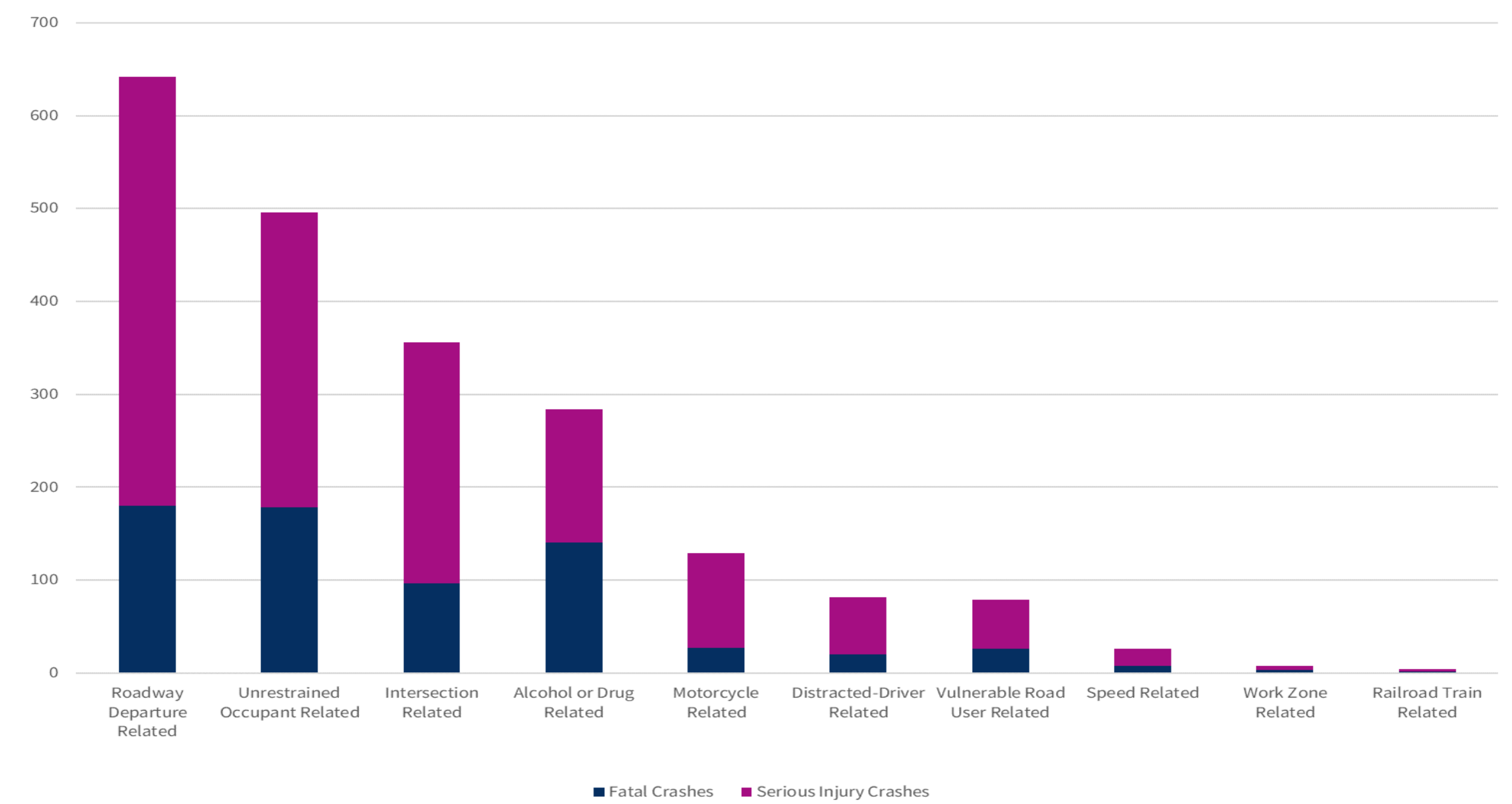
Roadway Departure Related
Intersection Related
Distracted-Driver Related
Unrestrained Occupant Related
Alcohol or Drug Related
Speed Related
Motorcycle Related
Vulnerable Road User Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes
Injury Crashes
PDO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Roadway Departure Related
Unrestrained Occupant Related
Intersection Related
Alcohol or Drug Related
Motorcycle Related
Distracted-Driver Related
Vulnerable Road User Related
Speed Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes

Step 1: Select Emphasis Area

Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

DISCUSSION

As we focus on solutions, which of these crash types are most important to address?

- Drove Off Road
- No Seatbelt
- Intersections
- Alcohol or Drug Related
- Distracted Drivers
- Pedestrians and Bicyclists
- Speed Related
- Motorcycle
- Work Zone
- Railroad/Train

Join at menti.com

Enter code: **17 08 43 1**

DISCUSSION

Tell us about what kinds of transportation related **safety programs or involvement** your communities have promoted.

What went well?

What would you improve?

Join at menti.com

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DISCUSSION

What transportation
safety concerns have you heard
from the community?

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Enter code: **17 08 43 1**

DISCUSSION

What would you like to see **implemented** in Southeast Kansas to improve transportation safety?

Join at menti.com

Enter code: **17 08 43 1**

NEXT STEPS

- Public Survey
- Public Meetings
- Safety Task Force Meeting #2: November 14, 2024
- Safety Task Force Meeting #3: January 23, 2025
- Safety Priority/Cluster Areas
- Countermeasure Review

THANK YOU!

Next Meeting: November 14, 2024

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #2

Date: November 14, 2024
Time: 12:00pm - 2:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Task Force Meeting #1 Overview
- Public Survey Information and Update
- Crash Emphasis Areas
- Countermeasure Review
- Next Steps

Attendees
Kris Hix, City of Garnett Community Development Director
Darin Wilson, City of Garnett Planning & Zoning Administrator
Chasity Ware, Linn County Economic Development
Terry Weidert, Labette County Commission
Jamie Lynn Blum, Pittsburg State University (online)
Katelyn Young, USD 257 Transportation (Iola) (online)
Aaron Cole, USD 257 Transportation (Iola) (online)
Jessica Hightower, SEKRPC

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Payton Smith, TranSystems
Taylor Cunningham, TranSystems
Nicole Hood, TranSystems (online)
Tod Salfrank, TranSystems (online)
Jeff McKerrow, Kimley-Horn (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Per the project schedule, the consultant team has partially completed the data analysis and targeting February 2025 for completion.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Federal funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Task Force Meeting #1 Overview

- The Safe Systems Approach and the "Swiss Cheese Model" of safety redundancy was reviewed. An ordinance adopted by local governments supporting Vision Zero is needed to apply for future SS4A federal funding.
- A graph showing fatal and serious injury crash numbers was shown and compared to the top three emphasis areas selected by the Safety Task Force: roadway departure, unrestrained occupant, and distracted driving.

Public Survey Information and Update

- A public survey (https://arcg.is/1v1Pe00) was sent to about 300 community stakeholders and groups. To date, about 55 responses have been received. The survey is scheduled to stay open until January when public meetings are anticipated to be held in each county.
- Emphasis areas identified by survey participants to date include intersections, alcohol or drug related, distracted driving, and speed.
- To blend the input from the crash analysis, Safety Task Force, and public survey, the proposed emphasis areas are roadway departure, intersection related, and unrestrained occupant. Other areas for review are Vulnerable Road Users (VRU), distracted driving, and alcohol or drug related.

Crash Emphasis Areas

- A map of clustered crash occurrences was presented with color-coded dots showing multiple occurrences for signalized Intersections, unsignalized Intersections, VRUs, roadway departures, and speed related incidents.
- Specific cluster maps will be developed for each of the 12 counties.
- Follow-up meetings will be scheduled to discuss these with city and/or county stakeholders.

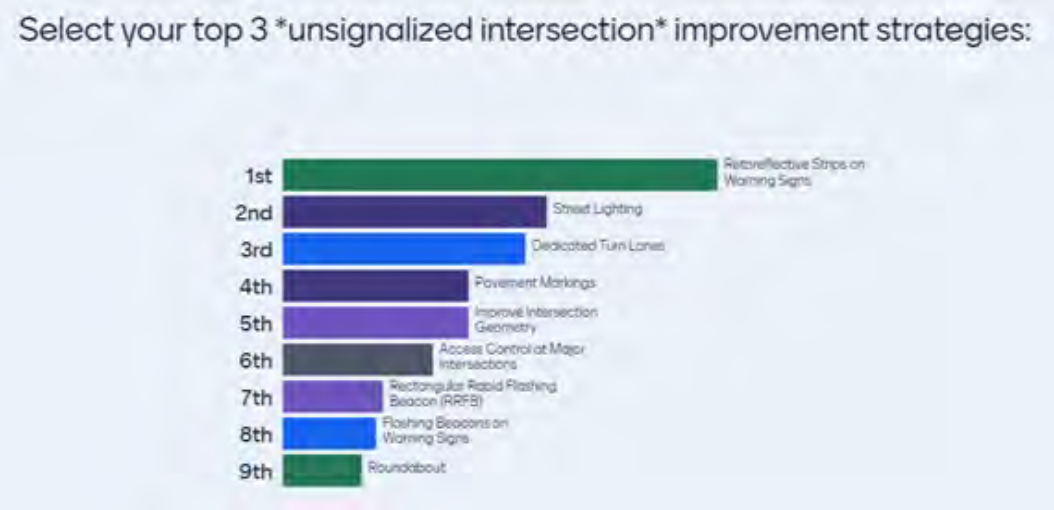
Countermeasure Review

- Countermeasure for **roadway departure** include edge-line and centerline treatments, curve signage, various delineators, clear zone obstruction removal, improved pavement markings, and a two-foot shoulder.
    - Polling question: **Select your top roadway departure improvement strategies.**
    - Additional overhead lighting could be helpful. Franchise agreements with electric companies sometimes make placement free.
    - Terry Weidert (Labette County) shared information about a 90-degree curve that was created with US-400 construction at old US-59 near Parsons. Adjacent to the curve is a pond on private land. Four weeks ago, a young driver missed the curve and crashed but could not be found. He was underwater in the pond. There have been five incidents in this location including this fatal crash. Shawn Turner (TranSystems) said a similar situation occurred on US-169 and KDOT purchased and filled the borrow pit.

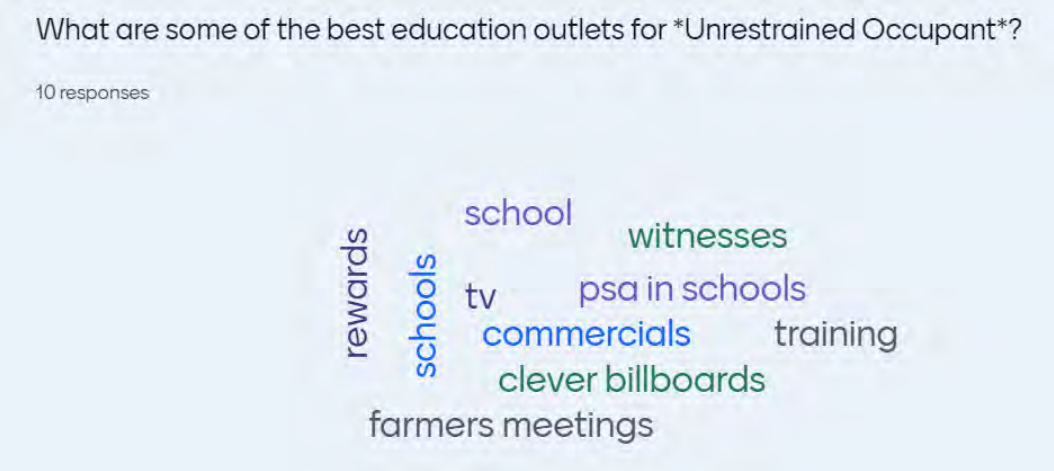
- Countermeasures for **signalized intersections** include signal backplates with retroreflective borders, protected left turns (some with flashing yellow arrows), and improvements for signal phasing and timing plans.

- Countermeasures for **unsignalized Intersections** include flashing beacons on warning signs, retroreflective strips on warning signs, Rectangular Rapid Flashing Beacons (RRFB), improved pavement markings, access control at major intersections, dedicated turn lanes, roundabouts, improved intersection geometry, and overhead lighting.
    - Polling question: **Select your top unsignalized intersection improvement strategies.**
    - The group discussed roundabout functionality and geometry. Slade Engstrom (TranSystems) indicated that larger roundabouts, low curbs, or roundabouts with colored concrete aprons can help large trucks navigate them easier.

- The group discussed diverging diamond interchanges (DDI). Slade Engstrom (TranSystems) said geometry is important and DDIs must fit the individual situation of the interchange. They are useful where lots of left turn traffic exists. There are currently seven in Kansas with more coming. Future improvements to K-96 in northeast Wichita will have DDIs.

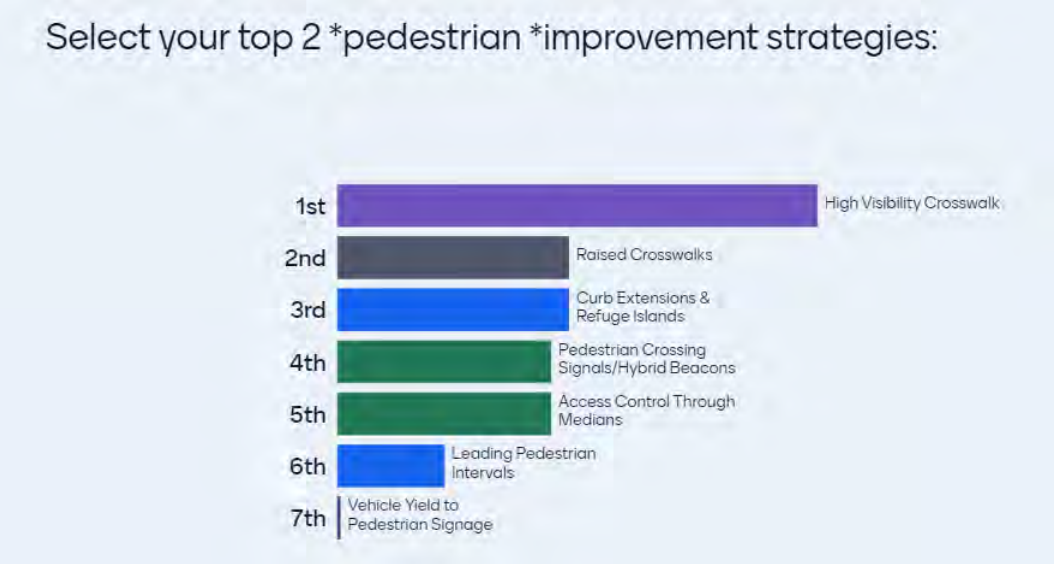


- Countermeasures for **unrestrained occupant** include behavior changing programs and enforcement communications and outreach.
  - Polling question: **What are some of the best education outlets for unrestrained occupants?**
  - The group discussed successful campaigns that play to human emotions regarding family, friends, and pets.
  - Large employers can implement safety programs at work. Cornejo in Wichita has trouble keeping CDL drivers so they offer a company-wide free Uber service. Farmers' meetings are another good place for outreach because farmers generally work alone and socialize with others at meetings.

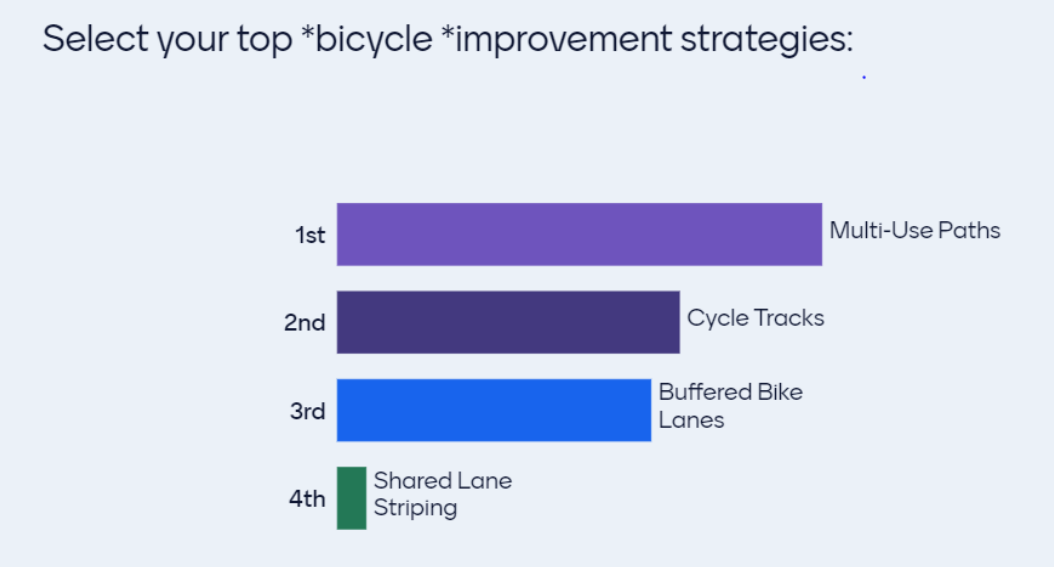


- Countermeasures for distracted driving include high-visibility cell phone and texting enforcement and enforcement communications and outreach.
    - Polling question: **What are some of the best education outlets for distracted driving?**

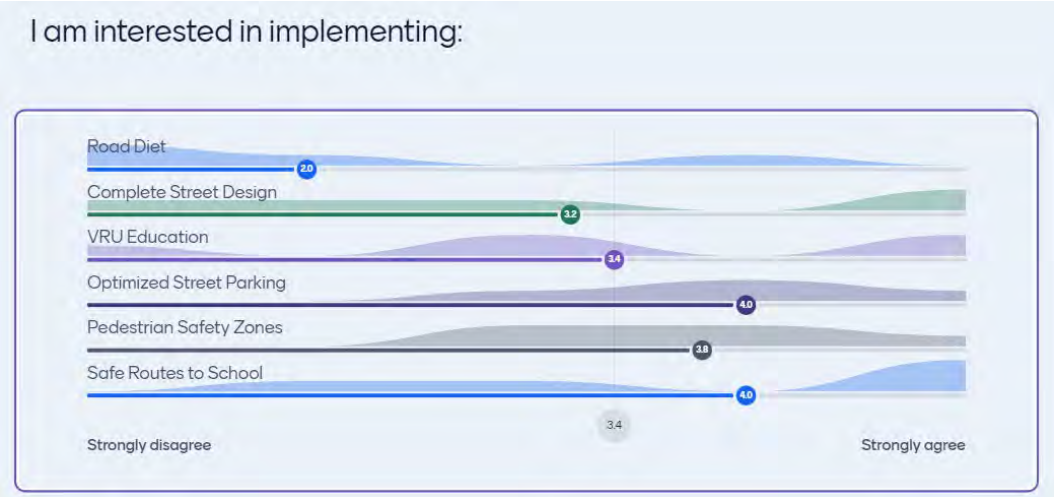
- Countermeasures for **pedestrian safety** include Leading Pedestrian Intervals (LPIs) at intersections, pedestrian crossing signals/hybrid beacons, high visibility crosswalks, signage for vehicles yield to peds, raised crosswalks or intersections, curb extensions or refuge islands, and access control with medians.
    - Polling question: **Select your top pedestrian safety improvement strategies.**



- Countermeasures for **bicycle safety** include buffered bike lanes, shared lanes, multi-use paths, and cycle tracks.
    - Polling question: **Select your top bicycle safety improvement strategies.**



- Countermeasures for both **bicycle and pedestrian safety** include road diet, Complete Street design, VRU education, optimized street parking, pedestrian safety Zznes, and Safe Routes to School programs.
    - Polling question: **How interested are you in implementing these strategies?**
    - The group mentioned that the Safe Routes to Schools program is popular.
    - Drivers to schools include young (high school) drivers and parents making multiple trips through the day, sometimes to multiple schools.



Next Steps

- Consultant team will follow-up to schedule 1-on-1 conversations with city and county representatives for more detailed discussions. Safety Task Force Meeting #3 is anticipated in late January 2025.
- Public survey will continue to be available until public meetings in each county. The public meetings are anticipated to be planned in coordination with standing County Commission meetings.
- Consultant team continues to monitor the political and funding landscape for future funding announcements.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #2

November 14, 2024

AGENDA

- Welcome and Introductions
- Task Force Meeting #1 Overview
- Public Survey Results
- Emphasis Areas
- Countermeasures
- Next Steps

INTRODUCTIONS

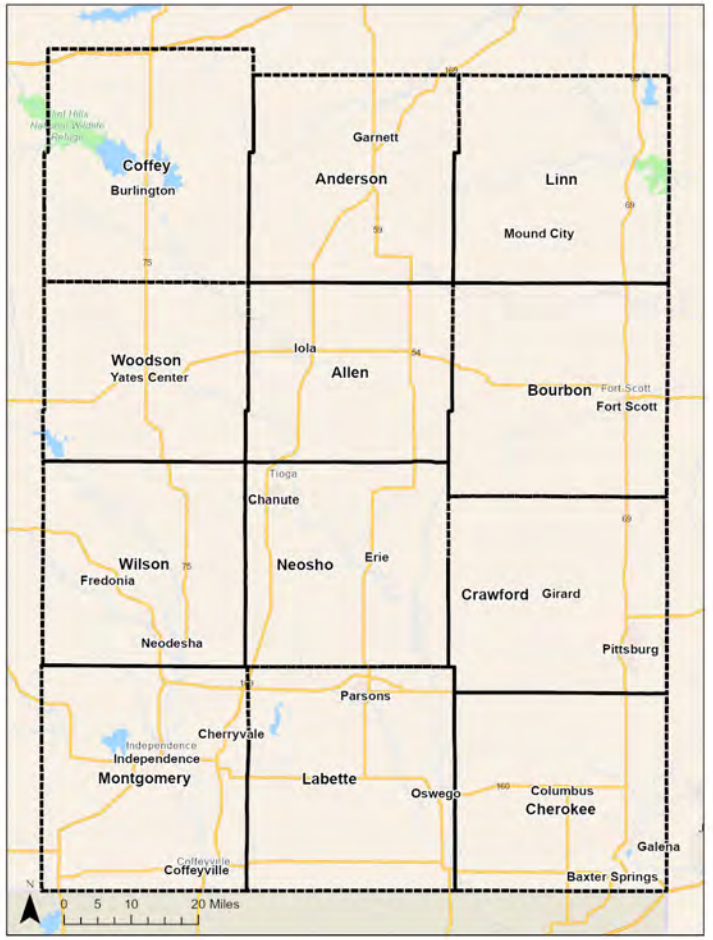
- Southeast Kansas Regional Planning Commission (SEKRPC)
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



POLLING INSTRUCTIONS

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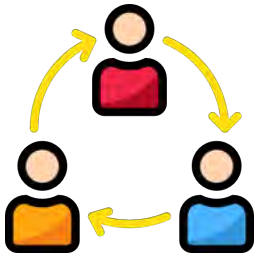
FROM PLAN TO ACTION

Planning Grant

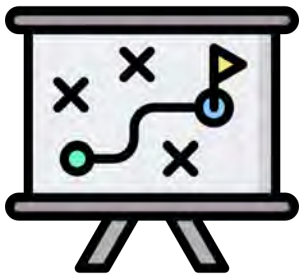
Implementation Grant

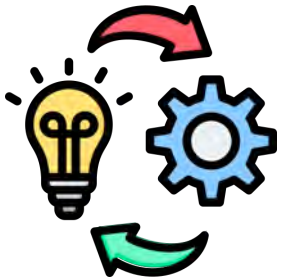
Data Analysis



Engage Stakeholders

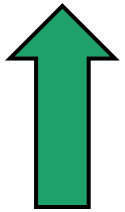
Strategy and Actions





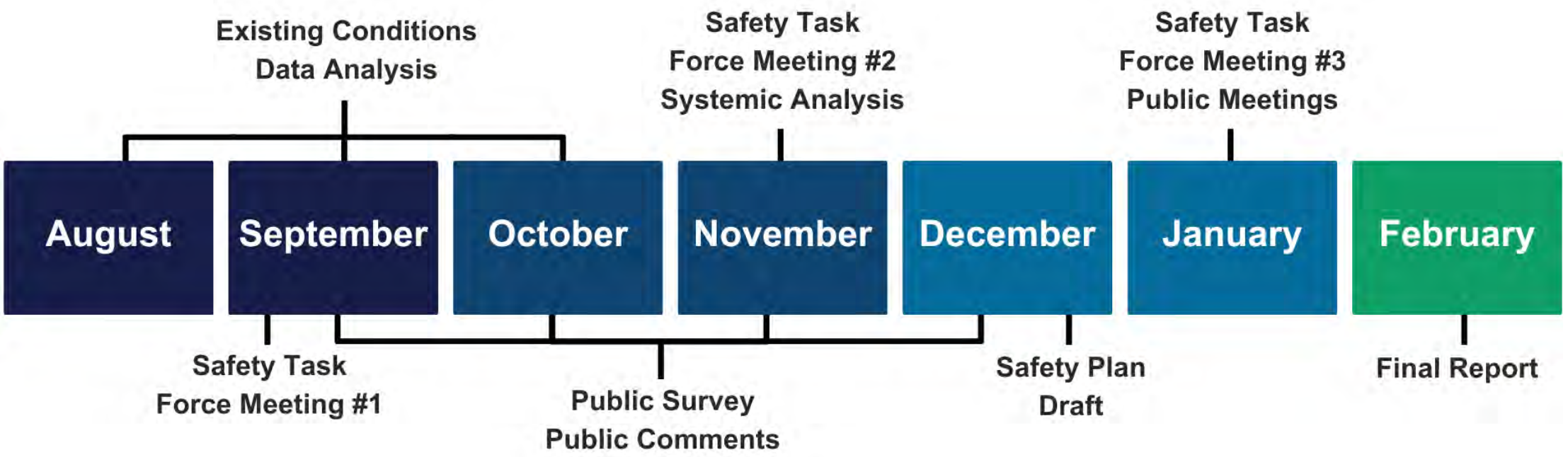
Recommendations

Implementation



We are here!

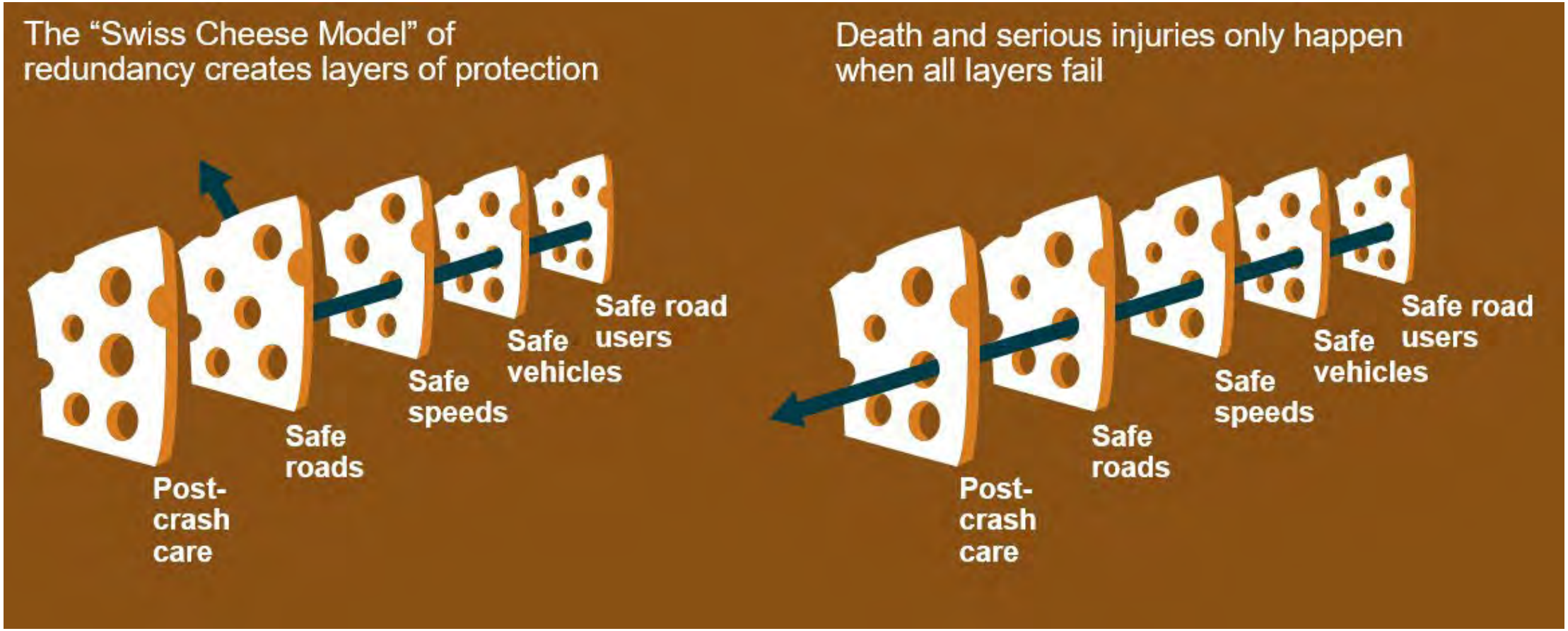
PROJECT TIMELINE



MEETING #1 OVERVIEW

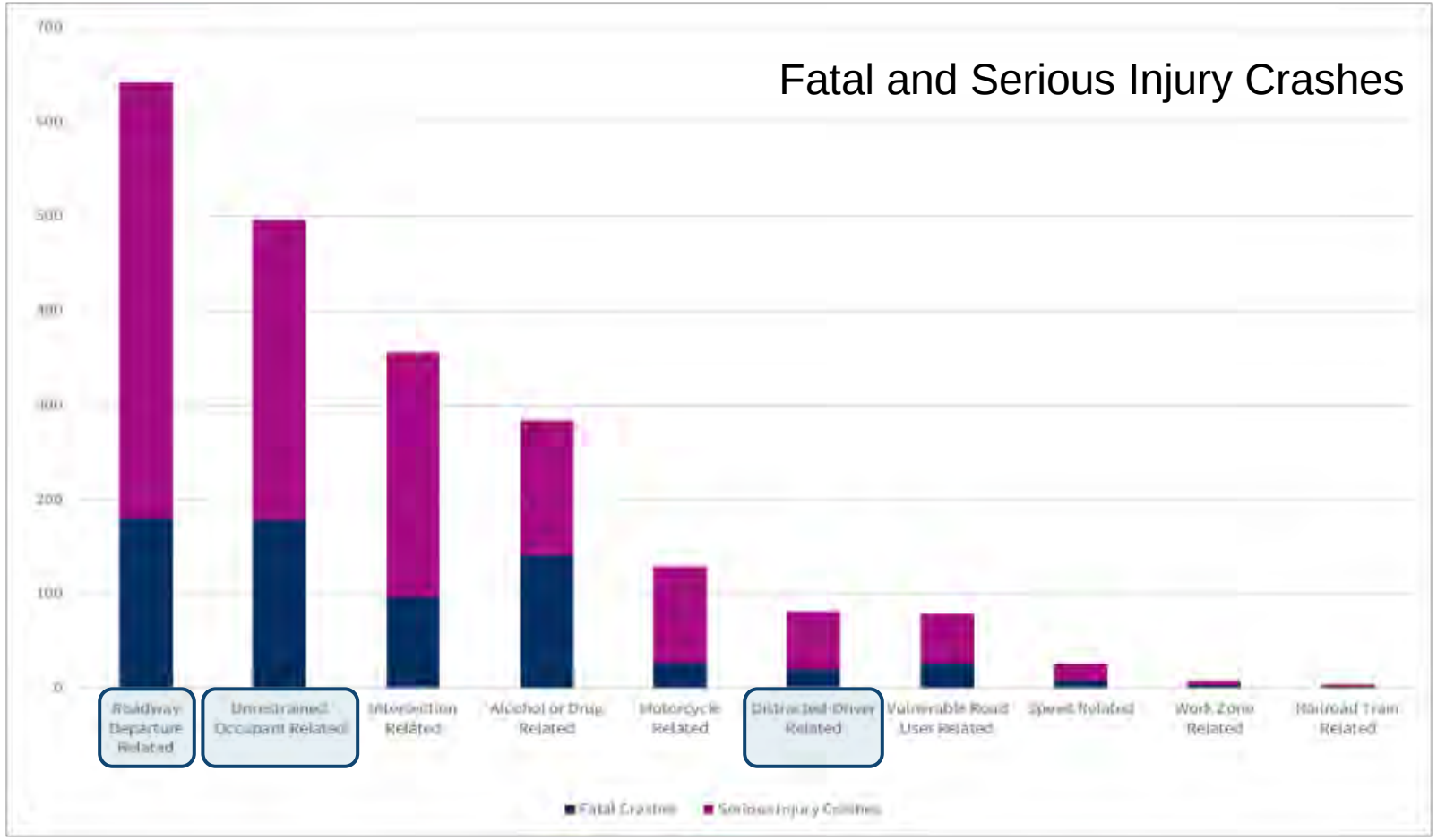
- SS4A Background
  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public survey will guide study outcomes

MEETING #1 OVERVIEW



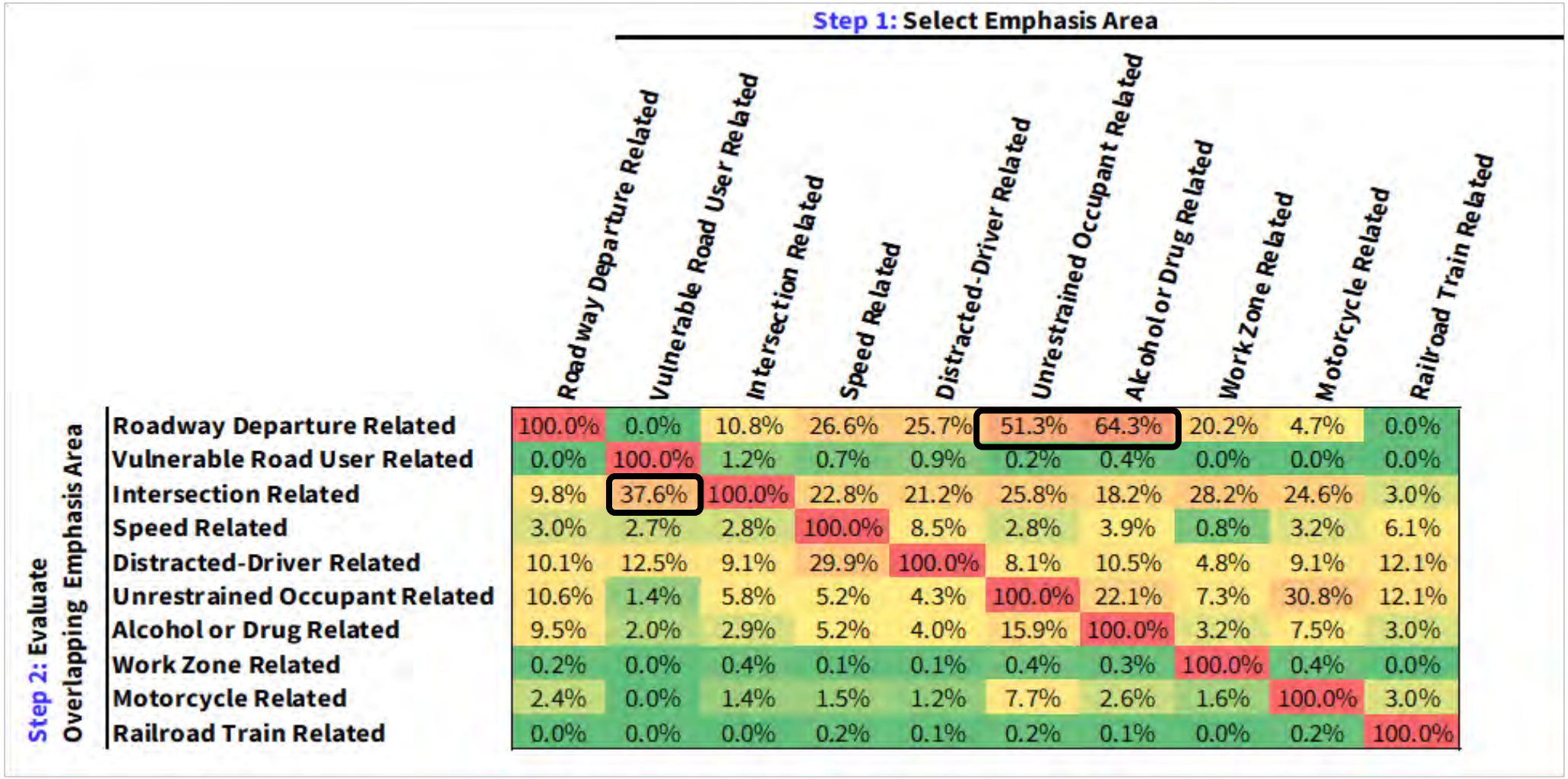
MEETING #1 OVERVIEW

- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

MEETING #1 OVERVIEW



Step 1: Select Emphasis Area

Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
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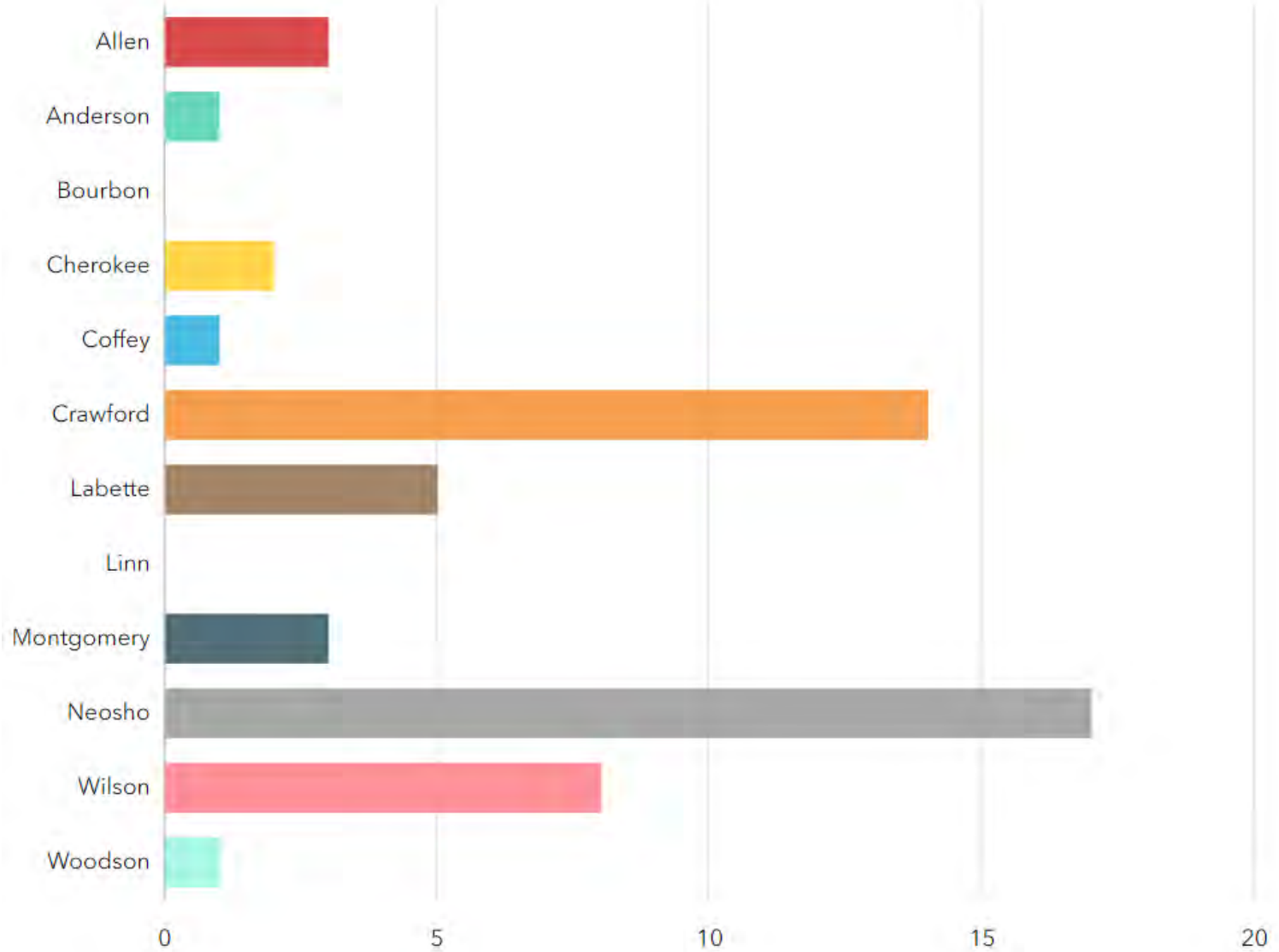
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

PUBLIC SURVEY RESULTS

- Press release and survey was sent to the Safety Task Force and an extended stakeholder list for greater promotion
- About 55 survey responses to date*
  - Survey reminder to be sent this month
  - Survey to remain open until public meetings in January

Survey Respondents By County



*Responses as of 11/7/24

PUBLIC SURVEY RESULTS

What are your safety concerns?

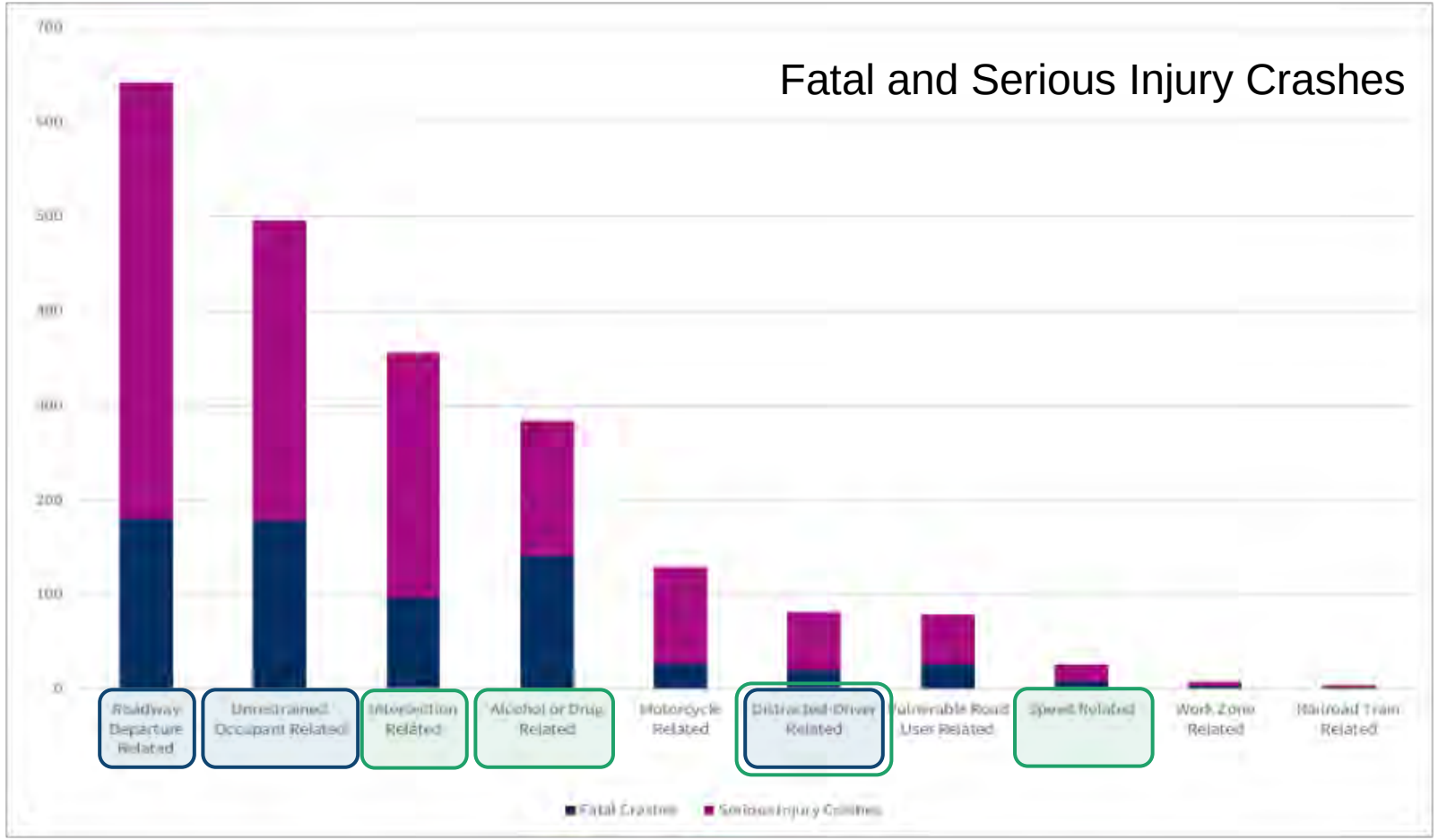
- Infrastructure maintenance
  - Poor roadway conditions
  - Narrow roadways
- Intersection improvements
  - Turn lanes
  - Unsafe unsignalized intersections
- Pedestrian and bicyclist safety
- Safe routes to school
- Speeding

https://arcg.is/1v1Pe00

PUBLIC SURVEY RESULTS

Emphasis Areas

- Roadway Departure
- Unrestrained Occupant
- Intersection Related
- Alcohol or Drug Related
- Distracted Driving
- Speed Related



= *Emphasis areas prioritized by task force*

= *Emphasis areas prioritized by survey respondents*

WHAT WE HEARD FROM YOU:

Proposed Key Emphasis Areas

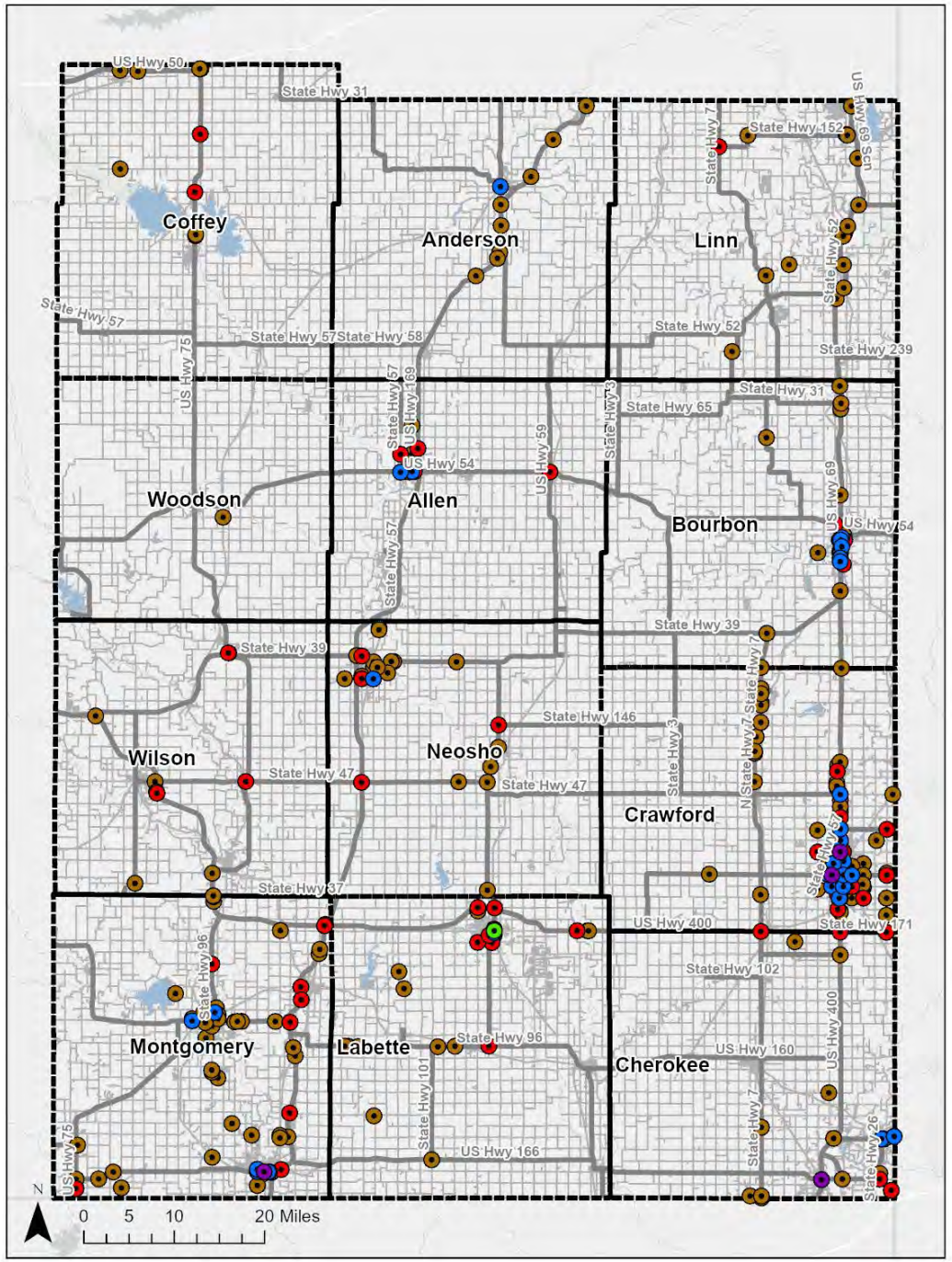
Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

LOCATION-BASED EMPHASIS AREAS

- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Specific cluster maps will be developed for each county
- Follow-up 1-on-1 meetings with county and/or city representatives



COUNTERMEASURE DISCUSSION

COUNTERMEASURES: *Roadway Departure*

Edgeline Treatment

Centerline Treatment

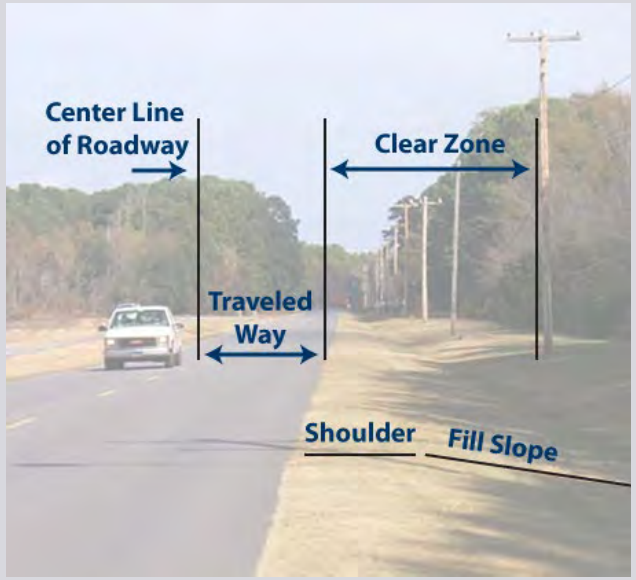
Curve Signage

COUNTERMEASURES: *Roadway Departure*

Post-Mounted Delineators

Delineate Roadside Hazards

Remove Fixed Objects in Clear Zone



COUNTERMEASURES: *Roadway Departure*

Improved Pavement Markings

2-Foot Shoulder

POLLING INSTRUCTIONS

Go to:

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Or use the QR code!

COUNTERMEASURES: *Signalized Intersection*

Signal Backplates with Retroreflective Borders

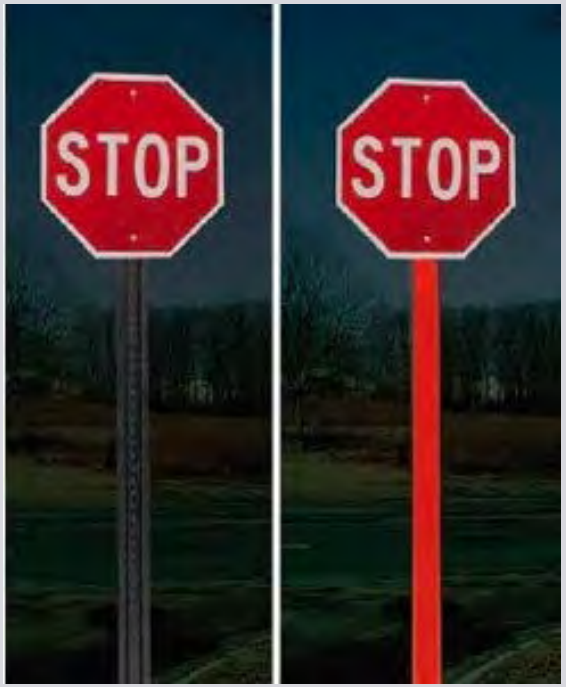
Protected Left Turns and Flashing Yellow Arrows

Improve Signal Phasing and Timing Plans

COUNTERMEASURES: *Unsignalized Intersection*

Install Flashing Beacons on Warning Signs

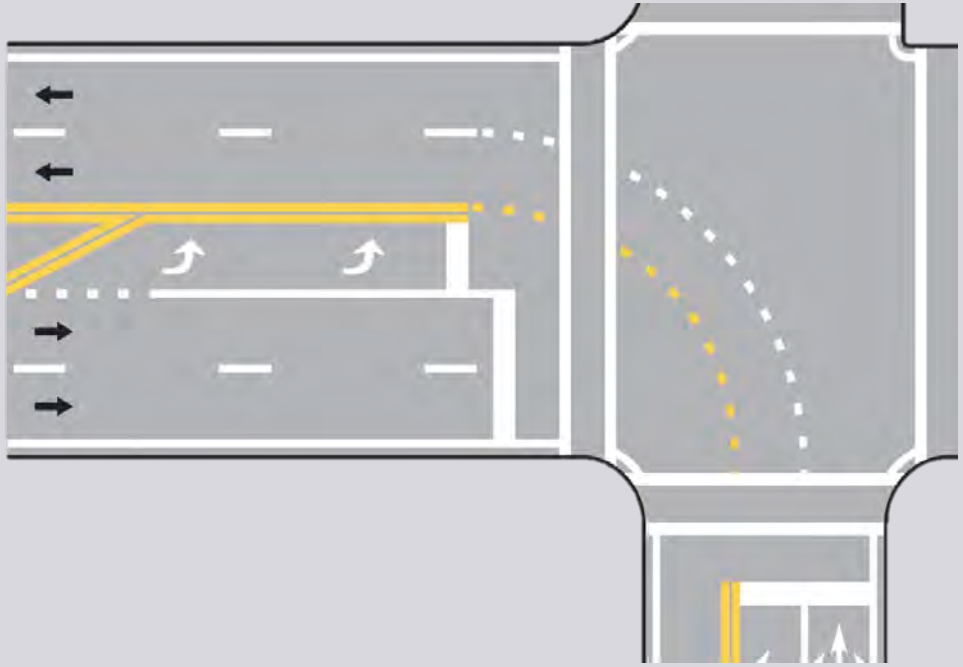
Install Retroreflective Strips on Warning Signs



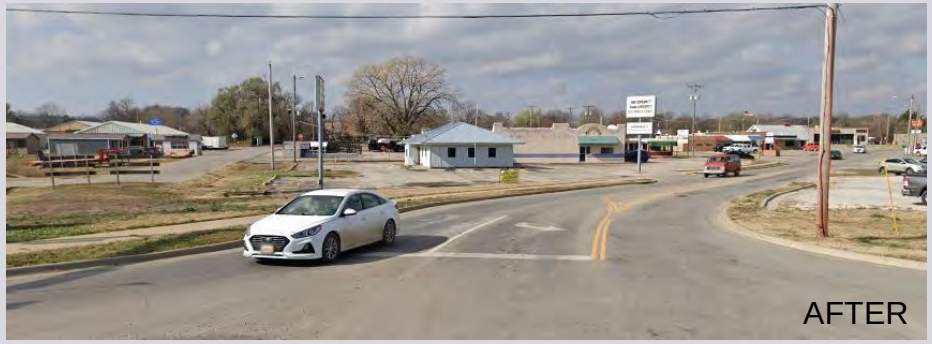
Rectangular Rapid Flashing Beacon (RRFB)

COUNTERMEASURES: *Intersections*

Pavement Markings



Access Control At Major Intersections



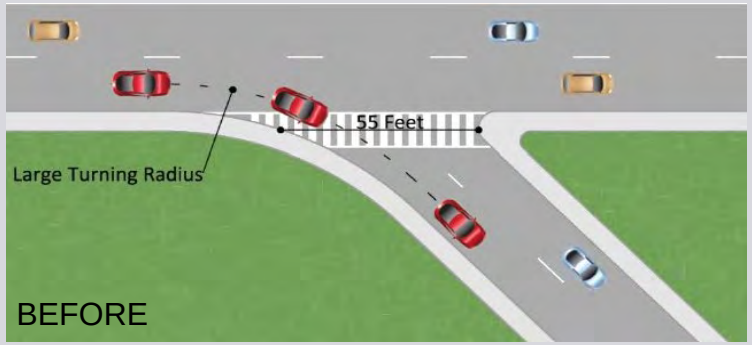
COUNTERMEASURES: *Intersections*

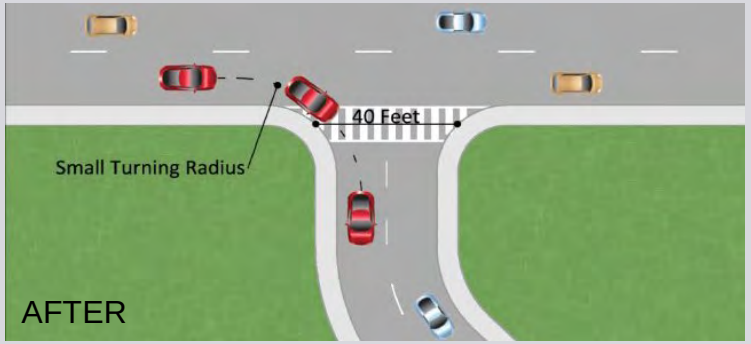
Install Dedicated Turn Lanes

Install Roundabout

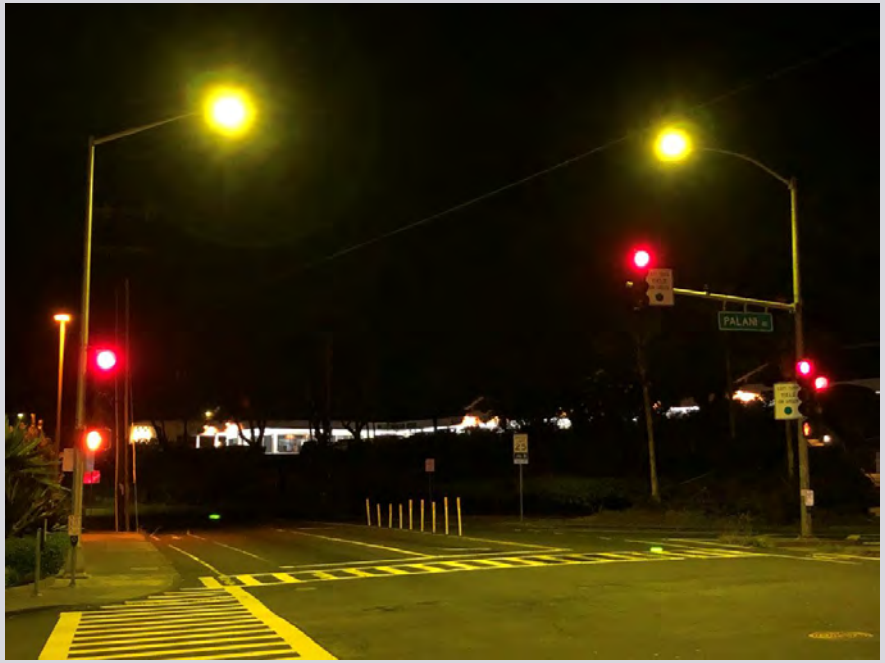
COUNTERMEASURES: *Intersections*

Improve Intersection Geometry





Install Street Lighting



POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

4399 8087

Enter your name, organization, and role.

Or use the QR code!

COUNTERMEASURES: *Unrestrained Occupant*

Behavior Change Programs

Enforcement Communications and Outreach

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

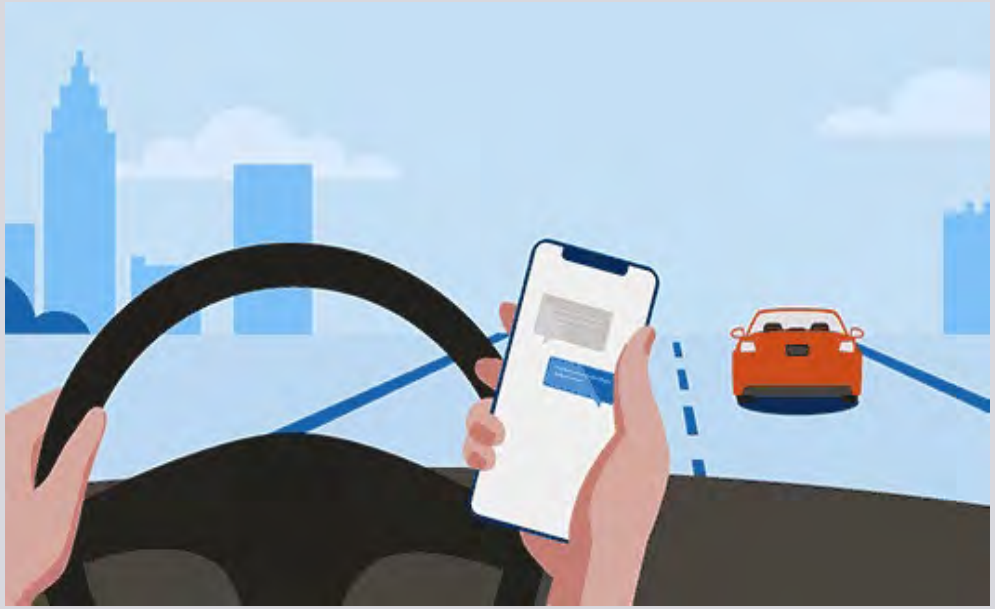
4399 8087

Enter your name, organization, and role.

Or use the QR code!

COUNTERMEASURES: *Distracted Driving*

High-Visibility Cell Phone/ Text Messaging Enforcement



Enforcement Communications and Outreach

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

4399 8087

Enter your name, organization, and role.

Or use the QR code!

COUNTERMEASURES: *Pedestrians*

Leading Pedestrian Intervals (LPIs)

Pedestrian Crossing Signals/ Hybrid Beacons

COUNTERMEASURES: *Pedestrians*

High Visibility Crosswalks

Vehicle Yield to Pedestrian Signage

Raised Crosswalks or Intersections

COUNTERMEASURES: *Pedestrians*

Curb Extensions and Refuge Islands

Access Control Through Medians

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

4399 8087

Enter your name, organization, and role.

Or use the QR code!

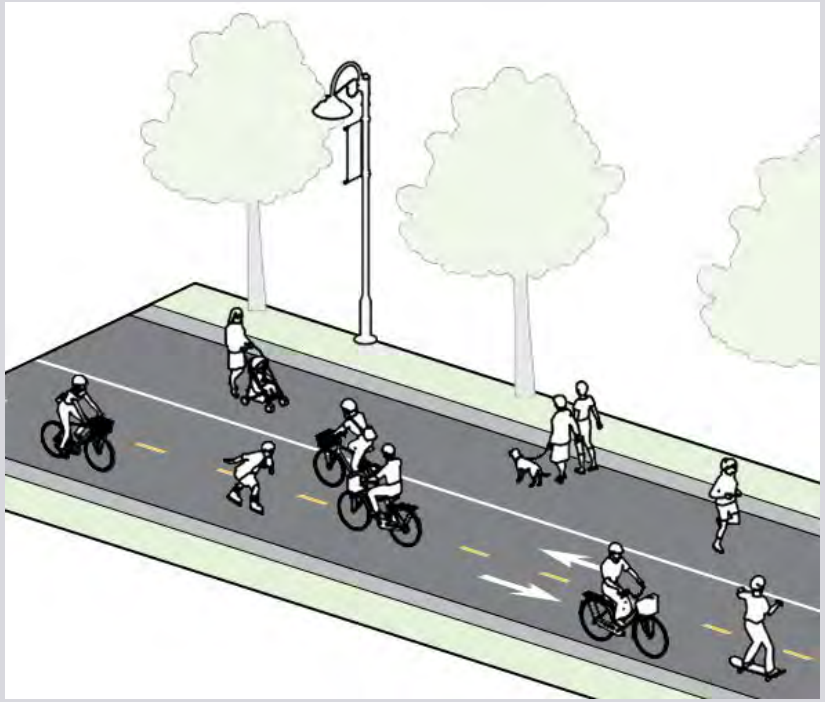
COUNTERMEASURES: *Bicyclists*

(Buffered) Bike Lanes

Shared Lanes

COUNTERMEASURES: *Bicyclists*

Multi-Use Paths



Cycle Tracks

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

4399 8087

Enter your name, organization, and role.

Or use the QR code!

COUNTERMEASURES: *Bicycle & Pedestrian*

Road Diet

Complete Street Design

COUNTERMEASURES: *Bicycle & Pedestrian*

Vulnerable Road User Education

Optimized Street Parking

COUNTERMEASURES: *Bicycle & Pedestrian*

Pedestrian Safety Zones

Safe Routes to School Program

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

4399 8087

Enter your name, organization, and role.

Or use the QR code!

NEXT STEPS

- Follow-up 1-on-1 meetings: November and December 2024
- Public Open House in each county: January 2025
- Safety Task Force Meeting #3: January 23, 2025
  - Review draft recommendations
  - Discuss generalized vs. spot improvements
- Final Plans: February 2025
  - Monitoring funding cycle for SS4A Implementation Funds

THANK YOU!

Next Meeting: January 23, 2025

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #3

Date: April 24, 2025
Time: 10:30am - 12:00pm
Format: Memorial Building, 101 S. Lincoln, Chanute Kansas or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

Attendees
Carey Spoon, SEKRPC
Terry Weidert, Labette County
Chari Bauman, Coffey County
Cole Herder, City of Humboldt
Jenny Tatman, Coffey County
Chris Bauman, City of Neodesha
Janet Miller, Network Kansas
Jimmy Holt, City of Cherryvale
Gracie Myers, City of Cherryvale
Anthony Mersman, Anderson County
Bruce Blair, Crawford County
Bill Kavanaugh, Crawford County
Kris Marple, Wilson County
Jessica Mills, Anderson County
Vickie Moss, Thrive Allen County
Paul Westhoff, Neosho County
John Brocker, Allen County
Brandon Beurskens, Montgomery County (online)
Eric Bailey, Bourbon County (online)

Consultant Team
Deanne Winkelmann, TranSystems
Payton Smith, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Nicole Hood, TranSystems (online)
Matt Davis, TranSystems (online)
Taylor Cunningham, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Emily Pietrantone, Kimley-Horn (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)
Rachel Thomas, Wilson & Company (online)
Brian Ortiz, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Review of the project format with three consulting firms working together. Explanation of the Safe System Approach, Vision Zero, and the role of the Safety Task Force and public input via meetings and survey.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Draft versions of the 12 CSAPs will be sent out in May. Funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Crash Data Summary

- The three priorities from the Safety Task Force (STF) input were shown: Roadway Departures, Unrestrained Occupants, and Distracted Driving.
- Hotspot locations were categorized as signalized intersections, unsignalized intersections, vulnerable road users (VRUs), roadway departures, and speed related. Follow-up one-on-one meetings were held with various officials from each of the 12 counties to identify new and confirm known hotspot locations.

Public Engagement Summary

- The public survey generated 899 total responses. The majority of responses were from Montgomery County. The areas of emphasis identified in the survey were Distracted Driving, Speed, and Intersections. Importance of using tax dollars for intersection improvements, enforcement strategies, and traffic enforcement was identified in the survey responses. The survey was open from late 2024 until mid-April 2025.
- Open house public meetings were held in each county. Personal discussions were held as members of the public identified areas of concern in their county. The colored dots on specific locations and their suggestions were noted. Examples of public comments included the lack of adequate sidewalks, especially near schools, specific crash locations, roadway and infrastructure characteristics that need improvement, and lack of lighting in some areas.
- In summary, the public meetings and survey reinforced findings from the crash data analysis. The data showed emphasis needs in Roadway Departures, Intersections, and Unrestrained Occupants plus other areas to review include VRUs, Distracted Driving, and Alcohol/Drug-related crashes.

Project Types

- Each county will be provided with a potential project list that addresses hotspots and emphasis areas. Many align with those identified in previous studies such as Local Road Safety Plans (LRSP) and other comprehensive studies.

- Valuable input was also received from county sheriffs and other law enforcement agencies, county officials, and the public.
- Some on the list have a blend of jurisdictions. Where local and state routes intersect are common areas of concern and will require discussions with the Kansas Department of Transportation (KDOT).
- Examples of specific projects plus short-term and long-term solutions:
    - Roadway departures in Crawford County east of Pittsburg
    - Roadway departures in Wilson County
    - Signalized intersections in Mongomery County
    - Unsignalized intersections in Montgomery County
    - VRUs in Anderson County
    - USBR / KDOT bike routes

Policy Recommendations

- Advocate via regional coalitions (i.e. US-169 Corridor).
- Update design policies and incorporate safety into maintenance programs and projects.
- Enforcement campaigns for behavioral changes including Seat Belts for Everyone (SAFE) and other saturation enforcement programs.

Next Steps

- Project team representative will share each county's specific projects sheets in the next 1-2 weeks.
- Draft Safety Action Plans are nearing completion. Each county will receive a draft plan for review in May.
    - Anderson, Allen, Neosho, and Labette counties are in the last cycle of the LRSP program and the project team aligning those efforts with the Safety Action Plans. Therefore, project sheets and draft plans for those four counties may be on a slightly slower timeline to finalize.
- A resolution adopted by local governments supporting Vision Zero is required for future Federal project funding. The project team will provide draft resolutions to each county.
- The current SS4A funding cycle has a submittal deadline of June 26, 2025. Another funding cycle will occur next year and is anticipated in March 2026.
- Other funding opportunities include Kansas Infrastructure Hub, Highway Safety Improvement Program (HSIP), Safe Routes to Schools, and partnering with community health organizations.

Carey Spoon (SEKRPC) commented that counties should identify their pet projects and work on passing the Vision Zero resolution.

Deanne Winkelmann (TranSystems) stated that Safety Action Plans can be accelerated if a county is planning to pursue SS4A implementation funds this cycle. Please notify us if this is the case for your jurisdiction.

Questions

- **Who will receive the draft report to review?** County Public works directors, Safety Task Force members, and larger city representatives. We will include Commissioners on the SEKRPC Board.
- **What does funding look like in Kansas this year?** Kansas has a local matching program that tries to help with up to 20% of the local match if certain criteria is met. It helps if applications are multi-jurisdictional and possibly within identified equity areas.
- **Regarding the federal SS4A program, has there been a shift in funding or eligibility?** There is an increased set-aside of funding in rural funds and less of an emphasis on equity.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #3

April 24, 2025

AGENDA

- Welcome and Introductions
- Safe Systems Approach
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

INTRODUCTIONS

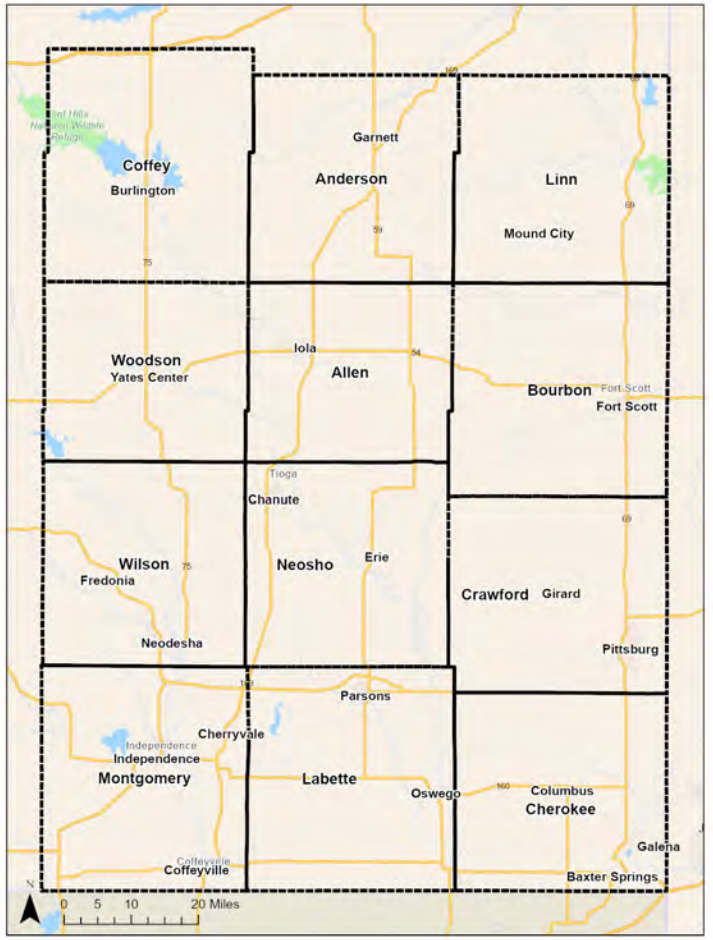
- Southeast Kansas Regional Planning Commission (SEKRPC)
- Consultant Teams
  - TranSystems
  - Kimley-Horn
  - Wilson & Company
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



SAFE SYSTEM APPROACH

- SS4A Background
  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public input helps guide study outcomes

PLAN TO ACTION

Planning Grant

Implementation Grant

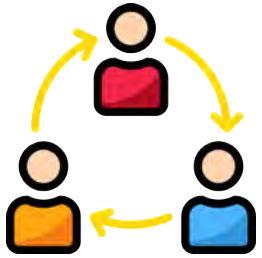
Data Analysis

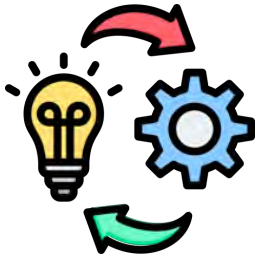
Public Engagement

Strategy and Actions

Projects and Policies

Advance Implementation

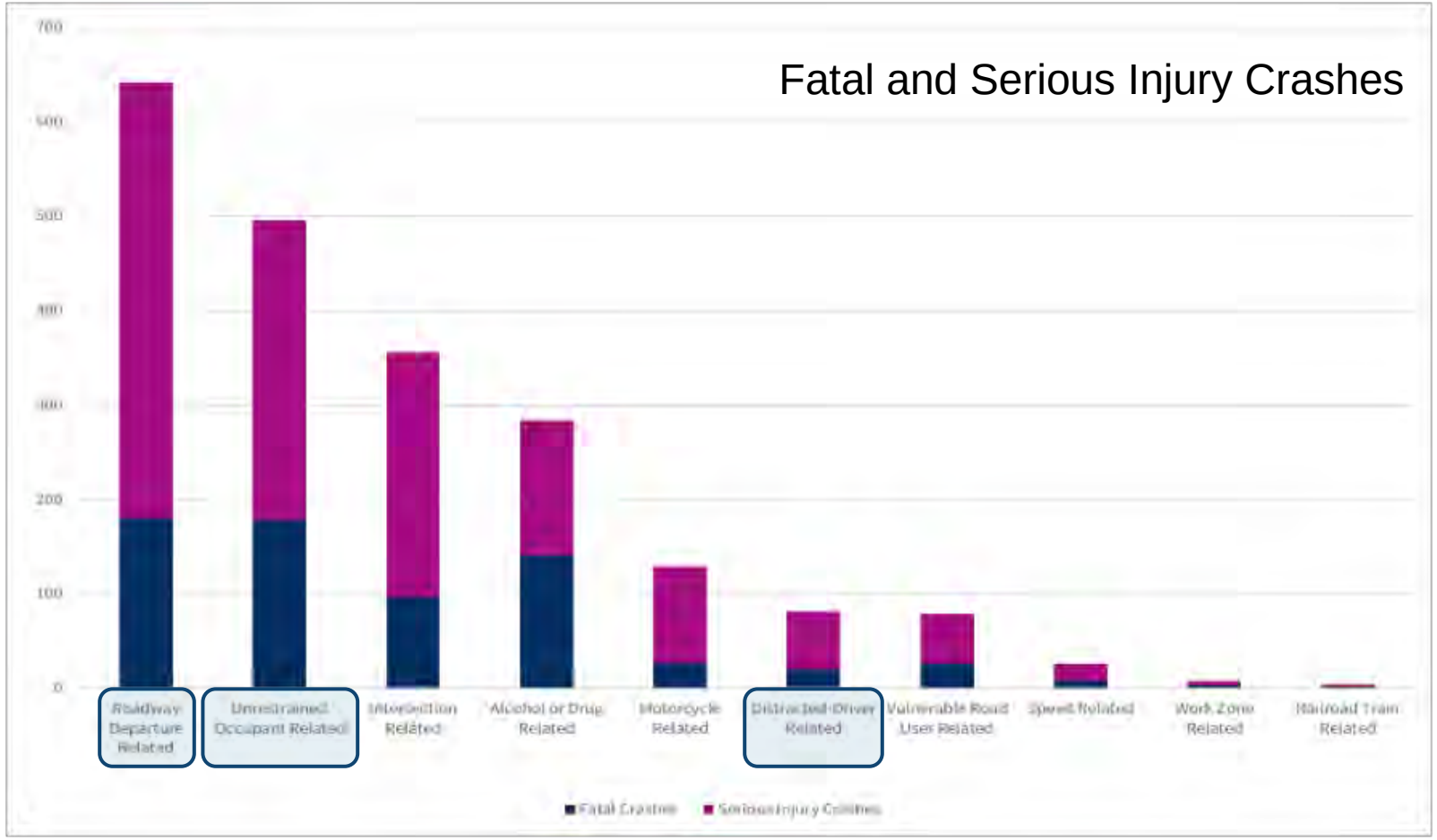




We are here!

CRASH DATA: Emphasis Areas

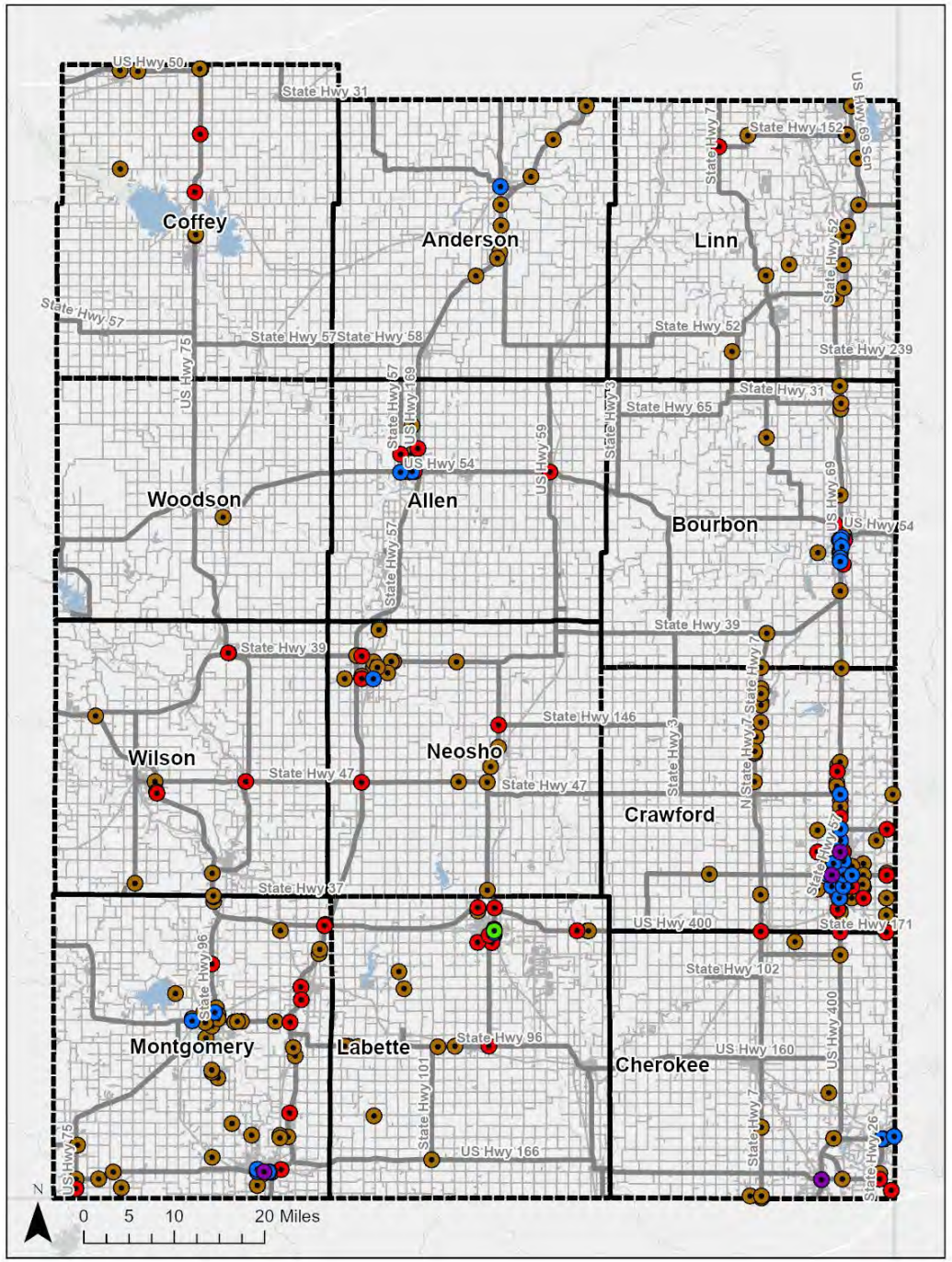
- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

CRASH DATA: Hotspot Locations

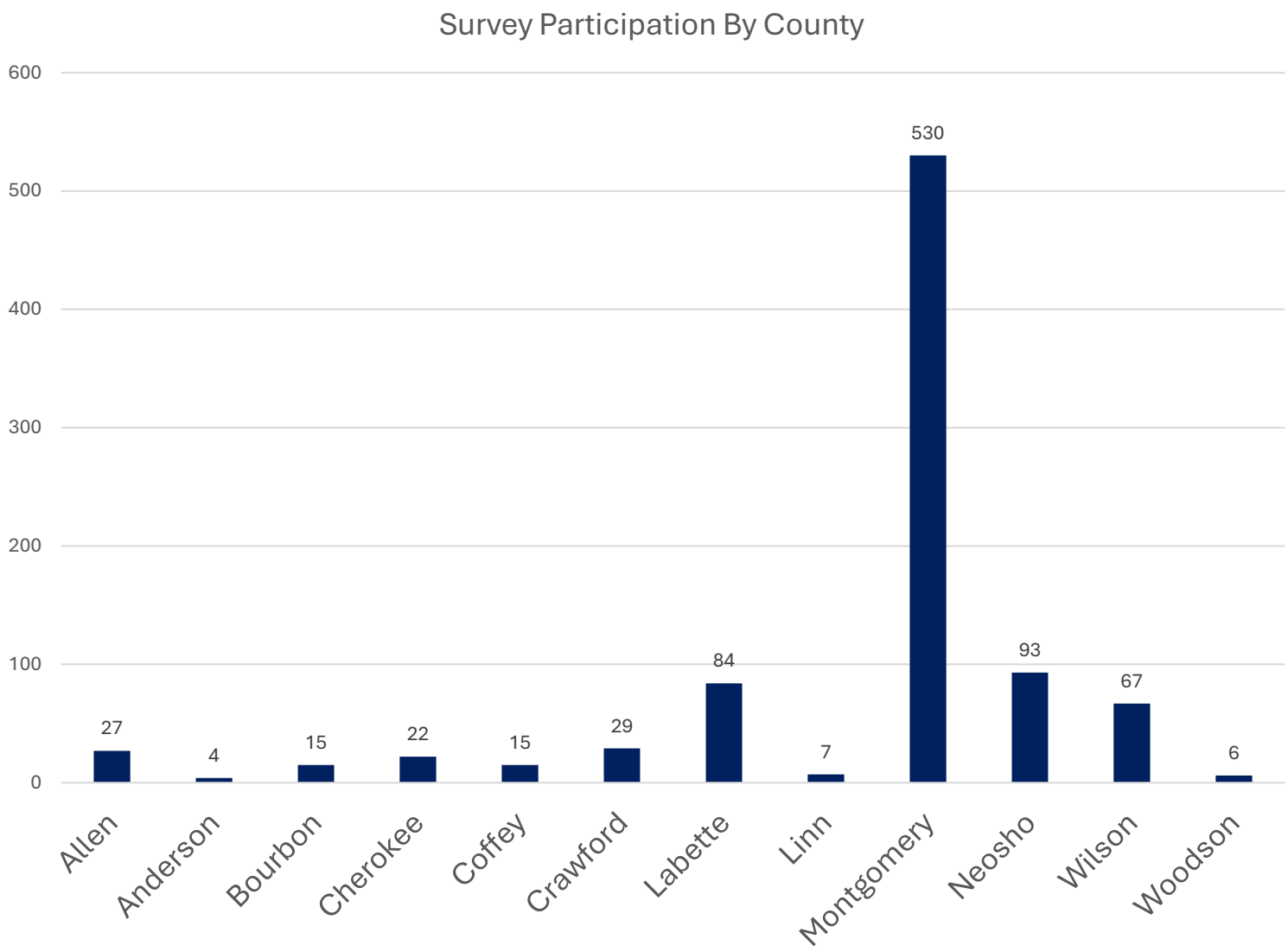
- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Follow-up 1-on-1 meetings with county and/or city representatives



PUBLIC INPUT: Survey Results

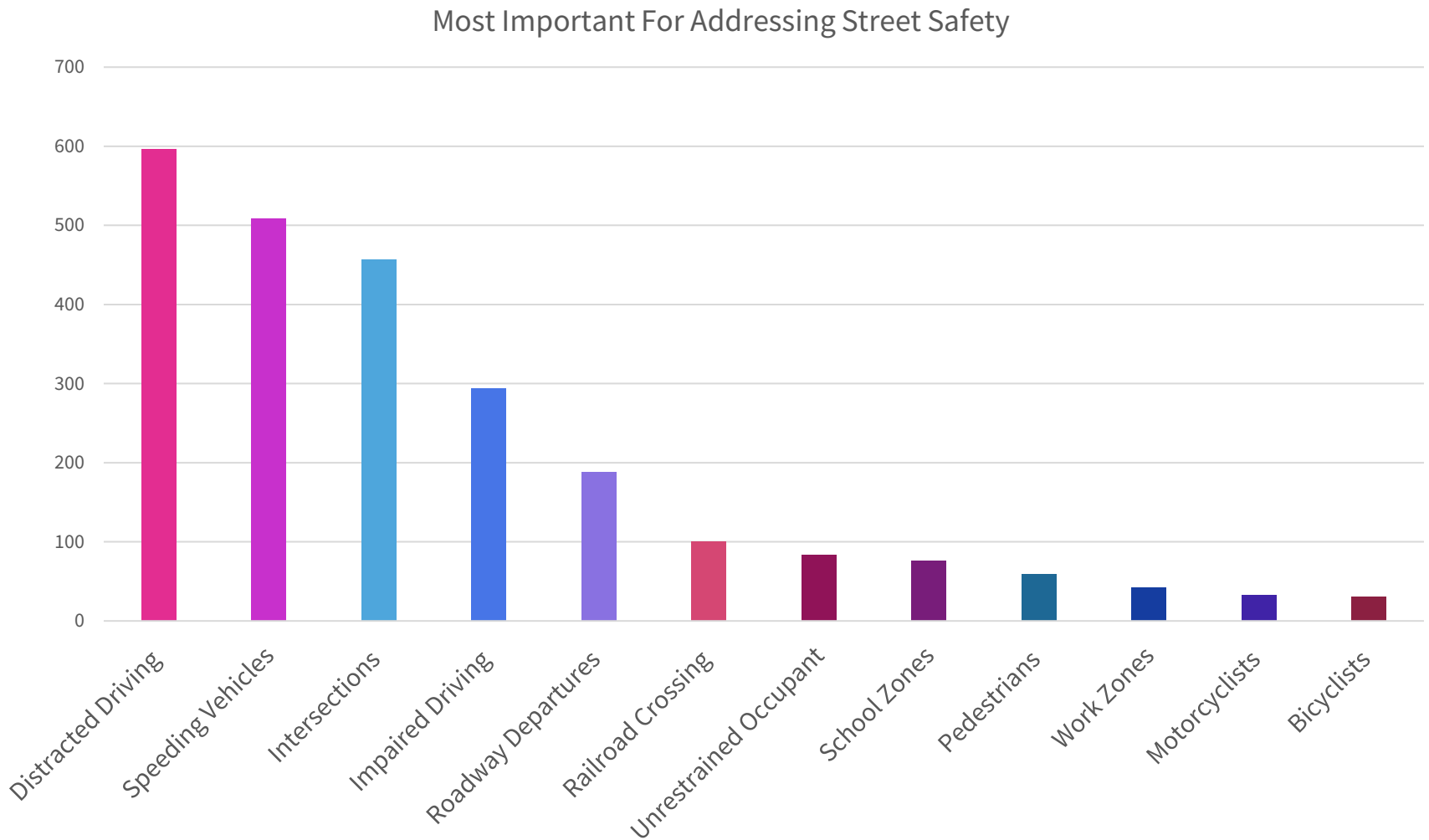
- Press release and survey were sent to the Safety Task Force and an extended stakeholder list for greater promotion
- 899 total survey responses

Survey Respondents By County



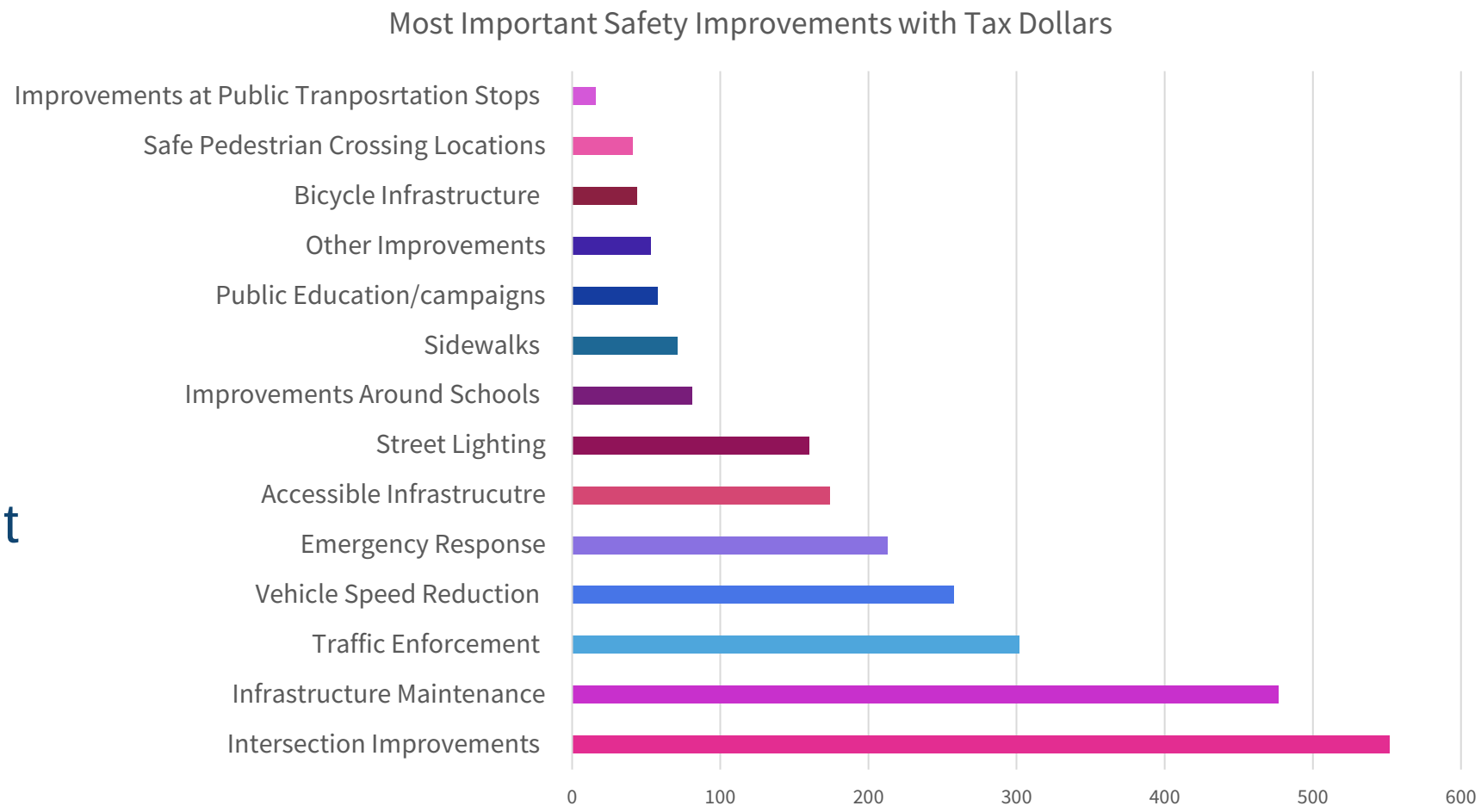
PUBLIC INPUT: Emphasis Areas

- Public Survey Input
  - Distracted Driving
  - Speeding Vehicles
  - Intersections



PUBLIC INPUT: Safety Improvements

- Public Survey Input
  - Intersection Improvements
  - Infrastructure Maintenance
  - Traffic Enforcement

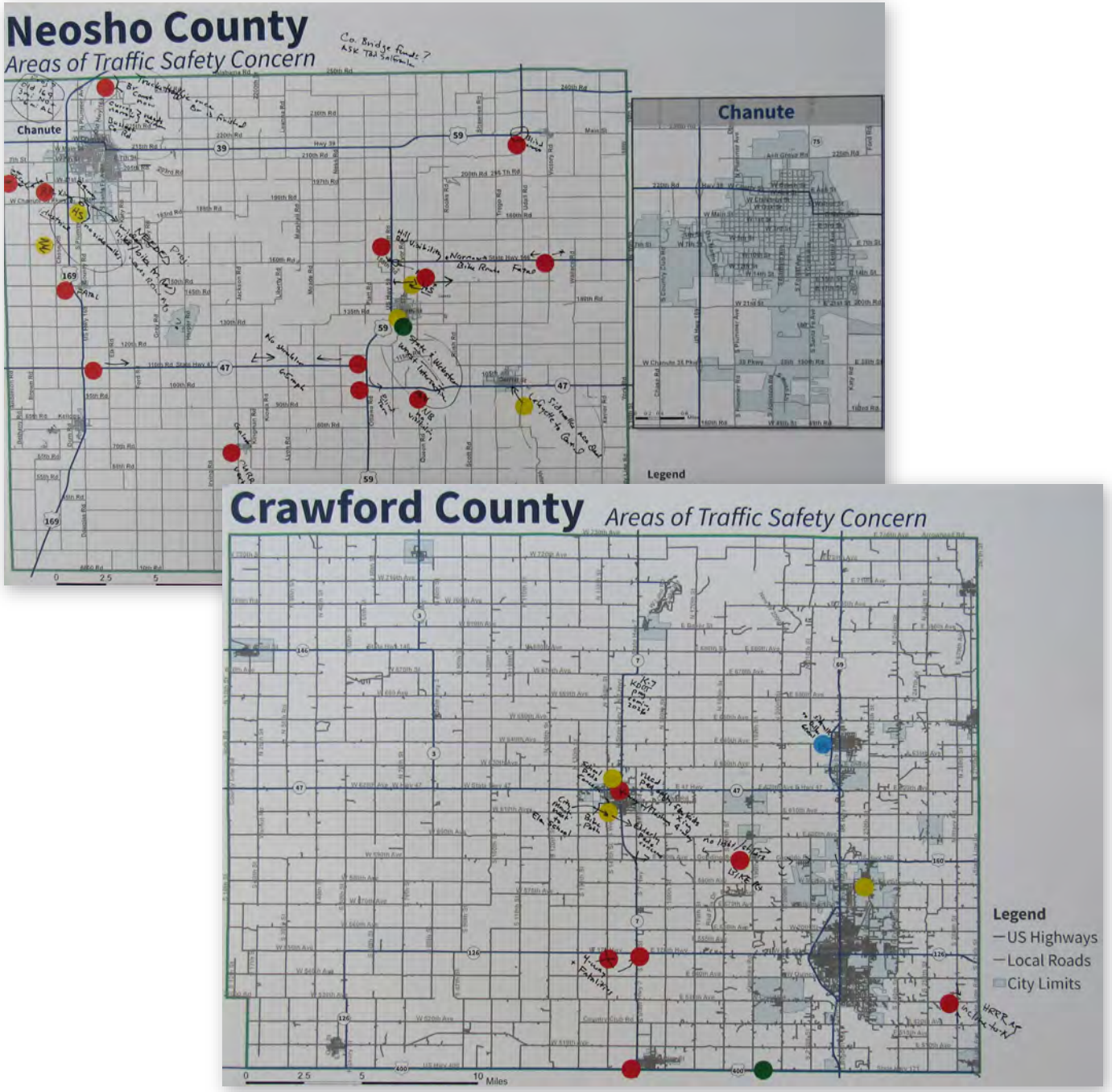


PUBLIC INPUT: Public Meetings

- 12 Public Open House meetings held from February to April 2025.
- Gather feedback through public comment cards and mapping activity.

PUBLIC INPUT: Public Meetings

- Public Feedback and Safety Concerns
  - VRU safety (bicycle and pedestrian facilities, school zones)
  - State highway system and intersections
  - Guardrails, narrow shoulders, visibility and lighting concerns



SUMMARY

Proposed Key Emphasis Areas

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	●
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

PROJECTS AND POLICIES

PROJECT TYPES

- Prioritization Methodology
  - Key Emphasis Area
  - Crash Hotspot on Heat Map
  - Identified in Related Document (ex: LRSP)
  - Local Priority from Stakeholder Interview
  - Public Input
  - Consideration for Local vs. State Routes
- Project Type Examples
  - Roadway Departure
  - Signalized and Unsignalized Intersections
  - Vulnerable Road Users (VRU)

PROJECT TYPE: Roadway Departure

Project	S. 260th Street
Limits	US-160 to K-126 (4.0 miles)
Location	Crawford County
Short-Term	Delineate roadside hazards Install edge/center rumble strips
Long-Term	Install 2-foot paved shoulders Flatten and widen foreslopes Install/upgrade guardrail Extend culverts Consider KDOT intersections

PROJECT TYPE: Roadway Departure

Project	New Albany Road
Limits	Decatur Road to Mill Street (0.1 miles)
Location	Wilson County
Short-Term	Add pavement markings Install edge/center rumble strips Improve curve warning signage Add post-mounted delineators
Long-Term	Add aggregate shoulder Add transverse rumble strips Improve curve superelevation

PROJECT TYPE: Signalized Intersection

Project	8th Street & Buckeye Street
Limits	Intersection
Location	Montgomery County (Coffeyville)
Short-Term	Install high-visibility backplates Add high-visibility pavement markings Add crosswalk markings
Long-Term	Upgrade traffic signals Reconfigure traffic signal with Leading Pedestrian Intervals (LPIs)

PROJECT TYPE: Unsignalized Intersection

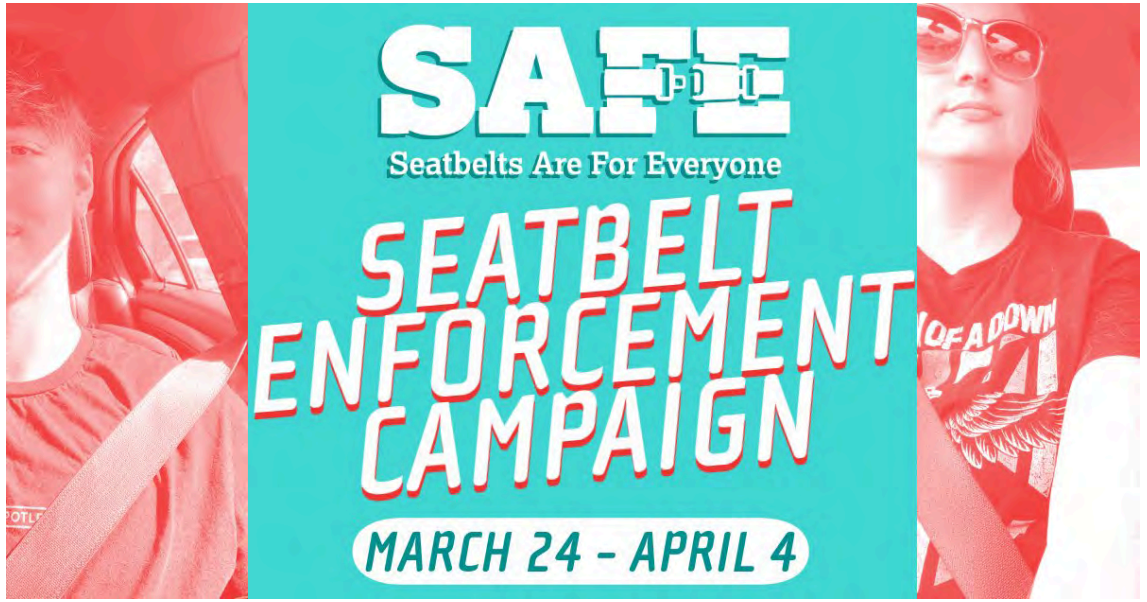
Project	4700 Road & 1450 Road
Limits	Intersection
Location	Montgomery County
Short-Term	Update signage Add retroflective strips to sign posts Upgrade pavement markings
Long-Term	Reconstruct intersection

PROJECT TYPE: Vulnerable Road Users

Project	Prairie Spirit Trail Crossings
Limits	4th Avenue & Main Street
Location	Anderson County (Garnett)
Short-Term	Increase signage Upgrade crosswalk markings Add pedestrian crossing signal
Long-Term	Reconfigure roadway to reduce crossing width

POLICIES

- Advocate with Regional Coalitions
  - US-169 in Anderson, Allen, Neosho, Labette, and Montgomery counties
- Update Design Policies
- Incorporate Safety into Maintenance Programs
- Enforcement Campaigns for Behavioral Changes

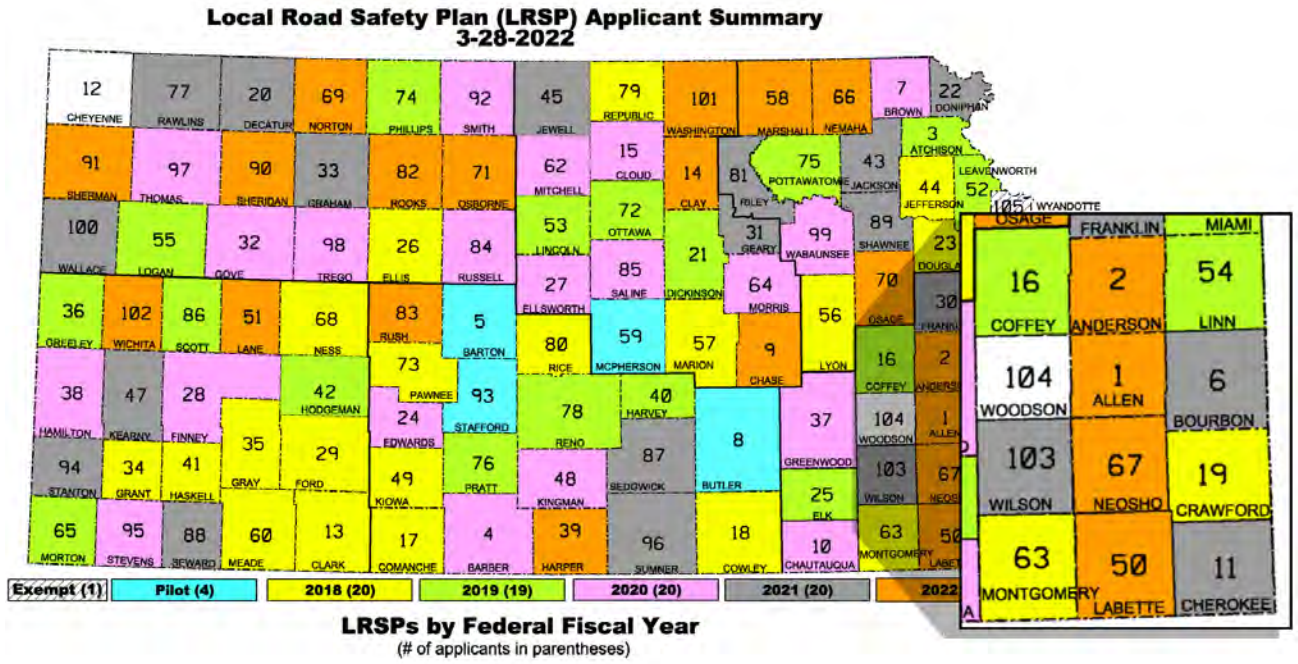


NEXT STEPS

NEXT STEPS: Draft Plans

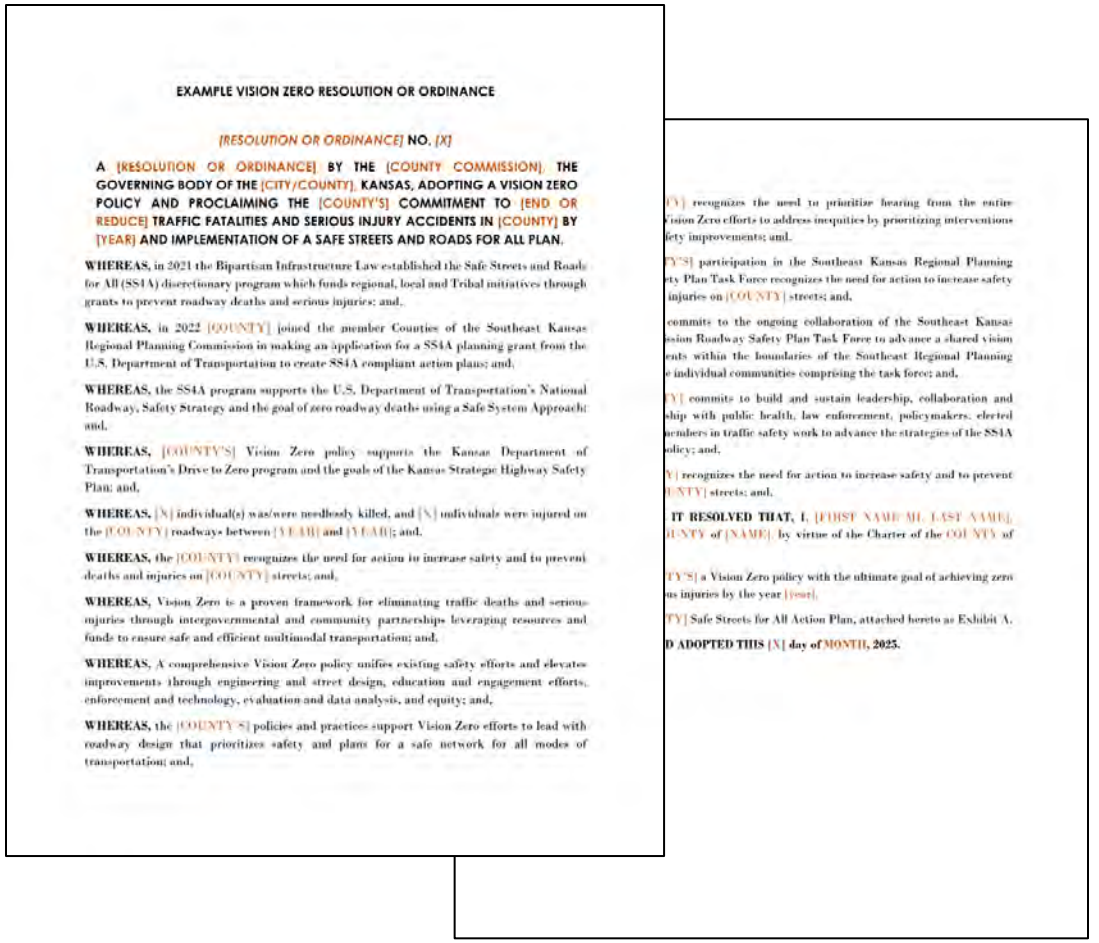
- Priority Projects: A project team representative will contact each county in the next 1-2 weeks to share your draft project list.

- Safety Action Plans
  - Draft plans will be completed in May and sent for review.
  - Efforts are being aligned in counties with an active LRSP project.



NEXT STEPS: Vision Zero Resolution

- Regional commitment to the goal of zero roadway fatalities and serious injuries
- Vision Zero Resolution
  - Percentage reduction goal by a specific date
  - Target date for achievement of zero roadway fatalities and serious injuries



EXAMPLE VISION ZERO RESOLUTION OR ORDINANCE

[RESOLUTION OR ORDINANCE] NO. *[X]*

A [RESOLUTION OR ORDINANCE] BY THE [COUNTY COMMISSION], THE GOVERNING BODY OF THE [CITY/COUNTY], KANSAS, ADOPTING A VISION ZERO POLICY AND PROCLAIMING THE [COUNTY'S] COMMITMENT TO [END OR REDUCE] TRAFFIC FATALITIES AND SERIOUS INJURY ACCIDENTS IN [COUNTY] BY [YEAR] AND IMPLEMENTATION OF A SAFE STREETS AND ROADS FOR ALL PLAN.

WHEREAS, in 2021 the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program which funds regional, local and Tribal initiatives through grants to prevent roadway deaths and serious injuries; and,

WHEREAS, in 2022 [COUNTY] joined the member Counties of the Southeast Kansas Regional Planning Commission in making an application for a SS4A planning grant from the U.S. Department of Transportation to create SS4A compliant action plans; and,

WHEREAS, the SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and the goal of zero roadway deaths using a Safe System Approach; and,

WHEREAS, [COUNTY'S] Vision Zero policy supports the Kansas Department of Transportation's Drive to Zero program and the goals of the Kansas Strategic Highway Safety Plan; and,

WHEREAS, [X] individual(s) was/were needlessly killed, and [X] individuals were injured on the [COUNTY] roadways between [YEAR] and [YEAR]; and,

WHEREAS, the [COUNTY] recognizes the need for action to increase safety and to prevent deaths and injuries on [COUNTY] streets; and,

WHEREAS, Vision Zero is a proven framework for eliminating traffic deaths and serious injuries through intergovernmental and community partnerships leveraging resources and funds to ensure safe and efficient multimodal transportation; and,

WHEREAS, A comprehensive Vision Zero policy unifies existing safety efforts and elevates improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis, and equity; and,

WHEREAS, the [COUNTY'S] policies and practices support Vision Zero efforts to lead with roadway design that prioritizes safety and plans for a safe network for all modes of transportation; and,

[Y] recognizes the need to prioritize hearing from the entire Vision Zero efforts to address inequities by prioritizing interventions fety improvements; and.

Y'S] participation in the Southeast Kansas Regional Planning ty Plan Task Force recognizes the need for action to increase safety injuries on [COUNTY] streets; and,

commits to the ongoing collaboration of the Southeast Kansas sion Roadway Safety Plan Task Force to advance a shared vision ents within the boundaries of the Southeast Regional Planning e individual communities comprising the task force; and,

Y] commits to build and sustain leadership, collaboration and ship with public health, law enforcement, policymakers, elected mbers in traffic safety work to advance the strategies of the SS4A olicy; and,

] recognizes the need for action to increase safety and to prevent UNTY] streets; and,

IT RESOLVED THAT, I, [FIRST NAME MI. LAST NAME], UNTY of [NAME], by virtue of the Charter of the COUNTY of

TY'S] a Vision Zero policy with the ultimate goal of achieving zero us injuries by the year [year].

TY] Safe Streets for All Action Plan, attached hereto as Exhibit A.

D ADOPTED THIS [X] **day of** MONTH, **2025.**

NEXT STEPS: Implementation Funding

- Safe Streets and Roads for All (SS4A) Program
  - A Safety Action Plan and Vision Zero Resolution make you eligible
  - Deadline: June 26, 2025
  - Additional round of funding available in 2026 under the current federal infrastructure bill

- Use the Kansas Infrastructure Hub as a resource

- Other Funding Mechanics
  - High Risk Rural Roads (HRRR)
  - Highway Safety Improvement Program - Intersections (HSIP)
  - Safe Routes to School
  - Community Health programs

THANK YOU!

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Appendix D

Public Survey Results

Safe Streets for All

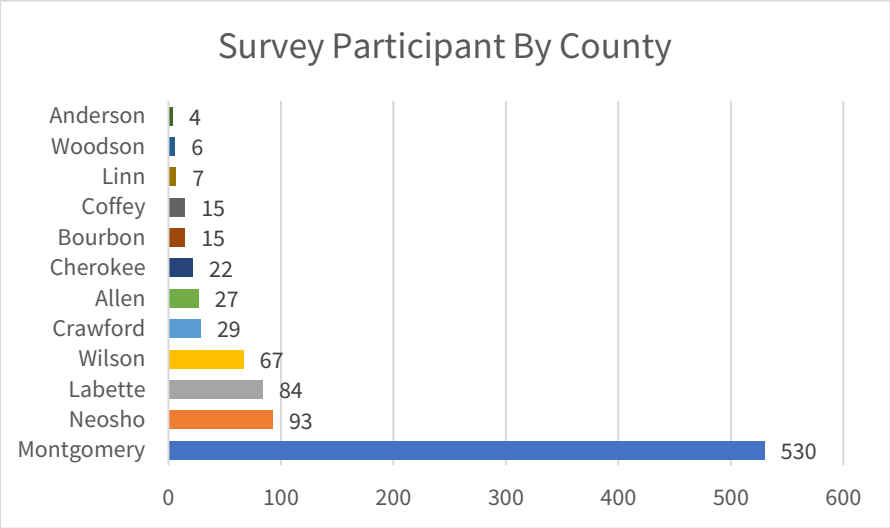
Southeast Kansas Comprehensive Safety Action Plan

Public Survey

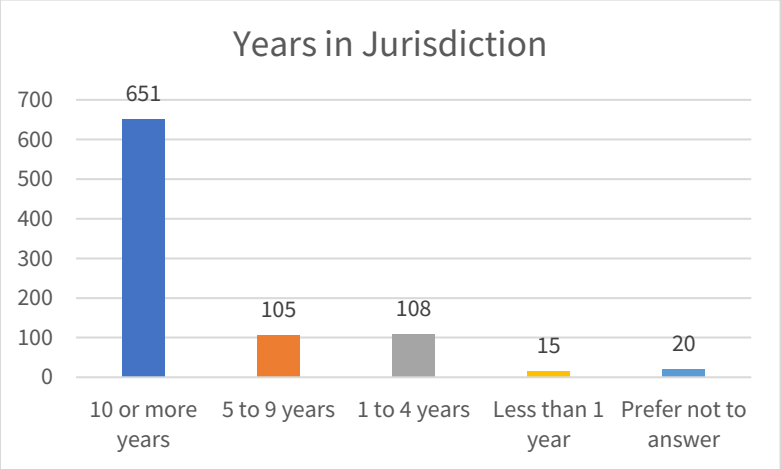
To gather greater community input, an online public survey was distributed throughout the 12-county region from October 2024 to April 2025, including distribution to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region and specific jurisdictions.

The survey was distributed through city and county websites, social media, and advertised at public engagement events. This approach ensured broad participation and diverse perspectives resulting in a total of 899 survey respondents from across the 12-county region.

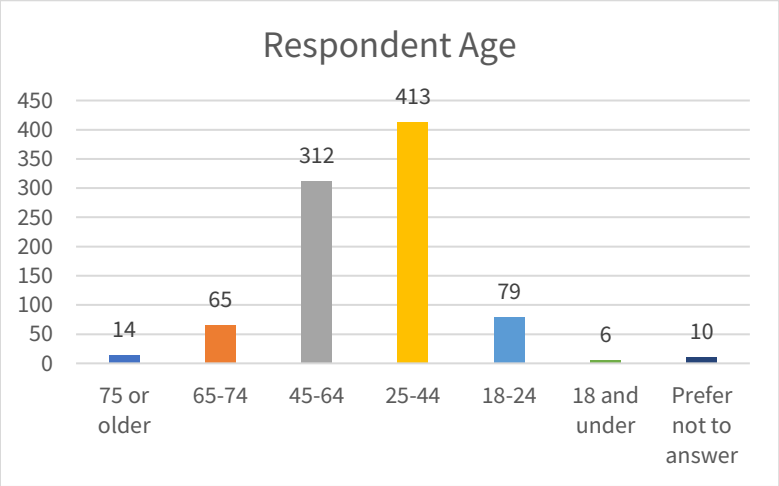
What county do you live in?



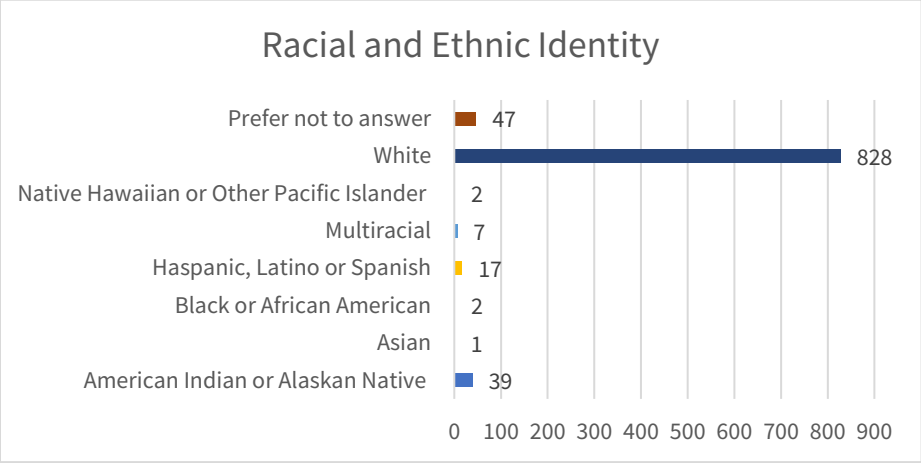
How long have you lived in your jurisdiction?



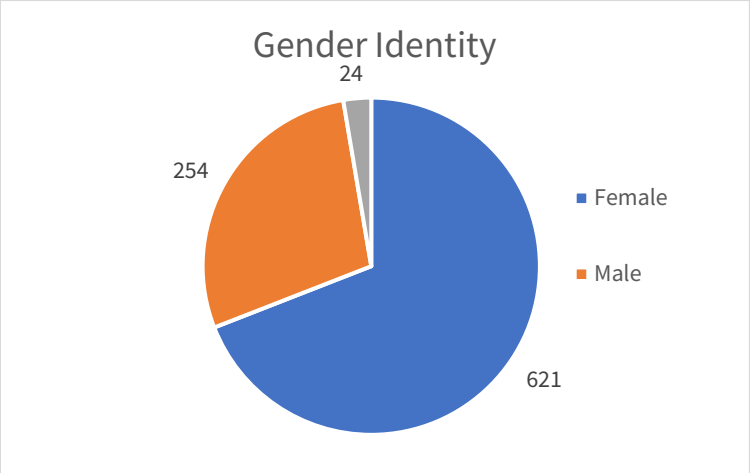
What is your age?



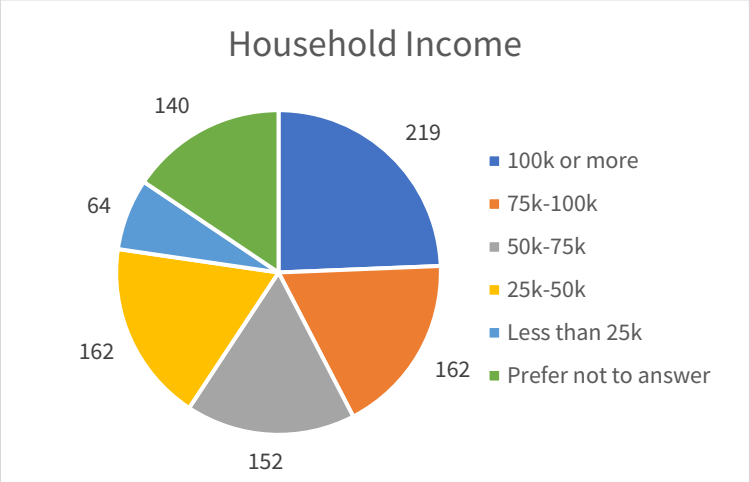
Select the racial or ethnic group with which you identify.



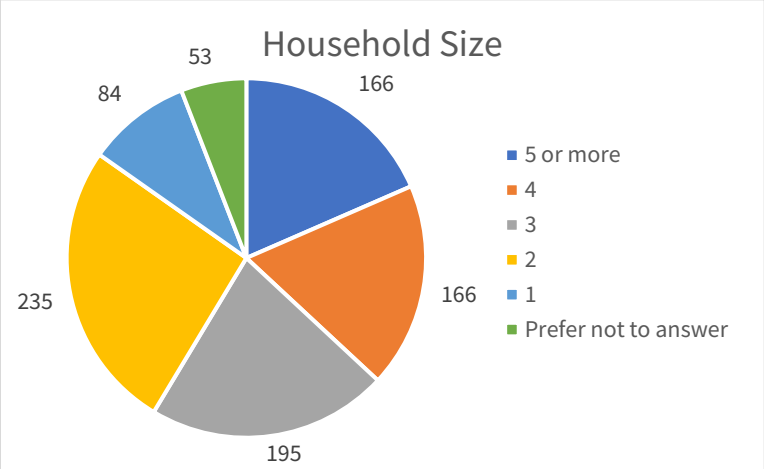
What is your gender identity?



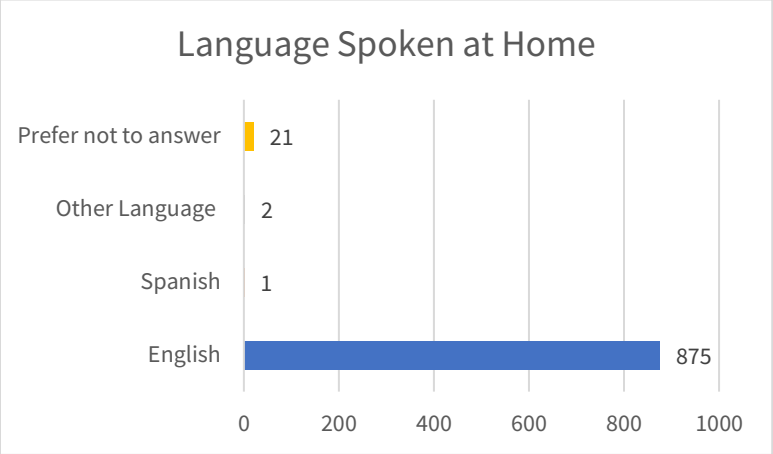
What is your household income?



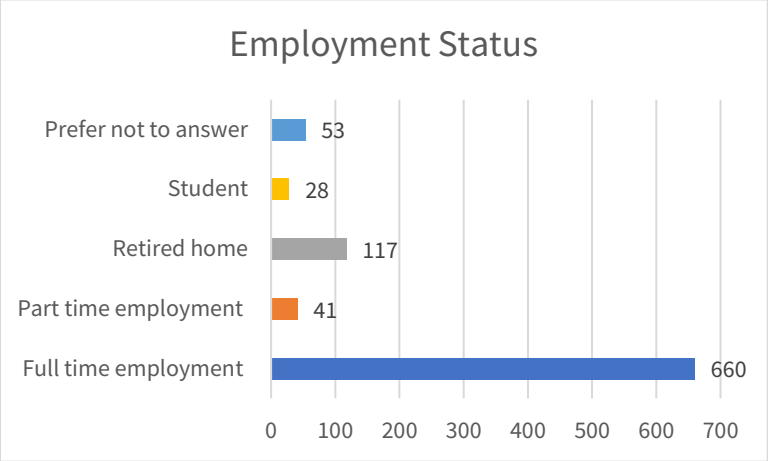
Including yourself, how many people live in your household?



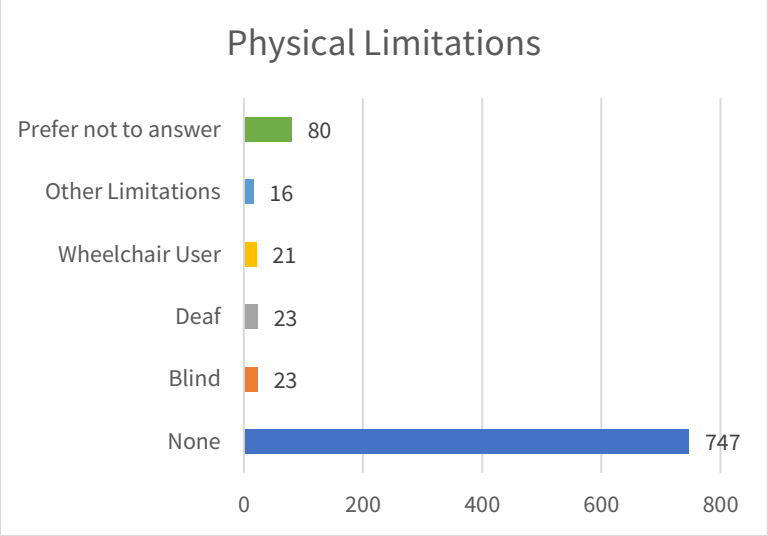
What is the primary language spoken at home?



Select the option that best fits your current occupation:

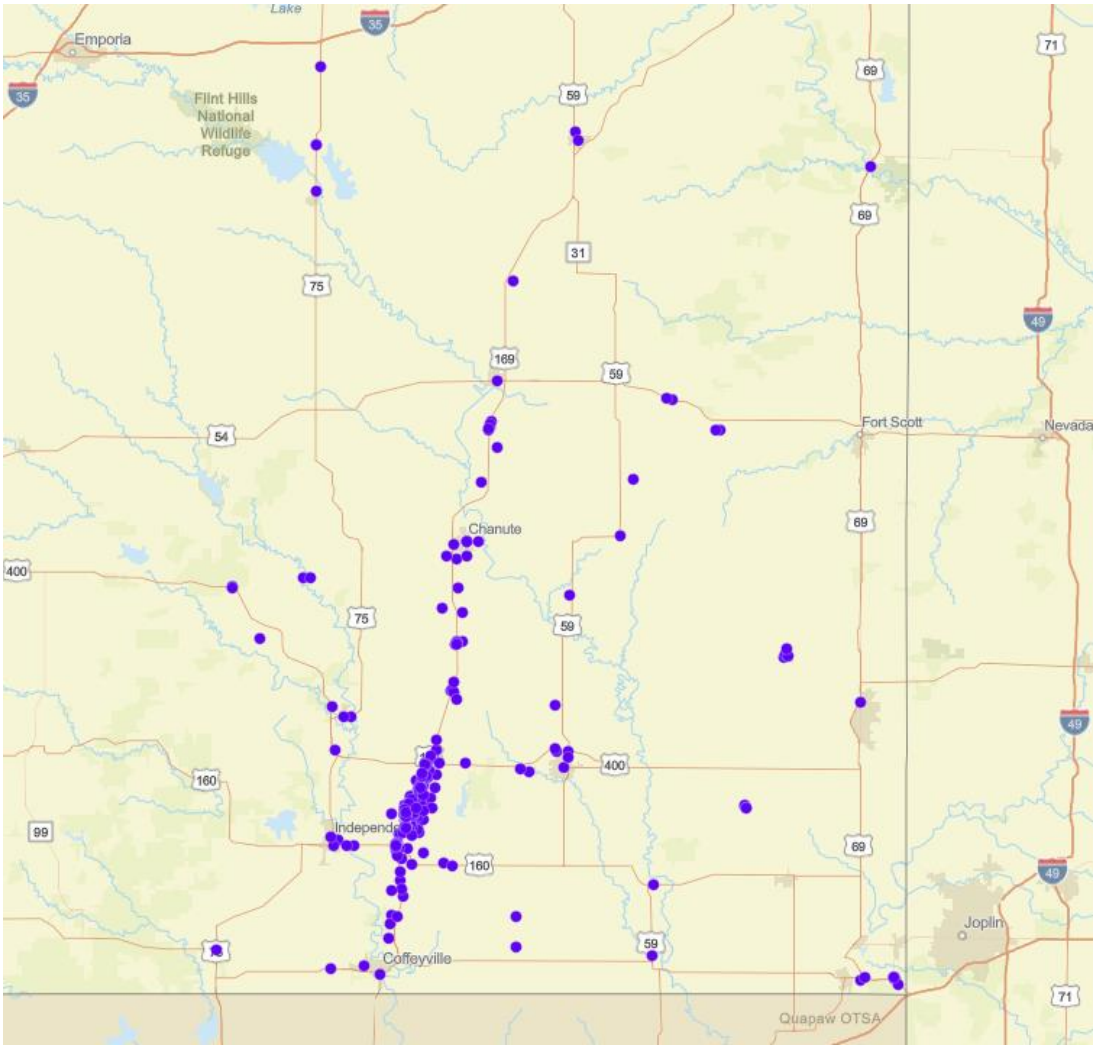


Do you have any physical limitations? (Select all that apply)

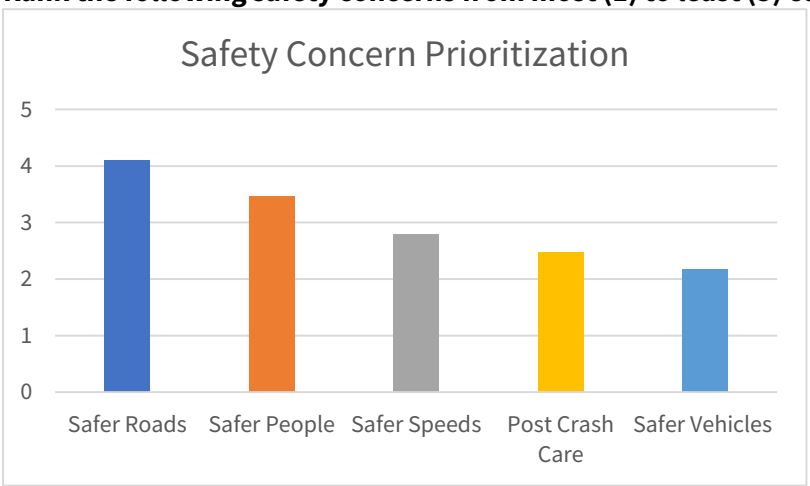


Mapping Activity

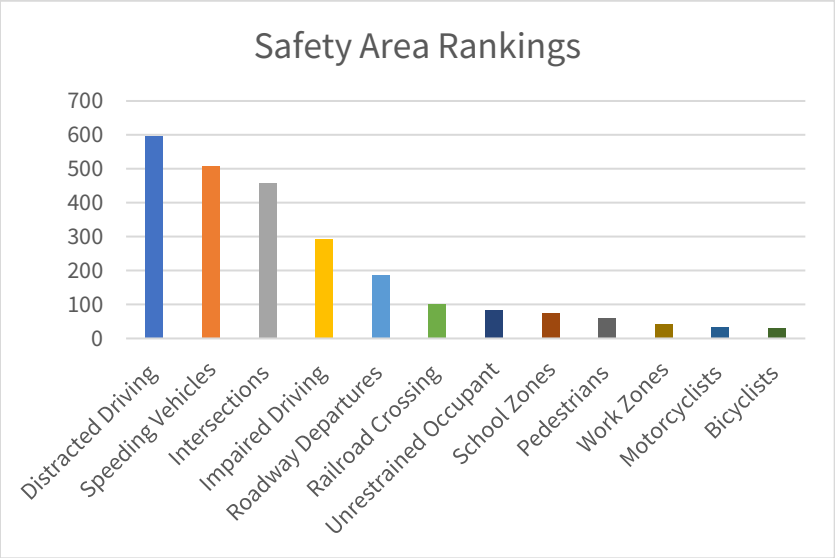
Each dot corresponds with a location-specific safety concern or comment.



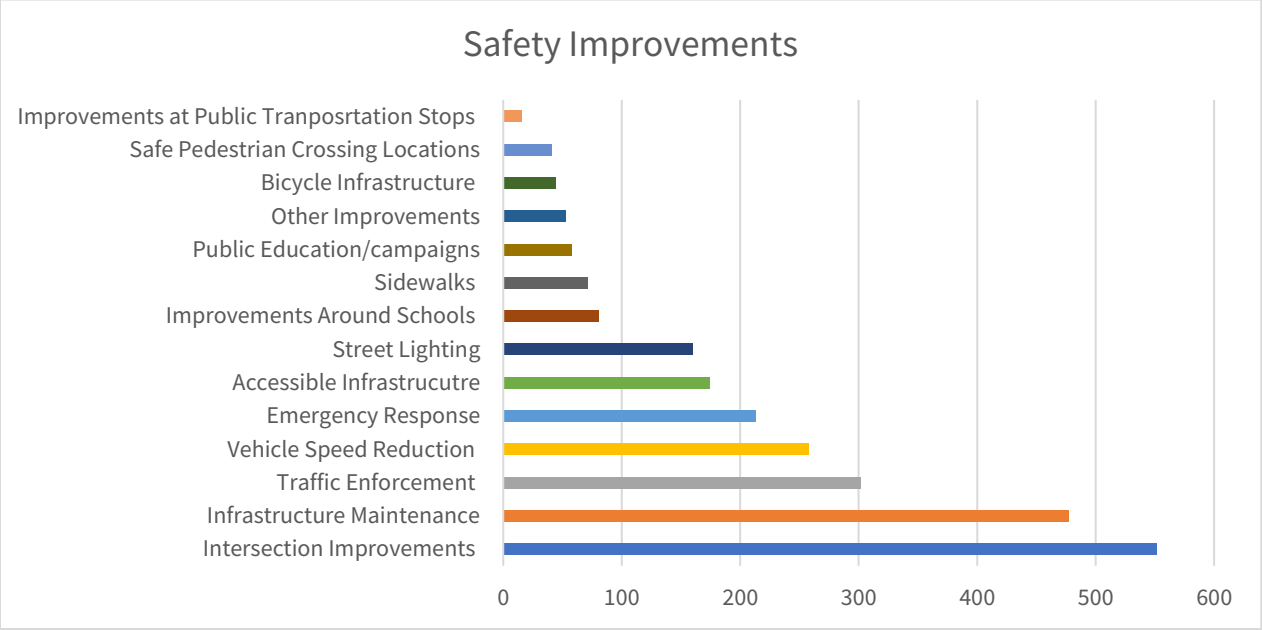
Rank the following safety concerns from most (1) to least (5) concerned.



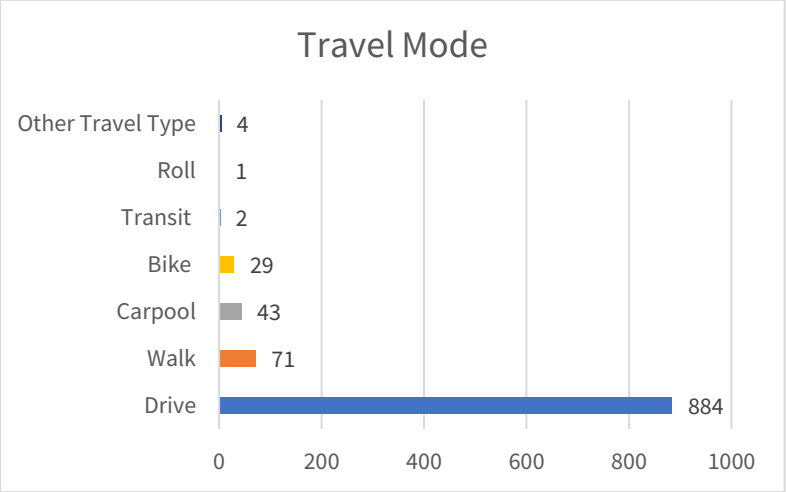
What safety areas are the most important to you in addressing street safety? (Select the top 3)



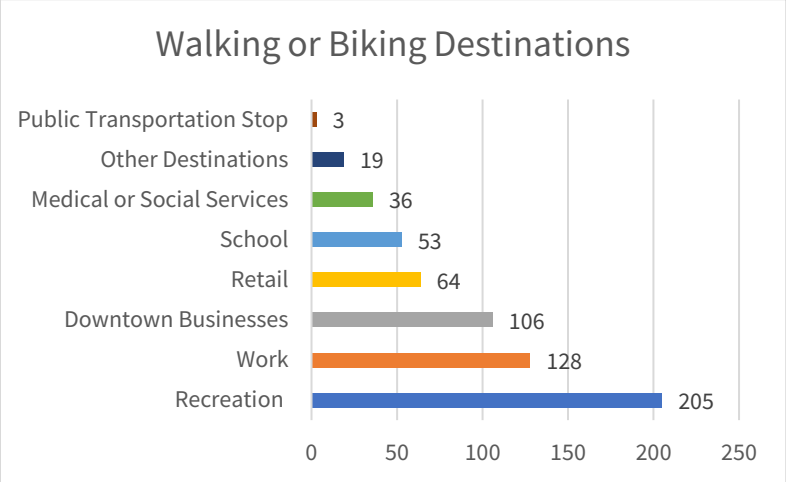
Pick the three most important safety improvements that your tax dollars help pay for, which affect your safety in the transportation system.



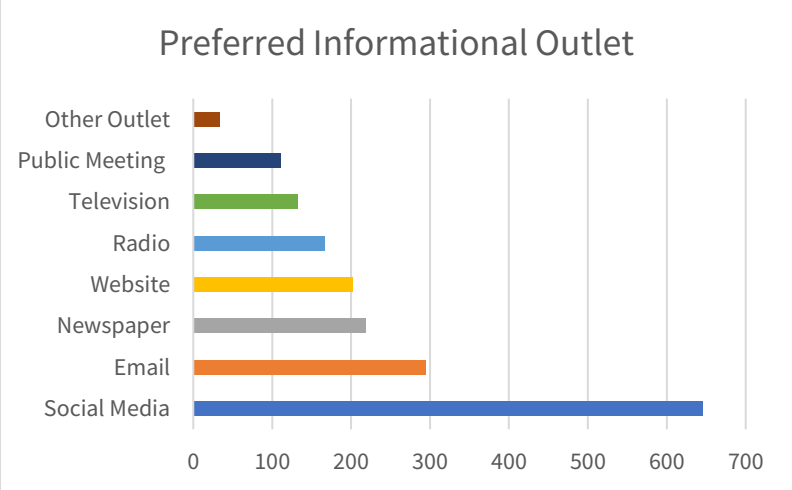
How do you usually travel in a typical week? (Select all that apply)



If you walk or bike in your jurisdiction, what is your destination?



What outlets would you prefer to receive transportation safety Information? (Select all that apply)



Appendix E

Countermeasures Toolbox

COUNTERMEASURES for moving toward Vision Zero goals

Intersections

Roundabouts

Roundabouts can safely and efficiently move traffic. They reduce vehicle speed, provide entry yield control, and minimize conflict points.

Consistent Yellow & All-Red Timings

Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.

Improved Geometry

Positive offset of left turn lanes, skew elimination, or sight distance improvements can decrease the number of crashes in an intersection.

Improved Signal Phasing/ Timing Plans

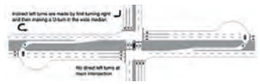
Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.

Reduced Conflict U-Turn (RCUT)

Cross-street traffic makes a right turn followed by a U-turn at a designated location—either signalized or unsignalized—to continue in the desired direction.

Median U-Turn (MUT)

Vehicles proceed through the main intersection, make a U-turn a short distance downstream, followed by a right turn at the main intersection.

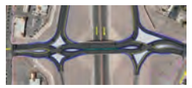


Turbo Roundabouts

Turbo roundabouts utilize different geometrics to address the conflicts associated with the common crash types in multilane roundabouts.

Diverging Diamond Interchange (DDI)

The crossing (or channelizing) of traffic on the crossroad to the left side between the ramp terminals is a variation of the diamond interchange.



Rectangular Rapid Flashing Beacon

Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.

Traffic Calming

Reduces vehicle speeds or volumes to improve quality of life by increasing the safety and comfort of walking and bicycling.

Backplates with Retroreflective Borders

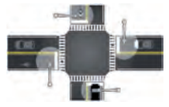
Backplates improve the visibility of a traffic signal with a controlled-contrast background. A 1-3 inch yellow retroreflective border makes it even more conspicuous.

Intersection Conflict Warning System

Drivers are informed of available gaps for turning or crossing. Vehicle detectors alert motorists of conflicting vehicles on an adjacent approach.

Street Lighting

At nighttime, lighting can be applied continuously along segments and at spot locations to increase visibility.



Flashing Beacons on Warning Signs

Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.

Dedicated Turn Lanes

Auxiliary turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.

Curves

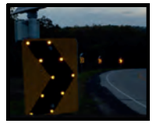
Advanced Warning Signs

Advanced warning signs around curves or other sight-limiting areas or where crash problems exist allow drivers time to make decisions based on changing conditions.

Install or Update Signage & Chevron Placement

Enhanced delineation and signage at horizontal curves can be implemented in advance of or within curves.

Speed Activated Flashers



Speed activated flashers on chevrons in a curve have shown huge decreases in crashes.

Retroreflective Strips on Signposts

Increasing the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increases viewability.

Superelevation Correction

Correcting and reshaping the roadway superelevation allows increased friction with the pavement.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Roadway Departures

Transverse Rumble Strips

Transverse rumble strips alert drivers to slow down, stop, or adjust to upcoming changes that may not be anticipated by an inattentive driver.

Clear Zones

These zones are unobstructed, traversable roadside areas that allow drivers to stop safely or regain control of a vehicle that has left the roadway.

High Friction Surface Treatment

Higher pavement friction helps motorists maintain better control in both wet and dry conditions.

Enhanced Signing & Delineation

Enhanced delineation treatments can alert drivers to upcoming curves, the direction and sharpness of the curve, and the appropriate operating speed.

Road Safety Audits (RSAs)

RSAs consider all road users, account for human factors and road user capabilities, are documented in a formal report, and require a formal response from the road owner.

6" Retroreflective Edgeline

Wider edge lines enhance the visibility of travel lane boundaries compared to traditional edge lines.

Flattening & Widening Foreslopes

Flattening and widening foreslopes allows a more recoverable slope and potentially can decrease the clear zone distance required.

Paved Shoulders

Paved shoulders allow better recovery for roadway departures and are often combined with edgeline rumble strips.

Median Barrier

Median barriers redirect vehicles striking either side of the barrier. They significantly reduce the number of cross-median crashes.

2' Paved Shoulder with Safety Edge

Eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.

6" Retroreflective Centerline

Wider centerlines enhance the visibility of travel lane boundaries compared to traditional edge lines.

On-Pavement Markings for Speed Control

Transverse pavement markings or chevrons placed progressively closer provide a visual illusion of increased speed causing drivers to slow down.

Post-Mounted Delineators

Improving curve delineations helps prevent roadway departures from the mainline pavement.

Improved Pavement Markings

Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.

Access Management

The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.

Longitudinal Rumble Strips

Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Pedestrians & Bicycles

Leading Pedestrian Intervals (LPI)

LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.

High-visibility Crosswalks

Patterns and reflective materials visible to both drivers and pedestrians from farther away, as well as lighting, signs, and pavement markings, improve visibility.

Vehicles Yield to Pedestrian Signage

Signage to increase driver awareness of high volume pedestrian movements works in a similar manner to LPIs.

Curb Extensions/Bulb Outs & Refuge Islands

These decrease the time pedestrians are in the roadway and increase pedestrian visibility.

Complete Streets/Designing for All Users

An approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people using them.

Pedestrian Crossing Signals

Pedestrians crossing signals allow traffic gaps to be forced by stopping traffic and allowing pedestrians to cross.

Raised Crosswalk/Raised Intersection/ Speed Table

These allow pedestrians to cross at grade with the sidewalk, reducing vehicle speeds and enhancing the pedestrian crossing environment.

Pedestrian Hybrid Beacons (PHB)

PHBs are traffic control devices that help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.

Multi-Use Paths

Shared-use paths supplement a system of on-road bike lanes, wide outside lanes, paved shoulders, and bike routes.

Shared Lane Markings

Sharrows are road markings that designate a space to be shared by both motorists and bicyclists.

Road Diet

A Road Diet reconfigures traditional four-lane undivided highways for improved safety, traffic calming, and better access for all road users.

Back-In Angle Parking

Back-in angle parking provides motorists with better vision of pedestrians, bicyclists, motor vehicles, and other road users as they exit a parking space and enter moving traffic.

Bike Lanes & Buffered Bike Lanes

Bike lanes can mitigate or prevent interactions between bicyclists and motor vehicles, and create a network of safer roadways for bicycling.

Bike Boulevards

Signs and pavement markings indicate that a roadway is intended as a shared, slow street, and reinforce the intention of priority for bicyclists along a given route.

Calibrated Bike Detection for Bike Lanes

Bicycle detection occurs either through the use of push buttons or by automated means. Inductive loop vehicle detection can be adjusted for bicycle metallic mass.

Access Control Through Medians

Management of the entry and exit points along a corridor can enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.

Cycle Tracks

Cycle tracks are bikeways that are at street level and use a variety of methods for physical protection from passing traffic.

Vulnerable Road User (VRU) Education

Share the Road programs aim to increase drivers' awareness of the rights of VRUs to improve the safety of all road users.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Improved ADA Accessibility

Curb Ramps

These provide access between the sidewalk and roadway for people using wheelchairs/wheeled devices and pedestrians with limited mobility.

Countdown Signals

These signals provide pedestrians with more information on the remaining crossing time.

Audible Pedestrian Signals

These devices provide auditory information to pedestrians who are blind or have low vision by signaling when it is safe to cross the roadway.

Education

Safe Routes to School (SRTS)

SRTS programs increase the amount of bicycling and walking to and from school while improving safety for children bicycling or walking to school.

Pedestrian Safety Zones

These zones target engineering, education, and enforcement measures to geographic areas and audiences where significant pedestrian crash problems exist.

Enforcement Communications & Outreach

Effective, high-visibility communications and outreach are an essential part of successful seat belt law High Visibility Enforcement programs.

Outreach Strategies for Low-Belt Use Groups

Communications and outreach directed at low-belt-use groups can be effective for targeted programs that support and are supported by enforcement.

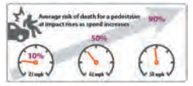
Enforcement

Reduce & Enforce Speed Limits

Reducing travel speeds increases reaction time for drivers and pedestrians to avoid crashes, as well as reduces the severity of pedestrian injuries when these crashes occur.

Communication & Outreach Supporting Enforcement

Effective, high-visibility communications and outreach are essential parts of successful speed and aggressive-driving enforcement programs.



High-Visibility Cell Phone/Text Messaging Enforcement

HVE can effectively deter cell phone use by increasing the perceived risk of a ticket.

Short Term, High-Visibility Seat Belt Law Enforcement

High-visibility seat belt law enforcement consists of short, intense, highly-publicized periods of increased enforcement using checkpoints, saturation patrols, or enforcement zones.

TRANSYSTEMS

Countermeasure	Description	CMF
Roadway Departure		
Advanced Warning Signs	Advanced warning signs around curves or other sight limiting areas or where crash problems exist all drivers more time to make decisions based on changing conditions.	0.65
Improved Pavement Markings	Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.	0.64-0.88 (6” edge line), 0.76 (4” edge line)
Longitudinal Rumble Strips	Longitudinal rumble strips are milled or raised elements on the pavement intended to alert drivers through vibration and sound that their vehicle has left the travel lane. They can be installed on the shoulder, edge line, or at or near the center line of an undivided roadway.	Varies
Transverse Rumble Strips	Transverse rumble strips are used to alert drivers of a need to slow down or stop, or to other upcoming changes that may not be anticipated by an inattentive driver. These rumble strips are placed in the travel lane perpendicular to the direction of travel.	0.66-0.73
Flattening and widening foreslopes	Flattening and widening foreslopes allows a more recoverable slope , and potentially can decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	Varies
2' paved shoulder with safety edge	The SafetyEdge^{SM} technology shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process. This safety practice eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability by reducing edge raveling of asphalt.	0.65 – 0.9

Relocating/Moving/shielding Fixed objects	Roadside Design Improvements to Provide for a Safe Recovery such as providing a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	0.56
Superelevation Correction	Correcting and reshaping the roadway superelvation to meet posted speed, or where crashes have occurred allows an increased friction with pavement.	Varies: Formula based
High Friction Surface Treatment	Pavement friction treatments, such as High Friction Surface Treatment (HFST), can be better targeted and result in more efficient and effective installations when using continuous pavement friction data along with crash and roadway data.	0.37
Post mounted delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers where the edge of shoulder is. This is also helpful at night.	0.72 – 0.82
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	.77 to .95
Reflective Strips on Posts	Retroreflective Strips on signposts increase the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increase viewability.	No yet determined

Countermeasure	Description	CMF
Intersection Related		
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	0.79
Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	0.86
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more conspicuous.	0.85
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	.6 (for LT) .75 (all)
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	.30 (for LT)
Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	0.9
Improved Geometry	Geometry improvements can have great effects on the safety of an intersection, positive offset of left turn lanes, Skew elimination, sight distance improvements all can have great effects on the number of crashes in the intersection.	Varies
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	0.4
Enhanced Stop Signs	Larger stop signs, use of flasher on sign or use of retroreflective markings to increase visibility of stop signs.	0.9

Countermeasure	Description	CMF
Vulnerable Road Users		
Rectangular Rapid Flashing Beacon	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	.53 (Ped)
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	.45 (Ped)
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	.92 (Ped)
Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	0.87
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	.11-.35 (Ped)
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	.60 (Ped)
Advance Yield or Stop markings	YIELD Here to Pedestrians" or "STOP Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk.	0.62 (Ped)
SRTS Program	The goal of Safe Routes to School programs is to increase the amount of bicycling and walking trips to and from school while simultaneously improving safety for children bicycling or walking to school.	***

Countermeasure	Description	NHTSA Star Rating
Unrestrained Occupant		
High Visibility Enforcement of Seatbelt	Both Short Term and Sustained Seat Belt Enforcement, including child passenger safety.	*****
Education Strategies	Employer based and Older Children programs.	***
Child Restraint Inspection Stations	Child Passenger Safety (CPS) Technician staffed Inspection Stations.	***

Countermeasure	Description	NHTSA Star Rating
Distracted Driving		
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.	Needs further evaluation
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

Countermeasure	Description	NHTSA Star Rating
Alcohol or Drug Related		
Enforcement of Drug and Alcohol Impaired Driving	Increased enforcement of impaired-driving laws can be a major factor in reducing impaired-driving deaths.	***
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

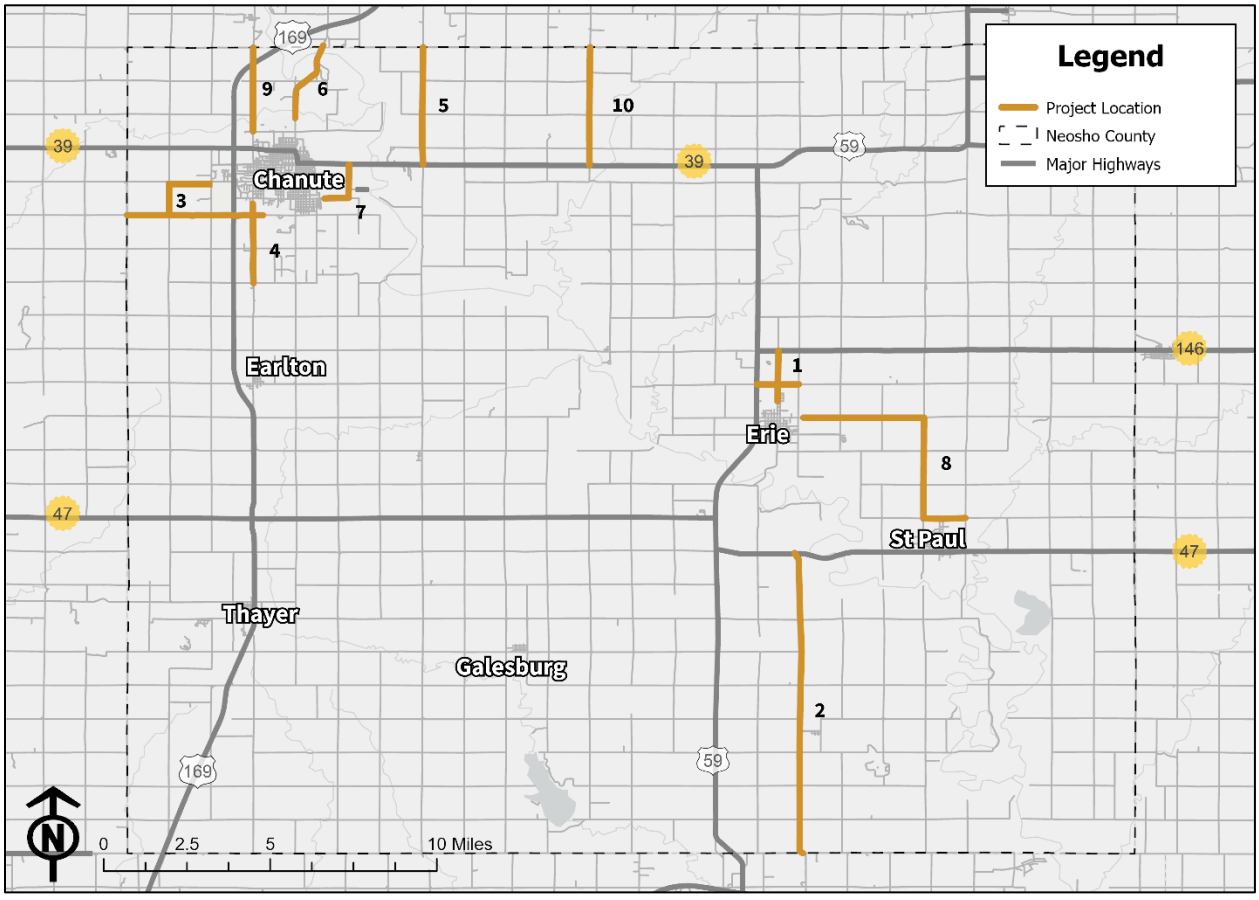
Appendix F

Project Sheets

Neosho County

Priority Project List

Map ID	Project	Type
1	150th Road, Main Street	Systemic Roadway
2	Queens Road	Systemic Roadway
3	200 Road, Brown Road, 210 Road	Systemic Roadway
4	Douglas Road / S. Plummer Avenue (A)	Systemic Roadway
5	Harper Road	Systemic Roadway
6	Elk Road	Systemic Roadway
7	205th Road, Grady Road	Systemic Roadway
8	140th Road, Trego Road, 110th Road	Systemic Roadway
9	Douglas Road (B)	Systemic Roadway
10	Lyons Road	Systemic Roadway



150th Road, Main Street

Neosho County

Location: 150th Road from US-59 to Queen Road and Main Street from Marshall Street to K-146 (2.5 miles)

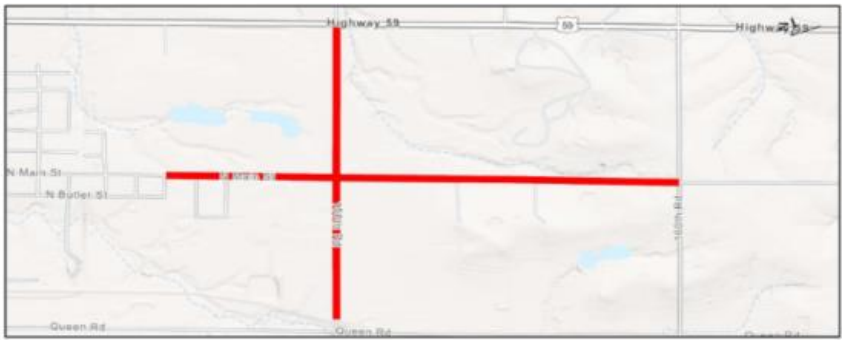
Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, High Public Interest, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Install center/edge line pavement markings, improve edge drop-off, clear and grub roadside, delineate roadside hazards, and add post-mounted delineators.
Long-Term Improvements	Install 18-inch aggregate shoulders, flatten and widen foreslopes, and extend culverts.

Project Cost:

Short-Term Improvements	$56,000
Long-Term Improvements	$915,000

Project Images:



Queens Road

Neosho County

Location: Queens Road from 27000 Road to K-47 (9.0 miles)

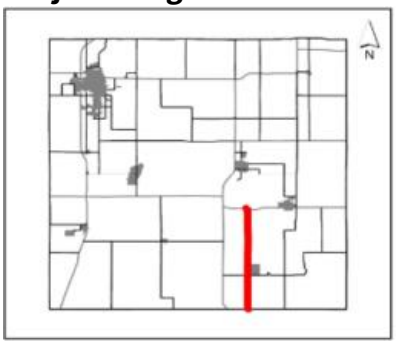
Project Information:

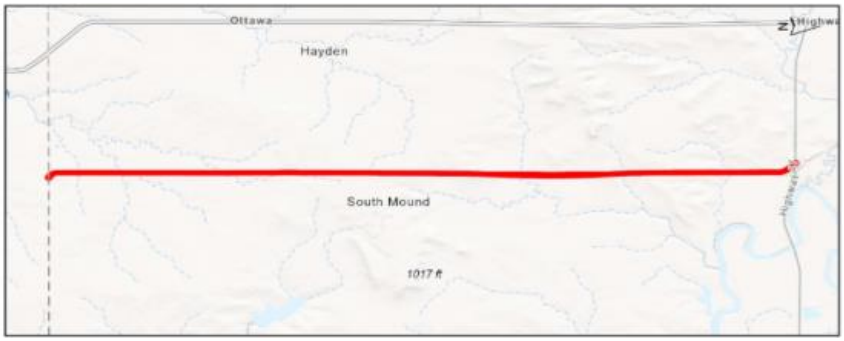
Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Public Interest, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Install center/edge line pavement markings, install in-lane curve warning pavement markings, improve curve warning signs, improve edge drop-off, clear and grub roadside, delineate roadside hazards, and add post-mounted delineators.
Long-Term Improvements	Install 18-inch aggregate shoulders, flatten and widen foreslopes, install guardrail, extend culverts, and remove southbound to westbound curve at 40th Road.

Project Cost:

Short-Term Improvements	$200,000
Long-Term Improvements	$3.0 million

Project Images:





200 Road, Brown Road, 210 Road

Neosho County

Location: 200 Road from Anderson Road to Plummer Avenue, Brown Road north from 200 Road to 210 Road, 210 Road east from Brown Road to Osage Cuestas Trail (5.5 miles)

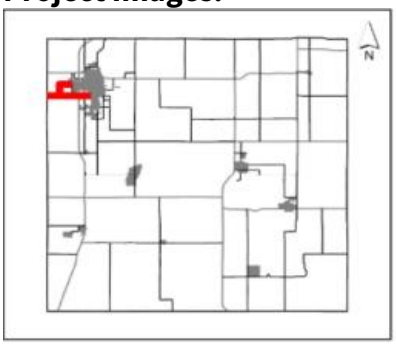
Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Install center/edge line pavement markings, install in-lane curve warning pavement markings, improve curve warning signs, improve edge drop-off, clear and grub roadside, delineate roadside hazards, and add post-mounted delineators.
Long-Term Improvements	Install two-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, install transverse rumble strips before curves, apply high friction surface treatment, install/update guardrail and extend culverts.

Project Cost:

Short-Term Improvements	$150,000
Long-Term Improvements	$3.4 million

Project Images:



Douglas Road / S. Plummer Avenue (A)

Neosho County

Location: Douglas Road/S. Plummer Avenue from Chanute city limits to 49th Street (2.5 miles)

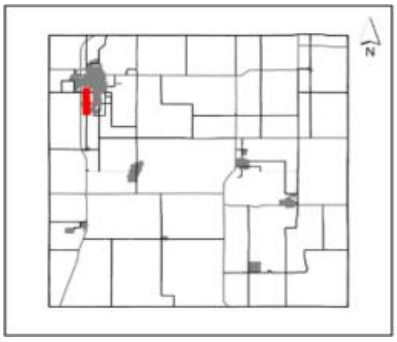
Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Install center/edge line pavement markings, improve edge drop-off, clear and grub roadside, delineate roadside hazards, and add post-mounted delineators.
Long-Term Improvements	Install two-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, install guardrail, and extend culverts.

Project Cost:

Short-Term Improvements	$81,000
Long-Term Improvements	$1.6 million

Project Images:



Harper Road

Neosho County

Location: Harper Road from county line to K-39 (3.5 miles)

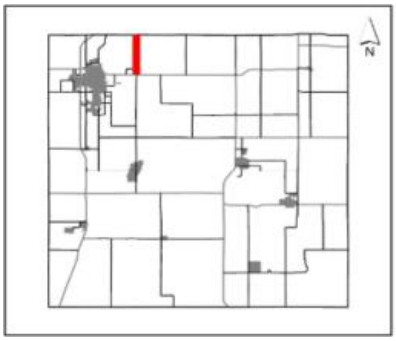
Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Install center/edge line pavement markings, improve edge drop-off, clear and grub roadside, delineate roadside hazards, and add post-mounted delineators.
Long-Term Improvements	Install two-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, and extend culverts.

Project Cost:

Short-Term Improvements	$120,000
Long-Term Improvements	$2.2 million

Project Images:



Elk Road

Neosho County

Location: Elk Road from county line to Chanute city limits (3.0 miles)

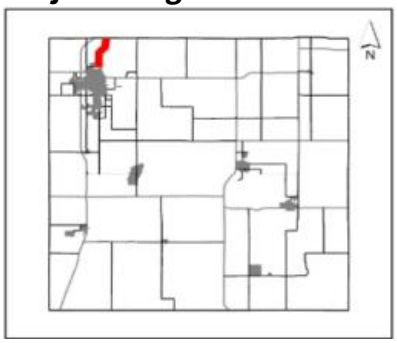
Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, High Public Interest, Local Road Safety Plan (LRSP)
Short-Term Improvements	Install center/edge line pavement markings, install in-lane curve warning pavement markings, improve curve warning signs, improve edge drop-off, clear and grub roadside, and delineate roadside hazards.
Long-Term Improvements	Install two-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, install guardrail, and extend culverts.

Project Cost:

Short-Term Improvements	$112,000
Long-Term Improvements	$1.86 million

Project Images:



205th Road, Grady Road

Neosho County

Location: 205th Road and Grady Road from Chanute city limits to K-39 (1.6 miles)

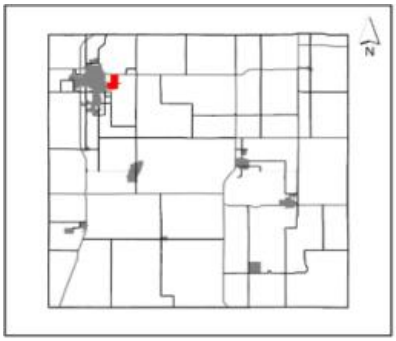
Project Information:

Description	Systemic Road Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP)
Short-Term Improvements	Install center/edge line pavement markings, install in-lane curve warning pavement markings, improve curve warning signs, improve edge drop-off, clear and grub roadside, and delineate roadside hazards.
Long-Term Improvements	Install two-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, apply high friction surface treatment on curve, install guardrail, and extend culverts.

Project Cost:

Short-Term Improvements	$55,000
Long-Term Improvements	$1.15 million

Project Images:



140th Road, Trego Road, 110th Road

Neosho County

Location: 140th Road, Trego Road, and 110th Road from Erie city limits to Udall Road (7.0 miles)

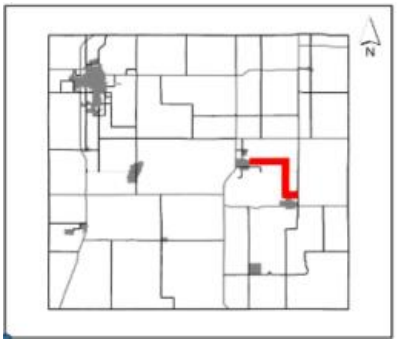
Project Information:

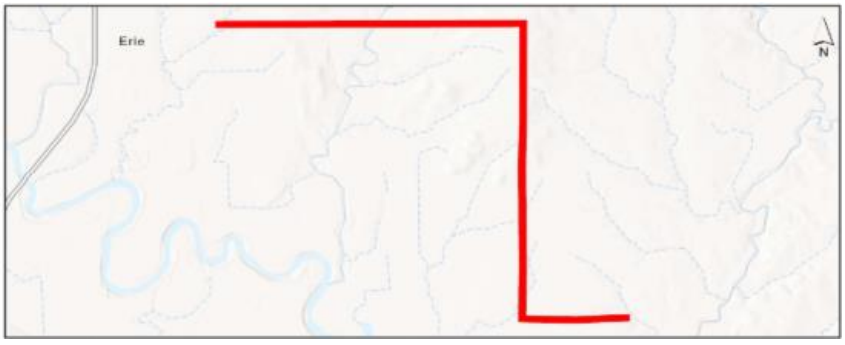
Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Install center/edge line pavement markings, improve edge drop-off, clear and grub roadside, delineate roadside hazards, and add post-mounted delineators.
Long-Term Improvements	Install 18-inch aggregate shoulders, flatten and widen foreslopes, and extend culverts.

Project Cost:

Short-Term Improvements	$153,000
Long-Term Improvements	$2.26 million

Project Images:





Douglas Road (B)

Neosho County

Location: Douglas Road from county line to Ash Grove Road (2.5 miles)

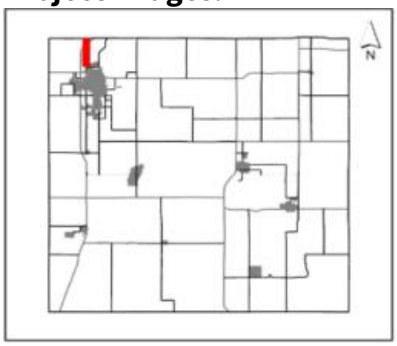
Project Information:

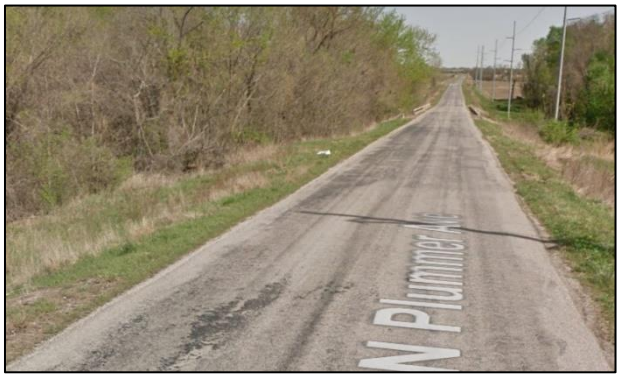
Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP)
Short-Term Improvements	Install center/edge line pavement markings, improve edge drop-off, clear and grub roadside, delineate roadside hazards, and add post-mounted delineators.
Long-Term Improvements	Install two-foot paved shoulders, flatten and widen foreslopes, install center/edge line rumble strips, and extend culverts.

Project Cost:

Short-Term Improvements	$74,000
Long-Term Improvements	$1.6 million

Project Images:





Lyons Road

Neosho County

Location: Lyons Road from county line to K-39 (3.5 miles)

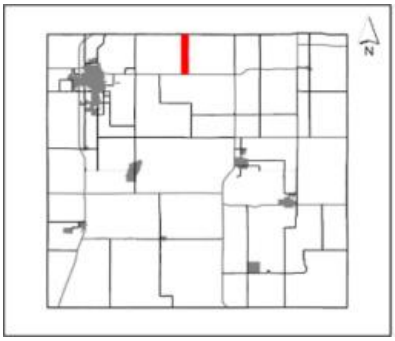
Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP)
Short-Term Improvements	Install center/edge line pavement markings, improve edge drop-off, clear and grub roadside, delineate roadside hazards, and add post-mounted delineators.
Long-Term Improvements	Install 18-inch aggregate shoulders, flatten and widen foreslopes, install/upgrade guardrail, and extend culverts.

Project Cost:

Short-Term Improvements	$92,000
Long-Term Improvements	$1.5 million

Project Images:



Location	Type	County/City	Description	Source	KDOT Facility	Notes
150th Road from US-59 to Queen Road / Main Street from Marshall Street K-146	Segment, Intersection	Neosho County	2025 Local Road Safety Plan (LRSP) for improvements	LRSP, 1 on 1	No	150th Street section is highest priority, total reconstruction to accommodate high traffic near school, 3.0 miles
Queen Road from county line to K-47	Segment	Neosho County	2025 Local Road Safety Plan (LRSP) for improvements	LRSP, 1 on 1	No	40th Street to K-47 is LRSP, 9.0 miles
200 Road from Anderson Road to Plummer Avenue, Brown Road north one mile, 210 Road east one mile	Segment, Intersection	Neosho County	2025 Local Road Safety Plan (LRSP) for improvements	LRSP	No	5.5 miles
Douglas Road (Plummer) from Chanute city limits to 49th Street	Segment	Neosho County	2025 Local Road Safety Plan (LRSP) for improvements	LRSP	No	2.5 miles
Harper Road from county line to K-39	Segment	Neosho County	2025 Local Road Safety Plan (LRSP) for improvements	LRSP	No	3.5 miles
Elk Road from county line to Chanute city limits	Segment	Neosho County	2025 Local Road Safety Plan (LRSP) for improvements	LRSP, 1 on 1, Cluster	No	3 injury crashes 2014-2023, 3.0 miles
Queen Road and 40th Street	Intersection	Neosho County	reconstruct as four-way intersection, reconstruction south and west of intersection would be required.	1 on 1	No	0.8 miles, could be a separate project but is currently included with Queen Road project
140th Road, Trego Road, 110th Road from Erie city limits to Udall Road	Segment	Neosho County	2025 Local Road Safety Plan (LRSP) for improvements	LRSP	No	7.0 miles
Douglas Road from county line to Chanute city limits	Segment	Neosho County	2025 Local Road Safety Plan (LRSP) for improvements	LRSP	No	2.5 miles

Lyons Road from county line to K-39	Segment	Neosho County	2025 Local Road Safety Plan (LRSP) for improvements	LRSP	No	3.5 miles
205th Road and Grady Road from Chanute city limits to K-39	Segment	Neosho County	2025 Local Road Safety Plan (LRSP) for improvements	LRSP	No	1.6 miles

Southeast Kansas Comprehensive Safety Action Plan

Wilson County, Kansas

Southeast Kansas Comprehensive Safety Action Plan
Wilson County, Kansas

Southeast Kansas Regional Planning Commission (SEKRPC) | June 2025

The Southeast Kansas Regional Planning Commission (SEKRPC) would like to acknowledge the valuable contribution of its member jurisdictions and project partners. Their active participation and input throughout the planning process were essential to developing this Comprehensive Safety Action Plan (CSAP). Additionally, the SEKRPC extends its gratitude to stakeholders, community organizations, and members of the public whose valuable feedback and insights guided the development of the plan to help meet the safety needs and priorities of the 12-county Southeast Kansas region.

Regional Partners
Allen County
Anderson County
Bourbon County
Cherokee County
Coffey County
Crawford County
Labette County
Linn County
Montgomery County
Neosho County
Wilson County
Woodson County

County Partners
Wilson County Sheriff's Office
City of Fredonia
City of Neodesha

Southeast Kansas Regional Planning Commission
20 S. Highland
Chanute, KS 66720

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Consultant Team
TranSystems
2400 Pershing Road, Suite 400
Kansas City, MO 64108

TRANSYSTEMS

Kimley-Horn
805 Pennsylvania Avenue, Suite 150
Kansas City, MO 64105

Kimley»Horn

Wilson & Company
800 E. 101st Terrace, Suite 200
Kansas City, MO 64131

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CHAPTER 1 | INTRODUCTION

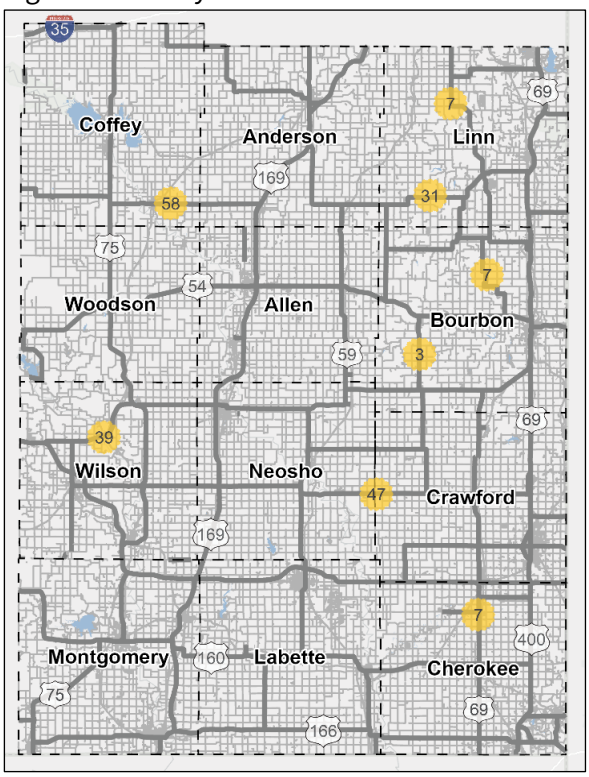
Roadway safety is an issue that impacts every person and every community in the United States. Every individual is exposed to risk on the roadway network whether a driver, passenger, transit user, bicyclist, or pedestrian. In the United States, roadway crashes account for large numbers of serious injuries and death. To combat this challenge, the U.S. Department of Transportation (USDOT) created the Safe Streets and Roads for All (SS4A) grant program to support safety initiatives designed to prevent roadway deaths and serious injuries.

In 2024, the Southeast Kansas Regional Planning Commission (SEKRPC) was awarded an SS4A Planning grant to study roadway safety in the 12-county region. This study would culminate in the development of a Comprehensive Safety Action Plan (CSAP) for each county to address the most significant transportation safety risks in the community with an emphasis on fatal and serious injury crashes.

The SEKRPC region includes Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas. The 12-county study area is shown in ***Figure 1.1***.

Over 39,000 crashes occurred in the SEKRPC region in the past 10 years (2014-2023). In Wilson County 1,877 crashes occurred during this period, including 28 fatal crashes, 59 serious injury crashes, and 1,790 injury and property damage only (PDO) crashes.

Figure 1.1: Study Area



1.1 Commitment to Safety

SEKRPC and Wilson County recognize that one life lost is one too many and seek to develop a set of programs and projects that will reduce transportation safety risks and save lives. This Safety Action Plan outlines specific strategies and actions to reduce fatal and serious injury crashes in Wilson County.

The success of this Safety Action Plan relies on the commitment and participation of all stakeholders in Wilson County and the SEKRPC region. Development of the Safety Action Plan fostered collaboration among the counties and cities in the 12-county region. By bringing together residents, local government, law enforcement, transportation authorities, school districts, and community organizations, collective expertise and resources were leveraged to implement safety initiatives.

By working together, we can promote a culture of safety and work towards making our communities a safe place to live, work, and visit. A Safety Task Force with representatives from each county in the region is dedicated to fostering collaboration, innovation, and a proactive approach to addressing safety issues and making a positive impact on Southeast Kansas.

1.2 Safe System Approach

The SS4A program supports the USDOT National Roadway Safety Strategy and Wilson County's goal of zero roadway deaths using a Safe System Approach. The SS4A program supports the development of a CSAP that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues.

The USDOT Safe System Approach is a comprehensive and proactive framework to reduce the number of fatalities and serious injuries on roadways. The Safe System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable and responsibility for roadway safety lies with multiple stakeholders.

Figure 1.2: Safe System Approach

The Safe System Approach has key elements as shown in ***Figure 1.2.*** Layering these together creates redundancy so that if one component fails, the others are still in place to prevent severe outcomes. Policies and projects recommended in this report focus on these five proven objectives to create safer conditions for all roadway users. The five objectives for the Safe System Approach are:

- **Safer Roads:** The design and maintenance of roadway environments to mitigate human mistakes and account for injury tolerances, encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

- **Safer Speeds:** Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate mitigation measures such as roadway design, targeted education, outreach campaigns, and enforcement.

- **Safer Road Users:** Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed by promoting a safety awareness culture through various outlets.

- **Safer Vehicles:** Expand the availability of vehicle systems and features that help prevent crashes and minimize the impact of crashes on both occupants and non-occupants. Additionally, encouraging other safety actions such as seat belt use, proper child seats, and proper vehicle maintenance.

- **Post Crash Care:** Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for first responders and preventing secondary crashes through robust traffic incident management practices.

1.3 Plan Organization

This Comprehensive Safety Action Plan is built on the following eight key components:

- **Leadership Commitment and Goal Setting:** An official public commitment by a high-ranking official and/or governing body to an eventual goal of eliminating roadway fatalities and serious injuries. *(Chapter 1)*
- **Planning Structure:** A committee, task force, or similar body charged with oversight of the Safety Action Plan development, implementation, and monitoring. *(Chapter 1)*
- **Engagement and Collaboration:** Robust engagement with the public and relevant stakeholders that allows for both community representation and feedback. Information received is analyzed and incorporated into the Safety Action Plan. *(Chapter 2)*
- **Safety Analysis:** A comprehensive analysis of existing conditions, historical trends, and risk factors that provides a baseline level of fatal and serious injuries. *(Chapter 3)*
- **Equity Considerations:** Plan development using inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners. *(Chapter 4)*
- **Strategy and Project Selection:** Identification of a comprehensive set of projects and strategies shaped by data, equity considerations, public and stakeholder input, and best practices to address the safety issues identified in the Safety Action Plan. *(Chapter 5-6)*
- **Policy and Process Changes:** Assessment of current policies, plans, guidelines, and standards to identify opportunities to improve how processes prioritize transportation safety. *(Chapter 6)*
- **Progress and Transparency:** A method to measure progress over time after the Safety Action Plan is developed or updated. *(Chapter 7)*

1.4 Leadership Commitment and Goal Setting

Committing to zero roadway deaths is ambitious and achieving this goal will be challenging for any community. Leadership from local officials on this issue is critically important as leadership sets the tone for the organization and the community. Elected leadership can steer the course of policy and secure the resources necessary to implement safety strategies. The commitment of elected leadership can also result in new local regulations, legislative support at the state or federal level, and better enforcement of existing laws.

Through participation in the planning process facilitated by SEKRPC, the participating counties formed a Safety Task Force. This regional leadership group shaped a shared vision to eliminate roadway fatalities. This vision employs Vision Zero elements and the Safe System Approach to develop a Safety Action Plan for each SEKRPC county. These plans seek to improve roadway safety outcomes, with the eventual goal of zero deaths across the Wilson County transportation network by 2050. Wilson County's commitment to this goal is demonstrated by the Vision Zero resolution passed by the Wilson County Commission. The resolution is included in ***Appendix A.***

Vision

The Safety Task Force envisions the development of comprehensive transportation infrastructure that meets the needs of all residents in the SEKRPC region through transportation improvements, education, and community collaboration with a goal of zero traffic deaths and serious injuries.

Goals

SEKRPC and the Safety Task Force are committed to reducing the risk of fatal or serious injury crashes for all road users. The goals established and facilitated through this plan support this vision:

- Adopt and implement the Vision Zero resolution in each Southeast Kansas county to eliminate all fatal and serious injury crashes by 2050.
- Utilize a comprehensive data driven approach to address factors contributing to traffic crashes.
- Engage stakeholders, monitor progress, and allocate resources to ensure meaningful progress toward achieving the vision.

1.5 Planning Structure

SEKRPC received a SS4A Planning grant and facilitated the development of a Comprehensive Safety Action Plan for each county in the 12-county region: Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas.

The vision and goals described above were identified by a regional Safety Task Force consisting of representatives from each county. The Safety Task Force and the communities it represents are charged with oversight of plan development, project implementation, and monitoring. Follow-up meetings were also held with each county to facilitate more detailed discussions.

Safety Task Force

The Safety Task Force is a regional working group consisting of county staff, law enforcement, and school district representatives. Safety Task Force members served as representatives of their community to validate information and data, provide insight on potential focus areas, discuss safety strategies, and serve as community champions. The Safety Task Force played an integral role in the process by participating in a series of stakeholder meetings and directly informing the development of the Safety Action Plans. Members invited to participate in the Safety Task Force are identified in ***Appendix B***.

Expanded Stakeholder List

Due to the regional nature of the study, an expanded stakeholder list of over 300 organizations was also engaged through an online survey to provide additional input to the Safety Task Force. The expanded stakeholder list included additional city staff, emergency services, school districts, healthcare organizations, public transportation providers, business organizations, and transportation advocacy groups. Organizations in the expanded stakeholder list are also identified in ***Appendix B***.

CHAPTER 2 | ENGAGEMENT AND COLLABORATION

The Safety Action Plan included a robust engagement plan with the public and stakeholders that allowed for community representation and feedback. The plan used input from the engagement process to inform development of the plan.

2.1 Community Engagement Plan

The Community Engagement Plan in ***Appendix B*** was prepared as a guide to obtain meaningful input from study partners, community organizations, residents, and employees impacted by the transportation system. The Community Engagement Plan focused on the entire 12-county region but also provided flexibility to identify engagement needs specific to each county. Three primary opportunities to obtain public input were provided:

1. **Information and Communications:** Communicated information regarding the study background, process, methods, schedule, key messages, and project updates.
2. **Stakeholder Input:** Facilitated meetings with community leaders, elected and appointed officials, government staff, and other stakeholder groups to inform recommendations.
3. **Community Outreach:** Informed, educated, and engaged with community members with the intent of providing an interactive dialogue for input throughout the study.

Key Audiences

Many stakeholders were engaged in the process to provide a comprehensive perspective on the Safe System Approach and share unique insights for understanding transportation safety needs in Southeast Kansas. Residents, employees, and businesses provided insights into local transportation challenges, while local governments and school districts ensured alignment with community needs. First responders shared critical knowledge of safety risks and emergency response. Regional and state agencies contributed broader expertise and guidance to address transportation safety issues.

Key audiences in the 12-county Southeast Kansas region that provided input for the plan included:

- Residents, employees, and businesses
- Governmental units (county staff, city staff, school districts, elected officials)
- First responders (law enforcement, fire departments, emergency management, healthcare services)
- Community organizations (business organizations, transportation advocacy groups)
- Regional or statewide agencies (SEKRPC, KDOT, public transportation providers)

Community Engagement Methods

A variety of community engagement methods were utilized to promote meaningful involvement and gather input from stakeholders and the public. Targeted stakeholder discussions and Safety Task Force meetings provided expert insights and shaped the plan development, while surveys and public open house meetings offered opportunities for community members to highlight safety concerns and share feedback.

These approaches promoted inclusive participation, enhanced understanding of regional safety issues, and fostered collaboration in developing effective solutions.

- **Project Update Meetings:** Project updates were shared in-person and virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.

- **Stakeholder Meetings:** Three Safety Task Force meetings were held to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings were held in a hybrid format with both in-person and virtual attendance options.
- **Public Meetings:** One in-person open house style meeting was held within each county to inform the public of the study's progress, gather input regarding safety needs, and share features of the proposed plan.
- **Public Survey:** An online survey was distributed that allowed respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information was collected to monitor responses by location and socioeconomic characteristics.
- **Public Comments:** Public comments were compiled from meetings, online surveys, phone calls, and face-to-face conversations and incorporated into the plan.
- **Public Information:** Announcements for news media, websites, and social media outlets were provided to SEKRPC, the Safety Task Force, and the expanded stakeholder list for distribution.

2.2 Safety Task Force Meetings

The Safety Task Force participated in three meetings throughout the process to review crash data and help identify safety needs in the region. Safety Task Force members played an integral role in confirming challenges and opportunities, which directly influenced plan recommendations to align with the safety vision for the Southeast Kansas region. Meeting summaries are included in ***Appendix C***.

Safety Task Force Meeting #1

Safety Task Force Meeting #1 was held in October 2024 to introduce the study and the Safe System Approach, review crash data, and discuss safety concerns and potential solutions. The meeting also included an initial discussion of emphasis areas to provide direction for the planning process.

During the meeting, an interactive survey was conducted to better understand community needs. After crash data trends were presented, participants had an opportunity to select their top three emphasis areas for developing safety solutions. Based on this initial input, the selected emphasis areas were *roadway departures*, *distracted driving*, and *unrestrained occupants*. These stakeholder-selected areas helped provide focused direction for the planning process.

In addition to specific locations noted in ***Appendix C***, participants also noted the following concerns:

- **Seatbelt Usage:** In Crawford County, a SAFE (Seatbelts Are For Everyone) program began after students were involved in a fatal crash. This tragic event highlighted the need for enhanced education around seatbelt usage.
- **Distracted Driving:** Concerns were raised about distracted driving and cell phone use, including its prevalence among older adults.
- **Road Access and Truck Traffic:** Discussion highlighted the need for improved hard surface roads to medical centers and major employers, particularly areas with newly constructed or planned facilities.
- **Speeding on Gravel Roads:** Concerns were expressed about drivers traveling higher speeds on gravel roads and underestimating road conditions.

The following areas were potential solutions identified by stakeholders for improving roadway safety:

- **Driver Education Enhancements:** Online driver education programs and other similar initiatives that emphasize navigating unpaved roads and unmarked intersections.
- **Behavioral Interventions:** Increase citations to encourage safer driving behaviors and address misconceptions, such as the dangers of driving under the influence of marijuana.
- **Infrastructure Improvements:** Implement measures like road edging and clearing line-of-sight obstructions to improve visibility and reduce crashes.
- **Speed Management:** Lower speed limits on gravel roads to enhance safety.

Safety Task Force Meeting #2

Safety Task Force Meeting #2 was held in November 2024 to re-visit key emphasis areas and discuss proven effective countermeasures to address the emphasis areas. Based on crash patterns and a review of public input to date, the Safety Task Force built consensus around *roadway departures*, *intersection-related crashes*, and *unrestrained occupants* as the refined top emphasis areas. Other identified areas that would receive consideration were vulnerable road users, distracted driving, and alcohol or drug-related crashes.

In addition to specific locations noted in ***Appendix C***, an interactive survey allowed participants to discuss how potential countermeasures could be integrated into their communities to address the emphasis areas:

- **Roadway Departure:** Preferred improvements included 2-foot shoulders, edge line treatment, and removing fixed objects in the clear zone.
- **Intersections**: Preferred improvements for unsignalized intersections included retroreflective strips on warning signs, street lighting, dedicated turn signals, and roundabout designs for both passenger vehicles and trucks. Overhead lighting was emphasized as a cost-effective option due to franchise agreements with electric companies (as applicable).
- **Unrestrained Occupant:** Strategies discussed included behavior-changing programs, enforcement campaigns, and outreach, including targeting specific groups such as school age children or farmers.
- **Distracted Driving:** Strategies discussed included high-visibility cell phone/texting enforcement and targeted communications.
- **Vulnerable Road Users:** Preferred strategies for pedestrian improvements included high visibility crosswalks, raised crosswalks, curb extensions, and refugee islands. Bicycle improvements included multi-use paths, cycle tracks, and buffered bike lanes. Discussion also included challenges in school zones and strong support for Safe Routes to School programs.

Safety Task Force Meeting #3

Safety Task Force Meeting #3 was held in April 2025 to summarize the crash data analysis and public engagement efforts to date and discuss example project recommendations and potential countermeasures. Safety projects at specific locations were shown for *roadway departures*, *signalized intersections, unsignalized intersections,* and *vulnerable road users.* Programs, policies, and potential actions were also described to address education related to speeding, pedestrian and bicycle travel, and distracted driving. Steps to implement Vision Zero and potential funding opportunities for implementation were discussed as well.

2.3 Public Survey

To gather greater community input, an online public survey was distributed throughout the 12-county region and available from October 2024 to April 2025 – including distribution to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region as well as location-specific concerns, as summarized in ***Figure 2.1***. Survey results are summarized below with detailed survey responses included in ***Appendix D***.

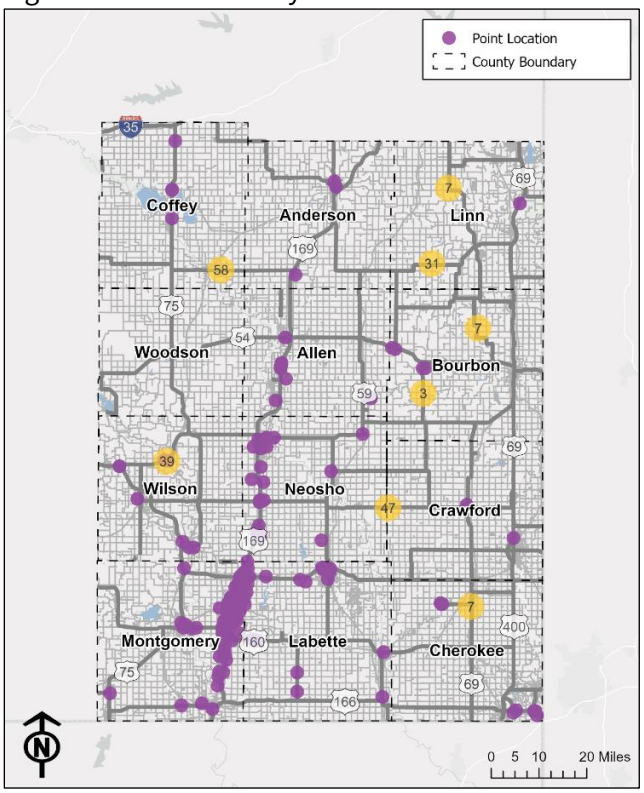
Safety Priorities

The survey results revealed a strong consensus that there are too many severe crashes and a need for prioritized investments. Participants expressed the most concern for Safer Roads and Safer People and identified distracted driving, speeding vehicles, and intersections as their top three emphasis areas. In support of increased safety, participants identified intersection improvements, infrastructure maintenance, and traffic maintenance as top funding priorities. Specific safety concern locations were concentrated along US-169.

County-Specific Concerns

Wilson County survey participants expressed concerns regarding speeding, distracted driving, and unsafe passing, especially along US-169. Respondents noted a lack of sidewalks in small towns, poor visibility due to limited street lighting, and inadequate traffic enforcement. Respondents also commented that drivers of all types, including semi-truck operators and youth on farm permits or ATVs, contribute to unsafe conditions.

Figure 2.1: Public Survey Comment Locations



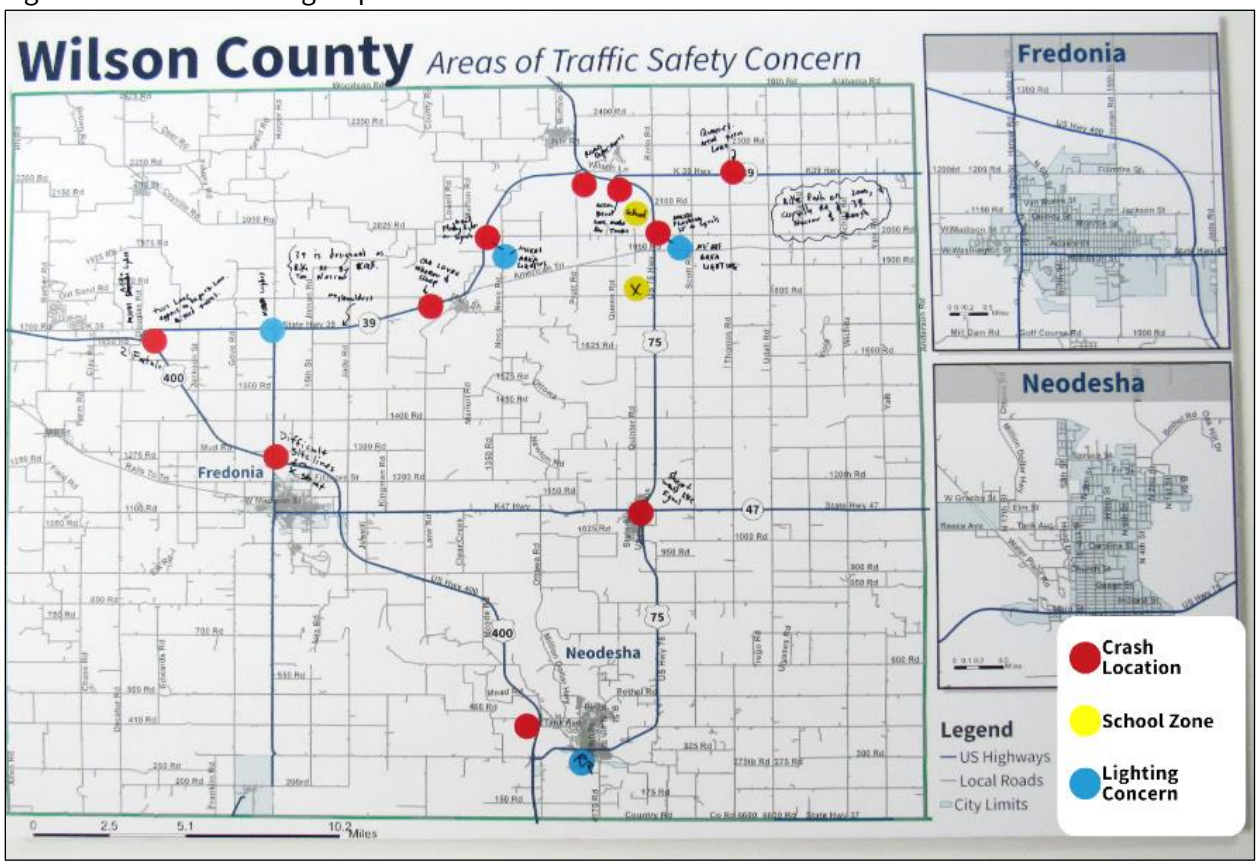
2.4 Public Meeting

An open house public meeting was held in each county to share project information and gather feedback from the public. Feedback was collected through multiple methods including comment cards, an interactive mapping activity, and conversations with attendees. The public meeting in Wilson County was held on March 12, 2025 from 4:00-6:00pm in the Wilson County Courthouse and was attended by four community members.

As shown in ***Figure 2.2***, meeting attendees identified areas of traffic safety concern by placing color coded dots on a map of Wilson County. Most concerns were concentrated in the north central part of the county, particularly along K-39 and US-75 north of 1800 Road. Highway intersections were common areas of concern in Wilson County, including: US-400 and K-39, US-400 and Harper Road,

K-47 and US-75, and US-400 and US-75. School zone safety was a concern near the Altoona Middle and High Schools near US-75. Another concern identified by attendees were the at-grade crossings of the Osage Cuestas Trail.

Figure 2.2: Public Meeting Map



CHAPTER 3 | EXISTING CONDITIONS ANALYSIS

3.1 Background

Southeast Kansas is a region characterized by a mix of rural landscapes, small towns, and urban centers, playing a critical role in the state's economy through agriculture, manufacturing, and transportation. The region is served by a network of highways, including eight U.S. Routes and many state routes, to facilitate the movement of people and goods across the region and beyond. These corridors provide vital connections between many of the larger communities in Southeast Kansas that offer major employment centers, agricultural markets, and growing industrial facilities. The network of city and county roadways, which includes both paved and unpaved roadways, then facilitates local connections to specific destinations.

Due to this context of a primarily rural region with interspersed activity centers, Southeast Kansas faces unique transportation challenges. These include addressing safety concerns at intersections on high-speed corridors, managing increased freight activity, and improving rural roadway conditions.

Wilson County has a population of approximately 8,600 people with about half of the population residing in the City of Neodesha and City of Fredonia. The US-169, US-75, US-400, and K-39 corridors provide important connections within and beyond the county.

3.2 Collaboration with Other Plans

A review of previously completed or ongoing studies was documented to help align the Safety Action Plan with existing plans and processes. ***Table 3.1*** summarizes relevant strategies identified through other planning efforts.

Table 3.1: Document Review

Document	Goals	Strategies	Application
KDOT Long Range Transportation Plan (2021)	Promote safety, security, and transportation system management	Adopt a systemic approach to safety and use education, enforcement, and engineering to reduce the severity of crashes and reduce the number of travel-related deaths	Provides information about KDOT's Strategic Safety Initiative and an overview of KDOT's safety priorities and processes
Kansas Strategic Highway Safety Plan (2020)	Achieve a fatal and injury crash rate of less than 35 crashes per 100 million vehicle miles travel by 2025	Use data to address roadway departures, impaired driving, teen drivers, older drivers, intersections, local roads, and pedestrians and cyclists	Provides a statewide safety framework to apply to local plans
Wilson County Local Road Safety Plan (2023)	Help local jurisdictions select and prioritize roadway projects that will have the biggest impact on safety	Use education, enforcement, engineering, and emergency response to reduce the severity and number of crashes	Identifies high-priority road segments, curves, and intersections for safety improvements in unincorporated areas

3.3 Crash Analysis

The most recent ten years of crash data (2014-2023) was analyzed to evaluate crash trends within the Southeast Kansas region and Wilson County. The crash analysis includes a hotspot analysis to identify where crashes are occurring but also reviews trends and emphasis areas to identify high-risk roadway characteristics. This approach allows the Safety Action Plan to offer a proactive approach to systemic issues that may affect the greater roadway network.

Within the crash data, crash severity is categorized using an injury scale that includes property damage only, possible injury, minor injury, serious injury, and fatal. To focus on the Vision Zero goal in Southeast Kansas, the crash analysis primarily focuses on the most severe crashes that result in serious injuries and/or fatalities.

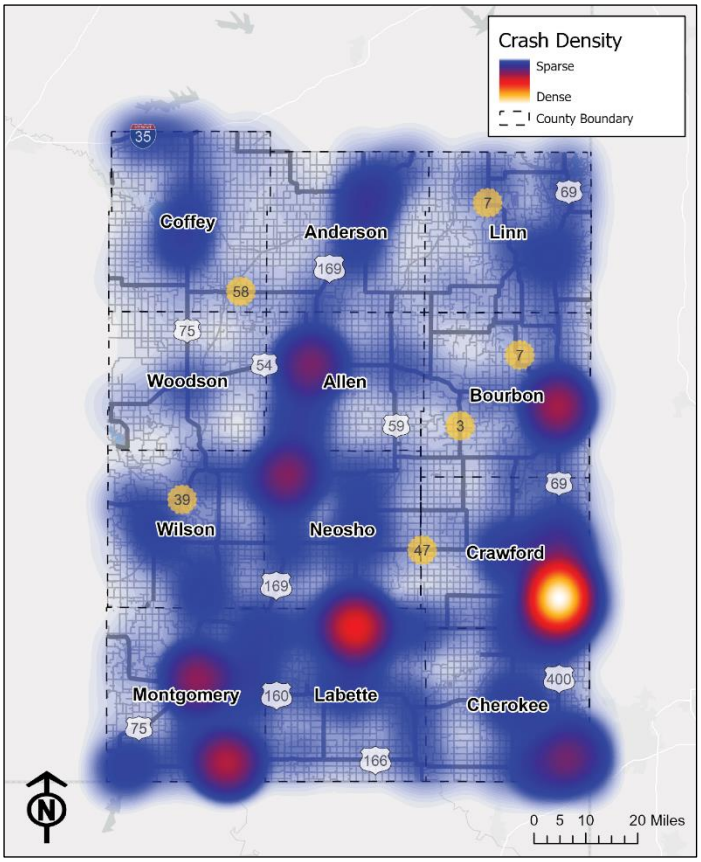
Note: The Federal Highway Administration (FHWA) required KDOT to change its serious injury definition in 2019, which resulted in a higher number of serious injury crashes from 2019-2023. The data also reflects changes in travel patterns during the COVID-19 pandemic from 2020-2022.

Regional Crash Summary

Data for the 12-county Southeast Kansas region provided a large sample size to identify regional crash trends. During the 10-year study period, there were 39,032 total crashes, including 351 fatal and 823 serious injury crashes. The remaining 37,858 crashes were injury or property damage only (PDO) crashes. These crashes occurred on the local road system, the county system, and the state system, underscoring the need for cross-agency collaboration and a systemic approach to improving roadway safety. A heat map of fatal and serious injury crashes in the Southeast Kansas region is shown in ***Figure 3.1***.

For all crashes in the 12-county region, the most common types of crashes were *roadway departure* and *intersection related* crashes. There were significantly fewer *unrestrained occupant* and *alcohol or drug related* crashes, but these crash types accounted for similar numbers of fatal and serious injury crashes, demonstrating the need to address these issues. Distracted driver-related crashes were also high in number but lower in fatal and serious injuries.

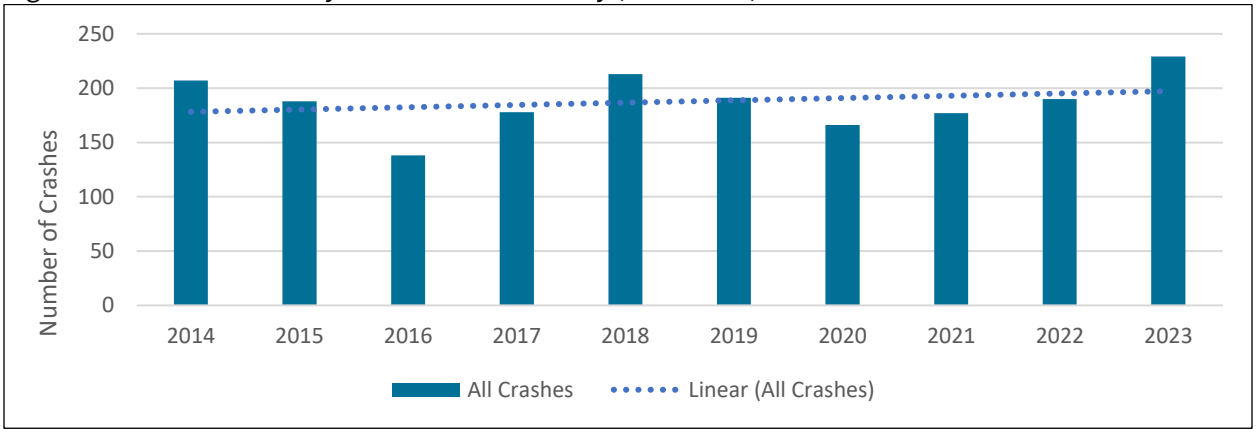
Figure 3.1: Heat Map of Fatal and Serious Injury Crashes in Southeast Kansas (2014-2023)



Crash Trend Analysis

In Wilson County, 1,877 crashes occurred in the 10-year study period (2014-2023). The total number of crashes per year is shown in ***Figure 3.2***. The total number of crashes generally remained consistent over the study period with an average of 187 crashes per year.

Figure 3.2: Total Crashes by Year in Wilson County (2014-2023)



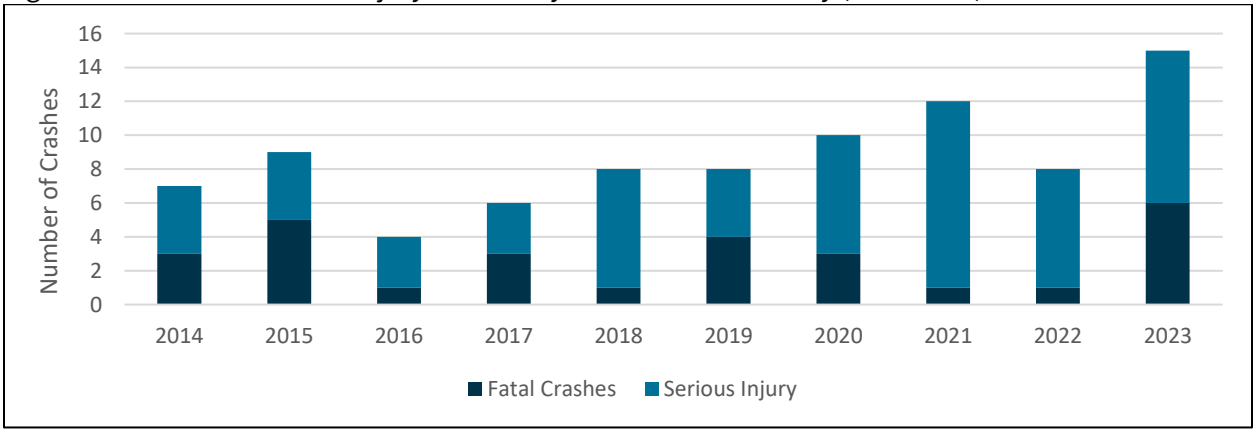
Crash Severity

As shown in ***Table 3.2***, approximately 4.6% of all crashes in Wilson County resulted in a fatality or serious injury. Crash severity by year is shown in ***Figure 3.3***. The number of serious injury crashes increased over the study period, but the increase also corresponds with the change in the serious injury crash definition that occurred in 2019.

Table 3.2: Crash Severity in Wilson County (2014-2023)

Crash Severity	Crashes	Percent
Fatal	28	1.5%
Serious Injury	59	3.1%
Injury	252	13.4%
Property Damage Only	1,538	81.9%
Total	1,877	100.0%

Figure 3.3: Fatal and Serious Injury Crashes by Year in Wilson County (2014-2023)



Crash Type

Crash type (e.g., collision with other vehicles, fixed object, pedestrian) analysis is a common method to understand crash characteristics and develop effective countermeasure solutions. As shown in ***Table 3.3***, the three most prevalent crash types were collisions with animals (51.5%), fixed objects (16.4%), and other motor vehicles (16.3%).

However, crashes with pedestrians, railroad/trains, and overturned crashes accounted for the highest percentage of fatalities and serious injuries (FSI) compared to the total number of crashes. While the total number of pedestrian and pedalcycle crashes is low, they account for significantly higher rates of severe injury due to their unprotected nature. Both crash frequency and percentage of fatal and serious injury crashes can be used to identify applicable improvement strategies for Vision Zero.

Table 3.3: Crash Type with Fatal/Serious Injury Percentage in Wilson County (2014-2023)

Crash Type	Count	Percent	Fatal	Serious Injury	FSI Percent
Animal	964	51.5%	0	2	0.2%
Fixed Object	307	16.4%	3	10	4.2%
Other Motor Vehicle	305	16.3%	15	19	11.1%
Other Non-Collision	36	1.9%	0	1	2.8%
Other Object	35	1.9%	1	2	8.6%
Overturned	182	9.7%	9	21	16.5%
Parked Motor Vehicle	35	1.9%	0	1	2.9%
Pedalcycle	0	0.0%	0	0	0.0%
Pedestrian	5	0.3%	0	1	20.0%
Railroad/Train	4	0.2%	0	1	25.0%
Total[1]	1,873	100.0%	28	58	4.6%

[1] Total excludes crashes listed as “none” or “unknown” crash types.

KDOT crash data separates collisions with other vehicles into further breakdowns of type (e.g., angle-side impact, head-on). As shown in ***Table 3.4***, this data indicates that angle-side impact (42.0%) and sideswipe same direction (22.0%) collisions are the most common crash types with other motor vehicles. However, head on and angle-side impact collisions accounted for the highest percentage of fatalities and serious injuries (FSI) compared to the total number of crashes. The angle-side impact crashes are concerning due to both their high total number of crashes and higher FSI percent.

Table 3.4: Crash Type for Collisions with Other Motor Vehicle in Wilson County (2014-2023)

Crash Type	Count	Percent	Fatal	Serious Injury	FSI Percent
Angle-Side Impact	128	42.0%	7	12	14.8%
Backed Into	18	5.9%	0	0	0.0%
Head On	30	9.8%	7	3	33.3%
Sideswipe: Opposite Direction	4	1.3%	0	0	0.0%
Sideswipe: Same Direction	67	22.0%	1	2	4.5%
Rear End	32	10.5%	0	2	6.3%
Other	24	7.9%	0	0	0.0%
Unknown	2	0.7%	0	0	0.0%
Total	305	100.0%	15	19	11.1%

Crash Location (Intersection and Non-Intersection)

Approximately 14.1% of all crashes occurred at intersections and 85.9% of all crashes occurred at non-intersections. For fatal and serious injury crashes, the primary crash type at intersections was with other motor vehicles. At non-intersections, the most frequent crash types were overturned vehicles, collisions with fixed objects, and collisions with other motor vehicles – which highlights that many of the severe non-intersection crashes are likely due to roadway departures. Crash location and type for fatal and serious injury crashes is shown in ***Table 3.5***.

Table 3.5: Crash Type by Intersection Type in Wilson County

Crash Type	Intersection				Non-Intersection			
	Fatal		Serious Injury		Fatal		Serious Injury	
	Count	Percent[1]	Count	Percent[1]	Count	Percent[1]	Count	Percent[1]
Animal	0	0%	0	0%	0	0%	3	3%
Fixed Object	0	0%	1	6%	3	14%	36	37%
Other Motor Vehicle	6	86%	12	75%	9	43%	23	23%
Other Object	0	0%	0	0%	0	0%	1	1%
Other Non-Collision	0	0%	0	0%	1	5%	1	1%
Overturned	1	14%	3	19%	8	38%	23	23%
Parked Motor Vehicle	0	0%	0	0%	0	0%	2	2%
Pedalcycle	0	0%	0	0%	0	0%	4	4%
Pedestrian	0	0%	0	0%	0	0%	5	5%
Railway Train	0	0%	0	0%	0	0%	0	0%
Unknown	0	0%	0	0%	0	0%	0	0%
Total	7	100%	16	100%	21	100%	98	100%

[1] Percent of fatal and serious injury crashes

Crash by Maintaining Authority

Crashes by the maintaining roadway authority are shown in ***Table 3.6***. Approximately 45% of all crashes occurred on city or county-owned roadways and the remaining 55% of crashes occurred on KDOT-maintained roadways. This average is approximately equal to the percentage of injury and property damage only crashes occurring on city and county roadways compared to state system roadways. However, 67.9% of fatalities occurred on KDOT-maintained roadways compared to 32.1% on non-KDOT-maintained roadways.

Table 3.6: Crashes by Maintaining Authority in Wilson County

Maintaining Authority	Fatal		Serious Injury		Total	
	Count	Percent	Count	Percent	Count	Percent
State System	19	67.9%	35	59.3%	1,035	55.1%
Non-State System	9	32.1%	24	40.7%	842	44.9%
Total	28	100.0%	59	100.0%	1,877	100.0%

3.4 Identification of High Risk Locations

Heat maps provide a way to visualize data by identifying crash locations with color shading to indicate the concentration of crashes. ***Figure 3.4*** shows a heat map of all crashes in Wilson County. ***Figure 3.5*** then shows a heat map of fatal and serious injury crashes only.

While the U.S. Route and state corridors remain crash hot spots on both maps, more distinct locations are prominent on the fatal and serious injury crash map. These hotspots tend to be concentrated at intersections along state highways including:

- K-39 & US-400
- K-39 & US-75
- K-47 & US-75
- US-75 & US-400

A vulnerable road user (VRU) is anyone on the road who is not protected by a vehicle shell, including pedestrians, cyclists, and roadway workers. While VRU crashes only make up 0.3% of crashes that occurred in Wilson County, they represent a key demographic of the Vision Zero initiative as VRUs are at a higher risk of serious injury or death in a crash. As shown in ***Figure 3.6***, VRU crashes are concentrated within city limits, particularly in Fredonia and Neodesha.

Figure 3.4: Heat Map for All Crashes in Wilson County (2014-2023)

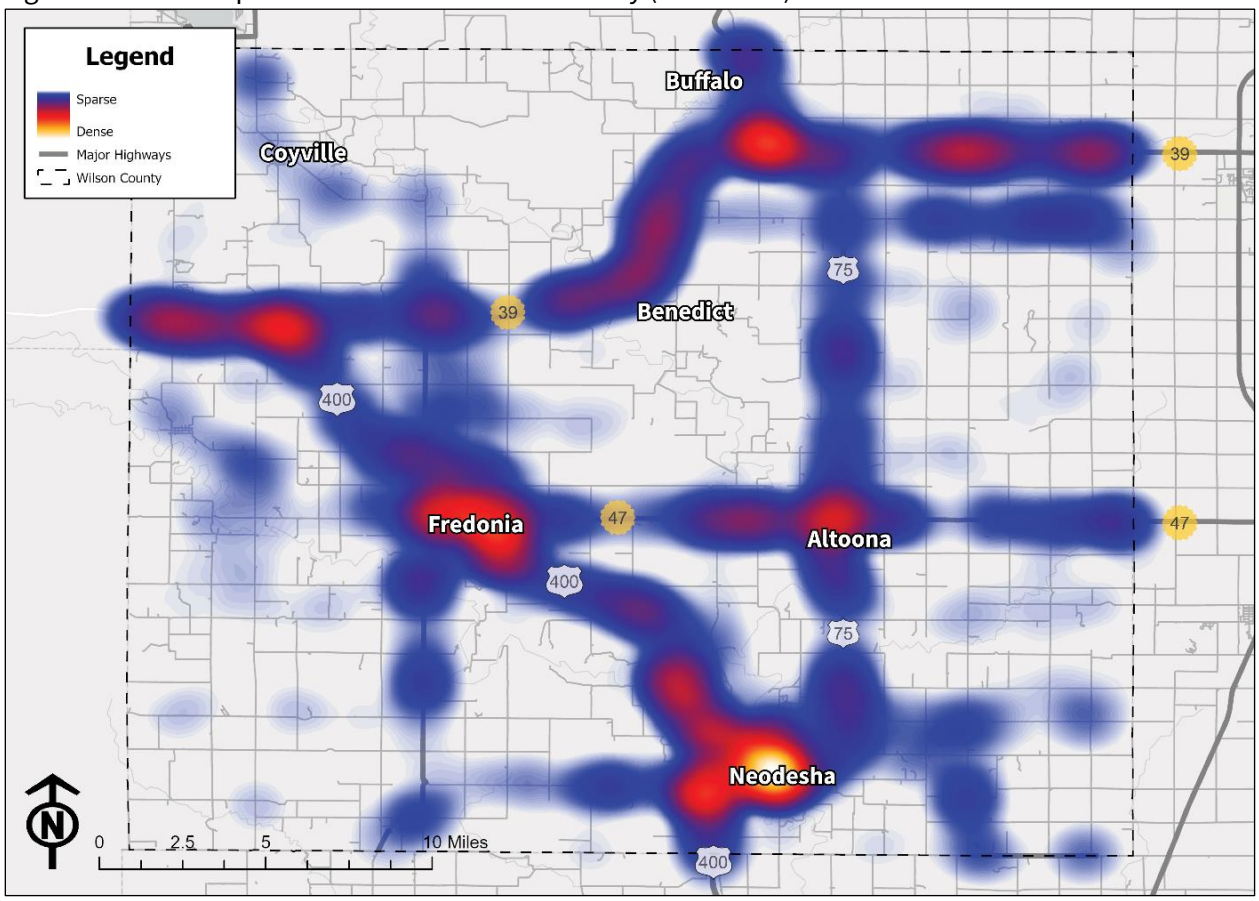


Figure 3.5: Heat Map for Fatal and Serious Injury Crashes in Wilson County (2014-2023)

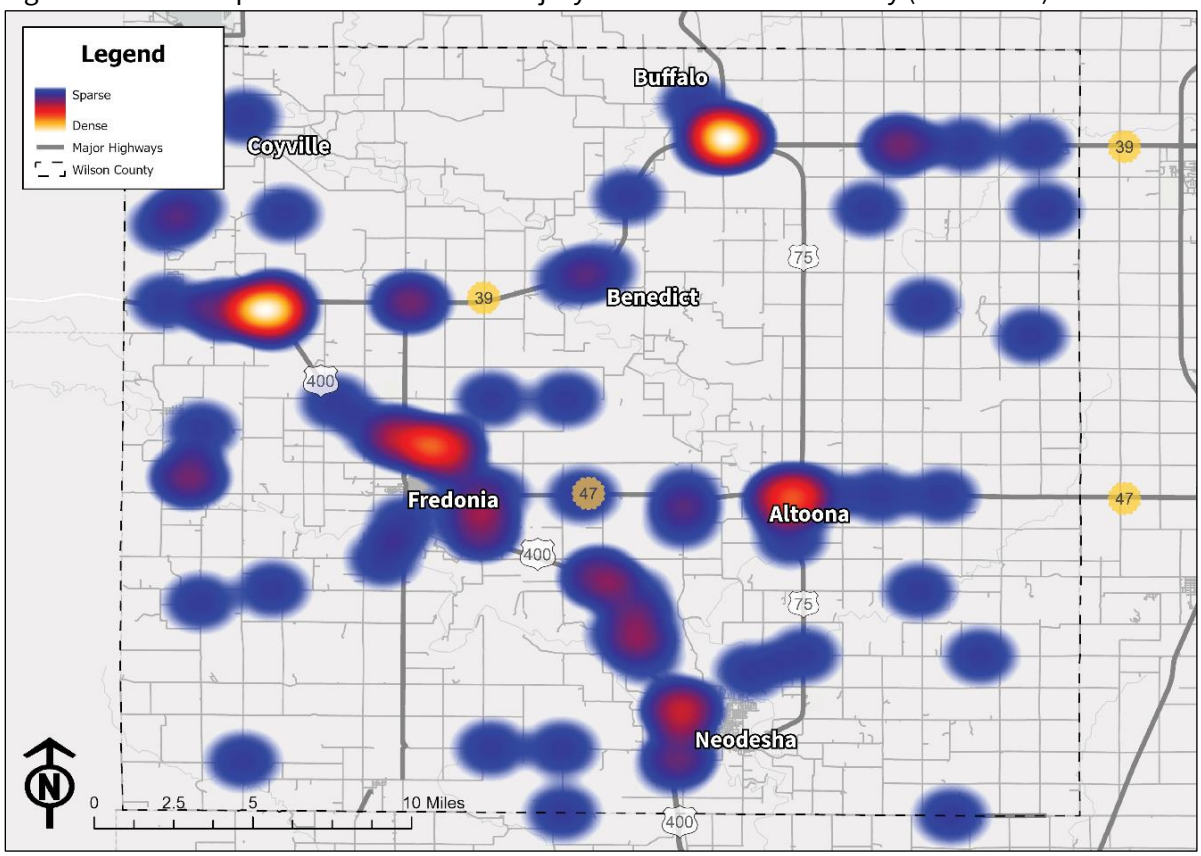
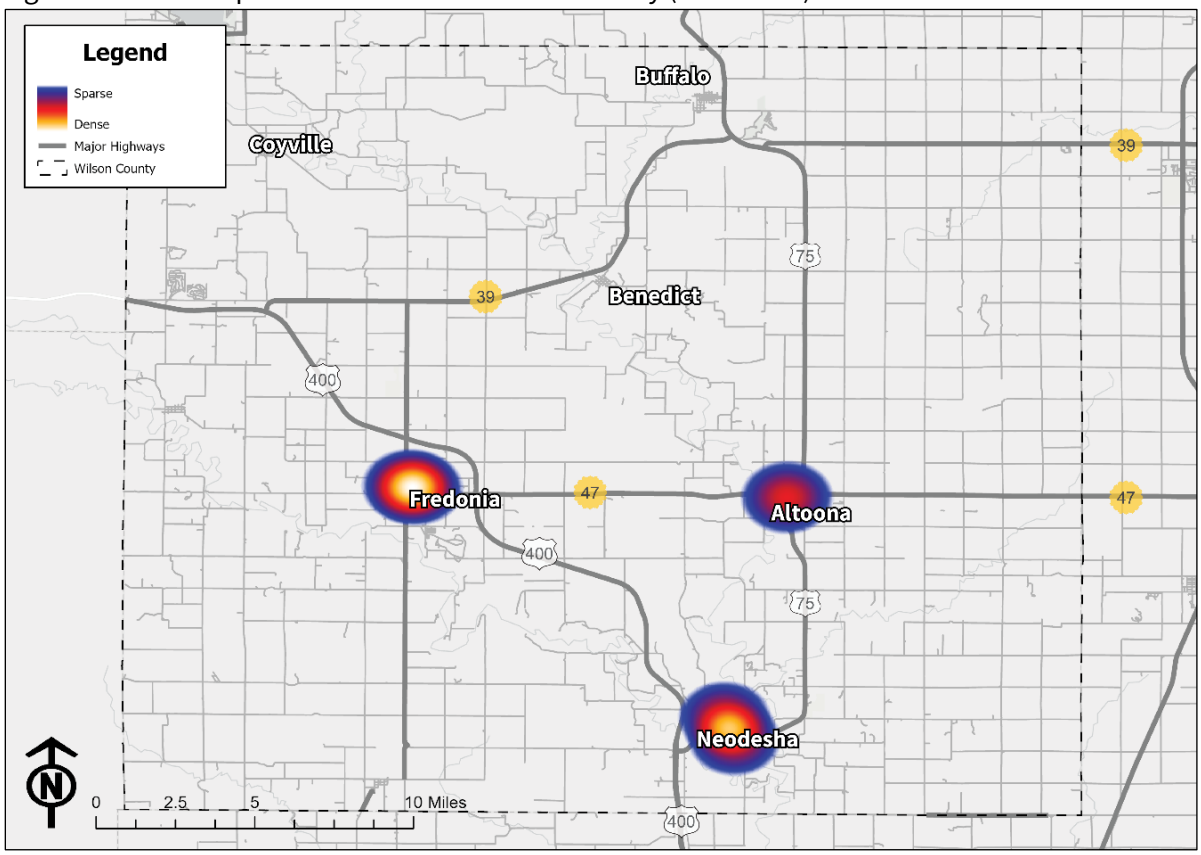


Figure 3.6: Heat Map for VRU Crashes in Wilson County (2014-2023)



CHAPTER 4 | EQUITY ANALYSIS

Equity is a concept that centers on the idea of fairness and justice. Advancing the Safe System Approach and the Vision Zero goal of eliminating fatal and serious injury crashes requires providing safe transportation options that meet the needs of all community members. Therefore, the equity analysis identifies any populations that are underserved and/or under-resourced to help understand the implications of any safety risk disparities in the community.

The Safety Action Plan uses criteria for areas of persistent poverty and historically disadvantaged communities (as identified by USDOT) and the Social Vulnerability Index (as defined by the Centers for Disease Control and Prevention). The SS4A program defines an Underserved Community consistent with the USDOT definition of a disadvantaged community using two sources:

- **Equitable Transportation Community (ETC) Explorer:** The tool provides a percentile rank by census tract based on five components related to climate, environmental burden, health vulnerability, social vulnerability, and transportation factors.
- **Climate and Economic Justice Screening Tool (CEJST):** The tool identifies census tracts that demonstrate burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

4.1 Community Profile

The demographic profiles in ***Table 4.1*** and ***Table 4.2*** provide a snapshot of population characteristics and commuting patterns in Wilson County. Based on the equity analysis, 3 of 4 census tracts in Wilson County are designated as disadvantaged. This represents 83.2% of the county population and 54% of the land area in the county. The designation for each census tract is shown in ***Figure 4.1***.

Table 4.1: Demographic Profile in Wilson County

Characteristic	Wilson County	12-County Region
Population	8,624	190,320
Median Household Income	$57,056	$57,904
Race and Ethnicity		
White	7,759	162,337
American Indian and Alaska Native	88	3,318
Asian	35	1,213
Black or African American	22	4,397
Hispanic or Latino	261	9,327
Native Hawaiian and Other Pacific Islander	2	275
Some Other Race	88	3,456
Population of Two or More Races	630	15,324

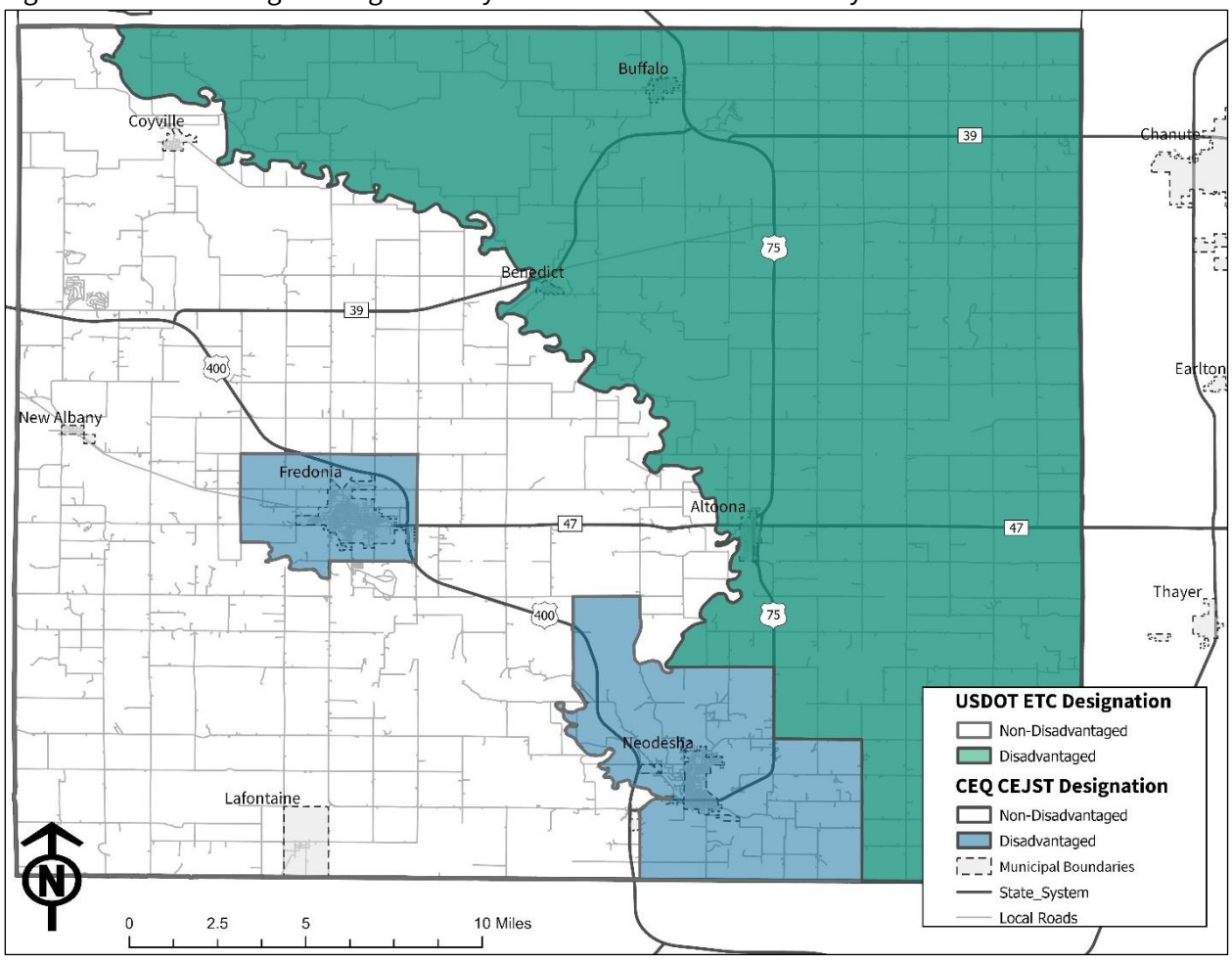
Source: 2021-2022 American Community Survey 5-Year Estimates, 2020 Decennial Census

Table 4.2: Commuting Profile in Wilson County

Characteristic	Wilson County	12-County Region
Commuting Patterns		
Drove Alone	81.8%	79%
Carpool	10.0%	11%
Walked/Biked	1.3%	3%
Telecommute	4.8%	6%
Other	2.0%	1%
Average Travel Time to Work	19.1 minutes	20.7 minutes

Source: 2021-2022 American Community Survey 5-Year Estimates, 2020 Decennial Census

Figure 4.1: Disadvantaged Designation by Census Tract in Wilson County



4.2 Equity Analysis

During the 10-year safety analysis study period (2014-2023), Wilson County recorded 1,877 crashes with 64.9% of crashes occurring in disadvantaged communities. These areas also encompass most of the county's population, land area, and road miles. Therefore, the analysis did not indicate a disproportionate distribution of crashes.

Approximately 27.3% of the county population lives within an incorporated city and 22.1% of crashes occurred within city limits, demonstrating a generally even distribution of crashes within and outside incorporated areas. A summary of the equity analysis is outlined in ***Table 4.3***.

Table 4.3: Equity Analysis Summary for Wilson County

Crash Characteristics	Disadvantaged Communities		Non-Disadvantaged Communities	
	Count	Percent	Count	Percent
Crash Location				
Inside City Limits	321	17.1%	94	5.0%
Outside City Limits	898	47.8%	564	30.0%
Crash Severity				
Fatal	11	0.6%	17	0.9%
Serious Injury	37	2.0%	22	1.2%
Injury	167	8.9%	85	4.5%
Property Damage Only	1004	53.5%	534	28.4%
Total Crashes	1,219	64.9%	658	35.1%

CHAPTER 5 | EMPHASIS AREAS

5.1 Background

Emphasis areas help focus crash reduction efforts on specific crash factors with the highest risk of serious injury or death, and greatest potential for improvement. By focusing on these areas, decision makers can address the most critical crash-related issues in their community, such as intersections with high crash rates or corridors with frequent roadway departures, leading to a more effective and targeted safety strategy. Additionally, emphasis areas provide a clear framework for measuring the success of a road safety strategy, allowing for data-driven decision-making and continuous improvement in crash prevention.

Grouping crashes together based on crash factors and location is a good basis for understanding which emphasis areas deserve extra consideration. Some emphasis areas are focused on engineering and design-related solutions (location or systemic-based crashes) while others rely on changing the behaviors associated with the crashes using enforcement, education, and/or emergency response.

Emphasis Area Methodology

Emphasis areas for the 12-county region were determined by understanding community concerns around roadway safety and through a review of 10 years of crash data. The review of local crash data sorted the emphasis areas by (1) frequency of emphasis area for all crashes and (2) frequency of emphasis area for fatal and serious injury crashes. Emphasis area crashes were clustered when four or more crashes occurred in the 10-year period within approximately 300 feet of each other. Fatal and serious injury crashes by emphasis area are shown in ***Figure 5.1*** with crash clusters mapped in ***Figure 5.2***. This review of the data revealed that roadway departure, intersection-related, and distracted driving were the most frequent crash types for all crashes. Roadway departure, unrestrained occupant, and intersection-related were the most frequent crash types for fatal and serious injury crashes.

Taking into consideration the results from the data analysis and community and stakeholder input, three key emphasis areas were selected by the regional Safety Task Force for review: *roadway departure*, *intersection-related*, and *unrestrained occupant* crashes. Other emphasis areas for consideration include vulnerable road users, distracted driving, and alcohol or drug-related crashes.

Figure 5.1: Fatal and Serious Injury Crashes by Emphasis Area in Southeast Kansas

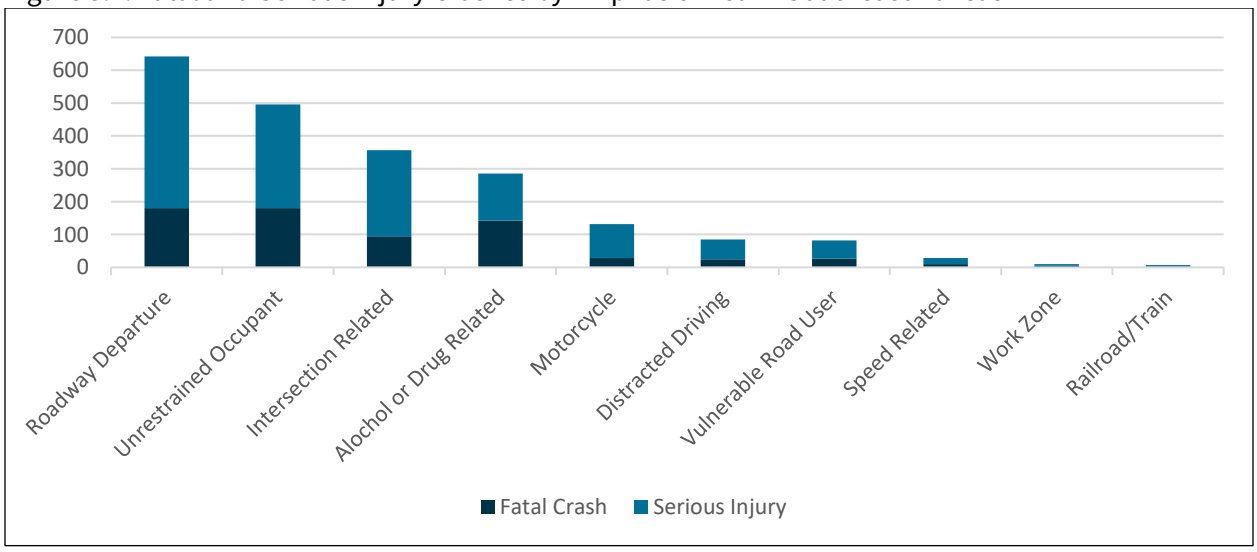
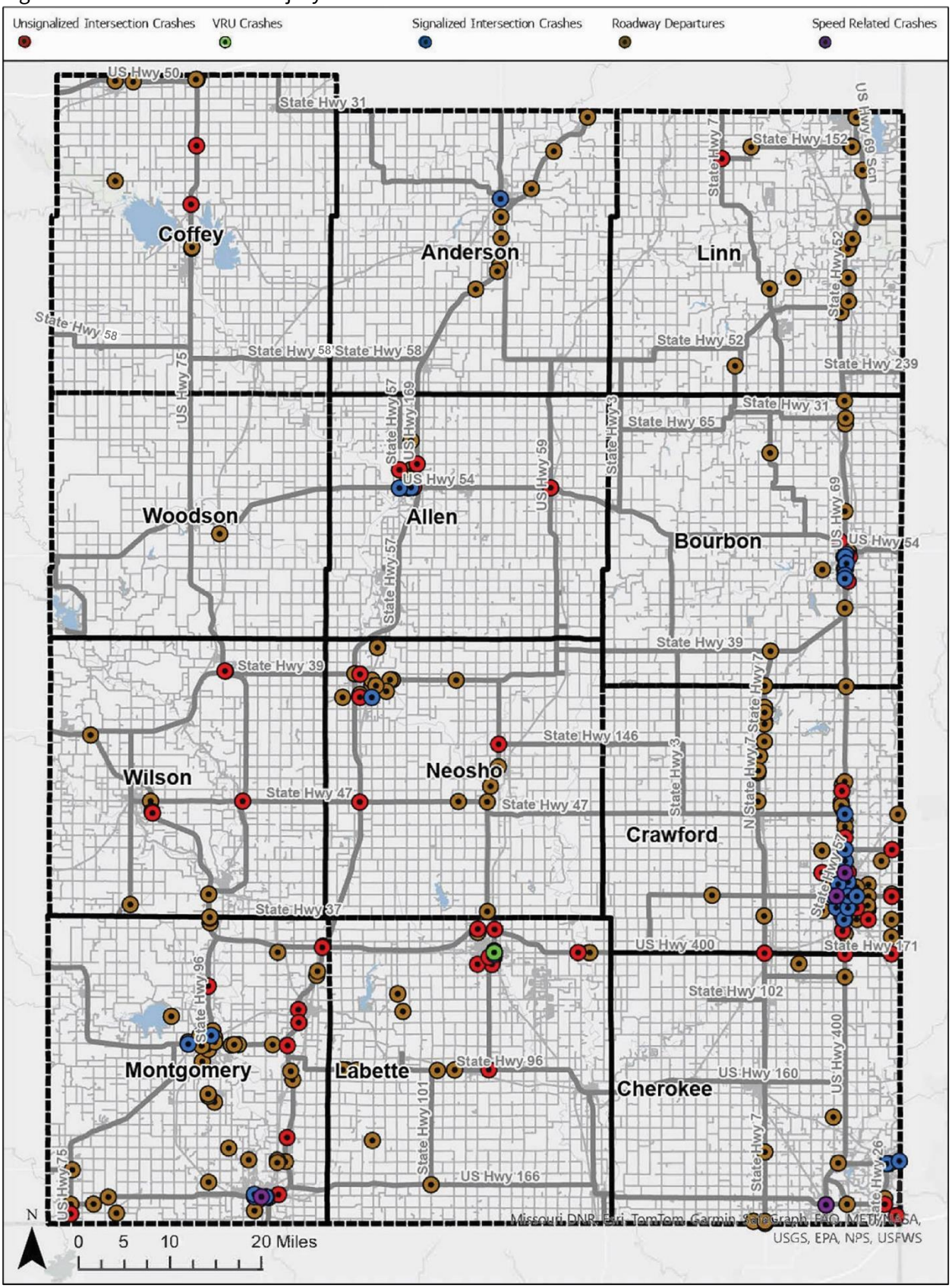


Figure 5.2: Fatal and Serious Injury Crash Clusters in Southeast Kansas



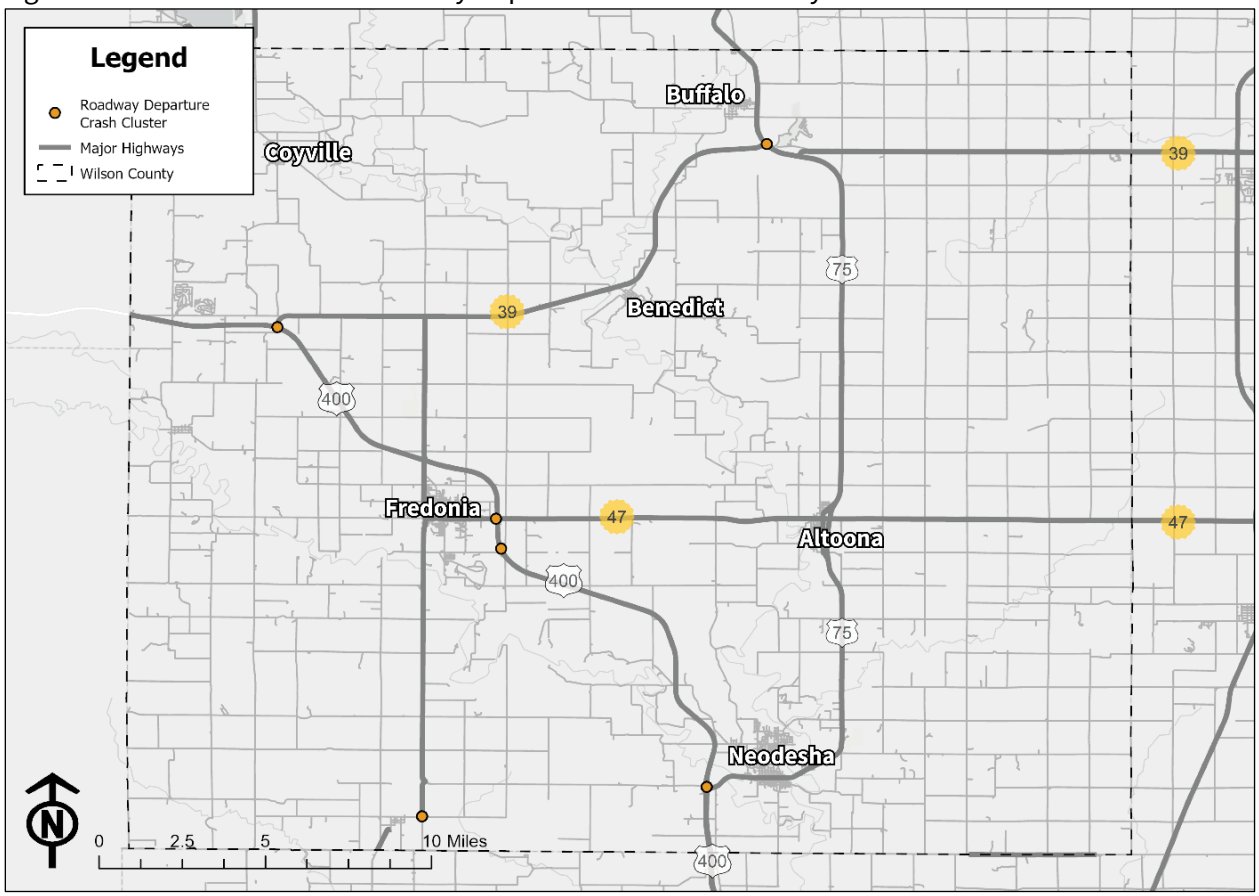
5.2 Top Crash Emphasis Areas

Roadway Departure

Roadway departure crashes are a leading cause of highway fatalities, accounting for over half of the deaths on roads in the United States each year. These crashes occur when a vehicle deviates out of its designated lane, either crossing the edge line or centerline. Roadway departures can include head-on collisions, rollovers, or collisions with objects such as utility poles, trees, or other objects located off the roadway. Factors contributing to these incidents include excessive speed, roadway geometry such as shoulder width and curve radii, impaired driving, distracted driving, and failure to use seatbelts. Addressing these factors is critical to reducing the frequency and impact of roadway departure crashes.

During the study period, there were 9 roadway departure crash clusters identified in Wilson County. These clusters accounted for 1 fatal crash and 14 serious injury crashes, making it the second most frequent fatal/serious injury emphasis area in the county. Clusters of roadway departure crashes in Wilson County are displayed in ***Figure 5.3***.

Figure 5.3: Crash Clusters for Roadway Departures in Wilson County



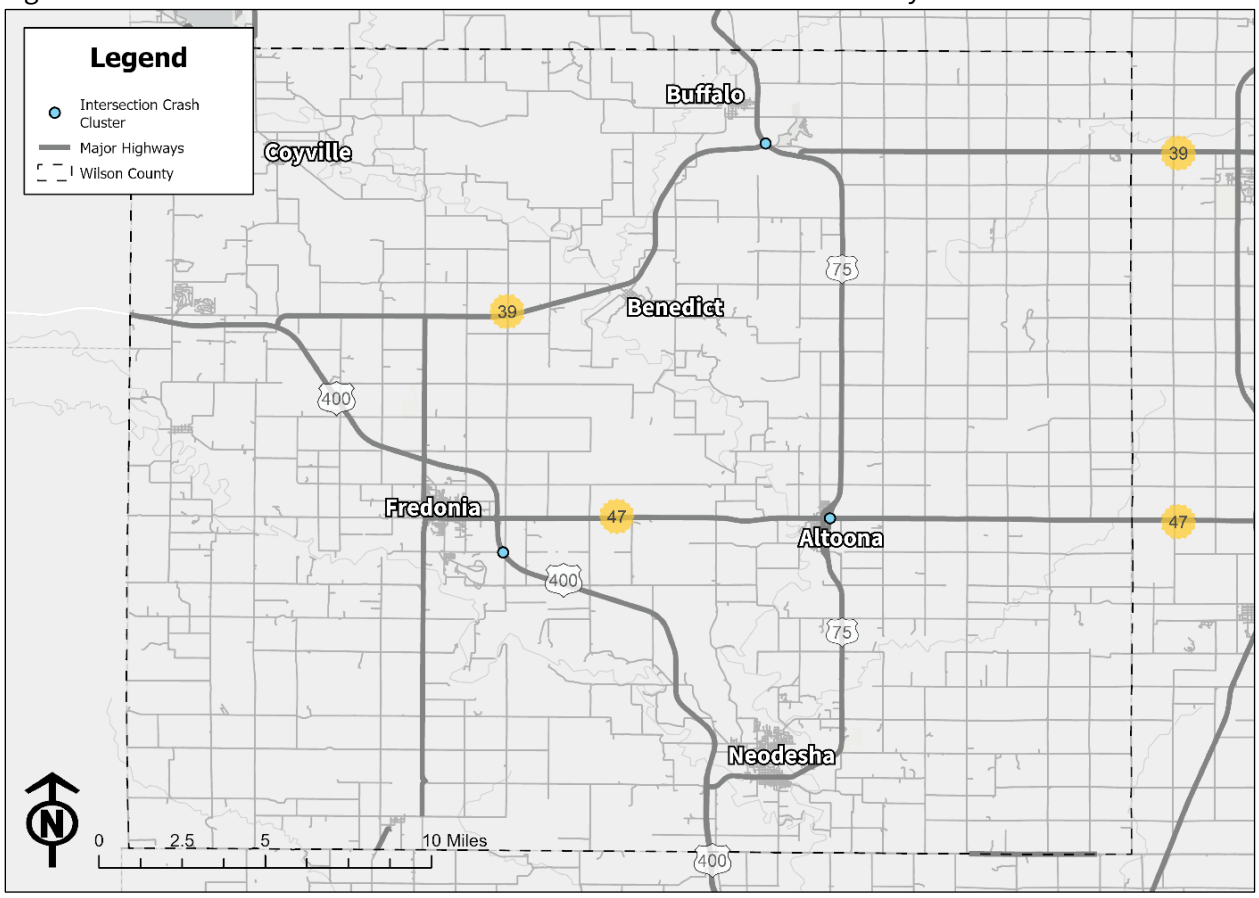
Intersection-Related

Intersections result in increased conflict points between roadway users. Approximately one-quarter of traffic fatalities and one-half of all traffic injuries in the United States are attributed to intersections. Unsignalized intersections are the most common type of intersection in Southeast Kansas and can include stop sign-controlled, yield sign-controlled, or uncontrolled intersections. Signalized intersections are more frequently used within urban areas or at the intersection of higher volume

corridors. Almost any other crash type can occur at intersections, so intersection crashes may also be attributed to other crash types or factors. Understanding which factors frequently contribute to crashes can help decision makers focus on effective countermeasures.

During the study period, there were 3 crash clusters related to intersection crashes. Three (3) fatal crashes and 5 serious injury crashes occurred within these intersection-related crash clusters, making intersection-related crashes the most frequently occurring fatal/serious injury emphasis area in the county. Clusters of signalized and unsignalized intersection crashes in Wilson County are displayed in ***Figure 5.4***.

Figure 5.4: Crash Clusters for Intersection-Related Crashes in Wilson County



Unrestrained Occupant

Restraint devices such as seatbelts are critical to protecting vehicle occupants in a crash. The simple act of wearing a seatbelt is one of the most effective ways to reduce the risk of death or serious injury in a crash. This is especially evident in roadway departures and intersection crashes where unrestrained occupants are far more likely to suffer catastrophic outcomes, including being ejected from the vehicle.

The Safety Task Force indicated seatbelt use as a concern in Southeast Kansas and Wilson County specifically. Statewide data from the National Highway Traffic Safety Administration (NHTSA) indicates that approximately 85% of Kansans wear a seat belt.

Note: For this analysis, crashes with unrestrained occupants are not mapped as the act of being unrestrained is not related to the cause or location of the crash.

5.3 Other Areas for Review

Vulnerable Roadway Users

A Vulnerable Road User (VRU) is a person using the transportation system that is unprotected, such as a pedestrian, cyclist, or roadway worker. Crashes between a VRU and a vehicle more frequently result in an injury or fatality. Common risk factors for VRU crashes include undivided four lane roads, roads with over 10,000 vehicles per day, roads with 30-35 mph speed limits, disadvantaged areas, and areas with higher levels of pedestrian activity.

Despite not being a major crash type in Wilson County, VRU safety is a key component of the Vision Zero initiative to provide safe and convenient transportation options for all people regardless of mode of transportation. Therefore, it is a best practice to incorporate VRU safety strategies in specific areas such as near schools or downtown areas to help reduce crashes.

Speed-Related

Speeding – exceeding posted speed limits or traveling too fast for conditions – is a contributing factor to nearly one-third of fatal crashes in the United States. Speeding is one of the most dangerous crash factors as higher speeds can increase the risk of and severity of a crash. Managing speed is a complex issue involving engineering, driving behavior, education, and enforcement. It is likely that the number of fatal and serious injury crashes attributed to speeding in Southeast Kansas is underreported.

Distracted Driving

Distracted driving occurs when the driver of a vehicle performs any activity that takes their attention from driving. Ongoing education programs, as well as initiatives that promote safe driving habits, can reduce the number of distracted driving related crashes. Changes to the road environment that reduce the impact of other crash types – such as separating VRUs from motor vehicles or providing opportunities to recover from roadway departures – can also help minimize the effects of mistakes due to distracted driving. Like speeding, distracted driving may be underreported in crash data.

Alcohol or Drug Related

Impaired driving is when a vehicle is being operated under the influence of any substance or in any condition that may reduce the ability to drive safely. This includes driving under the influence of alcohol, drugs, or other controlled substances that diminish your mental or physical capabilities.

The Safety Task Force indicated driving under the influence as a significant concern in Southeast Kansas as drivers may overestimate their capacity or have limited alternative options to traveling home safely. The legalization of recreational marijuana in neighboring states was specifically mentioned by counties along state borders as an increasingly challenging issue.

Overlapping Emphasis Areas

In many crashes, multiple emphasis areas are identified as contributing factors. Identifying contributing factors can help us understand why crashes occur and identify appropriate safety interventions. ***Table 5.1*** demonstrates overlapping circumstances among all crashes in Southeast Kansas during the 10-year study period.

Common crash patterns include:

- Crashes involving unrestrained occupants or alcohol and/or drug impairment are frequently also roadway departures.
- Crashes involving VRUs such as bicyclists or pedestrians typically occur at intersections.
- Crashes involving speeding tend to also be affected by distracted driving.

Table 5.1: Overlapping Emphasis Areas in Southeast Kansas

Step 2: Evaluate Overlapping Emphasis Area	Step 1: Select Emphasis Area: Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

CHAPTER 6 | SAFETY STRATEGIES AND PROJECTS

By understanding the priority emphasis areas for the Southeast Kansas region, and using the Safe System Approach as a framework, safety strategies can be identified to help reduce crashes and decrease crash severity.

6.1 Safety Countermeasures

Using national best practices, FHWA and the National Highway Traffic Safety Administration (NHTSA) developed a series of data-driven, proven safety countermeasures. Countermeasures to address the top emphasis areas in Southeast Kansas and Wilson County are identified in ***Table 6.1*** to ***Table 6.6***. Each Safe System element (safe roads, safe speeds, safe road users, safe vehicles, and post-crash care) was considered when selecting these safety strategies. A comprehensive list of countermeasures is included in ***Appendix E***.

Table 6.1: Safety Countermeasures for **Roadway Departures**

Countermeasure	Description	Example
Advanced Warning Signs	Advanced warning signs around curves, sight limiting areas, or where crash problems exist provide drivers with additional time to make decisions.	
Improved Pavement Markings	Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.	
Longitudinal Rumble Strips	Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane. Commonly installed on the edge line, shoulder, and/or centerline.	

Post-Mounted Delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers the edge of shoulder in daytime and night conditions.	
Paved Shoulder with SafetyEdge[SM]	Shapes the edge of pavement to eliminate the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.	
Flattening and Widening Foreslopes	Flattening and widening foreslopes allows for a more recoverable slope and may decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	
Clear Zones	Improvements to provide a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	
Superelevation Correction	Correcting and reshaping the roadway superelevation to meet posted speed or where crashes have occurred enables increased friction with pavement.	

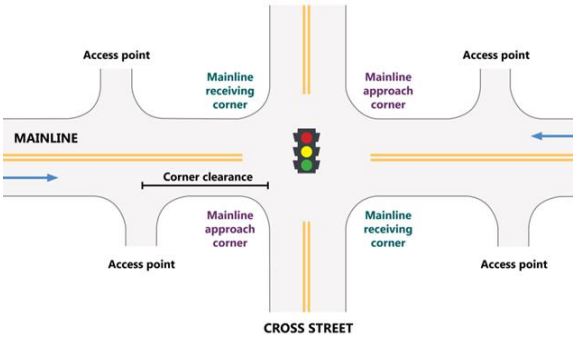
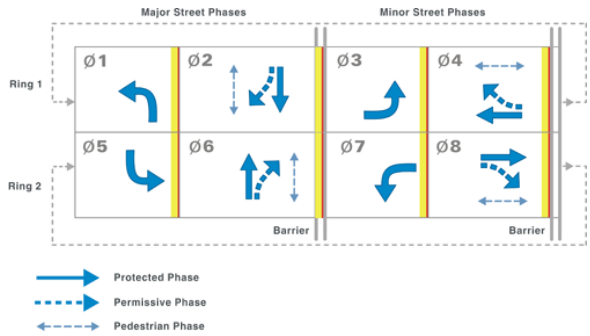
High Friction Surface Treatment	Higher pavement friction helps motorists maintain better control in both wet and dry conditions.	
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	

Table 6.2: Safety Countermeasures for **Intersection-Related**

Countermeasure	Description	Example
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	
Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	

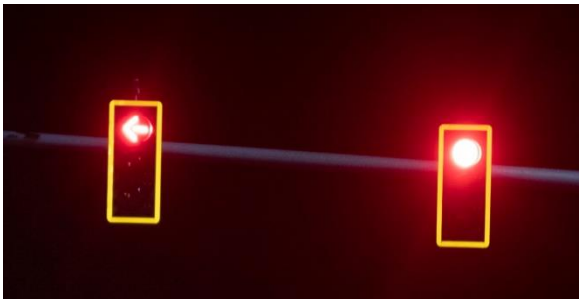
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more visible.	
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	
Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	
Enhanced Stop Sign	Larger stop signs, use of flasher on sign, or use of retroreflective markings to increase visibility of stop signs.	

Table 6.3: Safety Countermeasures for **Unrestrained Occupant**

Countermeasure	Description
Enforcement of Seatbelt Safety	Signage to promote higher visibility of seatbelt and child safety enforcement in both short-term situations and sustained seat belt enforcement.
Education Strategies	Employer-based and older children programs.
Child Restraint Inspections	Child Passenger Safety (CPS) technician staffed inspection stations.

Table 6.4: Safety Countermeasures for **Vulnerable Road Users (VRU)**

Countermeasure	Description	Example
Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	

Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	
Advance Yield or Stop Markings	"Yield Here to Pedestrians" and/or "Stop Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk.	

Table 6.5: Safety Countermeasures for **Distracted Driving**

Countermeasure	Description
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.
Phone/Text Messaging Enforcement	Signage to identify areas with higher cell phone use/text messaging enforcement to effectively deter cell phone use by increasing the perceived risk of a ticket.

Table 6.6: Safety Countermeasures for **Alcohol or Drug Related**

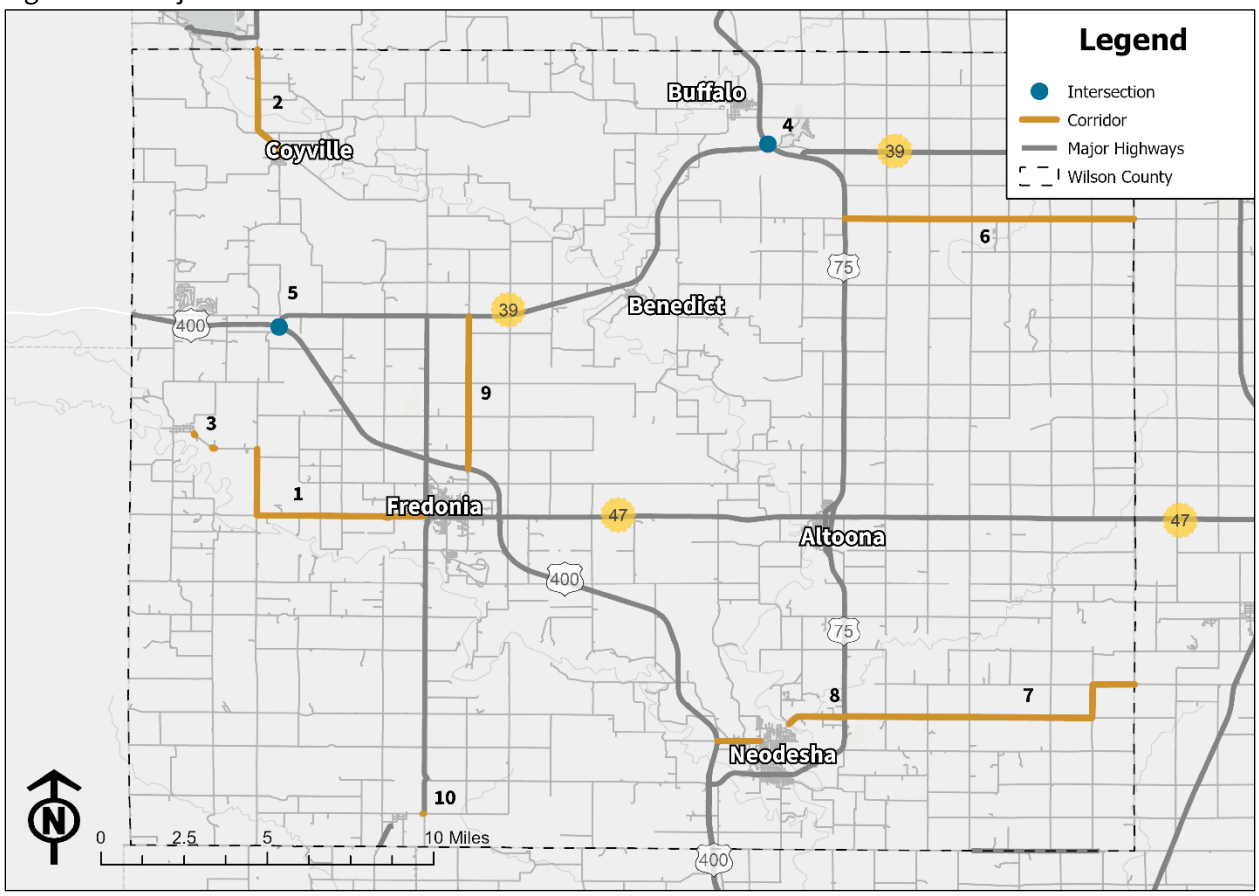
Countermeasure	Description
Enforcement of Drug and Alcohol Impaired Driving	Short-term enforcement checkpoints as well as sustained and consistent DUI enforcement, particularly in key areas.
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.

6.2 Project Recommendations

Projects were identified by locating fatal/serious injury emphasis area crash clusters within Wilson County, considering systemic issues for top emphasis areas, reviewing past plans (including the Local Road Safety Plan), and incorporating feedback from public and stakeholder engagement.

The following list includes ten recommended projects in no priority order. Projects are shown in ***Figure 6.1*** with more detailed information for each project in ***Appendix F***. Other potential projects that are not within the top ten recommended list are also listed in ***Appendix F***. Implementation of any of these projects would contribute to a safer roadway system in Wilson County.

Figure 6.1: Project Locations



Map ID	Project
1	Decatur Road and 1000 Road/Washington Street
2	Decatur Road
3	New Albany Road
4	US-75 and K-39 Intersection
5	US-400 and K-39 Intersection
6	2000 Road
7	500 Road, Wichita Road, and 600 Road
8	Bethel Road
9	Inman Road
10	Harper Road and 200 Road Intersection

Project 1: Decatur Road and 1100 Road/Washington Street

Project Limits: New Albany Road to 0.4 miles east of West Mound Road (City of Fredonia) (6.0 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, delineate roadside hazards, install center/edge line rumble strips, and update/install curve signing and pavement markings. ($207,000)	Install 2-foot paved shoulder with SafetyEdge^{SM}, install/upgrade guardrail, flatten foreslopes, install transverse rumble strips before curves, improve superelevation on curve, and extend culverts. ($4.6 million)

Project 2: Decatur Road

Project Limits: 2nd Street/Coyville Road (City of Coyville) to 10 Road (3.5 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, delineate roadside hazards, install center/edge line rumble strips, and improve curve warning signs and pavement markings. ($105,000)	Install 18-inch aggregate shoulders, install/upgrade guardrail, flatten foreslopes, install transverse rumble strips, improve superelevation on curve, and extend culverts. ($1.4 million)

Project 3: New Albany Road

Project Limits: Curves between Decatur Road and Mill Street (City of New Albany) (0.1 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, add post-mounted delineators, install center/edge line rumble strips, and improve curve warning signs. ($22,000)	Install 18-inch aggregate shoulder, install transverse rumble strips, improve superelevation on curve, and reconstruct culvert. ($280,000)

Project 4: US-75 and K-39 Intersection

Project Limits: Intersection (North Junction)

Emphasis Area	Long-Term Improvements
Intersection	Coordinate with KDOT for reconfiguration from southbound bypass lane to dedicated left turn and right turn lanes on US-75. ($300,000)

Project 5: US-400 and K-39 Intersection

Project Limits: Intersection

Emphasis Area	Long-Term Improvements
Intersection	Coordinate with KDOT for reconfiguration of bypass lanes to dedicated left turn and right turn lanes on US-400. ($500,000)

Project 6: 2000 Road

Project Limits: US-75 to Anderson Road (6.9 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, delineate roadside hazards, and install center/edge line rumble strips if pavement condition sufficient. ($230,000)	Install 2-foot paved shoulder with SafetyEdge^{SM}, install center/edge line rumble strips, flatten and widen foreslopes, and extend culverts. ($5.0 million)

Project 7: 500 Road, Wichita Road, and 600 Road

Project Limits: US-75 to Anderson Road (7.9 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, delineate roadside hazards, improve pavement edge condition, improve curve warning signs and pavement markings. ($200,000)	Install 2-foot paved shoulder with SafetyEdge^{SM}, install/upgrade guardrail, flatten fore slopes, transverse rumble strips before curves, improve superelevation on curve, extend culverts. ($5.6 million)

Project 9: Bethel Road

Project Limits: Pratt Road to US-75 (1.4 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, delineate roadside hazards, improve pavement edge condition, and improve curve warning signs and pavement markings. ($60,000)	Install 2-foot paved shoulder with SafetyEdge^{SM}, install/upgrade guardrail, flatten foreslopes, install transverse rumble strips, improve superelevation on curve, and extend culverts. ($1.1 million)

Project 9: Inman Road

Project Limits: US-400 to K-39 (4.6 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure	Install center/edge line pavement markings, delineate roadside hazards, clear and grub 15 feet on each side of roadway, improve pavement edge condition, and install center/edge line rumble strips if pavement condition sufficient. ($145,000)	Install 2-foot paved shoulder with SafetyEdge^{SM}, install/upgrade guardrail, flatten foreslopes, install edge/centerline rumble strips, and extend culverts. ($3.0 million)

Project 10: Harper Road and 200 Road Intersection

Project Limits: Intersection, Curve (0.02 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Intersection, Curve	Install in-lane curve warning pavement markings, install 6-inch edge/centerline pavement markings, upgrade curve signing to meet MUTCD (Manual on Uniform Traffic Control Devices) standards, add retroreflective strips on curve signing, improve pavement edge condition, and install post-mounted delineators. ($10,000)	Install 18-inch aggregate shoulder, install transverse rumble strips prior to curve, reconstruct curve with intersection tie-ins, and reconstruct culvert. ($375,000)

CHAPTER 7 | IMPLEMENTATION PLAN

7.1 Policy and Process Recommendations

Improving roadway safety in communities requires an examination of policies and processes currently in place that contribute to safety on our roadways. Current policies, guidelines, and standards were reviewed to identify opportunities to improve and prioritize transportation safety. The following policy and process recommendations support achieving the Safety Action Plan goals.

Vision Zero Resolution

The Vision Zero goal acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for all road users. Some programs, including the federal SS4A Implementation grant program, require jurisdictions to formally adopt this goal to be eligible for funding support. A Vision Zero resolution to target fatal and serious injury crashes was adopted by Wilson County in 2025. The resolution is included in ***Appendix A***.

Advocate for Regional Initiatives

Many smaller communities find solving safety issues on state or federal highways to be difficult to address. State Department of Transportation's have many competing priorities, and smaller projects can easily fall down the priority list as the transportation network has emergent and pressing needs. One solution for this is to take a regional or corridor focused approach to improving state and federal highways. Taking a coalition approach with neighboring communities on the same highway corridors can increase visibility of these issues and help advocate for action. Working with impacted municipalities, counties, community groups, and/or regional planning organizations can increase the county's collective power to bring change. The SEKRPC Safety Task Force can be a vehicle for the coalition approach should the region or multiple counties in the region choose to advocate together for changes on Kansas highways.

*Although a couple miles east of the county, forming or refreshing a multi-county coalition to advocate for safety improvements along the north-south **US-169 corridor** is supported by both data analysis and public input. Although likely a lower priority, a similar approach could be considered within the county for the north-south **US-75 corridor** and the east-west **US-400 corridor**.*

Address Post-Crash Care

The timely arrival of emergency responders and well-trained Emergency Medical Services (EMS) providers is a major factor in ensuring an injured person receives the medical care they need to survive a crash. This is especially critical in rural communities, where response times are longer, and EMS resources may be more limited.

Therefore, post-crash care best practices include both advanced planning activities and safety countermeasures. Typical countermeasures include improving emergency medical dispatch and 911 protocols, providing timely on-scene care using model EMS clinical guidelines, providing timely transportation to a trauma center, and then measuring EMS performance over time are important to ensure EMS services are performing optimally.

Wilson County has two healthcare facilities with the ability to address traumatic injuries: (1) Fredonia Regional Hospital is a Level III trauma center and (2) Wilson Medical Center in Neodesha is a Level III trauma center. Additional opportunities to explore to address post-crash care needs include:

- **EMS Telemedicine:** Jurisdictions have explored the use of eCare EMS telemedicine services to improve and expedite post-crash care in rural communities. The program allows first responders and paramedics to connect virtually 24/7 with certified physicians and nurses for peer-to-peer support in the field or during transport. Some agencies have been awarded SS4A funds to support pilot EMS telemedicine programs within their area.
- **Updating Best Practices and Training:** Ensuring first responders are regularly trained on the most up to date best practices in emergency response is critical to maintaining good response times. National resources such as EMS.gov and the National Center for Rural Roadway Safety can help your organization access the most up-to-date emergency response practices and training.

Update Design Policies

Roadway design policies, standards, and best practices change over time. An ongoing review and update of local roadway design policies is critical to ensuring roadway safety best practices are implemented when roadways are maintained, improved, or constructed.

Incorporate Safety into Project Development Process

Include systemic safety improvements in projects developed by Wilson County and KDOT. Include a review of crashes and potential safety improvements when intersections or roadway segments are maintained or improved.

7.2 Next Steps

The Safety Action Plan is a dynamic document intended to be used by Wilson County and other partners to continually advance transportation safety. In addition to the recommended projects and policy guidance, the Southeast Kansas region and Wilson County can utilize these next steps to help achieve the Vision Zero goal.

Plan Leadership

Wilson County assumes leadership of this plan and will support implementation within the county. As part of this role, Wilson County will continue to use the Safety Task Force as a mechanism for regional collaboration and updates.

In partnership with SEKRPC, it is recommended that the Safety Task Force convene annually to discuss progress and updates related to the Safety Action Plan. Stakeholders should continue to:

- Be champions for safety in professional and personal roles
- Share information about transportation safety strategies with other organizations
- Assemble annually to share progress on safety activities

Leverage Resources and Funding Opportunities

Funding is critical to implementing the strategies and action items in this Safety Action Plan and may come from a blend of sources: federal, state, local, and private sector or non-profit partners. Some potential sources of funding include:

- **Safe Streets and Roads for All (SS4A) Program:** The Bipartisan Infrastructure Law (BIL) established the SS4A federal discretionary program that will provide over $5 billion in grants over the five-year program period (2022-2026). With completion of this Safety Action Plan, Wilson County is eligible to apply for SS4A implementation funding.

- **State Coordination:** Coordinate with KDOT to administer annual safety grants funded by the state that are targeted at both roadway design solutions and behavioral programs, including education and enforcement programs.
    - **High Risk Rural Roads (HRRR) Program:** FHWA requires states to define and identify roadways "with significant safety risks" and sets aside federal funding for states to address these safety risks. Funds typically cover low-cost roadway improvements such as pavement markings, rumble strips, and other safety countermeasures. In Kansas, communities can apply for this funding through KDOT's Bureau of Local Projects.
    - **Safe Routes to School Program:** Many other types of agencies can apply for and receive Safe Routes to School funding. These include non-profits, schools and school districts, and regional transportation agencies, among others. In Kansas, communities can apply for this funding through KDOT's Active Transportation Program.
    - **Kansas Infrastructure Hub:** The Kansas Infrastructure Hub provides resources for Kansas communities seeking to improve infrastructure. Communities can apply to the Infrastructure Hub for grant writing assistance and grant matches.
- **Regional Coordination:** Coordinating closely with KDOT, and potentially adjacent counties, can be helpful to achieve safety goals for all involved parties. Taking a coalition approach to improvements may help all counties along a multi-county corridor advocate for funding and advance important safety goals.
- **Local Funding:** Local governments may choose to fund projects from local sources such as the annual budget, Capital Improvement Program (CIP), bonding, user fees, special assessments, or through partnerships with other local entities. Consideration of the Safety Action Plan during the annual budget process can be a cost-effective way of advancing safety goals, particularly for maintenance activities or other planned capital improvement projects where simple safety strategies can be incorporated.

Progress and Transparency

Progress toward meeting the Safety Action Plan goals should be measured over time in an open and transparent manner. Regular progress tracking creates accountability to the public and builds trust between the public and the cities, counties, and agencies that are responsible for roadway safety. This could include posting the Safety Action Plan online and annual reporting on progress toward reducing roadway fatalities and serious injuries.

Progress and transparency also help create an environment of informed decision making based on the effectiveness of selected safety strategies and the ability to modify the approach when necessary. Finally, progress and transparency provide a sense of direction and help document tangible outcomes made toward saving lives.

7.3 Summary

Wilson County, in partnership with SEKRPC, has taken an important step to complete this Safety Action Plan and adopt a Vision Zero resolution to address fatal and serious injury crashes. The County will continue to build upon this progress to advance priority safety projects and collaborate with project partners to help save lives in Southeast Kansas.

Appendix A

Vision Zero Resolution

[Insert copy of adopted Vision Zero Resolution]

Appendix B

Community Engagement Plan

TRANSYSTEMS

Southeast Kansas: Comprehensive Safety Action Plan

Community Engagement Plan

Introduction

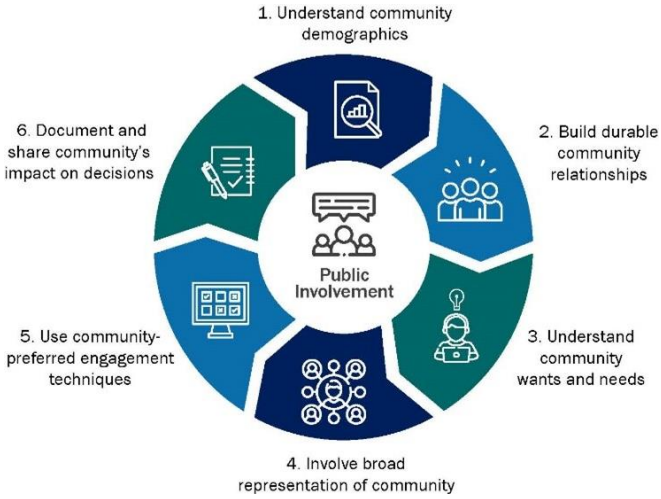
The Southeast Kansas Regional Planning Commission (SEKRPC) has partnered with twelve counties in Southeast Kansas to develop a Comprehensive Safety Action Plan. The twelve counties encompass Coffey, Anderson, Linn, Woodson, Allen, Borbon, Wilson, Neosho, Crawford, Montgonery, Labette, and Cherokee counties. The Comprehensive Safety Action Plan (CSAP) will identify an array of lifesaving measures to improve safety for motorists, pedestrians, cyclists, transit passengers, and other transportation users.

The Action Plan reviews roadway use trends, identifies issues, and then outlines steps to improve transportation safety. The Action Plan is aimed at reducing and eliminating serious injury and fatal crashes affecting transportation users. The eight components of the Action Plan are:

- Leadership commitment and goal setting
- Planning structure
- Safety analysis
- Engagement and collaboration
- Equity
- Policy and process changes
- Strategy and project selections
- Progress and transparency

The Action Plan will be developed using the U.S. Department of Transportation (USDOT) Safe System Approach. The Safey System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable. Rather than blaming road users for crashes, this approach recognizes that the responsibility for road safety lies with multiple stakeholders, including policymakers, road designers, vehicle manufacturers, law enforcement, and emergency response. By designing a forgiving road system that accommodates human error, the Safe System Approach aims to prevent fatal crashes and minimize the severity of injuries.

To create the Action Plan, information will be gathered from many sources, including study partners and the public to find solutions that address current and future issues that can be supported by most stakeholders. Varied methods of community engagement will help develop positive outcomes not only for this process but also instill a more inclusive transportation infrastructure decision-making process. The project team will use the UUSDOT model for meaningful public involvement.



Public Involvement

The project team will proactively seek meaningful public involvement from study partners, residents, and communities impacted by the past and current limitations of the roadway system and its users. Feedback and suggested improvements will be documented and presented in a draft Action Plan. Communication with interested parties will be ongoing throughout the study period with a final Comprehensive Safety Action Plan produced for each of the twelve counties in early 2025.

Three fundamental areas of project public involvement will be created:

1. ***Information and Communications:*** Information regarding the study background, process, methods, schedule, key messages, and project updates will be communicated.
2. ***Stakeholder Input:*** Community leaders, elected and appointed officials, government staff members, and other stakeholder groups will be engaged throughout the planning process.
3. ***Community Outreach:*** Community members will be informed, educated, and engaged with the intent of providing an interactive dialogue for input and considerations as the study evolves.

Key Audiences

Key audiences are anticipated to include:

- Residents of the twelve counties in the Southeast Kansas study area.
- Businesses and employees that use the transportation system in the study area.
- Governmental units for each of the twelve counties, including incorporated cities and unified school districts in the study area.
- First responders serving the study area including law enforcement, fire departments, emergency management, medical services, and others.
- Civic organizations interested in discussing transportation safety in their communities.
- Representatives of relevant regional or statewide agencies, such as SEKRPC and the Kansas Department of Transportation (KDOT).

Community Engagement Methods

Community engagement methods will include:

- ***Kick-Off Meeting:*** A project kick-off meeting with SEKRPC will outline the community engagement plan and process of creating a Safety Task Force team of key regional stakeholders to guide the study.
- ***Project Update Meetings:*** Monthly updates will be shared virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.
- ***Stakeholder Meetings:*** Three (3) Safety Task Force meetings will be organized to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings will be held in a hybrid format with both in-person and virtual attendance options.
- ***Public Meetings:*** One in-person open house style meeting will be held within each county to inform the public of the study's progress, gather public input regarding safety needs, and share features of the proposed Action Plan.
- ***Public Survey:*** An online survey will be distributed that allows respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information will be collected to assign responses to specific counties and/or communities.
- ***Public Comments:*** Public comments will be compiled from meetings, online surveys, phone calls, and face-to-face conversations as well as any written comments received during the study.
- ***Public Information:*** Updates and announcements for news media, county websites, and social media outlets will be provided to SEKRPC for distribution.
- ***Translation Services:*** Translation of project documents into Spanish is possible, if needed. Other language translations may be necessary. To ensure that people with disabilities and diverse needs and experiences are aware of and can participate in community engagement activities, a wide range of engagement tools will be used.

Schedule

The overall project schedule is included in the Project Management Plan. Highlights related to community engagement include:

- The project Community Engagement Plan was initially developed in July 2024 and will be updated as needed throughout the study.
- Safety Task Force meetings are planned for September 2024, November 2024, and January 2025. The project team will monitor the anticipated release of the Notice of Funding Opportunity for SS4A implementation funds and will adjust the schedule if needed.
- Open house public meetings are scheduled for November 2024 and early December 2025
- Public comments will be accepted and compiled throughout the study period.

Follow-Up Activities

- Assist SEKRPC, as needed, with meeting invitations, meeting notes, news release copy, public survey methods, website text, social media content, and a final Community Engagement report.

Study Contacts

SEKRPC Project Manager: Carey Spoon
TranSystems Project Manager: Deanne Winkelmann
TranSystems Project Lead: Slade Engstrom
TranSystems Communications Lead: Tom Hein

Updated: August 20, 2024

SAFETY TASK FORCE

County	Organization	Type	Contact Person	Title
Allen	Allen County	County Staff	Mitch Garner	Public Works Director
Allen	Allen County	Law Enforcement	Bryan Murphy	County Sheriff
Anderson	Anderson County	County Staff	Ethan Lickteig	Road Supervisor
Anderson	Anderson County	Law Enforcement	Vernon Valentine	County Sheriff
Bourbon	Bourbon County	County Staff	Eric Bailey	Public Works Director
Bourbon	Uniontown USD 235	Education*	Jim Mason	Uniontown High School
Bourbon	Bourbon County	Law Enforcement	Bill Martin	County Sheriff
Cherokee	Cherokee County	County Staff	Cody Zook	Road & Bridge Superintendent
Cherokee	Baxter Springs USD 508	Education*	Amanda Walker	Baxter Springs High School
Cherokee	Columbus USD 493	Education*	Anne Sharp	Columbus High School
Cherokee	Riverton USD 404	Education*	David Groves	Riverton High School
Cherokee	Cherokee County	Law Enforcement	Russ Harper	County Sheriff
Coffey	Coffey County	County Staff	Ryan Durst	Road & Bridge Superintendent
Coffey	Coffey County	Law Enforcement	Thomas Johnson	County Sheriff
Crawford	Crawford County	County Staff	Alyssa Edwards	Road & Bridge Superintendent
Crawford	Pittsburg State University	Education	Stu Hite	Police & Safety Executive Director
Crawford	Saint Mary's Colgan Catholic Schools	Education*	Amanda Minton	Title
Crawford	Frontenac USD 249	Education*	Anni Beasley	Frontenac High School
Crawford	Pittsburg USD 250	Education*	Chase Turner	Deputy - Pittsburg High School
Crawford	Southeast USD 247	Education*	Devin Ulerry	Deputy - Southeast High School
Crawford	Girard USD 248	Education*	Jeff McDonald	Assistant Chief - Girard High School
Crawford	Northeast USD 246	Education*	Kourtney Yantis	Northeast High School
Crawford	Crawford County	Law Enforcement	Danny Smith	County Sheriff
Labette	Labette County	County Staff	Sandy Krider	Public Works Director
Labette	Labette County	Law Enforcement	Darren Eichinger	County Sheriff
Linn	Linn County	County Staff	Shaun West	Public Works Director
Linn	Linn County	County Staff	Chasity Ware	Economic Development Director
Linn	Linn County	Law Enforcement	Kevin Murphy	County Sheriff
Montgomery	Montgomery County	County Staff	Brandon Beurksens	Assistant Public Works Director
Montgomery	Montgomery County	County Staff	Jim Wright	Public Works Director
Montgomery	Montgomery County	Law Enforcement	Ron Wade	County Sheriff
Neosho	Neosho County	County Staff	Mike Brown	Road & Bridge Director
Neosho	Erie USD 101	Education*	Chelcey Sexton	Erie High School
Neosho	Chanute USD 413	Education*	Leah Hoesli	Chanute High School
Neosho	Neosho County	Law Enforcement	Greg Taylor	County Sheriff
Wilson	Wilson County	County Staff	Kary Tatum	Highway Supervisor
Wilson	Wilson County	Law Enforcement	Jack Lucke	County Sheriff
Woodson	Woodson County	County Staff	Dane Onnen	Public Works Administrator
Woodson	Woodson County	County Staff	Gary Ward	Road Supervisor
Woodson	Woodson County	Law Enforcement	Jacob Morrison	County Sheriff

Others that have participated in Safety Task Force meetings:

County	Organization	Type	Contact Person	Title
Allen	USD 257 Transportation	Education	Katelyn Young	Operations Administrative Assistant
Allen	USD 257 Transportation	Education	Aaron Cole	Director of Operations
Allen	Allen County	Elected Official	John F Brocker	County Commissioner
Allen	Thrive Allen County	Advocacy	Vickie Moss	Director
Allen	City of Humboldt	City Staff	Cole Herder	City Administrator
Anderson	City of Garnett	City Staff	Kris Hix	Community Development Director
Anderson	City of Garnett	City Staff	Darin Wilson	Zoning Administrator
Anderson	Anderson County	Elected Official	Anthony Mersman	County Commissioner
Anderson	Anderson County	County Staff	Jessica Mills	Economic Development Director
Crawford	Crawford County	Elected Official	Bruce Blair	County Commissioner
Crawford	Pittsburg State University	Education	Jamie Lynn Blum	Director of Institutional Equity
Coffey	Coffey County Chamber of Commerce	Major Employers	Chari Bauman	Director
Coffey	Coffey County	County Staff	Jenny Tatman	Economic Development Director
Labette	Labette County	County Staff	Terry Weidert	County Commissioner
Linn	Linn County	County Staff	Chasity Ware	Economic Development Director
Montogomery	City of Cherryvale	Law Enforcement	Jimmy Holt	Chief of Police
Montgomery	City of Cherryvale	City Staff	Gracie Myers	Utility Clerk
Wilson	City of Neodesha	City Staff	Chris Bauman	City Administrator
Wilson	Wilson County	Elected Official	Kris Marple	County Commissioner
Multiple	Network Kansas	Economic Development	Janet Miller	Entrepreneurship Manager

EXPANDED STAKEHOLDER LIST

County	Organization	Type	Contact Person	Title
Allen	Thrive Allen County	Advocacy	Lisse Regehr	CEO
Allen	City of Savonburg	City Staff	Mike Vile	City Clerk
Allen	City of Moran	City Staff	Lori Evans	City Clerk
Allen	City of La Harpe	City Staff	Michelle Altis	City Clerk
Allen	City of Iola	City Staff	Corey Schinstock	Assistant City Administrator
Allen	City of Iola	City Staff	Jason Ellis	Street & Alley and Solid Waste Superintendent
Allen	City of Iola	City Staff	Matt Rehder	City Administrator
Allen	City of Humboldt	City Staff	Cole Herder	City Administrator
Allen	City of Gas	City Staff	Rhonda Hill	City Clerk
Allen	City of Elsmore	City Staff	Vera Isaacs	City Clerk
Allen	City of Basset	City Staff	Carol Crawford	City Clerk
Allen	Allen County	County Staff	Mitch Garner	Public Works Director
Allen	Allen County	County Staff	Shannon Patterson	County Clerk
Allen	Marmaton Valley USD 256	Education	Kim Ensminger	Superintendent
Allen	Iola USD 257	Education	Stacey Fager	Superintendent
Allen	Humboldt USD 258	Education	Amber Wheeler	Superintendent
Allen	Allen Community College	Education	John Materson	President (Interim)
Allen	Allen County	Elected Official	John Broker	County Commissioner
Allen	City of Iola	Emergency Services	Corey Isbell	Fire Chief
Allen	Allen County	Emergency Services	Michael Burnett	Emergency Medical Services Director
Allen	Allen County Regional Hospital (Saint Luke's)	Healthcare	Darren Bass	CEO
Allen	City of Iola	Law Enforcement	Jared Warner	Police Chief
Allen	Allen County	Law Enforcement	Bryan Murphy	County Sheriff
Allen	Iola Area Chamber of Commerce	Major Employers	Marie Barclay	Executive Director
Allen	Tri-Valley Developmental Services, Inc.	Transportation	Bill Fiscus	CEO
Allen	Southeast Kansas Mental Health Center	Transportation	Shana Bennett	Director of Support Services
Allen	Allen Regional Transit (ART)	Transportation	Jeff Keithly	President
Anderson	City of Westphalia	City Staff	Tonya Alumnbaugh	City Clerk
Anderson	City of Lone Elm	City Staff	Linda Lundlum	City Clerk
Anderson	City of Kincaid	City Staff	Marla Main	City Clerk
Anderson	City of Greeley	City Staff	Diana Feuerborn	City Clerk
Anderson	City of Garnett	City Staff	Donnie Dilley	Public Works Director
Anderson	City of Garnett	City Staff	Roy Salazar	Street Department Foreman
Anderson	City of Garnett	City Staff	Travis Wilson	City Manager
Anderson	City of Colony	City Staff	Phyllis Gettler	City Clerk
Anderson	Anderson County	County Staff	Michelle Miller	Deputy Director of Planning
Anderson	Anderson County	County Staff	Ethan Lickteig	Road Supervisor
Anderson	Anderson County	County Staff	Julie Wettstein	County Clerk
Anderson	Garnett USD 365	Education	Don Blome	Superintendent
Anderson	Crest USD 479	Education	Shane Walter	Superintendent
Anderson	Anderson County	Elected Official	Anthony Mersman	County Commissioner
Anderson	City of Garnett	Emergency Services	Wes Skillman	Fire Chief
Anderson	Anderson County	Emergency Services	Mark Locke	Emergency Management Director
Anderson	Anderson County Hospital (Saint Luke's)	Healthcare	Laurel Gifford	Media Relations Director
Anderson	City of Garnett	Law Enforcement	Kurt King	Police Chief
Anderson	Anderson County	Law Enforcement	Vernon Valentine	County Sheriff
Anderson	Garnett Area Chamber of Commerce	Major Employers	Jodie Beets	Executive Director
Anderson	Tri-Ko, Inc	Transportation	John Platt	Executive Director
Anderson	Anderson County Council on Aging	Transportation	Deanna Wolken	Business Office Manager
Bourbon	City of Uniontown	City Staff	Sally Johnson	City Clerk
Bourbon	City of Redfield	City Staff	Heather Guss-Hunt	City Clerk
Bourbon	City of Mapleton	City Staff	Name	Title
Bourbon	City of Fulton	City Staff	Carmen Beckford	City Clerk
Bourbon	City of Fort Scott	City Staff	Brad Matkin	City Manager
Bourbon	City of Fort Scott	City Staff	Jerry Morgan	Street Department Supervisor

Bourbon	City of Fort Scott	City Staff	Mary Wyatt	Community Development Director
Bourbon	City of Bronson	City Staff	John Stokes	City Superintendent
Bourbon	Bourbon County	County Staff	Eric Bailey	Public Works Director
Bourbon	Bourbon County	County Staff	Jennifer Hawkins	County Clerk
Bourbon	Bourbon County	County Staff	Robert Harrington	Economic Development Director
Bourbon	Uniontown USD 235	Education	Vance Eden	Superintendent
Bourbon	Fort Scott USD 234	Education	Charlie Hensley	Transportation Director
Bourbon	Fort Scott USD 234	Education	Destry Brown	Superintendent
Bourbon	Fort Scott Community College	Education	Sara Sutton	President (Interim)
Bourbon	Uniontown USD 235	Education*	Jim Mason	Uniontown High School
Bourbon	City of Fort Scott	Emergency Services	Dave Bruner	Fire Chief
Bourbon	Bourbon County	Emergency Services	Brian Allen	Emergency Management Director
Bourbon	Bourbon County Community Hospital	Healthcare	Name	Title
Bourbon	City of Fort Scott	Law Enforcement	Jason Pickert	Police Chief
Bourbon	Bourbon County	Law Enforcement	Bill Martin	County Sheriff
Bourbon	Fort Scott Area Chamber of Commerce & Tourism	Major Employers	Lindsay Madison	CEO
Cherokee	City of West Mineral	City Staff	Brandi Knowlen	City Clerk
Cherokee	City of Weir	City Staff	Amy Zortz	City Clerk
Cherokee	City of Scammon	City Staff	Tammy Duley	City Clerk
Cherokee	City of Galena	City Staff	Flora Charles	City Clerk
Cherokee	City of Galena	City Staff	Josh Reed	Public Works Director
Cherokee	City of Columbus	City Staff	Jake Ketner	City Administrator
Cherokee	City of Columbus	City Staff	Randy Coble	Public Works Superintendent
Cherokee	City of Columbus	City Staff	Ruth Hutley	City Clerk
Cherokee	City of Baxter Springs	City Staff	Sharon Clark	City Clerk
Cherokee	City of Baxter Springs	City Staff	Sheldon Bales	Public Works Director
Cherokee	Cherokee County	County Staff	Cody Zook	Road & Bridge Superintendent
Cherokee	Cherokee County	County Staff	Dave Helwig	Economic Development Director
Cherokee	Cherokee County	County Staff	Rebecca Brassart	County Clerk
Cherokee	Galena USD 499	Education	David Berry	Transportation Director
Cherokee	Galena USD 499	Education	Toby VanCleave	Superintendent
Cherokee	USD 247 Southeast Lancers	Education	Dr. Brad Miner	Superintendent
Cherokee	Baxter Springs USD 508	Education	Melissa Arnall	Baxter Springs High School
Cherokee	Riverton USD 404	Education*	David Groves	Riverton High School
Cherokee	Columbus USD 493	Education*	Anne Sharp	Columbus High School
Cherokee	Baxter Springs USD 508	Education*	Amanda Walker	Baxter Springs High School
Cherokee	Cherokee County	Elected Official	Lorie Johnson	County Commissioner
Cherokee	City of West Mineral	Emergency Services	Randy Johnson	Fire Chief
Cherokee	City of Galena	Emergency Services	Stephen Hall	Fire Chief
Cherokee	City of Columbus	Emergency Services	Steven Burton	Fire Chief
Cherokee	Cherokee County	Emergency Services	Matt Haviland	Emergency Management Director
Cherokee	City of Weir	Emergency Services	James Curtis	Fire Chief
Cherokee	City of Scammon	Emergency Services	Jason Spencer	Fire Chief
Cherokee	Mercy Hospital Columbus - Columbus	Healthcare	Jordan Larimore	Media Contact
Cherokee	City of Columbus	Law Enforcement	Kyle Clark	Police Chief
Cherokee	Cherokee County	Law Enforcement	Russ Harper	County Sheriff
Cherokee	City of Galena	Law Enforcement	Noble Dobkins	Chief of Police
Cherokee	City of Baxter Springs	Law Enforcement	Brian Henderson	Police Chief
Cherokee	Class LTD	Transportation	Bob Davis	Vice President of Operations
Coffey	City of Waverly	City Staff	Pattie Pfeifauf	City Clerk
Coffey	City of New Strawn	City Staff	Lana Johnson	City Clerk
Coffey	City of LeRoy	City Staff	Kim Alexander	City Clerk
Coffey	City of Lebo	City Staff	Carrie Sloan	City Clerk
Coffey	City of Gridley	City Staff	Teresa Budd	City Clerk
Coffey	City of Burlington	City Staff	Mark Davidson	Street Department
Coffey	City of Burlington	City Staff	Mary Mader	City Clerk
Coffey	Coffey County	County Staff	Angie Kirchner	County Clerk
Coffey	Coffey County	County Staff	Bobby Skipper	Economic Development Director

Coffey	Coffey County	County Staff	Ryan Durst	Road & Bridge Superintendent
Coffey	Southern Lyon County USD 252	Education	Ryan Muhlig	Superintendent
Coffey	LeRoy-Gridley USD 245	Education	Matt Thomsen	Superintendent
Coffey	Lebo-Waverly USD 243	Education	Duane Ford	Superintendent
Coffey	Burlington USD 244	Education	Craig Marshall	Superintendent
Coffey	Coffey County	Emergency Services	Amber Presley	Emergency Management Director
Coffey	Coffey County Hospital	Healthcare	Stacy Augustyn	CEO
Coffey	Coffey County	Law Enforcement	Thomas Johnson	County Sheriff
Coffey	City of Burlington	Law Enforcement	Doug Jones	Police Chief
Coffey	Coffey County Chamber of Commerce	Major Employers	Melissa Daily	Executive Director
Coffey	CrossWinds Counseling and Wellness	Transportation	Name	Title
Coffey	Coffey County Public Transportation	Transportation	Kara Reynolds	Transportation Director
Coffey	COF Training Services	Transportation	Joy Beatty	Community Relations Manager
Crawford	City of Walnut	City Staff	Saralyn Boyd	City Clerk
Crawford	City of Pittsburg	City Staff	Daron Hall	City Manager
Crawford	City of Pittsburg	City Staff	Jared Wetzel	Public Information Officer
Crawford	City of Pittsburg	City Staff	Jay Byers	Deputy City Manager/Chief Information Officer
Crawford	City of Pittsburg	City Staff	Kim Froman	Community Development Director
Crawford	City of Pittsburg	City Staff	Lonnie Wells	Street Superintendent
Crawford	City of Pittsburg	City Staff	Matt Bacon	Public Works Director
Crawford	City of Mulberry	City Staff	Cerokee Pelican	City Clerk
Crawford	City of McCune	City Staff	Weston Holdahl	City Superintendent
Crawford	City of Hepler	City Staff	Name	Title
Crawford	City of Girard	City Staff	Jackie Messer	Public Works Director
Crawford	City of Girard	City Staff	Johanna O'Brien	City Administrator
Crawford	City of Girard	City Staff	Karen E. Buck	City Clerk
Crawford	City of Frontenac	City Staff	John Zafuta	City Administrator
Crawford	City of Cherokee	City Staff	Pamela Tompkins	City Clerk
Crawford	City of Arma	City Staff	Bette Lessen	City Clerk
Crawford	City of Arcadia	City Staff	Name	Title
Crawford	Crawford County	County Staff	Alyssa Edwards	Road & Bridge Superintendent
Crawford	Crawford County	County Staff	Lisa Lusker	County Clerk
Crawford	Crawford County	County Staff	May Smith	Planning & Zoning Administrator
Crawford	Southeast USD 247	Education	Dustin Wheeler	Transportation Director
Crawford	Saint Mary's Colgan Catholic Schools	Education	Eric Wilson	Transportation and Maintenance Supervisor
Crawford	Saint Mary's Colgan Catholic Schools	Education	Kristen O'Brien	Principal (Grade K-6)
Crawford	Saint Mary's Colgan Catholic Schools	Education	Tim Conrad	Principal (Grade 7-12)
Crawford	Pittsburg USD 250	Education	J.B. Elliott	Superintendent
Crawford	Pittsburg State University	Education	Dan Shipp	President
Crawford	Pittsburg State University	Education	Hannah Eckstein	Student Government Association President
Crawford	Pittsburg State University	Education	Lindell Haverstic	University Architect and Director
Crawford	Pittsburg State University	Education	Stu Hite	Police & Safety Executive Director
Crawford	Northeast USD 246	Education	Deanne Harryman	Transportation Director
Crawford	Northeast USD 246	Education	Ray Streeter	Superintendent
Crawford	Girard USD 248	Education	Rick Neil	Transportation Director
Crawford	Girard USD 248	Education	Todd Ferguson	Superintendent
Crawford	Frontenac USD 249	Education	DJ McCarley	Transportation and Maintenance Director
Crawford	Frontenac USD 249	Education	Rick Simoncic	Superintendent
Crawford	Southeast USD 247	Education*	Devin Ulerry	Deputy - Southeast High School
Crawford	Saint Mary's Colgan Catholic Schools	Education*	Amanda Minton	Title
Crawford	Pittsburg USD 250	Education*	Chase Turner	Deputy - Pittsburg High School
Crawford	Northeast USD 246	Education*	Kourtney Yantis	Northeast High School
Crawford	Girard USD 248	Education*	Jeff McDonald	Assistant Chief - Girard High School
Crawford	Frontenac USD 249	Education*	Anni Beasley	Frontenac High School
Crawford	Crawford County	Elected Official	Bruce Blair	County Commissioner
Crawford	Crawford County	Emergency Services	Rusty Akins	Emergency Manager
Crawford	City of Pittsburg	Emergency Services	Taylor Cerne	Fire Chief
Crawford	City of Girard	Emergency Services	Justin Turner	Fire Chief

Crawford	City of Frontenac	Emergency Services	Jim Long	Fire Chief
Crawford	Crawford County Hospital District No. 1 - Girard	Healthcare	Ruth Duling	CEO
Crawford	Ascension Via Christi Hospital - Pittsburg	Healthcare	Joseph Impicciche	CEO
Crawford	Crawford County	Law Enforcement	Danny Smith	County Sheriff
Crawford	City of Pittsburg	Law Enforcement	Brent Narges	Police Chief
Crawford	City of Girard	Law Enforcement	Seirra Roberts	Police Chief
Crawford	City of Frontenac	Law Enforcement	Cody Milligan	Police Chief
Crawford	Pittsburg Area Chamber of Commerce	Major Employers	Blake Benson	President
Crawford	Girard Area Chamber of Commerce	Major Employers	Jessica Ripper	Executive Director
Crawford	Frontenac Chamber of Commerce	Major Employers	Name	Title
Crawford	Community Health Center of Southeast Kansas	Transportation	Dee Yount	Transportation Program Manager
Labette	City of Parsons	City Staff	Darrell Moyer	Public Works Director
Labette	City of Parsons	City Staff	Debbie Lamb	City Manager
Labette	City of Parsons	City Staff	Laura Moore	Community Development Director
Labette	City of Parsons	City Staff	Robyn Baker	City Clerk
Labette	City of Oswego	City Staff	Jennifer Hine	City Clerk
Labette	City of Mound Valley	City Staff	Tammie Logan	City Clerk
Labette	City of Chetopa	City Staff	Toni Crumrine	City Clerk
Labette	City of Bartlett	City Staff	Bobbie Harms	City Clerk
Labette	City of Altamont	City Staff	LeaAnn Myers	City Administrator
Labette	Labette County	County Staff	Gena Landis	County Clerk
Labette	Labette County	County Staff	Sandy Krider	Public Works Director
Labette	Labette County	County Staff	Terry Weidert	County Commissioner
Labette	Parsons USD 503	Education	Lori Ray	Superintendent
Labette	Parsons USD 503	Education	Rick Giefer	Transportation Director
Labette	Oswego USD 504	Education	Jeremiah Littlepage	Transportation Director
Labette	Oswego USD 504	Education	Mitchell Shaw	Superintendent
Labette	Labette County USD 506	Education	Dr. John Wyrick	Superintendent
Labette	Labette County USD 506	Education	Sharon Wolgamott	Transportation and Maintenance Secretary
Labette	Chetopa-St. Paul USD 505	Education	Craig Bagshaw	Superintendent
Labette	Labette County	Emergency Services	Charlie Morse	Emergency Management Director
Labette	City of Parsons	Emergency Services	Brad Boss	Fire Chief
Labette	Labette Health	Healthcare	Brian Williams	CEO
Labette	Labette County	Law Enforcement	Darren Eichinger	County Sheriff
Labette	City of Parsons	Law Enforcement	Robert Spinks	Police Chief
Labette	Parsons Chamber of Commerce	Major Employers	Liz Cochran	Executive Director
Labette	Oswego Chamber of Commerce	Major Employers	Patty Blair	President
Labette	Chetopa Chamber of Commerce	Major Employers	Scott Feagan	President
Linn	Mound City	City Staff	Shelby Murray	City Clerk
Linn	Mound City	City Staff	John Bruns	Public Works Superintendent
Linn	City of Prescott	City Staff	Kathy Wood	City Clerk
Linn	City of Pleasanton	City Staff	Becky Hegwald	City Administrator
Linn	City of Pleasanton	City Staff	John Harrington	Street Department Head
Linn	City of Linn Valley	City Staff	Corey Murrison	Public Safety Director
Linn	City of Linn Valley	City Staff	Mendi Cyr	City Clerk
Linn	City of La Cygne	City Staff	Dan Nasalroad	Public Works Superintendent
Linn	City of La Cygne	City Staff	Jodi Wade	City Clerk
Linn	City of Blue Mound	City Staff	Name	Title
Linn	Linn County	County Staff	Darin Wilson	Planning & Zoning Director
Linn	Linn County	County Staff	David Lamb	County Clerk
Linn	Linn County	County Staff	Jessica Hightower	Economic Development Director
Linn	Linn County	County Staff	Shaun West	Public Works Director
Linn	Prairie View USD 362	Education	Dr. Chris Johnson	Superintendent
Linn	Prairie View USD 362	Education	Laurie McCarthy	Transportation Director
Linn	Jayhawk USD 346	Education	Jaclyn Swearingen	Transportation Services
Linn	Jayhawk USD 346	Education	Shawn Thomas	Superintendent
Linn	Linn County	Emergency Services	Randy Hegwald	Emergency Management Director
Linn	City of Pleasanton	Emergency Services	Rob Dent	Fire Chief

Linn	City of La Cygne	Emergency Services	Dan Nasalroad	Fire Chief
Linn	Mound City	Law Enforcement	Clifford McKee	Police
Linn	Linn County	Law Enforcement	Kevin Murphy	County Sheriff
Linn	City of Pleasanton	Law Enforcement	Tristan Snyder	Chief of Police
Linn	City of Parker	Law Enforcement	Craig Haley	Police Chief
Linn	City of La Cygne	Law Enforcement	Zachary Mathies	Chief of Police
Linn	Mound City Chamber of Commerce	Major Employers	Al Hurt	President
Linn	Linn County Transportation	Transportation	Joyce Hall	Accounts Receivable
Montgomery	City of Tyro	City Staff	Janie Blakemore	City Clerk
Montgomery	City of Liberty	City Staff	Linda Berryman	City Clerk
Montgomery	City of Independence	City Staff	John Garris	Public Works Director
Montgomery	City of Independence	City Staff	Kelly Passauer	City Manager
Montgomery	City of Havana	City Staff	Judy Wade	City Clerk
Montgomery	City of Elk City	City Staff	Kevin Kneisley	City Clerk
Montgomery	City of Dearing	City Staff	Patricia Smith	City Clerk
Montgomery	City of Coffeyville	City Staff	Ben Brubaker	City Manager
Montgomery	City of Coffeyville	City Staff	Thomas Osborn	Public Works Director
Montgomery	City of Cherryvale	City Staff	Mike Passauer	Public Works Director
Montgomery	City of Cherryvale	City Staff	Name	City Administrator
Montgomery	City of Caney	City Staff	Kelley Zellner	City Administrator
Montgomery	Montgomery County	County Staff	Brandon Beurksens	Assistant Public Works Director
Montgomery	Montgomery County	County Staff	Charlotte Scott Schmidt	County Clerk
Montgomery	Montgomery County	County Staff	Jim Wright	Public Works Director
Montgomery	Montgomery County	County Staff	Jonathan Booe	County Administrator
Montgomery	Montgomery County	County Staff	Matt Debo	Planning & Zoning Director
Montgomery	Independence USD 446	Education	Jason McAfee	Superintendent
Montgomery	Independence USD 446	Education	Randy Burchett	Transportation Director
Montgomery	Independence Community College	Education	Dr. Jonathan D. Sadhoo	President
Montgomery	Coffeyville USD 445	Education	Craig Correll	Superintendent
Montgomery	Coffeyville Community College	Education	Dr. Marlon Thornburg	President
Montgomery	Cherryvale USD 447	Education	Dena Schicke	Transportation Director
Montgomery	Cherryvale USD 447	Education	Travis Githens	Superintendent
Montgomery	Caney Valley USD 436	Education	Blake Vargas	Superintendent
Montgomery	Caney Valley USD 436	Education	Shayne Hummer	Transportation Director
Montgomery	Montgomery County	Elected Official	Larry McManus	County Commissioner
Montgomery	Montgomery County	Emergency Services	Rick Whitson	Emergency Management Director
Montgomery	City of Independence	Emergency Services	Shawn Wallis	Fire Chief/EMS Director
Montgomery	City of Coffeyville	Emergency Services	Hal Bumgarner	Fire Chief
Montgomery	City of Cherryvale	Emergency Services	Joe Rexwinkle	Fire Chief
Montgomery	Coffeyville Regional Medical Center - Coffeyville	Healthcare	Name	Title
Montgomery	Montgomery County	Law Enforcement	Ron Wade	County Sheriff
Montgomery	City of Independence	Law Enforcement	David Hutchings	Police Chief (Interim)
Montgomery	City of Coffeyville	Law Enforcement	Kwin Bomley	Police Chief
Montgomery	City of Cherryville	Law Enforcement	Jimmy Holt	Police Chief
Neosho	City of Thayer	City Staff	Dusti Dyke	City Administrator
Neosho	City of Stark	City Staff	Carol Hill	City Clerk
Neosho	City of St. Paul	City Staff	Jeri Giefer	City Clerk
Neosho	City of Galesburg	City Staff	Carol Clevenger	City Clerk
Neosho	City of Erie	City Staff	Jake Tromsness	City Administrator
Neosho	City of Earlton	City Staff	Jennifer Green	City Clerk
Neosho	City of Chanute	City Staff	Steve Trestor	Community Services Director
Neosho	City of Chanute	City Staff	Todd Newman	City Manager
Neosho	City of Chanute	City Staff	Tony Vining	Street Supervisor
Neosho	Neosho County	County Staff	Heather Elsworth	County Clerk
Neosho	Neosho County	County Staff	Mike Brown	Road & Bridge Director
Neosho	Erie USD 101	Education*	Chelcey Sexton	Erie High School
Neosho	Chanute USD 413	Education*	Leah Hoesli	Chanute High School
Neosho	Neosho County	Elected Official	Paul Westhoff	County Commissioner

Neosho	Neosho County	Emergency Services	Melanie Kent-Culp	Emergency Management Director
Neosho	City of Chanute	Emergency Services	Jeff Mitchell	Fire Chief
Neosho	Neosho Memorial Regional Medical Center	Healthcare	Dennis Franks	CEO
Neosho	Neosho County	Law Enforcement	Greg Taylor	County Sheriff
Neosho	City of Chanute	Law Enforcement	Chris Pefley	Police Chief
Neosho	Erie Chamber of Commerce	Major Employers	Name	Title
Neosho	Chanute Area Chamber of Commerce	Major Employers	Amy Jensen	Executive Director
Statewide	KDOT	State Staff	Ann Katt	KDOT Safe Routes to School Coordinator
Statewide	KDOT	State Staff	Chris Bortz	Traffic Safety Manager
Statewide	KDOT	State Staff	Darrin Petrowsky	KDOT District Engineer
Statewide	KDOT	State Staff	Jenny Kramer	KDOT Active Transportation Manager
Statewide	KDOT	State Staff	Priscilla Petersen	KDOT Public Affairs Manager
Statewide	KDOT	State Staff	Vanessa Spartan	KDOT Transportation Safety Bureau Chief
Wilson	City of New Albany	City Staff	Norma Wood	City Clerk
Wilson	City of Neodesha	City Staff	Brogan Jones	City Administrator
Wilson	City of Neodesha	City Staff	Chris Bauman	Assistant to City Administrator (Planning)
Wilson	City of Neodesha	City Staff	Ryan Toms	Public Works Director
Wilson	City of Fredonia	City Staff	Shane Glover	Public Works Director
Wilson	City of Fredonia	City Staff	Wesley Young	City Administrator
Wilson	City of Coyville	City Staff	Debbie Marr	City Clerk
Wilson	City of Buffalo	City Staff	Traci Kuhn	City Clerk
Wilson	City of Benedict	City Staff	Name	Title
Wilson	City of Altoona	City Staff	Ronda Culbertson	City Clerk
Wilson	Wilson County	County Staff	Kary Tatum	Highway Supervisor
Wilson	Wilson County	County Staff	Kris Marple	County Coordinator
Wilson	Neodesha USD 461	Education	Juanita Erickson	Superintendent
Wilson	Neodesha USD 461	Education	Mark Heck	Bus Supervisor
Wilson	Fredonia USD 484	Education	Brian Smith	Superintendent
Wilson	Fredonia USD 484	Education	Chad Oneal	Transportation Director
Wilson	Altoona-Midway USD 387	Education	Jimmie Burke	Transportation Director
Wilson	Altoona-Midway USD 387	Education	John West	Superintendent
Wilson	Wilson County	Emergency Services	Terry Lyons	Emergency Manager
Wilson	City of Neodesha	Emergency Services	Keenan Fyfe	Fire Chief/EMS Director
Wilson	City of Fredonia	Emergency Services	Todd Harrelson	Fire Chief
Wilson	Wilson Medical Center	Healthcare	Tom Hood	CEO
Wilson	Wilson County	Healthcare	Amy Lell	Health Department Administrator
Wilson	Fredonia Regional Hospital	Healthcare	John Durrett	CEO
Wilson	Wilson County	Law Enforcement	Jack Lucke	County Sheriff
Wilson	City of Neodesha	Law Enforcement	Sam Tomlinson	Police Chief
Wilson	City of Fredonia	Law Enforcement	Bradley Pflueger	Police Chief
Wilson	Neodesha Area Chamber of Commerce	Major Employers	Karen Porter	Executive Director
Wilson	Fredonia Area Chamber of Commerce	Major Employers	Yvonne Hull	Executive Director
Wilson	Thanks Program, Inc	Transportation	Lynn Harding	Project Manager
Wilson	Four County Mental Health	Transportation	Randy Trotter	Transportation Coordinator
Woodson	City of Yates Center	City Council	Jason Cathard	Safety Committee Chair
Woodson	City of Yates Center	City Staff	Janet Thompson	City Clerk
Woodson	City of Yates Center	City Staff	Rodney Ryther	Street Department Supervisor
Woodson	City of Toronto	City Staff	Katy Damron	City Clerk
Woodson	Woodson County	County Staff	Amanda DeWitt	County Clerk
Woodson	Woodson County	County Staff	Dane Onnen	Public Works Administrator
Woodson	Woodson County	County Staff	Tim Dimick	Road Supervisor
Woodson	Woodson USD 366	Education	John Rice	Transportation Director
Woodson	Woodson USD 366	Education	Stephanie Splechter	Superintendent
Woodson	Woodson County	Elected Official	Justin Clark	County Commissioner
Woodson	Woodson County	Emergency Services	John Atkin	Emergency Management Director
Woodson	City of Yates Center	Emergency Services	Brandon Gaulding	Fire Chief
Woodson	Woodson County	Law Enforcement	Jacob Morrison	County Sheriff
Woodson	City of Yates Center	Law Enforcement	Michael Strode	Chief of Police

Appendix C

Safety Task Force Meetings

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #1

Date: October 3, 2024
Time: 11:00am - 1:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Introduction
  - Safe Systems Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

Attendees
Sandy Krider, Labette County Public Works Director (in-person)
Anne Sharp, Cherokee County Sheriff's Office and Columbus School (online)
Anni Beasley, Frontenac High School in Crawford County (online)
Brandon Beurskens, Montgomery County Assistant Public Works Director (online)
Eric Bailey, Bourbon County Public Works Director (online)
Shaun West, Linn County Public Works Director (online)

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Payton Smith, TranSystems
Nicole Hood, TranSystems
Tom Hein, TranSystems
Emma Habosky, TranSystems (online)
Tod Salfrank, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Introduction

- Federal Highway Administration (FHWA) encourages communities to adopt the Vision Zero concept and recently started incorporating the Safe Systems Approach. The SSA goal is to reduce death and serious injuries for all road users.
- Local Road Safety Plans (LRSP) have been completed or are nearly complete in 11 of the 12 counties. Woodson County does not have an LRSP.
- The Safe Streets for All (SS4A) Comprehensive Safety Action Plan (CSAP) incorporates traffic data analysis, stakeholder input, and public engagement into useable safety countermeasures. The CSAP provides information for future implementation funding for individual counties or the southeast Kansas region.
- A "Swiss cheese" model of redundancy is used in the Safe Systems Approach so that all safety systems in place help prevent a system failure resulting in a catastrophic event. Redundancy is a critical piece. Everyone makes mistakes and planning for that is key.
- The project timeline was outlined for August 2024 through February 2025 and includes three Safety Task Force meetings, a public meeting in each county, and a public survey contributing to a CSAP final report.

Role of the Safety Task Force

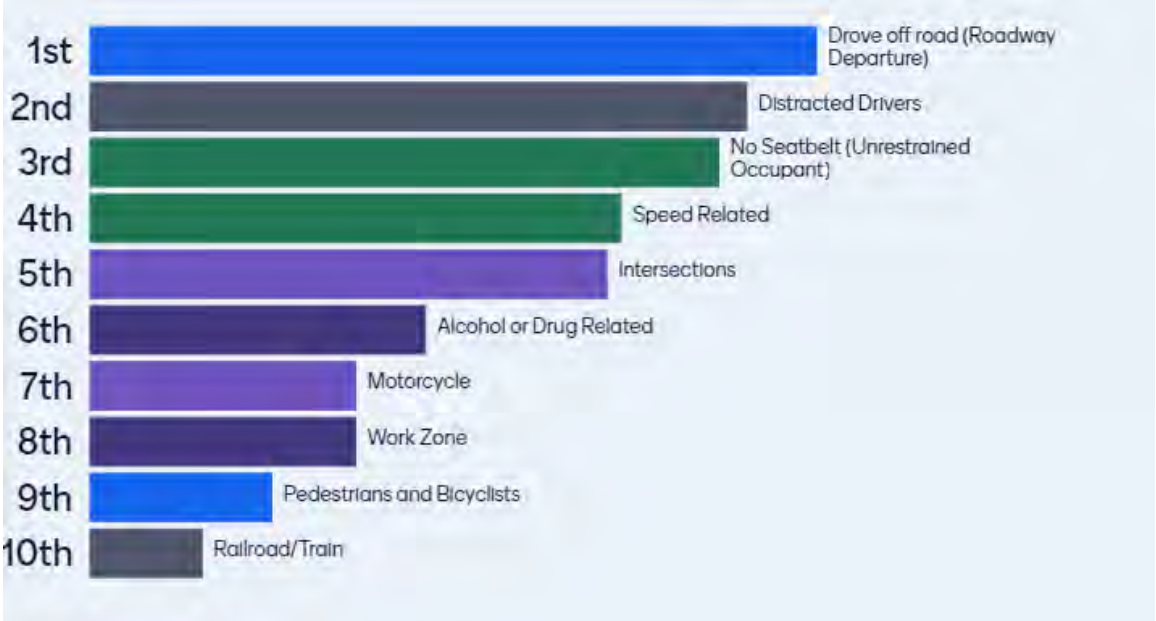
- The Safety Task Force validates information and data, provides insight on emphasis areas, drafts safety goals, represents the community, serves as a community champion, and evaluates performance measures.
- A public survey (https://arcg.is/1v1Pe00) will be sent to about 400 community organizations and members. It takes less than ten minutes to complete and Safety Task Force members can promote the survey in their communities. They survey also has a mapping component so users can identify specific locations of concern.
- Polling question #1 and discussion: **Why is transportation safety important to you?**
  - Anne Sharp (Cherokee County) said her daughter fell asleep while going home resulting in a crash. She shared, "When it's personal, it makes a big difference."

Crash Review

- Slade Engstrom (TranSystems) presented ten-year crash data showing hot spots in the twelve-county study area.
- There were approximately 400 fatalities in the region during that period with a total of 44,295 incidents that includes fatalities, injuries, property damage only crashes plus those involving pedestrians.
- While this is a preliminary overview, it reveals that the state highway system is where a lot of the serious and fatal crashes occur.
    - The Safety Task Force may need to decide whether to work with KDOT on concerns regarding the state highway system or focus in on their own individual communities (county, city, towns).

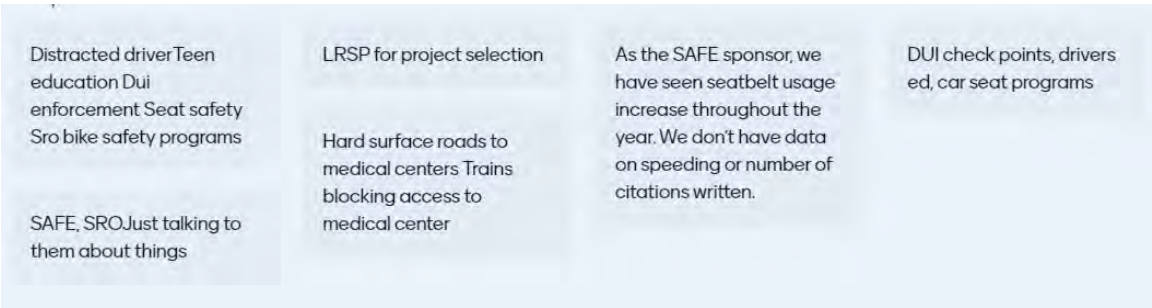
Emphasis Areas

- Crash emphasis charts showed Roadway Departure as the primary contributing factor followed (in numerical order) by Intersections, Distracted Driver, Unrestrained Occupant, Alcohol or Drug, Speed, Motorcycle, Work Zone, and Railroad.
- Anni Beasley (Crawford County) stated that a designated safety corridor had been established near Frontenac High School. She shared, “It is a scary intersection with big trucks that make crossing for students dangerous.”
- US-169 and US-69 were mentioned as a priority corridors.
- Polling question #2 and discussion**: As we focus on solutions, which of these crash types are most important to address?**

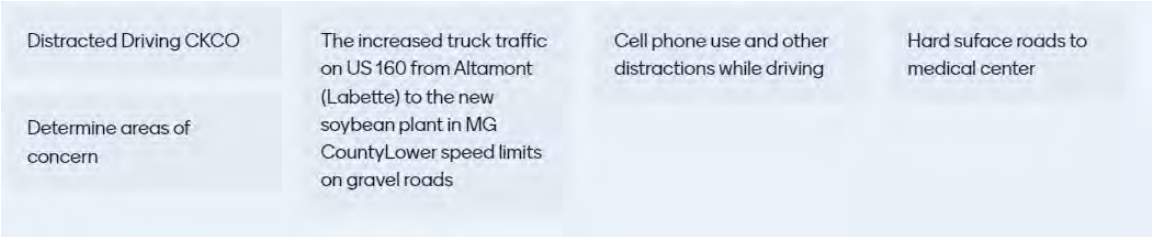


Discussion

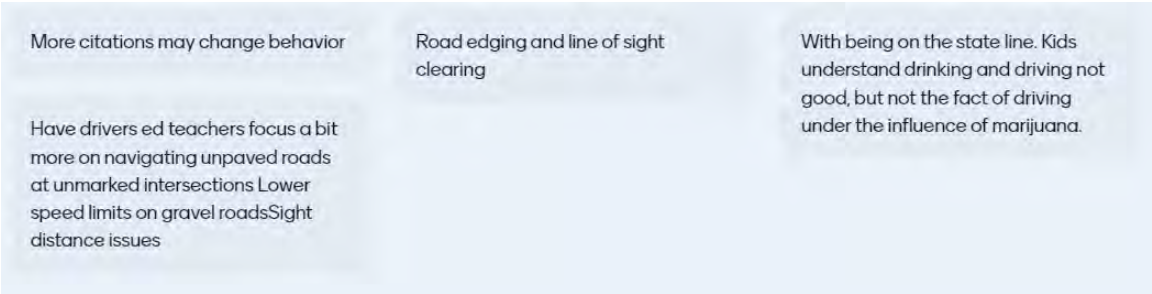
- Polling question #3 and discussion**: Tell us about what kinds of transportation related safety programs or involvement your communities have promoted. What went well? What would you improve?**
  - Sandy Krider (Labette County) mentioned driver's education should include teaching how to navigate on unmarked and gravel roads.



- Polling question #4 and discussion**: What transportation safety concerns have you heard from the community?**
  - Anni Beasley (Crawford County) said the SAFE (Seatbelts Are For Everyone) program started in Crawford County because students were in fatal accident.
  - Lots of ways to leverage data such as quick emergency response through alerts.
  - For reference, Nicole Hood (TranSystems) stated that Missouri Department of Transportation data shows cell usage is 70% older folks.



- Polling question #5 and discussion**: What would you like to see implemented in SEK to improve transportation safety?**
  - Online driver's education needed.
  - Slade Engstrom (TranSystems) commented that rumble strips can seem like a good idea but cannot always be implemented due to road conditions.



Next Steps

- Public survey will be sent within a few days following the meeting.
- Public meetings will be planned in each county.
- Safety Task Force Meetings
    - Meeting #2 on November 14, 2024 will focus on priorities and countermeasures.
    - Meeting #3 on January 23, 2025.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #1

October 3, 2024

AGENDA

- Introductions
- Project Introduction
  - Safe System Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

INTRODUCTIONS

- Southeast Kansas Regional Planning Commission
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

17 08 43 1

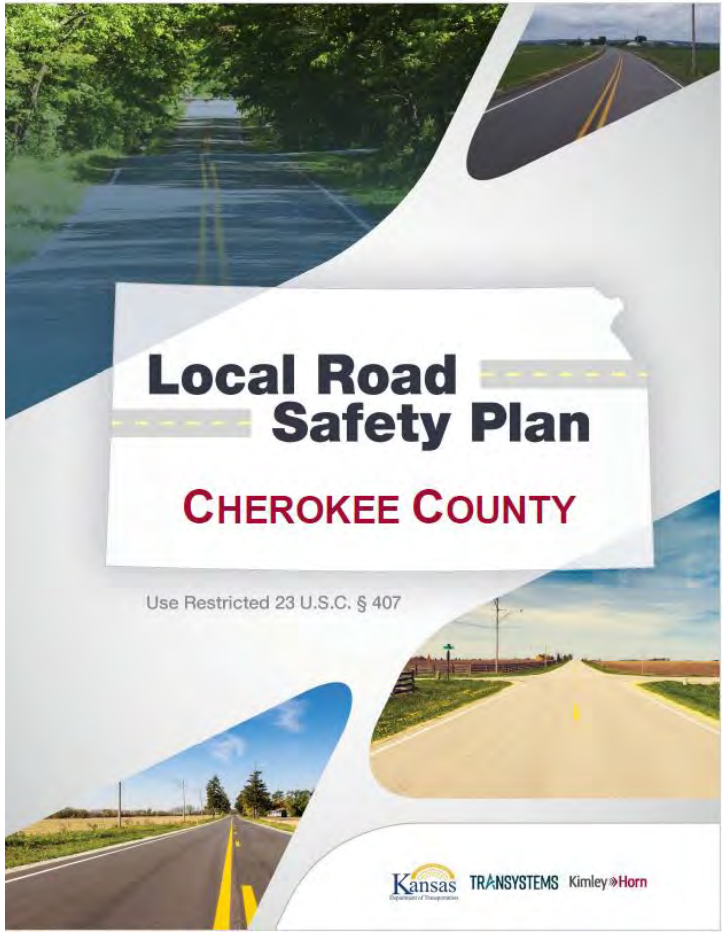
Enter your name, organization, and role.

Or use the QR code!

COMPREHENSIVE SAFETY ACTION PLAN

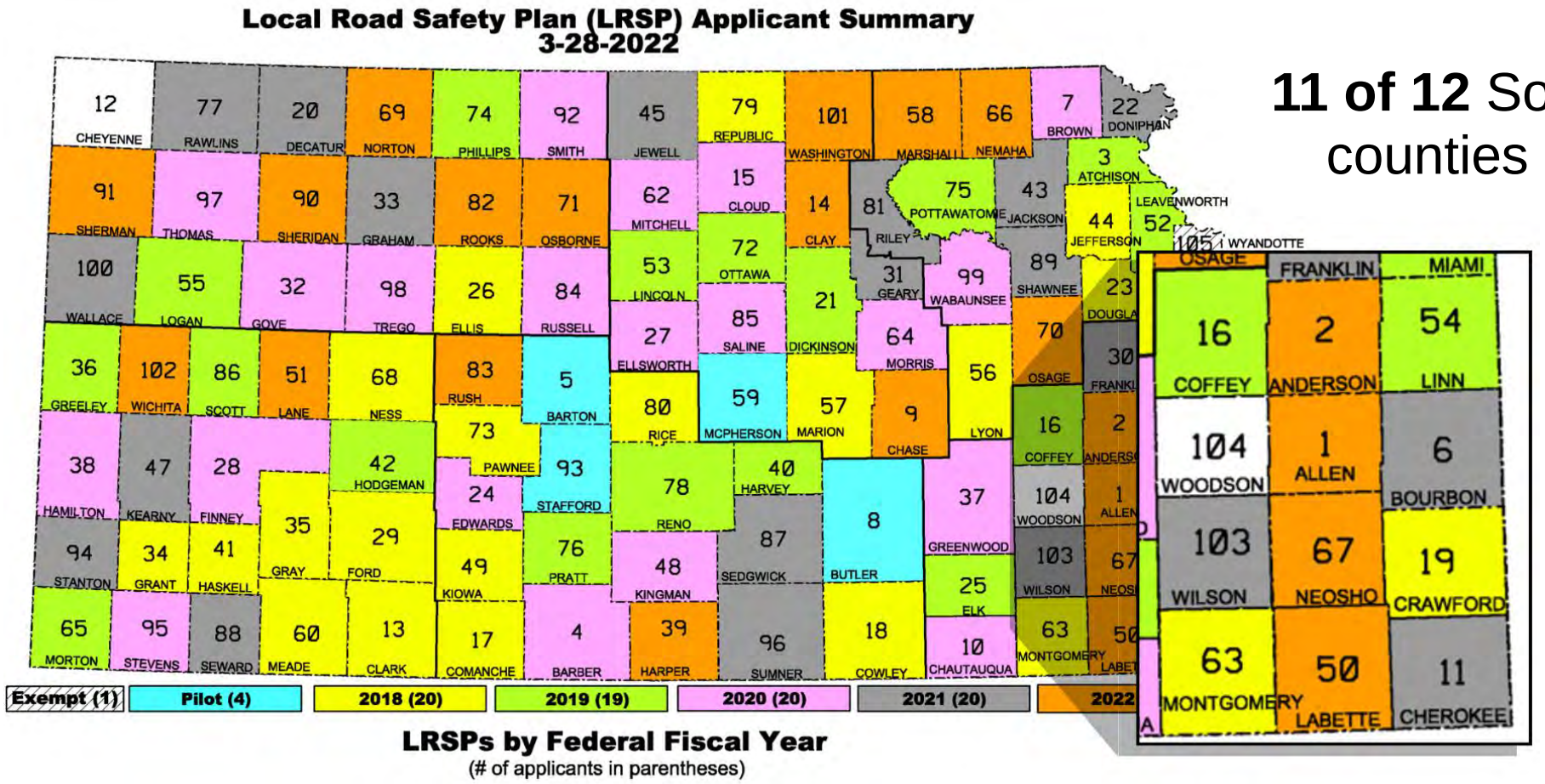
- Imagine and implement safe spaces for all road users
- Discuss safety priority areas and solutions
- Roadmap to reduce and prevent severe crashes
- Utilize plan to pursue funding for implementation to save lives

LOCAL ROAD SAFETY PLAN



- Local Road Safety Plans (LRSPs) provide a framework for identifying safety improvements on local roads
- LRSPs included roadways in unincorporated areas that are classified as collectors or higher
  - Did not include roadways within city limits
  - Did not include rural local roads

LOCAL ROAD SAFETY PLAN



11 of 12 Southeast Kansas counties have a LRSP.

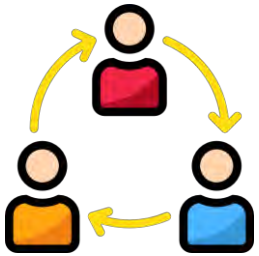
SS4A builds upon LRSPs to include cities and provide a comprehensive look at the entire study area.

FROM PLAN TO ACTION

Planning Grant

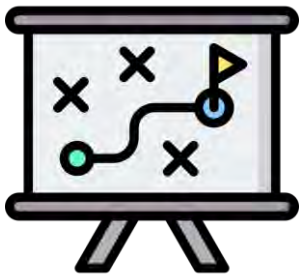
Implementation Grant

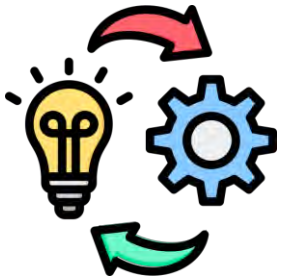
Data Analysis



Engage Stakeholders

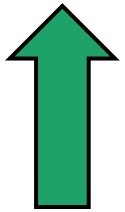
Strategy and Actions





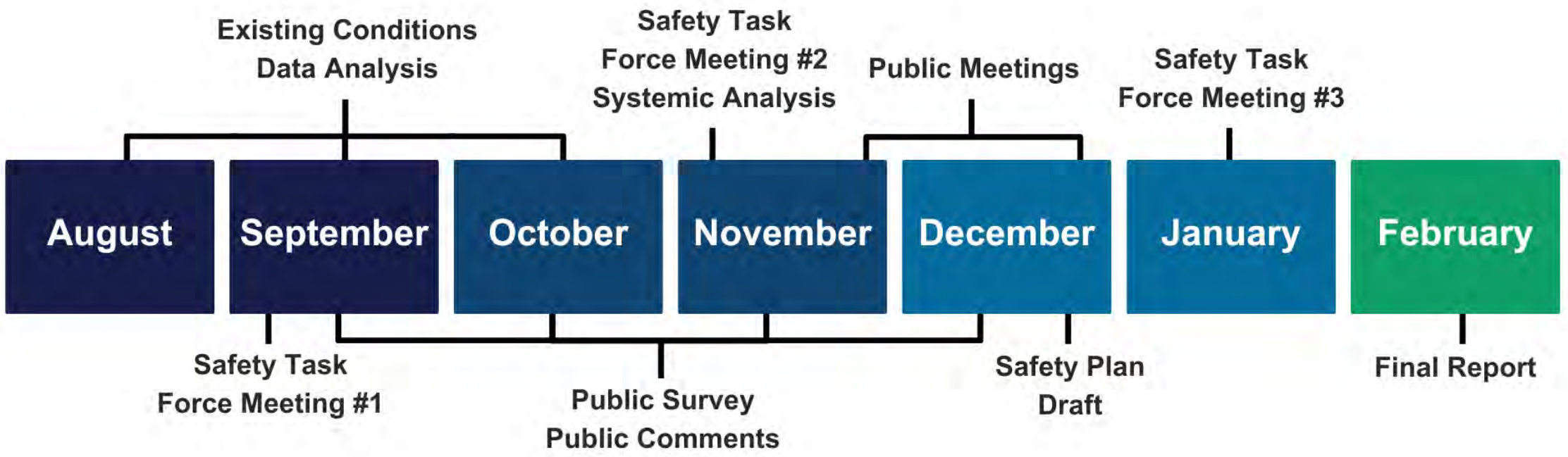
Recommendations

Implementation



We are here!

PROJECT TIMELINE



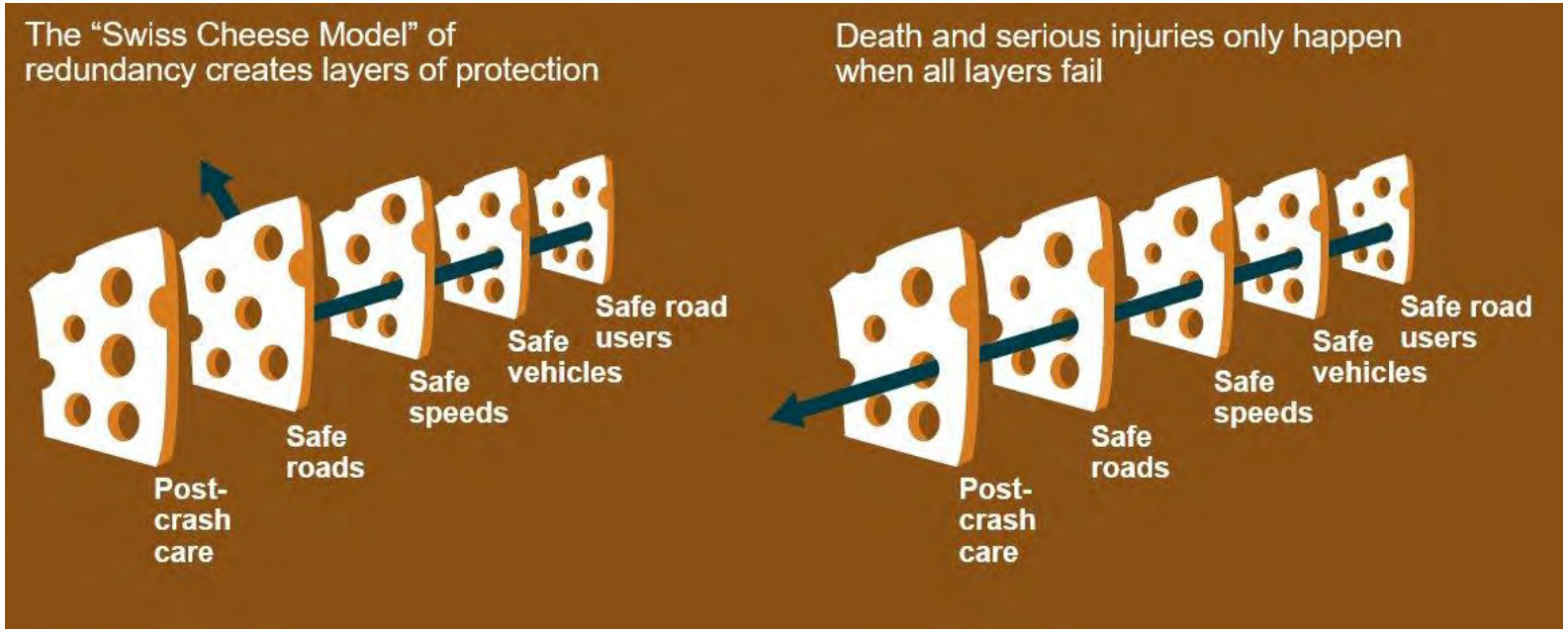
SAFE SYSTEMS APPROACH

- **Safer Road Users:** Encourage safe and responsible user behavior
- **Safer Vehicles:** Expand innovation and technology features to enhance safety
- **Safer Speeds:** Promote context-appropriate design, speed setting, and speed enforcement
- **Safer Roads:** Design roadways to mitigate human mistakes and facilitate safe travel for the most vulnerable users
- **Improved Post-Crash Care:** Enhance access to emergency medical care and prevent secondary crashes

NATIONAL ROADWAY SAFETY STRATEGY

Vision for roadway safety is <u>zero</u> fatalities and severe injuries.

- Adopts the **Safe System Approach** to achieve results
- Seeks opportunities to address safety, equity, and climate simultaneously



DISCUSSION

Why is transportation safety **important** to you?

Join at menti.com

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SAFETY TASK FORCE

Safety Task Force Role

- Validate information and data
- Provide insight on emphasis areas
- Draft the vision and goals for safety in the region
- Represent the community and solicit feedback
- Serve as trusted community champions
- Evaluate performance measures

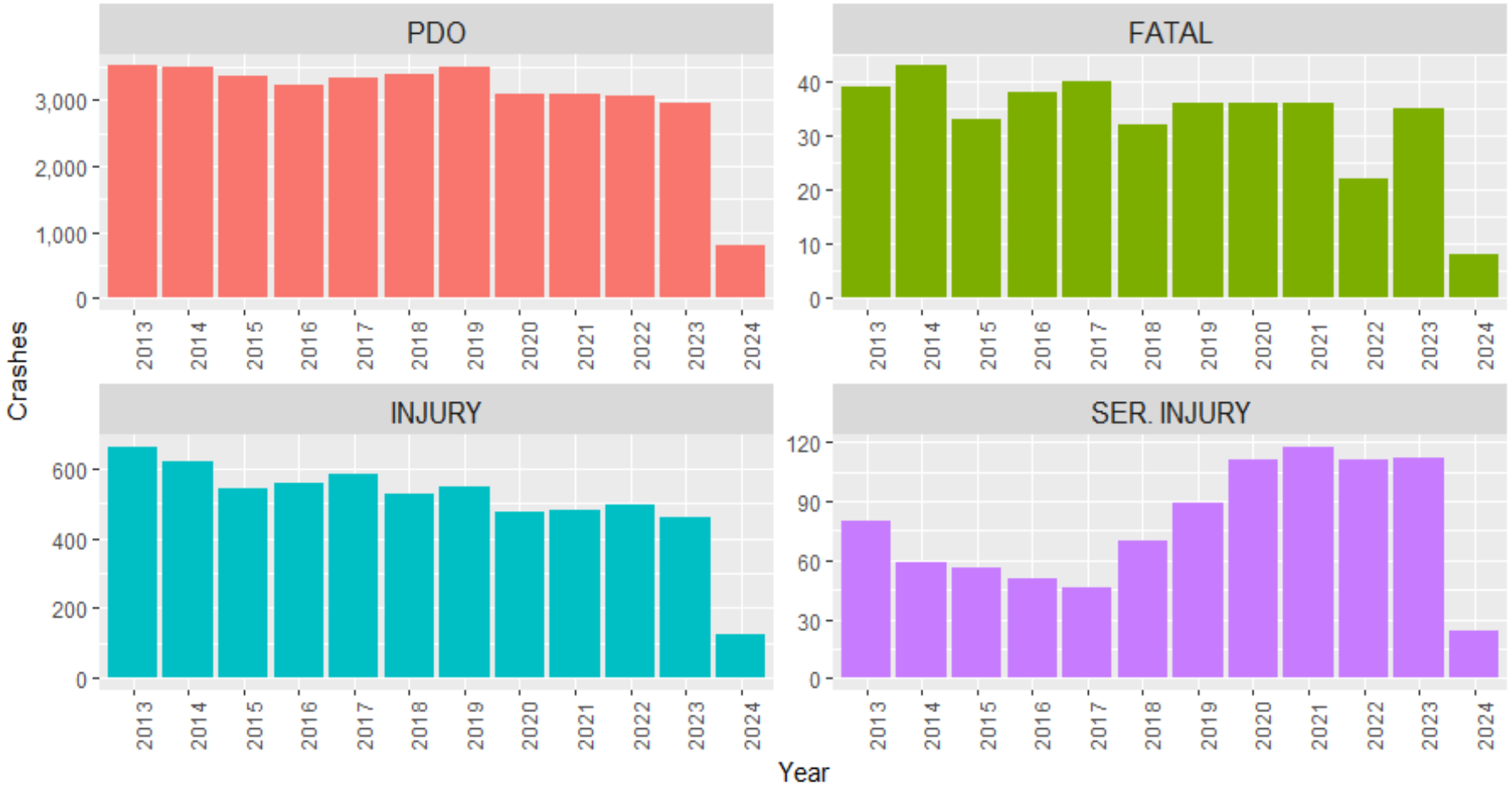
PUBLIC SURVEY

Advocate in Your Community!

- Press release and survey link will be sent to the Safety Task Force and an extended stakeholder list for greater promotion
- Takes about 5-10 minutes to complete
- Allows respondents to submit location-specific concerns

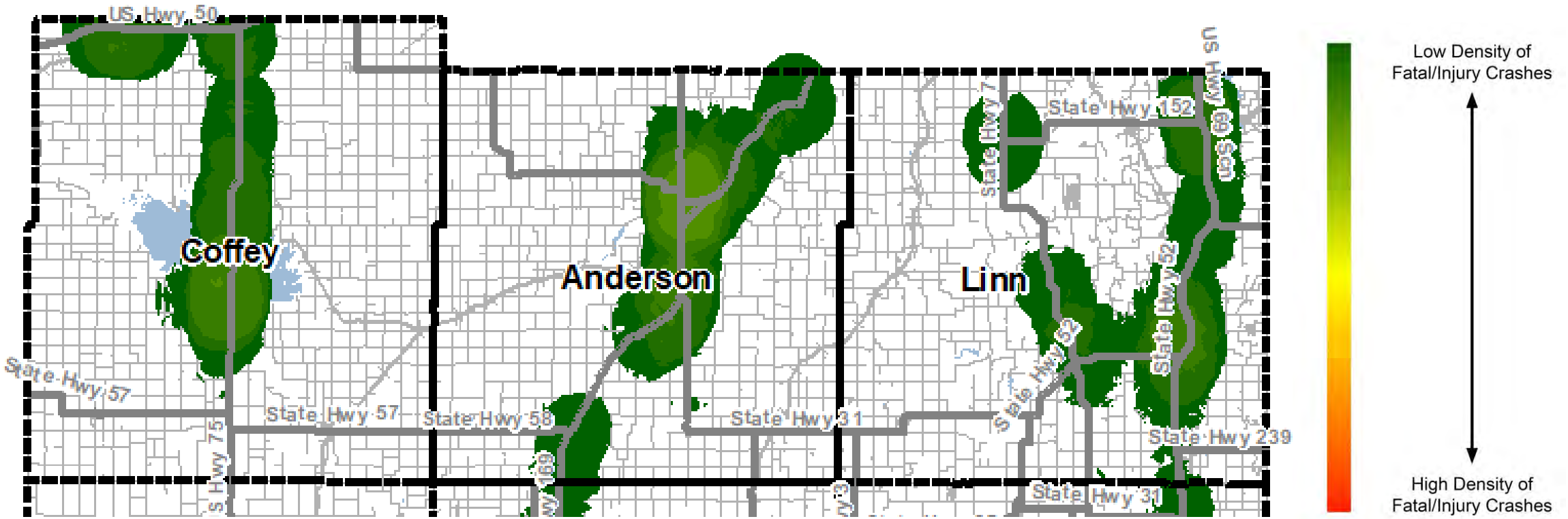
https://arcg.is/1v1Pe00

CRASH REVIEW

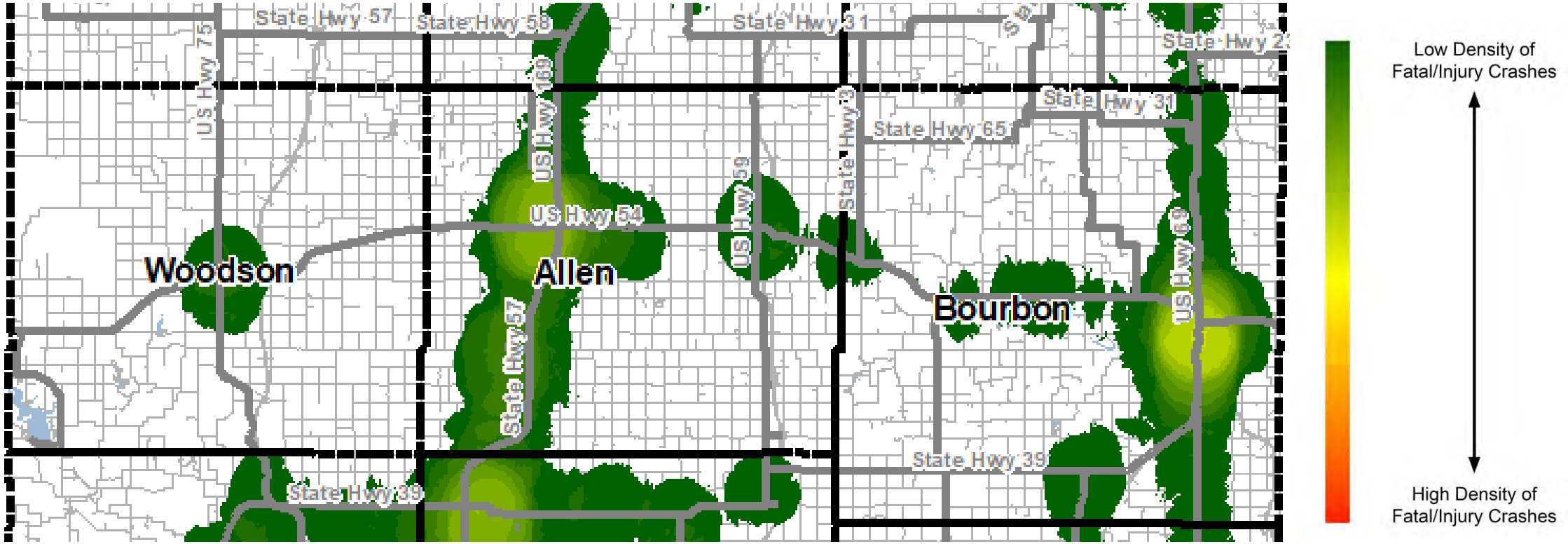


Crash Type	Count
Fatal	398
Injury	7014
PDO	36883
Pedestrian	295
Total	44,295

CRASH REVIEW



CRASH REVIEW



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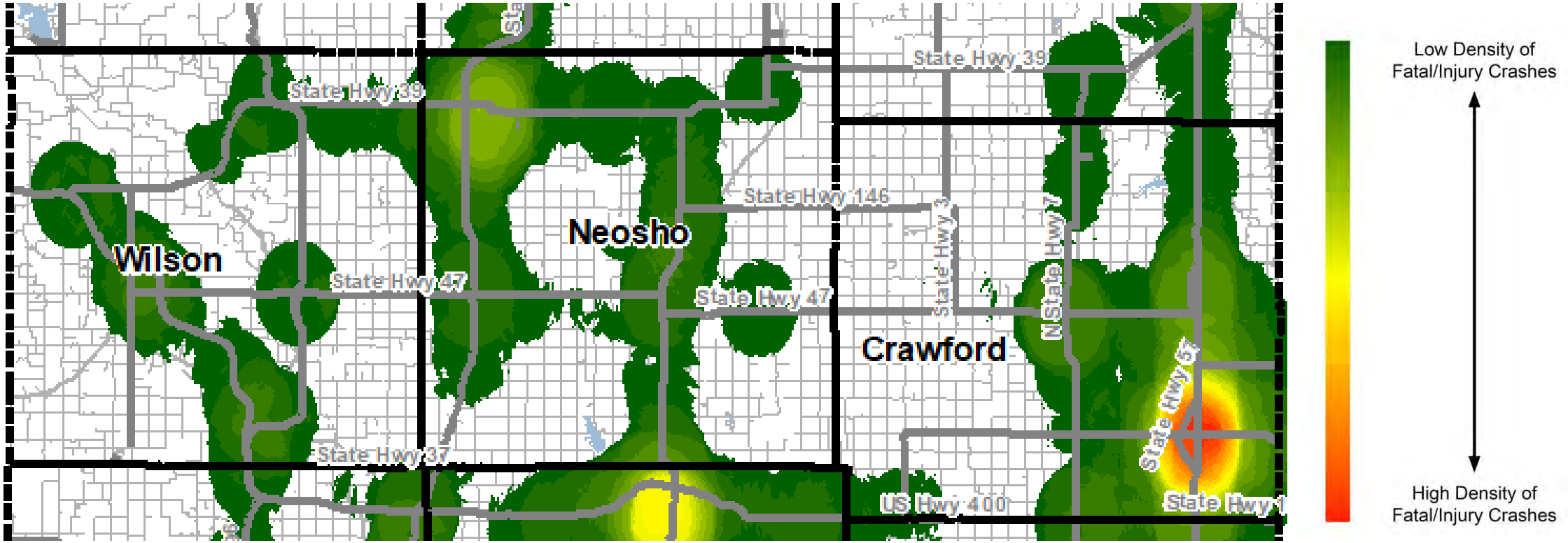
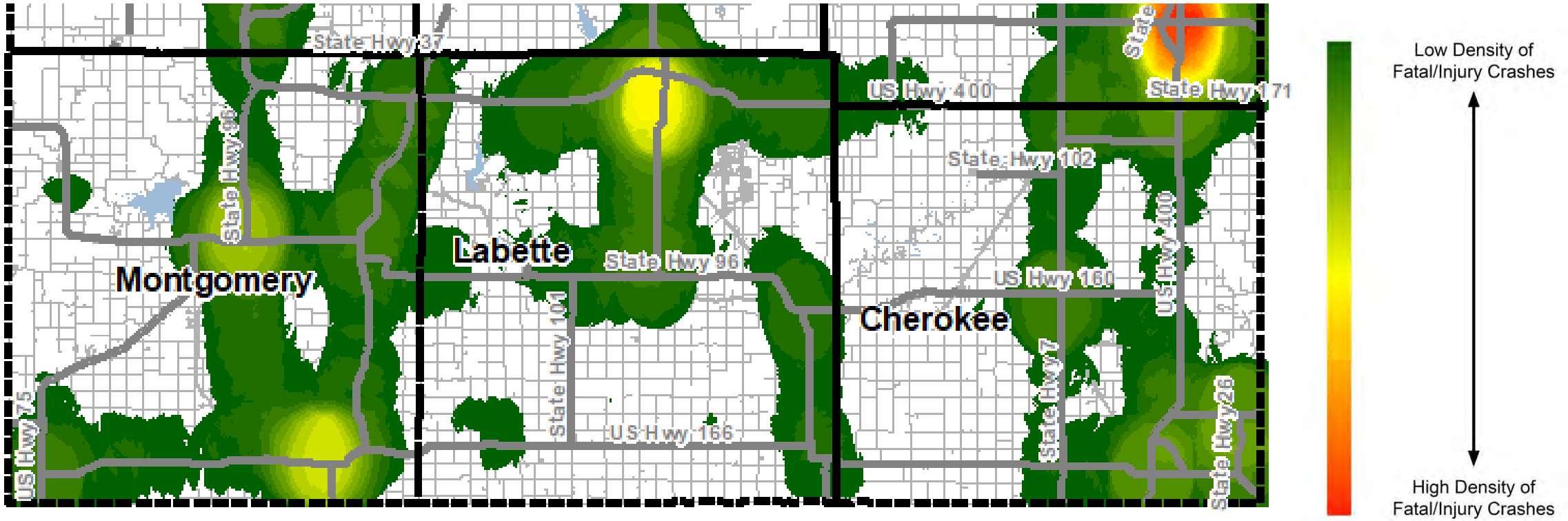


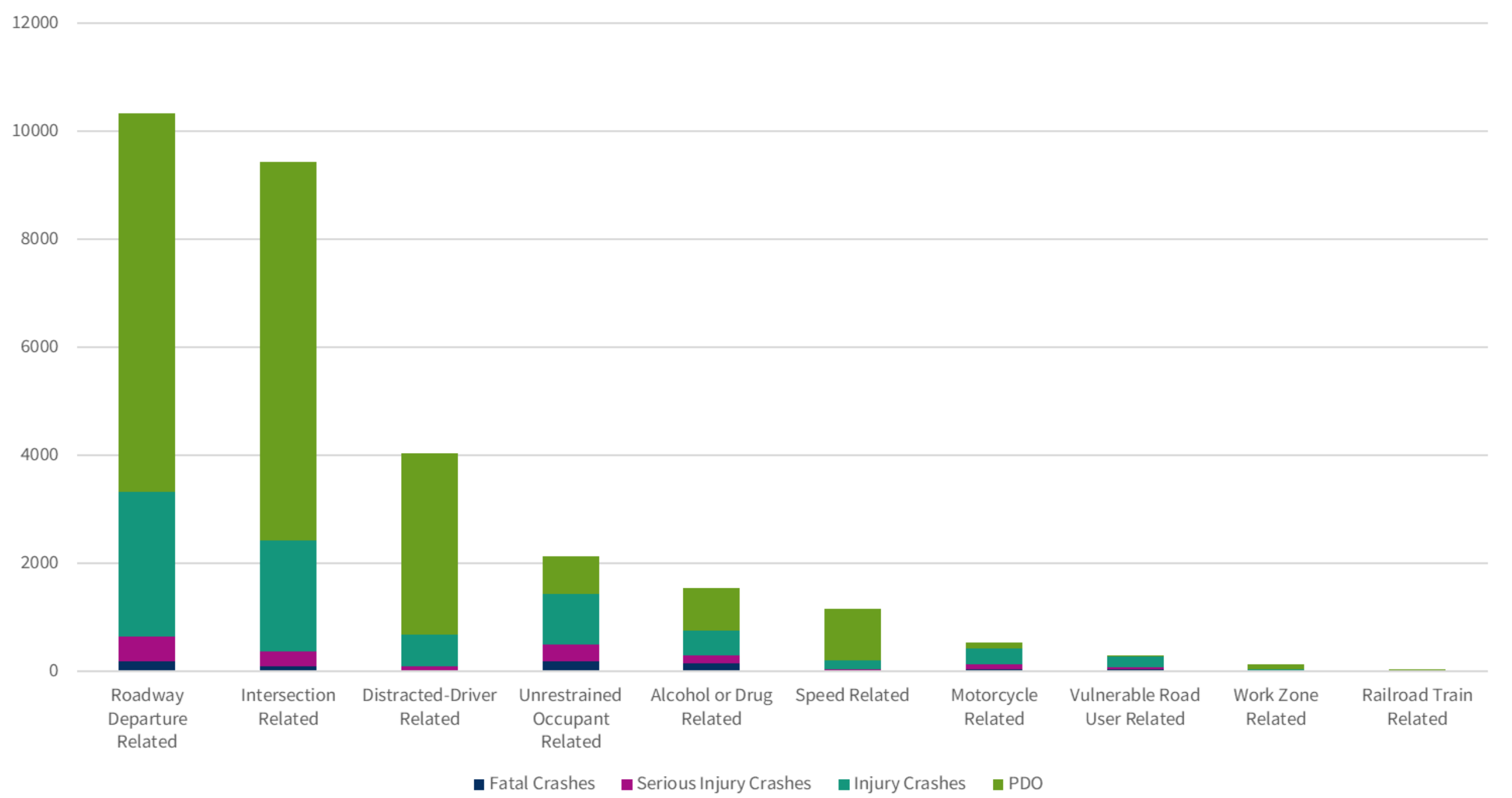
CRASH REVIEW



CRASH REVIEW

Crashes	Fatal	Serious Injury	Injury	Non-Injury (PDO)	Total
State System	249	445	2,645	17,608	20,947
County	116	274	1,527	8,486	10,403
City	33	208	1,915	10,789	12,945
Total	**398**	**927**	**6,087**	**36,883**	**44,295**

BREAK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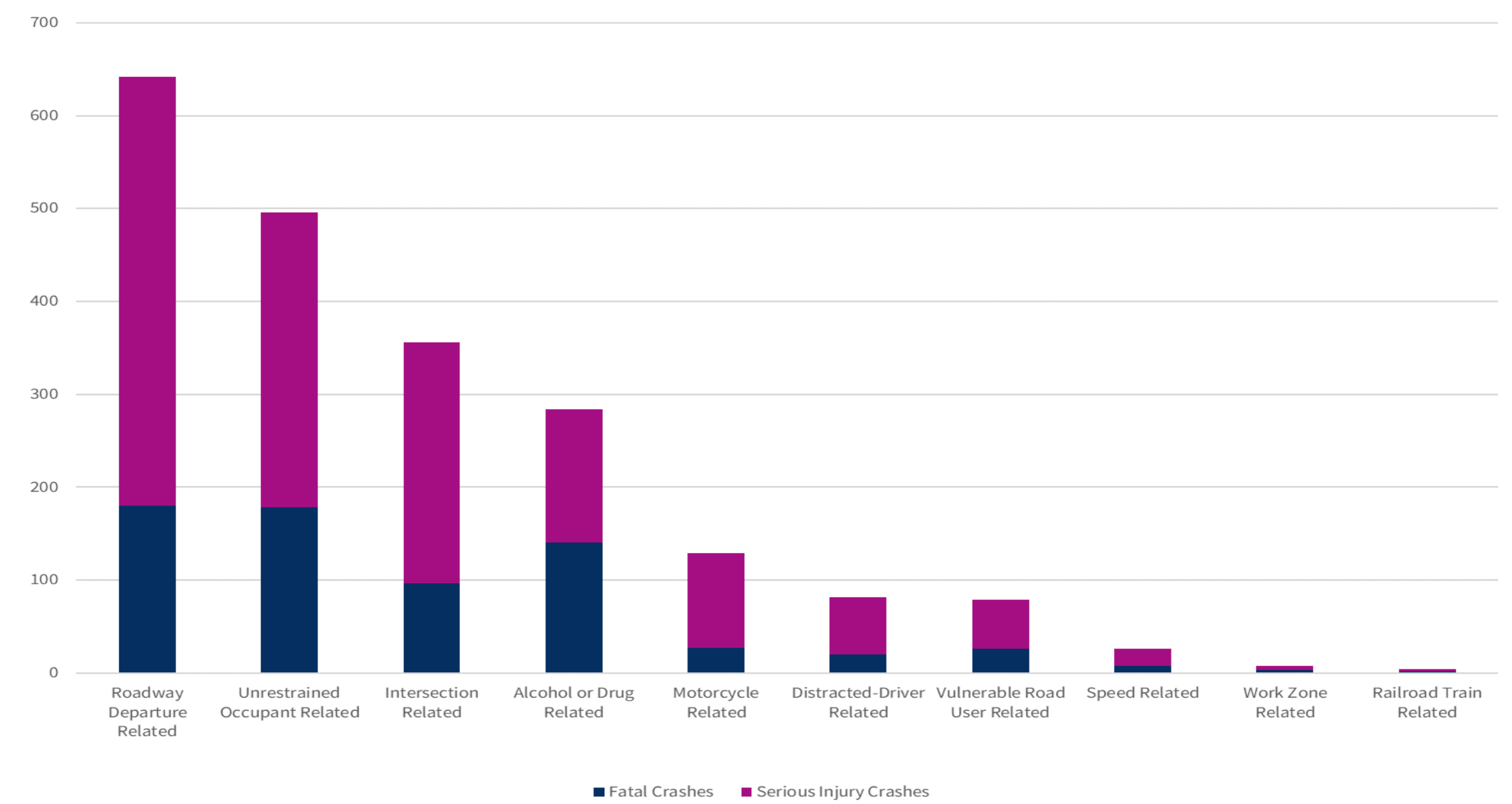
Roadway Departure Related
Intersection Related
Distracted-Driver Related
Unrestrained Occupant Related
Alcohol or Drug Related
Speed Related
Motorcycle Related
Vulnerable Road User Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes
Injury Crashes
PDO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Roadway Departure Related
Unrestrained Occupant Related
Intersection Related
Alcohol or Drug Related
Motorcycle Related
Distracted-Driver Related
Vulnerable Road User Related
Speed Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes

Step 1: Select Emphasis Area

Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

DISCUSSION

As we focus on solutions, which of these crash types are most important to address?

- Drove Off Road
- No Seatbelt
- Intersections
- Alcohol or Drug Related
- Distracted Drivers
- Pedestrians and Bicyclists
- Speed Related
- Motorcycle
- Work Zone
- Railroad/Train

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DISCUSSION

Tell us about what kinds of transportation related **safety programs or involvement** your communities have promoted.

What went well?

What would you improve?

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Enter code: **17 08 43 1**

DISCUSSION

What transportation
safety concerns have you heard
from the community?

Join at menti.com

Enter code: **17 08 43 1**

DISCUSSION

What would you like to see **implemented** in Southeast Kansas to improve transportation safety?

Join at menti.com

Enter code: **17 08 43 1**

NEXT STEPS

- Public Survey
- Public Meetings
- Safety Task Force Meeting #2: November 14, 2024
- Safety Task Force Meeting #3: January 23, 2025
- Safety Priority/Cluster Areas
- Countermeasure Review

THANK YOU!

Next Meeting: November 14, 2024

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #2

Date: November 14, 2024
Time: 12:00pm - 2:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Task Force Meeting #1 Overview
- Public Survey Information and Update
- Crash Emphasis Areas
- Countermeasure Review
- Next Steps

Attendees
Kris Hix, City of Garnett Community Development Director
Darin Wilson, City of Garnett Planning & Zoning Administrator
Chasity Ware, Linn County Economic Development
Terry Weidert, Labette County Commission
Jamie Lynn Blum, Pittsburg State University (online)
Katelyn Young, USD 257 Transportation (Iola) (online)
Aaron Cole, USD 257 Transportation (Iola) (online)
Jessica Hightower, SEKRPC

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Payton Smith, TranSystems
Taylor Cunningham, TranSystems
Nicole Hood, TranSystems (online)
Tod Salfrank, TranSystems (online)
Jeff McKerrow, Kimley-Horn (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Per the project schedule, the consultant team has partially completed the data analysis and targeting February 2025 for completion.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Federal funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Task Force Meeting #1 Overview

- The Safe Systems Approach and the "Swiss Cheese Model" of safety redundancy was reviewed. An ordinance adopted by local governments supporting Vision Zero is needed to apply for future SS4A federal funding.
- A graph showing fatal and serious injury crash numbers was shown and compared to the top three emphasis areas selected by the Safety Task Force: roadway departure, unrestrained occupant, and distracted driving.

Public Survey Information and Update

- A public survey (https://arcg.is/1v1Pe00) was sent to about 300 community stakeholders and groups. To date, about 55 responses have been received. The survey is scheduled to stay open until January when public meetings are anticipated to be held in each county.
- Emphasis areas identified by survey participants to date include intersections, alcohol or drug related, distracted driving, and speed.
- To blend the input from the crash analysis, Safety Task Force, and public survey, the proposed emphasis areas are roadway departure, intersection related, and unrestrained occupant. Other areas for review are Vulnerable Road Users (VRU), distracted driving, and alcohol or drug related.

Crash Emphasis Areas

- A map of clustered crash occurrences was presented with color-coded dots showing multiple occurrences for signalized Intersections, unsignalized Intersections, VRUs, roadway departures, and speed related incidents.
- Specific cluster maps will be developed for each of the 12 counties.
- Follow-up meetings will be scheduled to discuss these with city and/or county stakeholders.

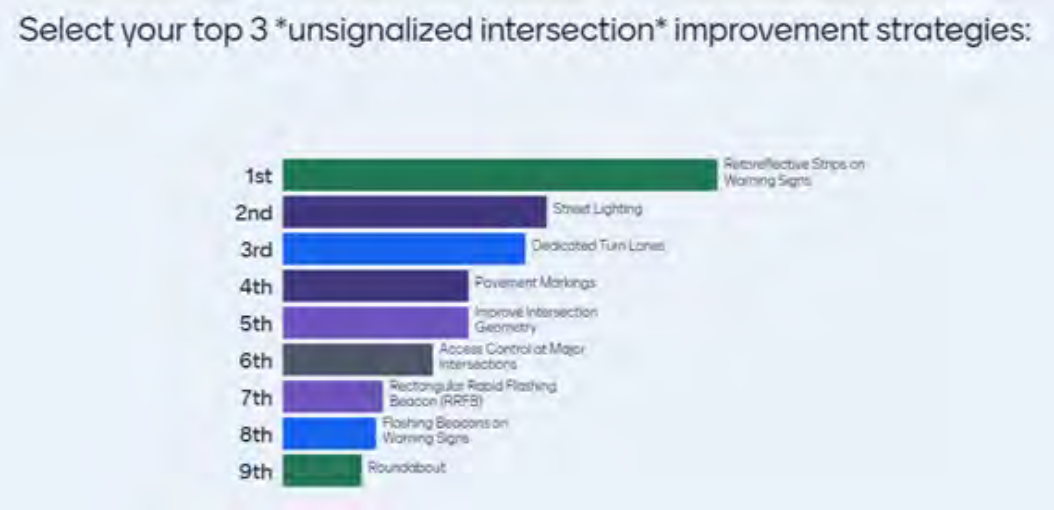
Countermeasure Review

- Countermeasure for **roadway departure** include edge-line and centerline treatments, curve signage, various delineators, clear zone obstruction removal, improved pavement markings, and a two-foot shoulder.
    - Polling question: **Select your top roadway departure improvement strategies.**
    - Additional overhead lighting could be helpful. Franchise agreements with electric companies sometimes make placement free.
    - Terry Weidert (Labette County) shared information about a 90-degree curve that was created with US-400 construction at old US-59 near Parsons. Adjacent to the curve is a pond on private land. Four weeks ago, a young driver missed the curve and crashed but could not be found. He was underwater in the pond. There have been five incidents in this location including this fatal crash. Shawn Turner (TranSystems) said a similar situation occurred on US-169 and KDOT purchased and filled the borrow pit.

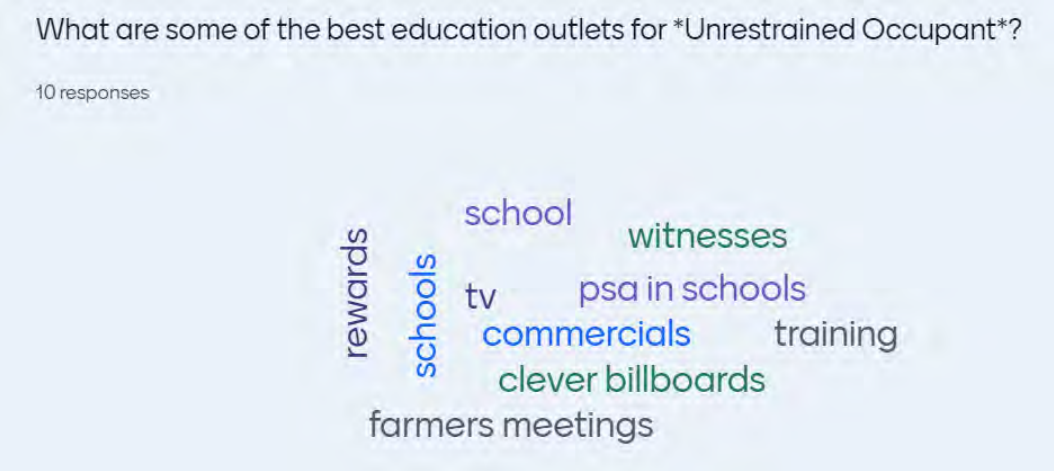
- Countermeasures for **signalized intersections** include signal backplates with retroreflective borders, protected left turns (some with flashing yellow arrows), and improvements for signal phasing and timing plans.

- Countermeasures for **unsignalized Intersections** include flashing beacons on warning signs, retroreflective strips on warning signs, Rectangular Rapid Flashing Beacons (RRFB), improved pavement markings, access control at major intersections, dedicated turn lanes, roundabouts, improved intersection geometry, and overhead lighting.
    - Polling question: **Select your top unsignalized intersection improvement strategies.**
    - The group discussed roundabout functionality and geometry. Slade Engstrom (TranSystems) indicated that larger roundabouts, low curbs, or roundabouts with colored concrete aprons can help large trucks navigate them easier.

- The group discussed diverging diamond interchanges (DDI). Slade Engstrom (TranSystems) said geometry is important and DDIs must fit the individual situation of the interchange. They are useful where lots of left turn traffic exists. There are currently seven in Kansas with more coming. Future improvements to K-96 in northeast Wichita will have DDIs.

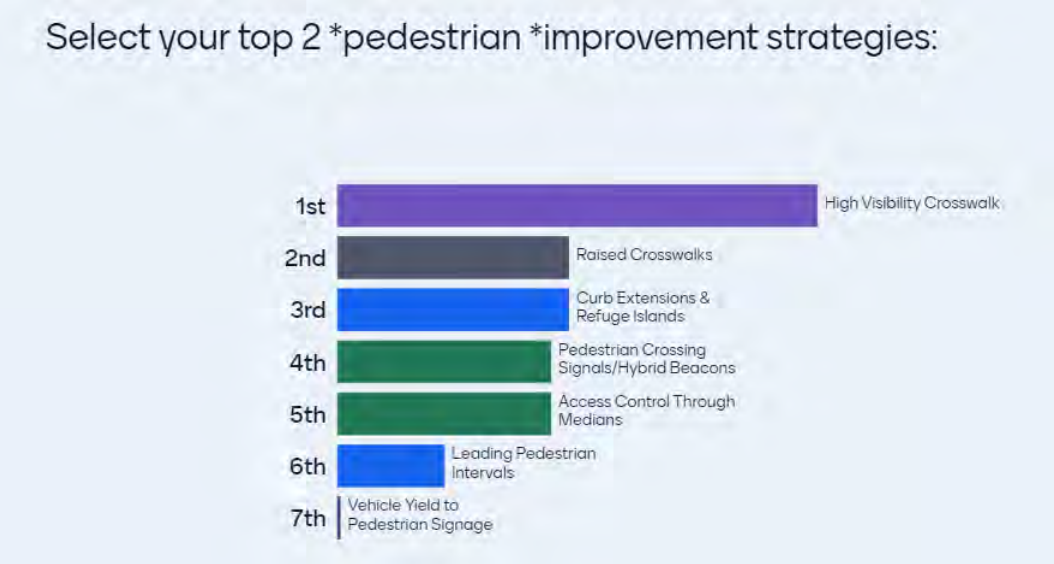


- Countermeasures for **unrestrained occupant** include behavior changing programs and enforcement communications and outreach.
  - Polling question: **What are some of the best education outlets for unrestrained occupants?**
  - The group discussed successful campaigns that play to human emotions regarding family, friends, and pets.
  - Large employers can implement safety programs at work. Cornejo in Wichita has trouble keeping CDL drivers so they offer a company-wide free Uber service. Farmers' meetings are another good place for outreach because farmers generally work alone and socialize with others at meetings.

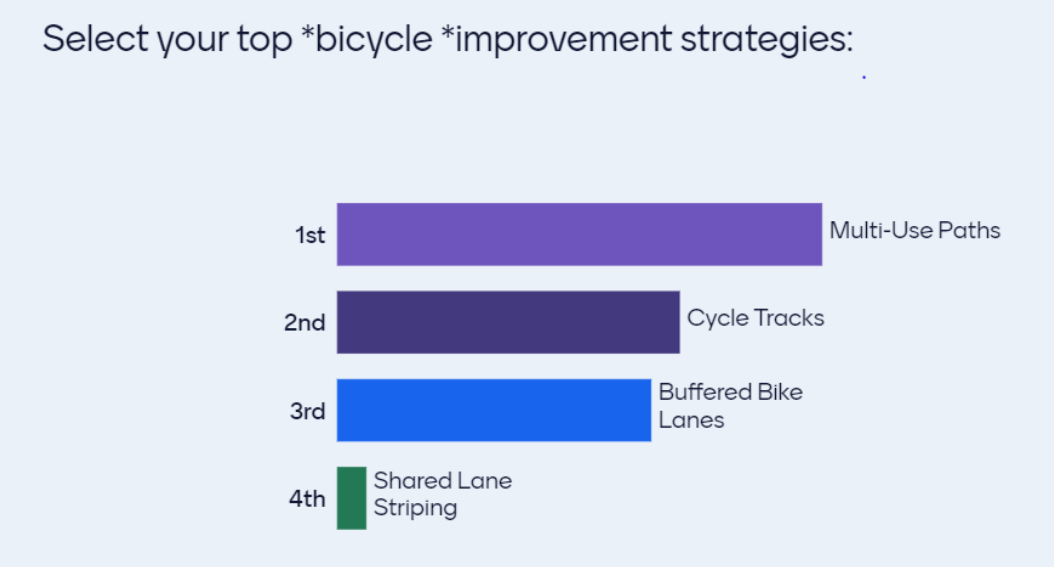


- Countermeasures for distracted driving include high-visibility cell phone and texting enforcement and enforcement communications and outreach.
    - Polling question: **What are some of the best education outlets for distracted driving?**

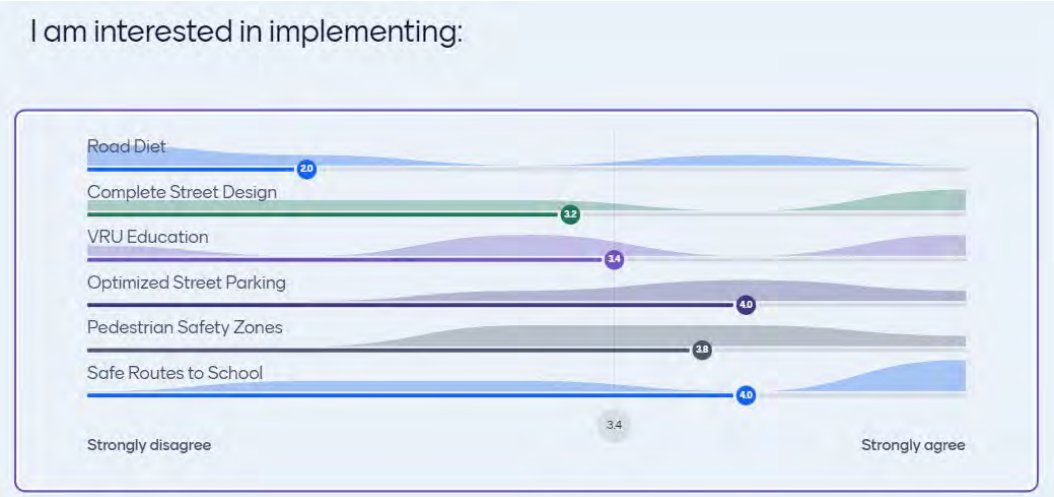
- Countermeasures for **pedestrian safety** include Leading Pedestrian Intervals (LPIs) at intersections, pedestrian crossing signals/hybrid beacons, high visibility crosswalks, signage for vehicles yield to peds, raised crosswalks or intersections, curb extensions or refuge islands, and access control with medians.
    - Polling question: **Select your top pedestrian safety improvement strategies.**



- Countermeasures for **bicycle safety** include buffered bike lanes, shared lanes, multi-use paths, and cycle tracks.
    - Polling question: **Select your top bicycle safety improvement strategies.**



- Countermeasures for both **bicycle and pedestrian safety** include road diet, Complete Street design, VRU education, optimized street parking, pedestrian safety Zznes, and Safe Routes to School programs.
    - Polling question: **How interested are you in implementing these strategies?**
    - The group mentioned that the Safe Routes to Schools program is popular.
    - Drivers to schools include young (high school) drivers and parents making multiple trips through the day, sometimes to multiple schools.



Next Steps

- Consultant team will follow-up to schedule 1-on-1 conversations with city and county representatives for more detailed discussions. Safety Task Force Meeting #3 is anticipated in late January 2025.
- Public survey will continue to be available until public meetings in each county. The public meetings are anticipated to be planned in coordination with standing County Commission meetings.
- Consultant team continues to monitor the political and funding landscape for future funding announcements.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #2

November 14, 2024

AGENDA

- Welcome and Introductions
- Task Force Meeting #1 Overview
- Public Survey Results
- Emphasis Areas
- Countermeasures
- Next Steps

INTRODUCTIONS

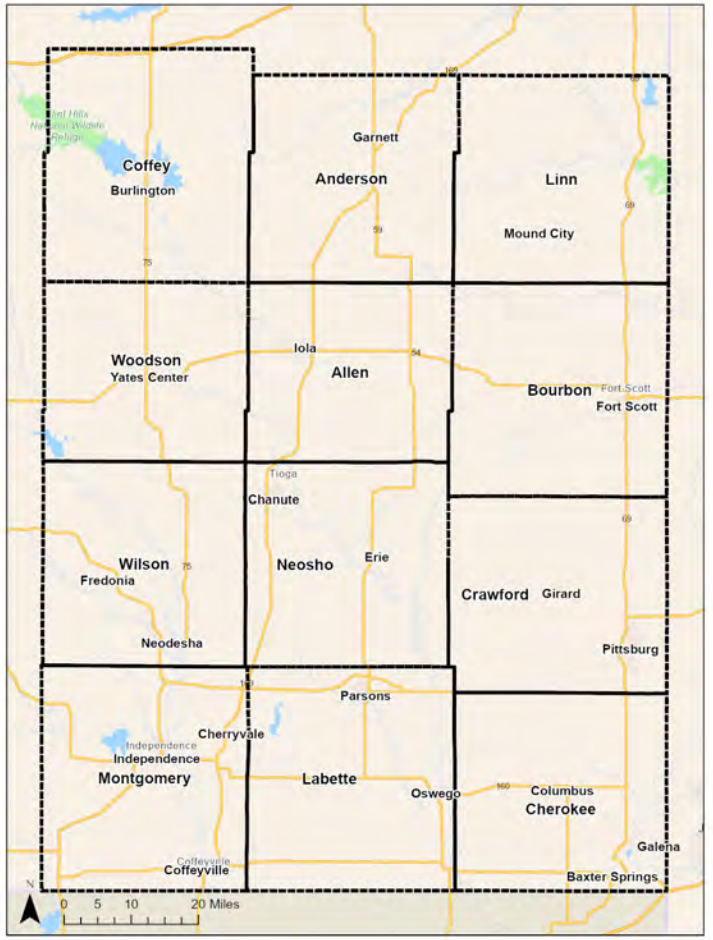
- Southeast Kansas Regional Planning Commission (SEKRPC)
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



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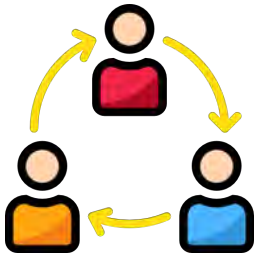
FROM PLAN TO ACTION

Planning Grant

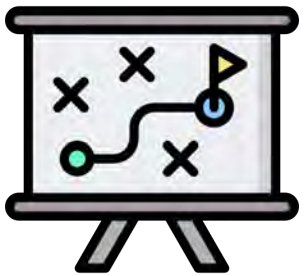
Implementation Grant

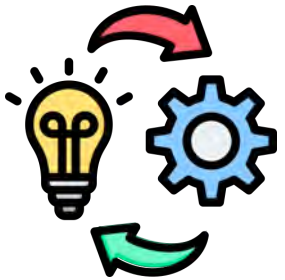
Data Analysis



Engage Stakeholders

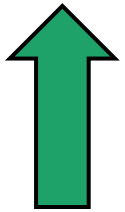
Strategy and Actions





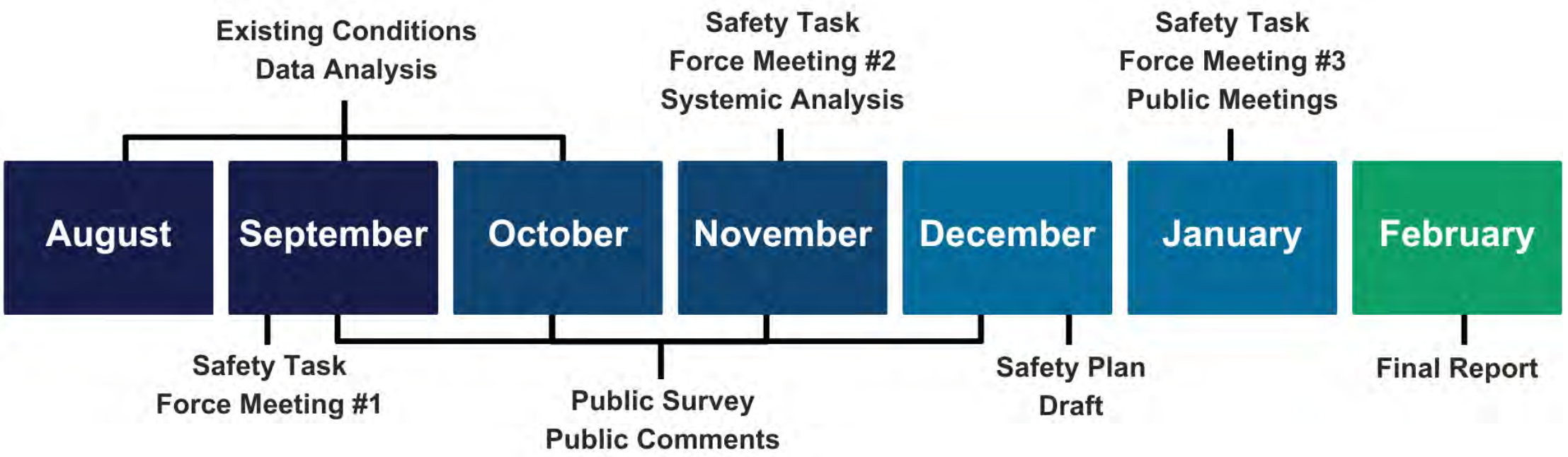
Recommendations

Implementation



We are here!

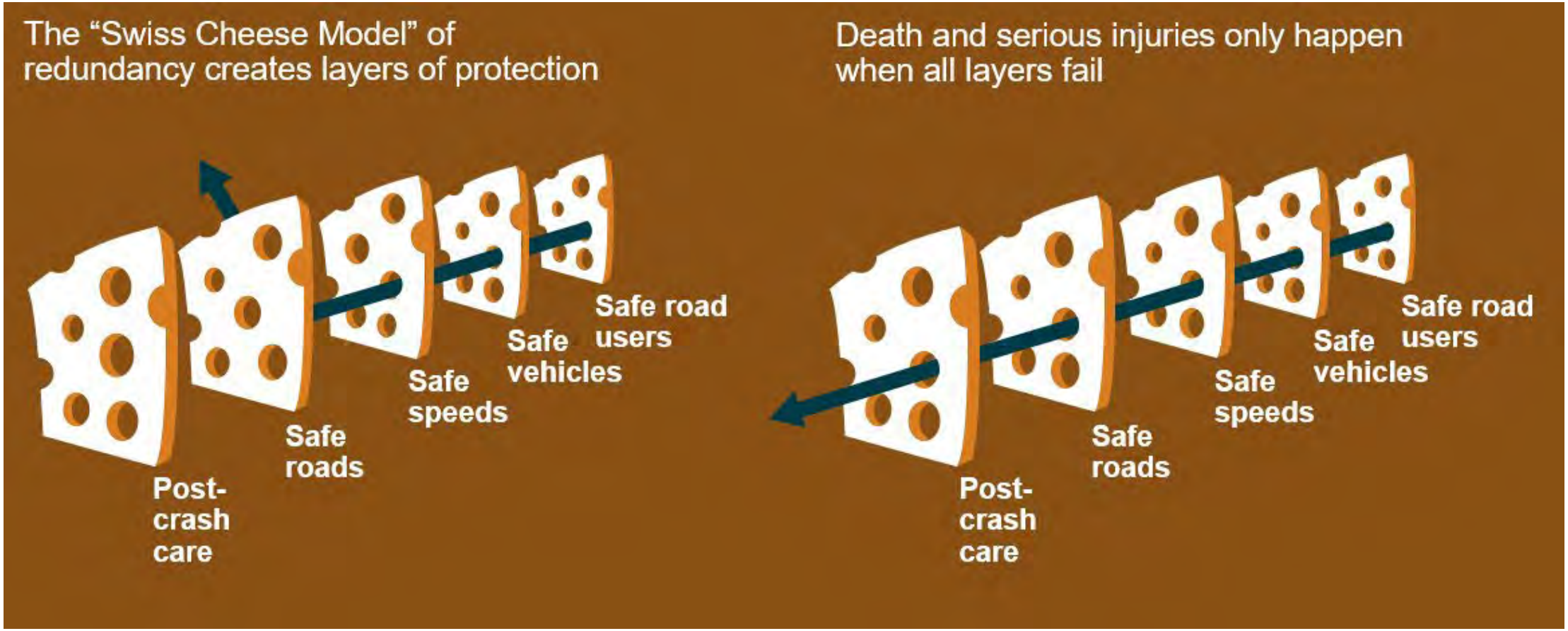
PROJECT TIMELINE



MEETING #1 OVERVIEW

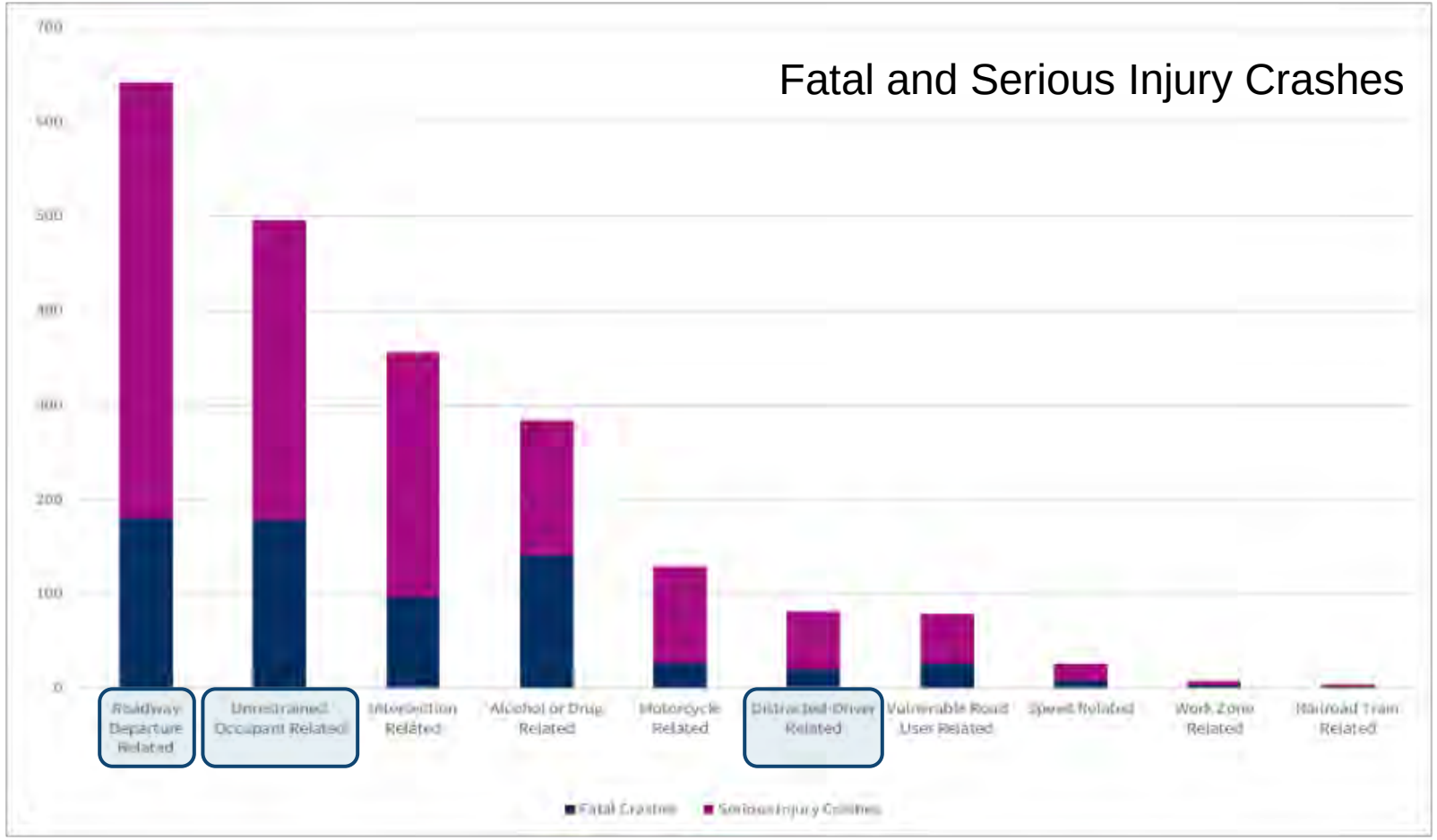
- SS4A Background
  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public survey will guide study outcomes

MEETING #1 OVERVIEW



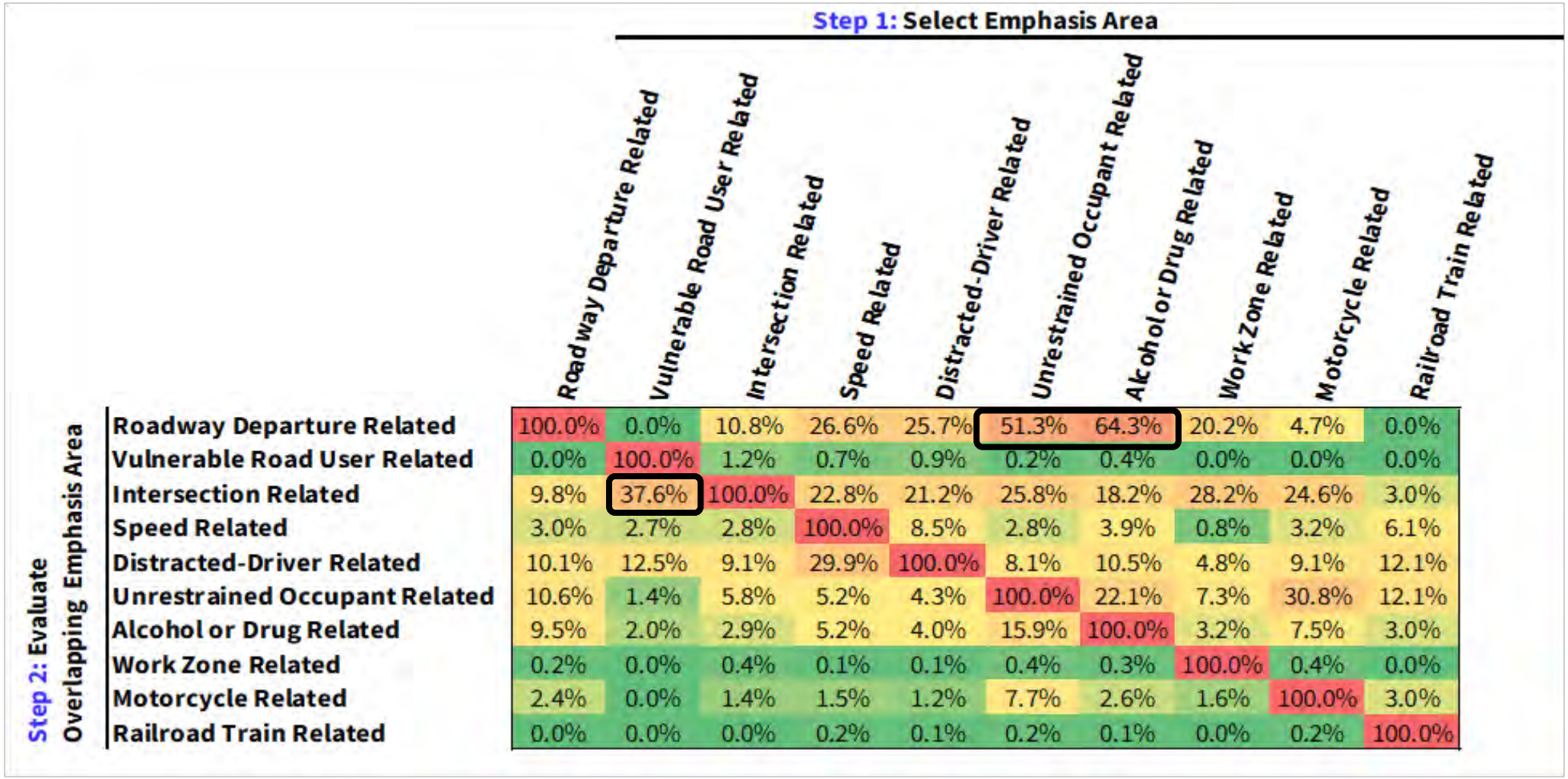
MEETING #1 OVERVIEW

- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

MEETING #1 OVERVIEW



Step 1: Select Emphasis Area

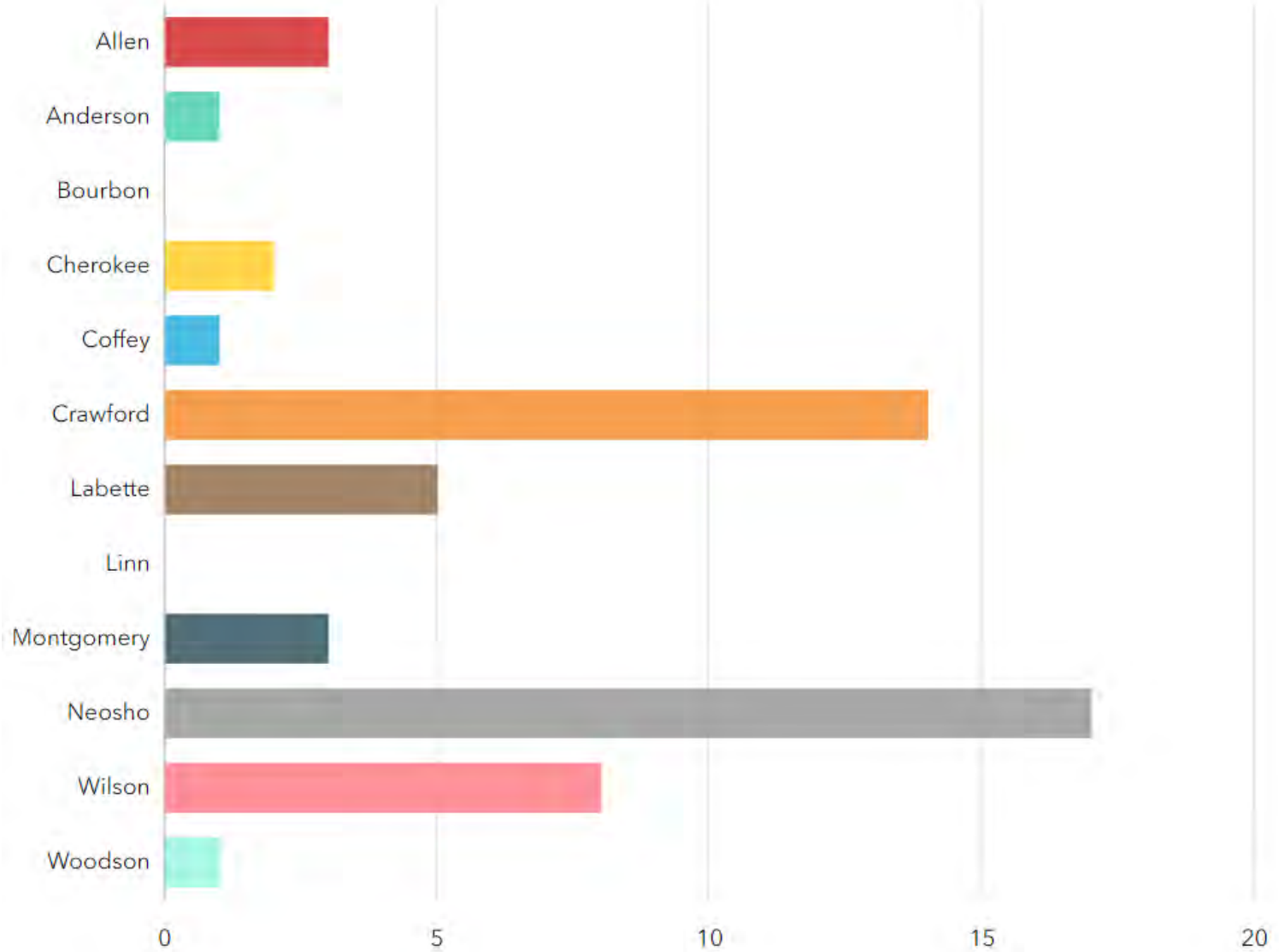
Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

PUBLIC SURVEY RESULTS

- Press release and survey was sent to the Safety Task Force and an extended stakeholder list for greater promotion
- About 55 survey responses to date*
  - Survey reminder to be sent this month
  - Survey to remain open until public meetings in January

Survey Respondents By County



*Responses as of 11/7/24

PUBLIC SURVEY RESULTS

What are your safety concerns?

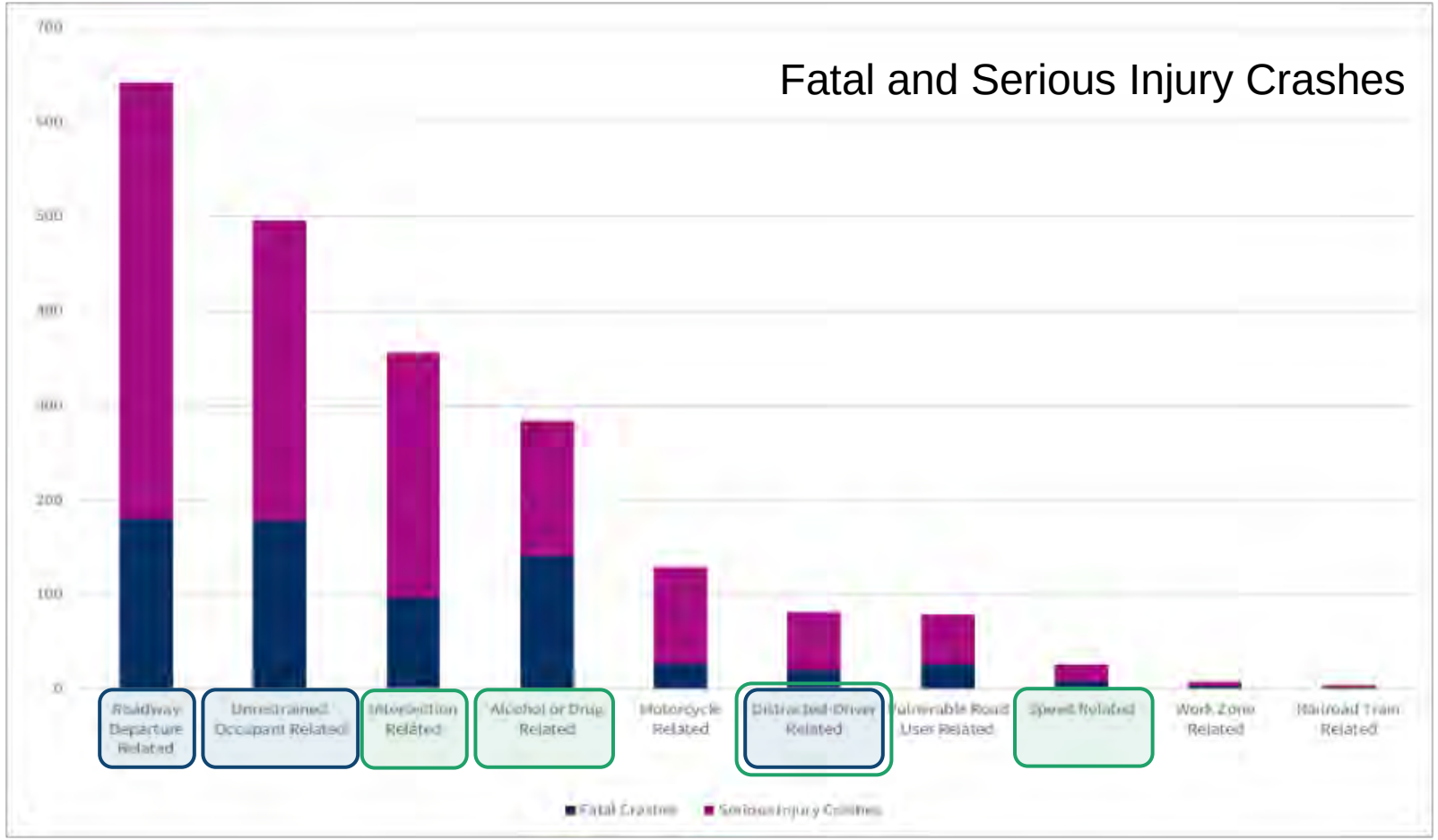
- Infrastructure maintenance
  - Poor roadway conditions
  - Narrow roadways
- Intersection improvements
  - Turn lanes
  - Unsafe unsignalized intersections
- Pedestrian and bicyclist safety
- Safe routes to school
- Speeding

https://arcg.is/1v1Pe00

PUBLIC SURVEY RESULTS

Emphasis Areas

- Roadway Departure
- Unrestrained Occupant
- Intersection Related
- Alcohol or Drug Related
- Distracted Driving
- Speed Related



= *Emphasis areas prioritized by task force*

= *Emphasis areas prioritized by survey respondents*

WHAT WE HEARD FROM YOU:

Proposed Key Emphasis Areas

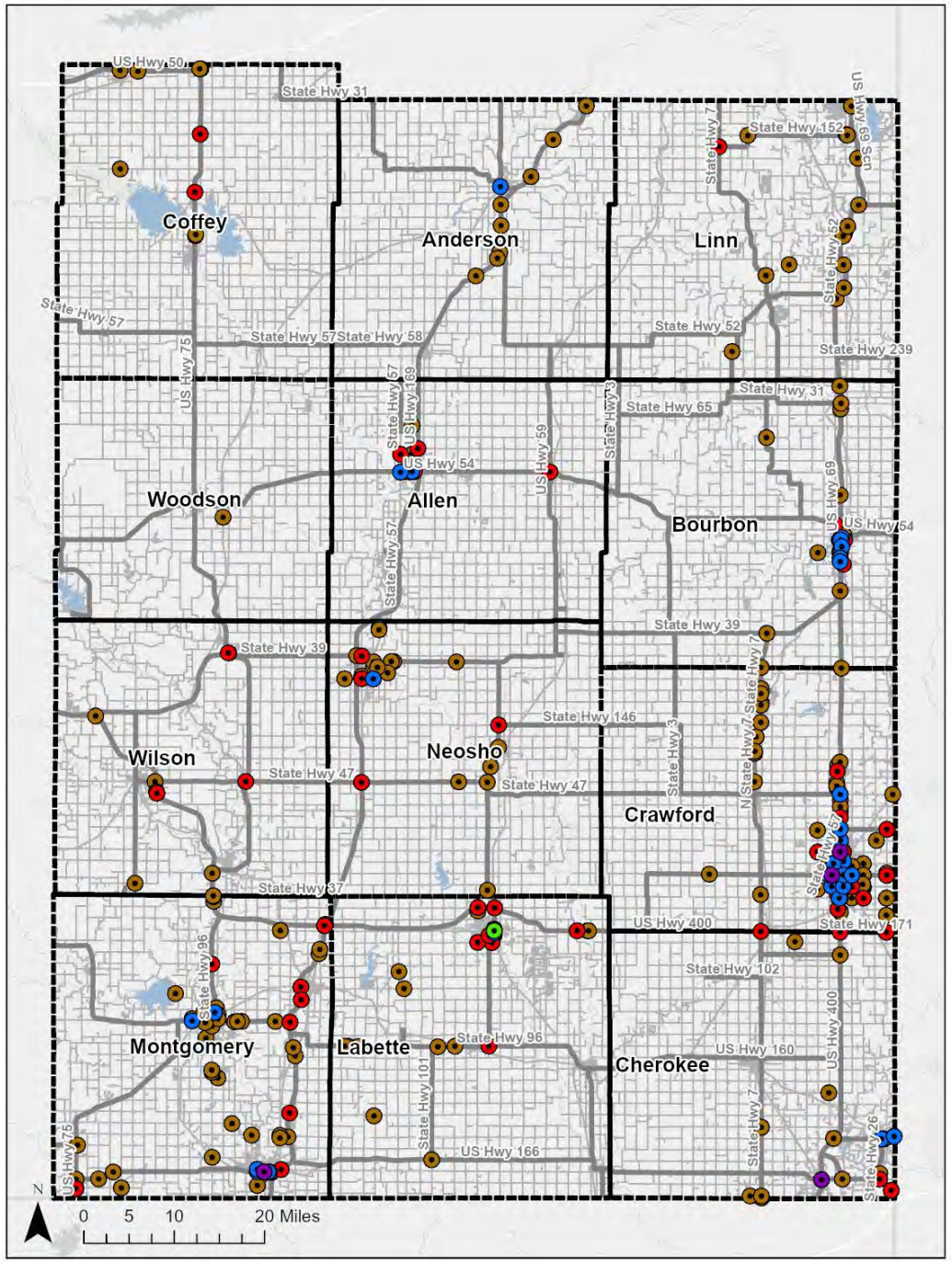
Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

LOCATION-BASED EMPHASIS AREAS

- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Specific cluster maps will be developed for each county
- Follow-up 1-on-1 meetings with county and/or city representatives



COUNTERMEASURE DISCUSSION

COUNTERMEASURES: *Roadway Departure*

Edgeline Treatment

Centerline Treatment

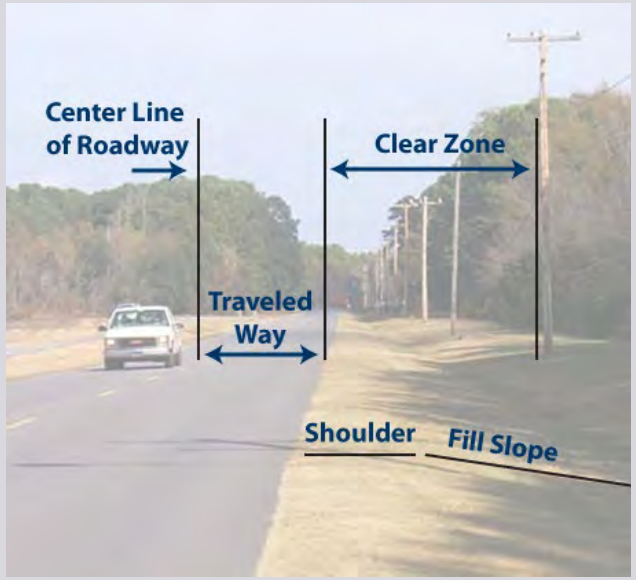
Curve Signage

COUNTERMEASURES: *Roadway Departure*

Post-Mounted Delineators

Delineate Roadside Hazards

Remove Fixed Objects in Clear Zone



COUNTERMEASURES: *Roadway Departure*

Improved Pavement Markings

2-Foot Shoulder

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COUNTERMEASURES: *Signalized Intersection*

Signal Backplates with Retroreflective Borders

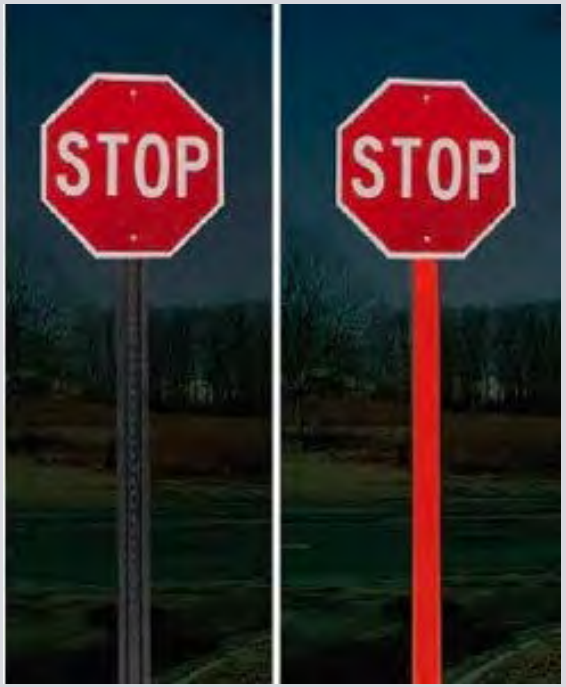
Protected Left Turns and Flashing Yellow Arrows

Improve Signal Phasing and Timing Plans

COUNTERMEASURES: *Unsignalized Intersection*

Install Flashing Beacons on Warning Signs

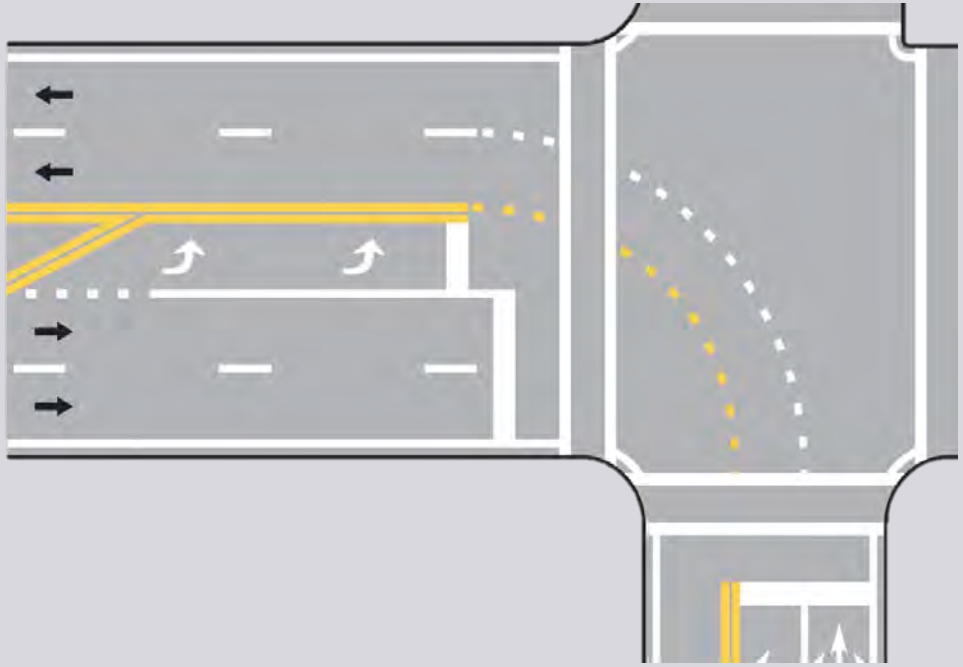
Install Retroreflective Strips on Warning Signs



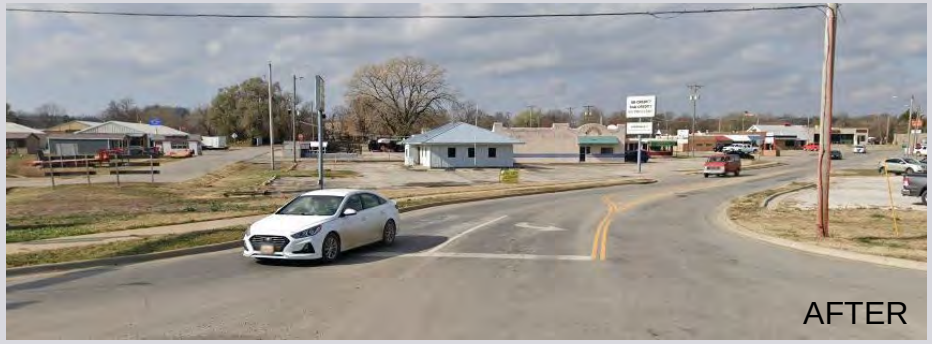
Rectangular Rapid Flashing Beacon (RRFB)

COUNTERMEASURES: *Intersections*

Pavement Markings



Access Control At Major Intersections



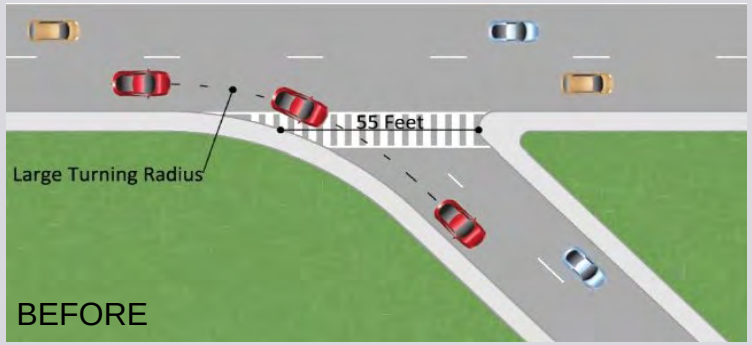
COUNTERMEASURES: *Intersections*

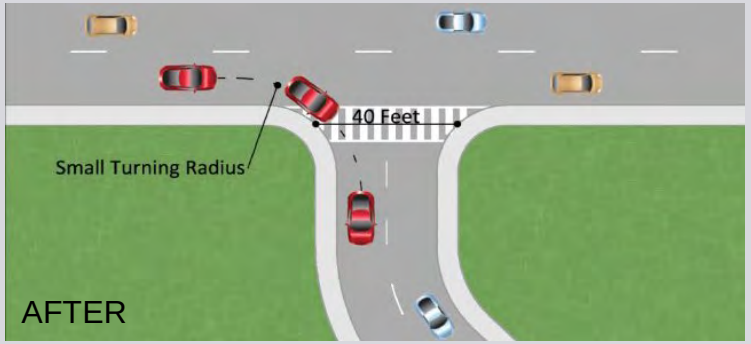
Install Dedicated Turn Lanes

Install Roundabout

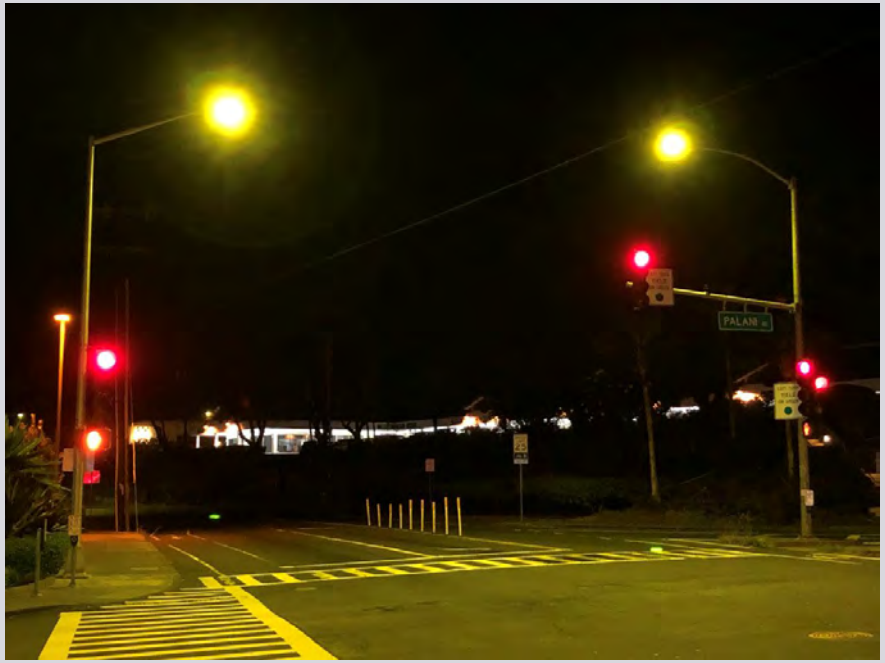
COUNTERMEASURES: *Intersections*

Improve Intersection Geometry





Install Street Lighting



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COUNTERMEASURES: *Unrestrained Occupant*

Behavior Change Programs

Enforcement Communications and Outreach

POLLING INSTRUCTIONS

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Enter your name, organization, and role.

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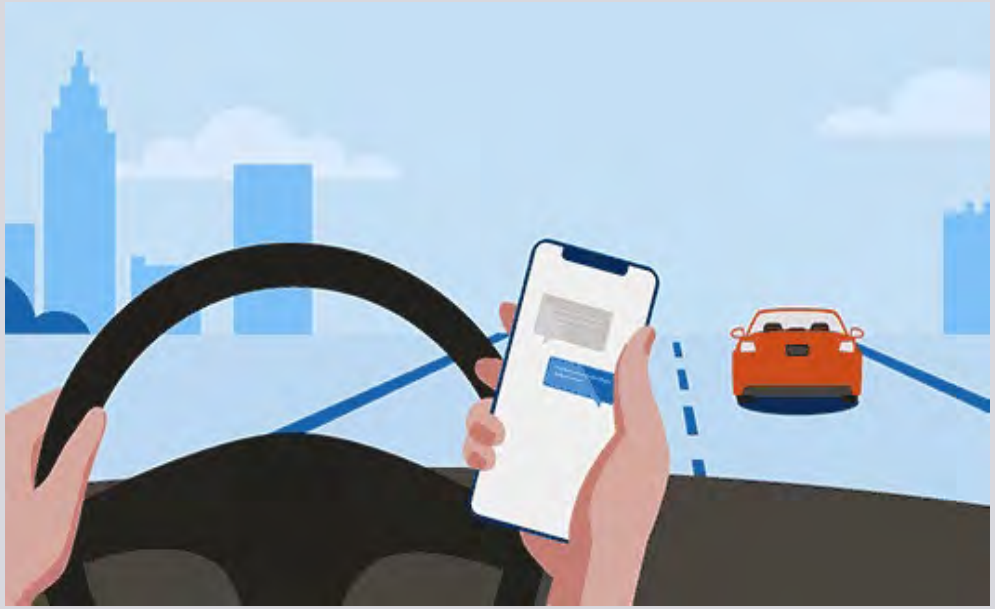
COUNTERMEASURES: *Distracted Driving*

High-Visibility Cell Phone/ Text Messaging Enforcement



Enforcement Communications and Outreach

POLLING INSTRUCTIONS

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COUNTERMEASURES: *Pedestrians*

Leading Pedestrian Intervals (LPIs)

Pedestrian Crossing Signals/ Hybrid Beacons

COUNTERMEASURES: *Pedestrians*

High Visibility Crosswalks

Vehicle Yield to Pedestrian Signage

Raised Crosswalks or Intersections

COUNTERMEASURES: *Pedestrians*

Curb Extensions and Refuge Islands

Access Control Through Medians

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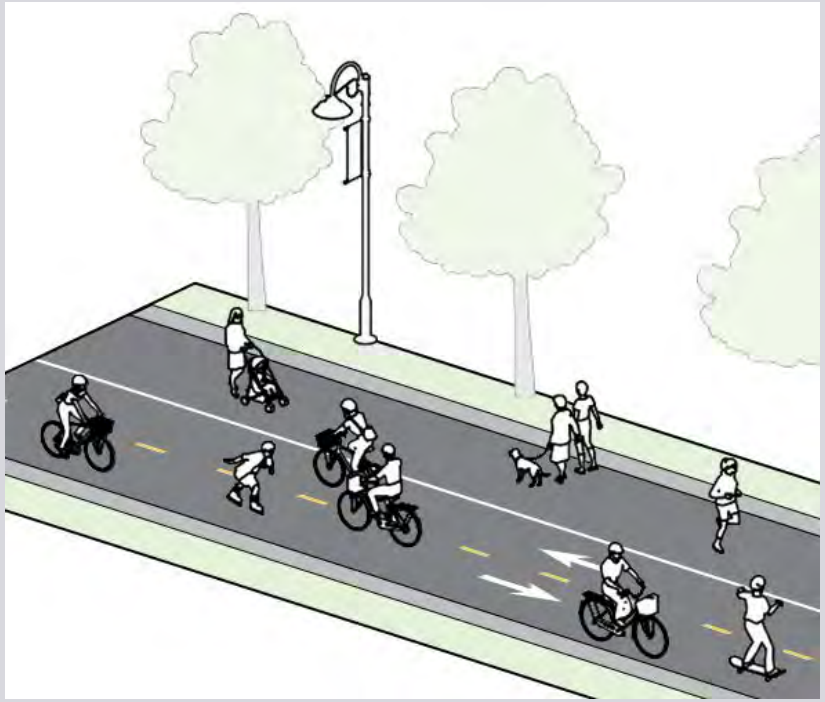
COUNTERMEASURES: *Bicyclists*

(Buffered) Bike Lanes

Shared Lanes

COUNTERMEASURES: *Bicyclists*

Multi-Use Paths



Cycle Tracks

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COUNTERMEASURES: *Bicycle & Pedestrian*

Road Diet

Complete Street Design

COUNTERMEASURES: *Bicycle & Pedestrian*

Vulnerable Road User Education

Optimized Street Parking

COUNTERMEASURES: *Bicycle & Pedestrian*

Pedestrian Safety Zones

Safe Routes to School Program

POLLING INSTRUCTIONS

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NEXT STEPS

- Follow-up 1-on-1 meetings: November and December 2024
- Public Open House in each county: January 2025
- Safety Task Force Meeting #3: January 23, 2025
  - Review draft recommendations
  - Discuss generalized vs. spot improvements
- Final Plans: February 2025
  - Monitoring funding cycle for SS4A Implementation Funds

THANK YOU!

Next Meeting: January 23, 2025

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #3

Date: April 24, 2025
Time: 10:30am - 12:00pm
Format: Memorial Building, 101 S. Lincoln, Chanute Kansas or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

Attendees
Carey Spoon, SEKRPC
Terry Weidert, Labette County
Chari Bauman, Coffey County
Cole Herder, City of Humboldt
Jenny Tatman, Coffey County
Chris Bauman, City of Neodesha
Janet Miller, Network Kansas
Jimmy Holt, City of Cherryvale
Gracie Myers, City of Cherryvale
Anthony Mersman, Anderson County
Bruce Blair, Crawford County
Bill Kavanaugh, Crawford County
Kris Marple, Wilson County
Jessica Mills, Anderson County
Vickie Moss, Thrive Allen County
Paul Westhoff, Neosho County
John Brocker, Allen County
Brandon Beurskens, Montgomery County (online)
Eric Bailey, Bourbon County (online)

Consultant Team
Deanne Winkelmann, TranSystems
Payton Smith, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Nicole Hood, TranSystems (online)
Matt Davis, TranSystems (online)
Taylor Cunningham, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Emily Pietrantone, Kimley-Horn (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)
Rachel Thomas, Wilson & Company (online)
Brian Ortiz, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Review of the project format with three consulting firms working together. Explanation of the Safe System Approach, Vision Zero, and the role of the Safety Task Force and public input via meetings and survey.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Draft versions of the 12 CSAPs will be sent out in May. Funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Crash Data Summary

- The three priorities from the Safety Task Force (STF) input were shown: Roadway Departures, Unrestrained Occupants, and Distracted Driving.
- Hotspot locations were categorized as signalized intersections, unsignalized intersections, vulnerable road users (VRUs), roadway departures, and speed related. Follow-up one-on-one meetings were held with various officials from each of the 12 counties to identify new and confirm known hotspot locations.

Public Engagement Summary

- The public survey generated 899 total responses. The majority of responses were from Montgomery County. The areas of emphasis identified in the survey were Distracted Driving, Speed, and Intersections. Importance of using tax dollars for intersection improvements, enforcement strategies, and traffic enforcement was identified in the survey responses. The survey was open from late 2024 until mid-April 2025.
- Open house public meetings were held in each county. Personal discussions were held as members of the public identified areas of concern in their county. The colored dots on specific locations and their suggestions were noted. Examples of public comments included the lack of adequate sidewalks, especially near schools, specific crash locations, roadway and infrastructure characteristics that need improvement, and lack of lighting in some areas.
- In summary, the public meetings and survey reinforced findings from the crash data analysis. The data showed emphasis needs in Roadway Departures, Intersections, and Unrestrained Occupants plus other areas to review include VRUs, Distracted Driving, and Alcohol/Drug-related crashes.

Project Types

- Each county will be provided with a potential project list that addresses hotspots and emphasis areas. Many align with those identified in previous studies such as Local Road Safety Plans (LRSP) and other comprehensive studies.

- Valuable input was also received from county sheriffs and other law enforcement agencies, county officials, and the public.
- Some on the list have a blend of jurisdictions. Where local and state routes intersect are common areas of concern and will require discussions with the Kansas Department of Transportation (KDOT).
- Examples of specific projects plus short-term and long-term solutions:
    - Roadway departures in Crawford County east of Pittsburg
    - Roadway departures in Wilson County
    - Signalized intersections in Mongomery County
    - Unsignalized intersections in Montgomery County
    - VRUs in Anderson County
    - USBR / KDOT bike routes

Policy Recommendations

- Advocate via regional coalitions (i.e. US-169 Corridor).
- Update design policies and incorporate safety into maintenance programs and projects.
- Enforcement campaigns for behavioral changes including Seat Belts for Everyone (SAFE) and other saturation enforcement programs.

Next Steps

- Project team representative will share each county's specific projects sheets in the next 1-2 weeks.
- Draft Safety Action Plans are nearing completion. Each county will receive a draft plan for review in May.
    - Anderson, Allen, Neosho, and Labette counties are in the last cycle of the LRSP program and the project team aligning those efforts with the Safety Action Plans. Therefore, project sheets and draft plans for those four counties may be on a slightly slower timeline to finalize.
- A resolution adopted by local governments supporting Vision Zero is required for future Federal project funding. The project team will provide draft resolutions to each county.
- The current SS4A funding cycle has a submittal deadline of June 26, 2025. Another funding cycle will occur next year and is anticipated in March 2026.
- Other funding opportunities include Kansas Infrastructure Hub, Highway Safety Improvement Program (HSIP), Safe Routes to Schools, and partnering with community health organizations.

Carey Spoon (SEKRPC) commented that counties should identify their pet projects and work on passing the Vision Zero resolution.

Deanne Winkelmann (TranSystems) stated that Safety Action Plans can be accelerated if a county is planning to pursue SS4A implementation funds this cycle. Please notify us if this is the case for your jurisdiction.

Questions

- **Who will receive the draft report to review?** County Public works directors, Safety Task Force members, and larger city representatives. We will include Commissioners on the SEKRPC Board.
- **What does funding look like in Kansas this year?** Kansas has a local matching program that tries to help with up to 20% of the local match if certain criteria is met. It helps if applications are multi-jurisdictional and possibly within identified equity areas.
- **Regarding the federal SS4A program, has there been a shift in funding or eligibility?** There is an increased set-aside of funding in rural funds and less of an emphasis on equity.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #3

April 24, 2025

AGENDA

- Welcome and Introductions
- Safe Systems Approach
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

INTRODUCTIONS

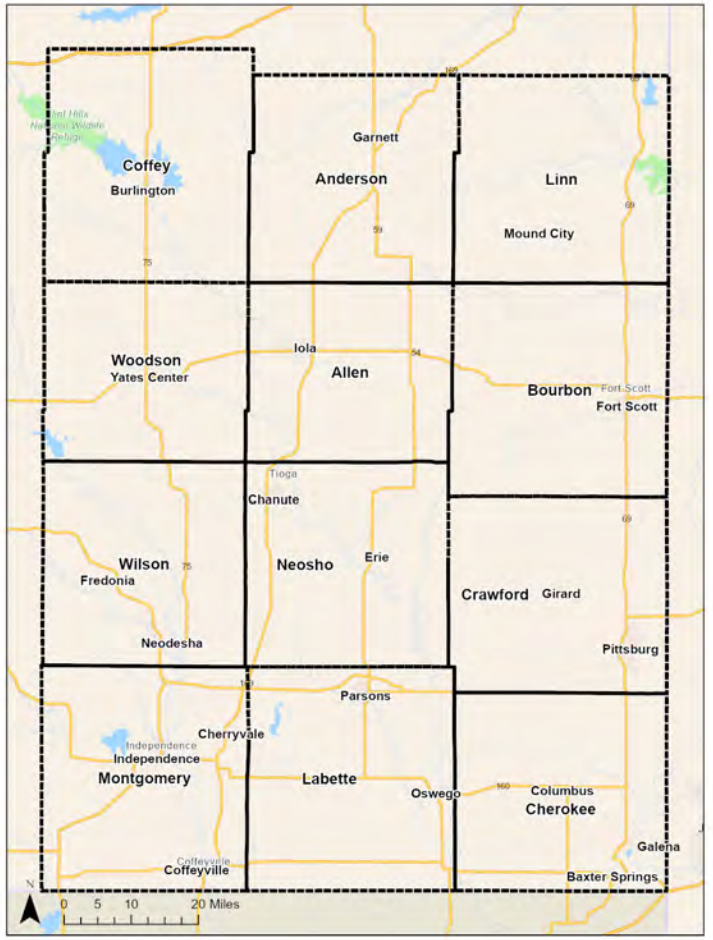
- Southeast Kansas Regional Planning Commission (SEKRPC)
- Consultant Teams
  - TranSystems
  - Kimley-Horn
  - Wilson & Company
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



SAFE SYSTEM APPROACH

- SS4A Background
  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public input helps guide study outcomes

PLAN TO ACTION

Planning Grant

Implementation Grant

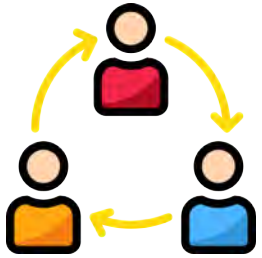
Data Analysis

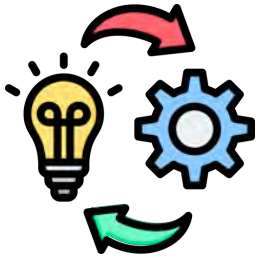
Public Engagement

Strategy and Actions

Projects and Policies

Advance Implementation

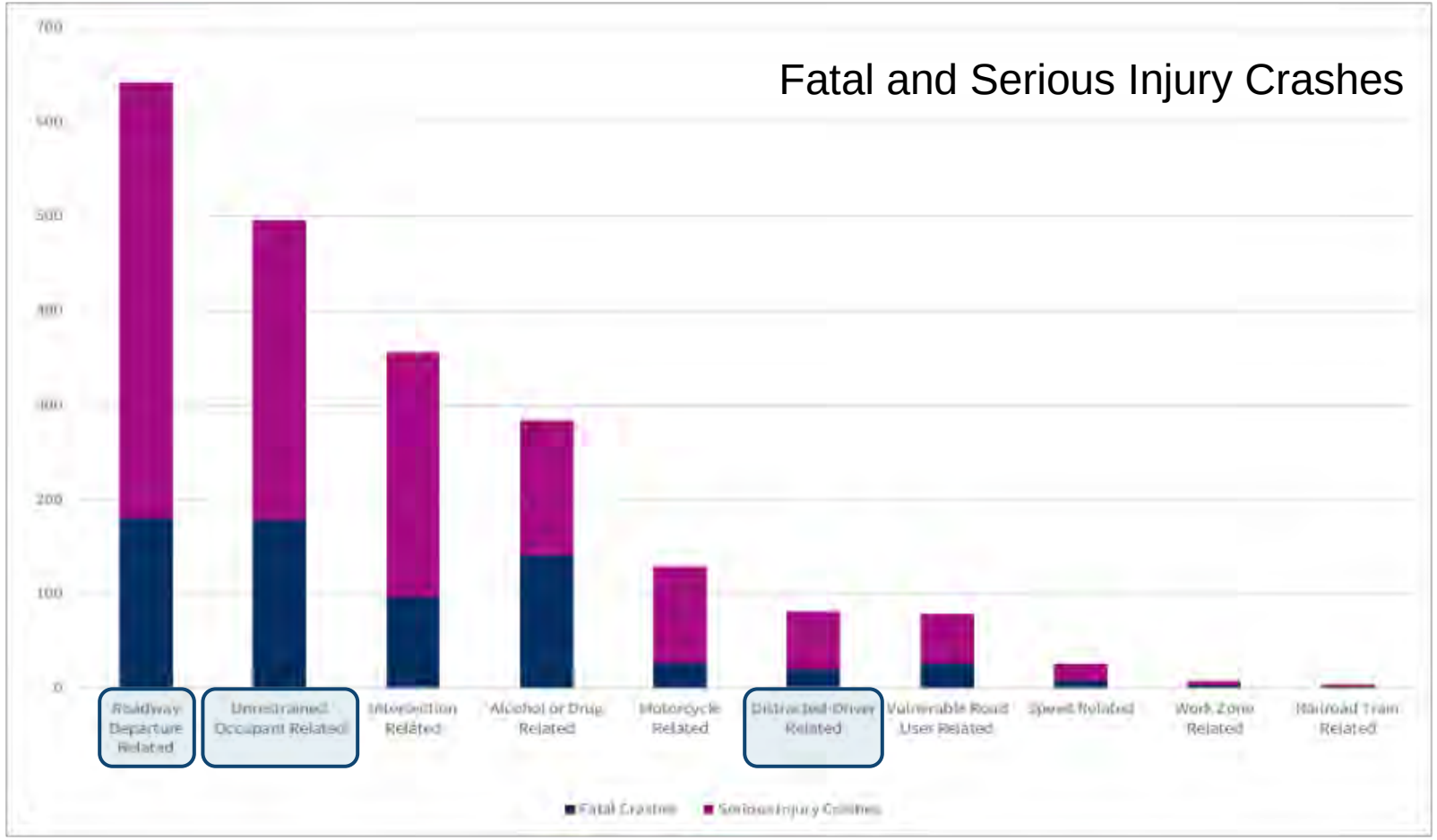




We are here!

CRASH DATA: Emphasis Areas

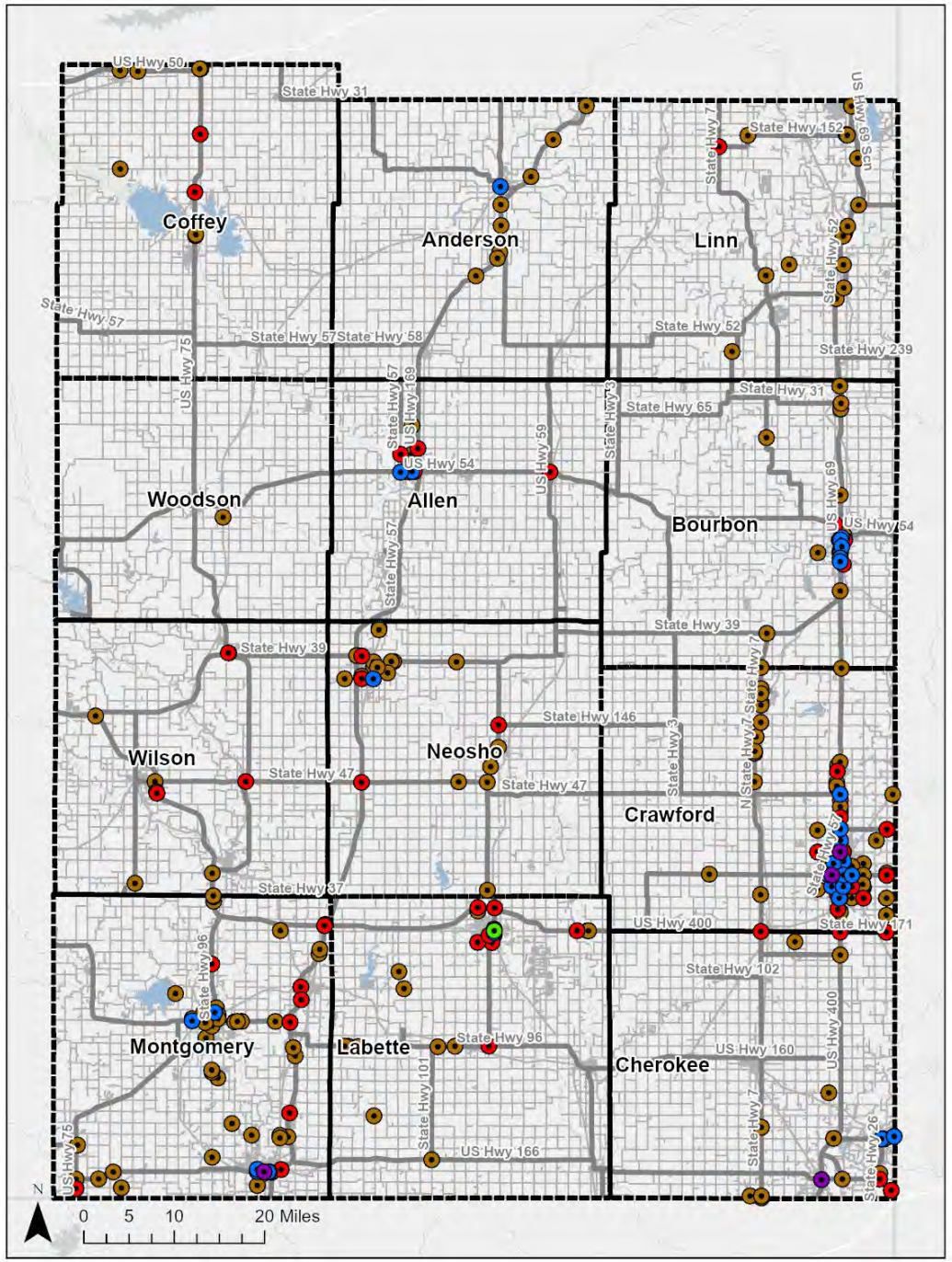
- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

CRASH DATA: Hotspot Locations

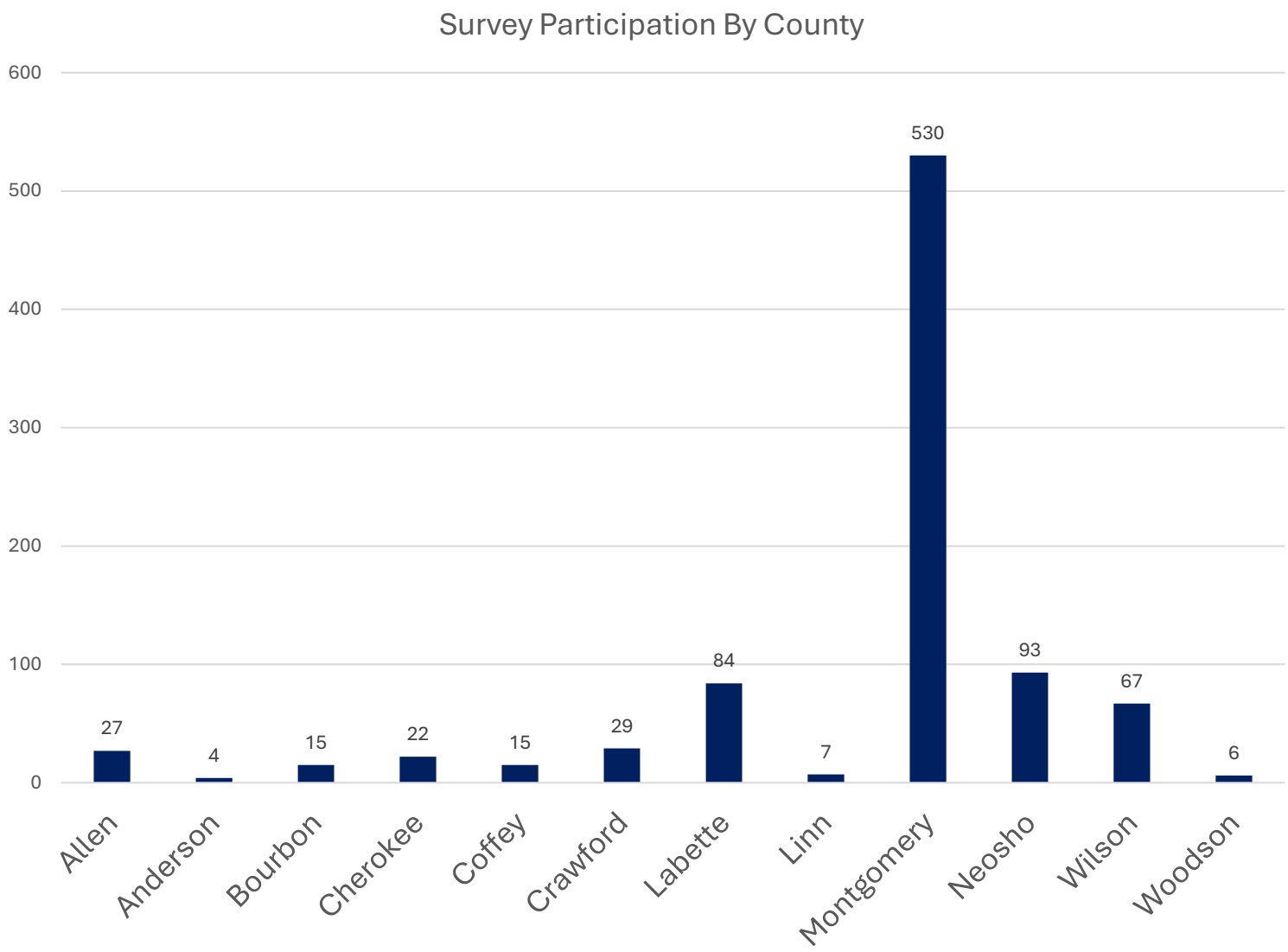
- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Follow-up 1-on-1 meetings with county and/or city representatives



PUBLIC INPUT: Survey Results

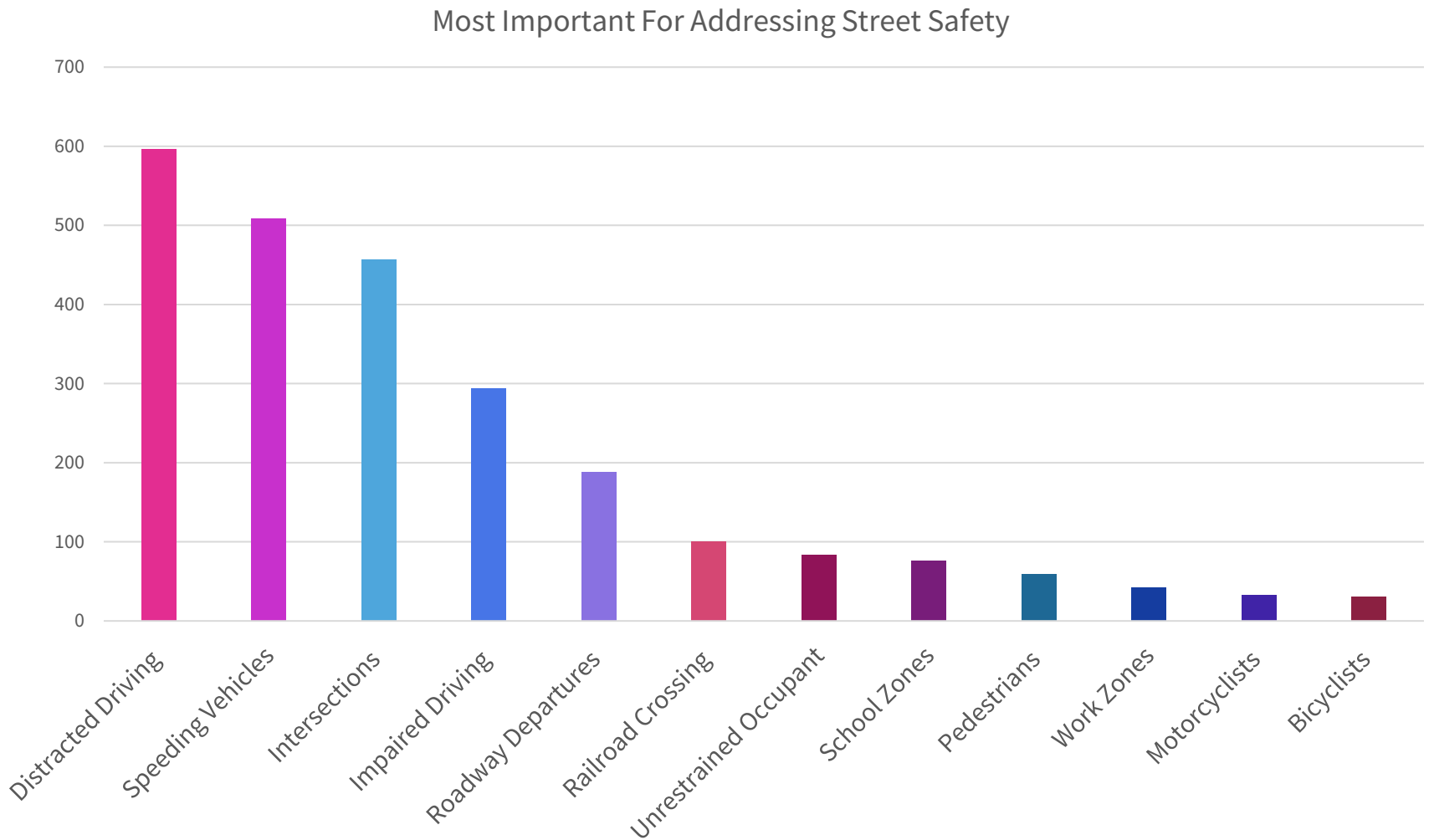
- Press release and survey were sent to the Safety Task Force and an extended stakeholder list for greater promotion
- 899 total survey responses

Survey Respondents By County



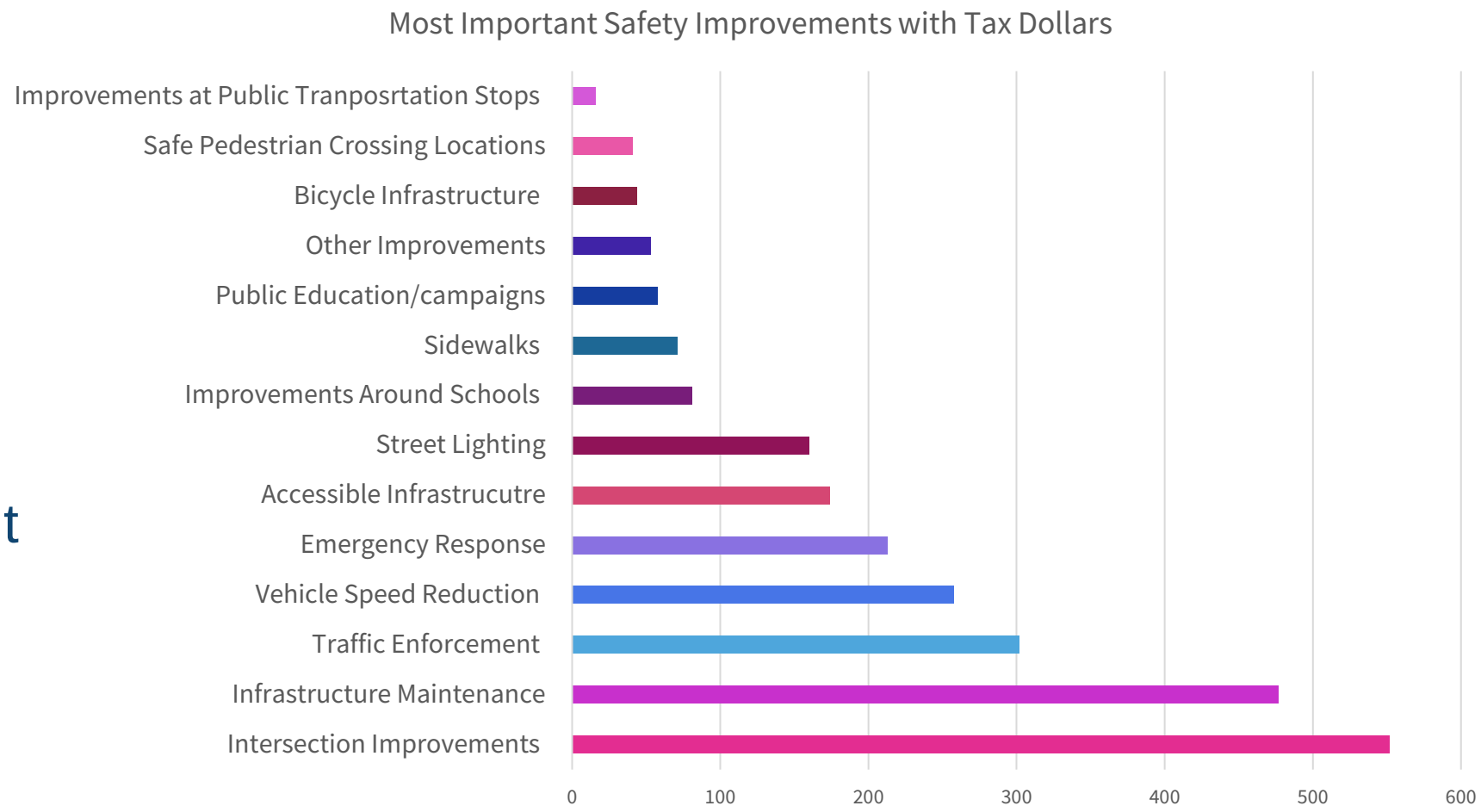
PUBLIC INPUT: Emphasis Areas

- Public Survey Input
  - Distracted Driving
  - Speeding Vehicles
  - Intersections



PUBLIC INPUT: Safety Improvements

- Public Survey Input
  - Intersection Improvements
  - Infrastructure Maintenance
  - Traffic Enforcement

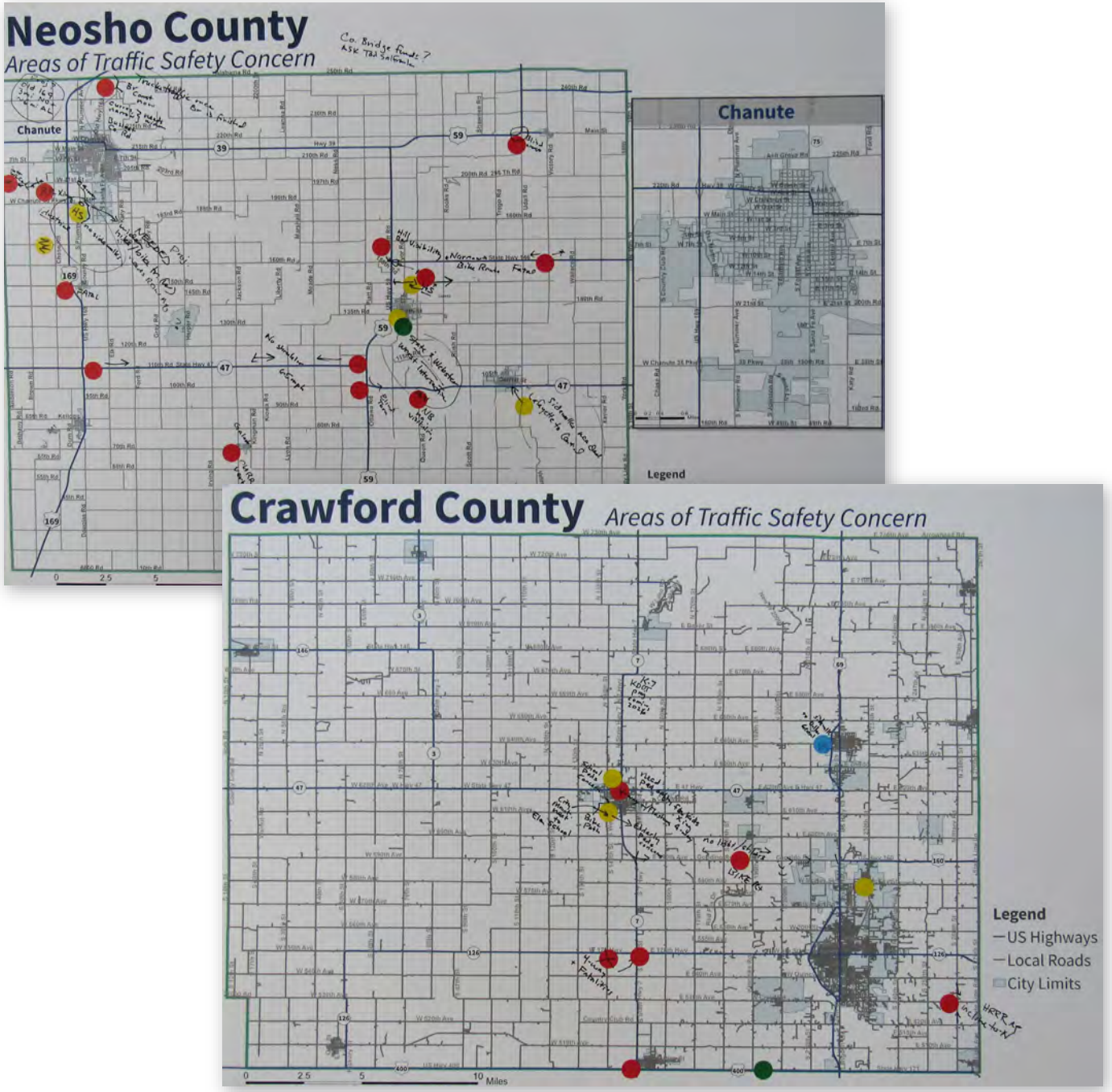


PUBLIC INPUT: Public Meetings

- 12 Public Open House meetings held from February to April 2025.
- Gather feedback through public comment cards and mapping activity.

PUBLIC INPUT: Public Meetings

- Public Feedback and Safety Concerns
  - VRU safety (bicycle and pedestrian facilities, school zones)
  - State highway system and intersections
  - Guardrails, narrow shoulders, visibility and lighting concerns



SUMMARY

Proposed Key Emphasis Areas

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	●
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

PROJECTS AND POLICIES

PROJECT TYPES

- Prioritization Methodology
  - Key Emphasis Area
  - Crash Hotspot on Heat Map
  - Identified in Related Document (ex: LRSP)
  - Local Priority from Stakeholder Interview
  - Public Input
  - Consideration for Local vs. State Routes
- Project Type Examples
  - Roadway Departure
  - Signalized and Unsignalized Intersections
  - Vulnerable Road Users (VRU)

PROJECT TYPE: Roadway Departure

Project	S. 260th Street
Limits	US-160 to K-126 (4.0 miles)
Location	Crawford County
Short-Term	Delineate roadside hazards Install edge/center rumble strips
Long-Term	Install 2-foot paved shoulders Flatten and widen foreslopes Install/upgrade guardrail Extend culverts Consider KDOT intersections

PROJECT TYPE: Roadway Departure

Project	New Albany Road
Limits	Decatur Road to Mill Street (0.1 miles)
Location	Wilson County
Short-Term	Add pavement markings Install edge/center rumble strips Improve curve warning signage Add post-mounted delineators
Long-Term	Add aggregate shoulder Add transverse rumble strips Improve curve superelevation

PROJECT TYPE: Signalized Intersection

Project	8th Street & Buckeye Street
Limits	Intersection
Location	Montgomery County (Coffeyville)
Short-Term	Install high-visibility backplates Add high-visibility pavement markings Add crosswalk markings
Long-Term	Upgrade traffic signals Reconfigure traffic signal with Leading Pedestrian Intervals (LPIs)

PROJECT TYPE: Unsignalized Intersection

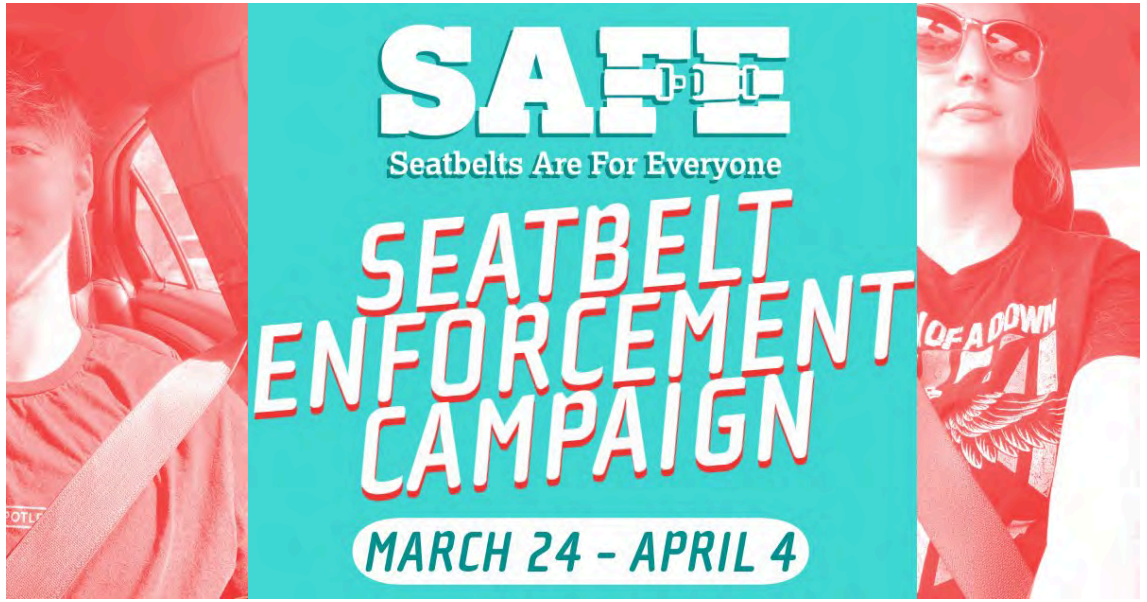
Project	4700 Road & 1450 Road
Limits	Intersection
Location	Montgomery County
Short-Term	Update signage Add retroflective strips to sign posts Upgrade pavement markings
Long-Term	Reconstruct intersection

PROJECT TYPE: Vulnerable Road Users

Project	Prairie Spirit Trail Crossings
Limits	4th Avenue & Main Street
Location	Anderson County (Garnett)
Short-Term	Increase signage Upgrade crosswalk markings Add pedestrian crossing signal
Long-Term	Reconfigure roadway to reduce crossing width

POLICIES

- Advocate with Regional Coalitions
  - US-169 in Anderson, Allen, Neosho, Labette, and Montgomery counties
- Update Design Policies
- Incorporate Safety into Maintenance Programs
- Enforcement Campaigns for Behavioral Changes

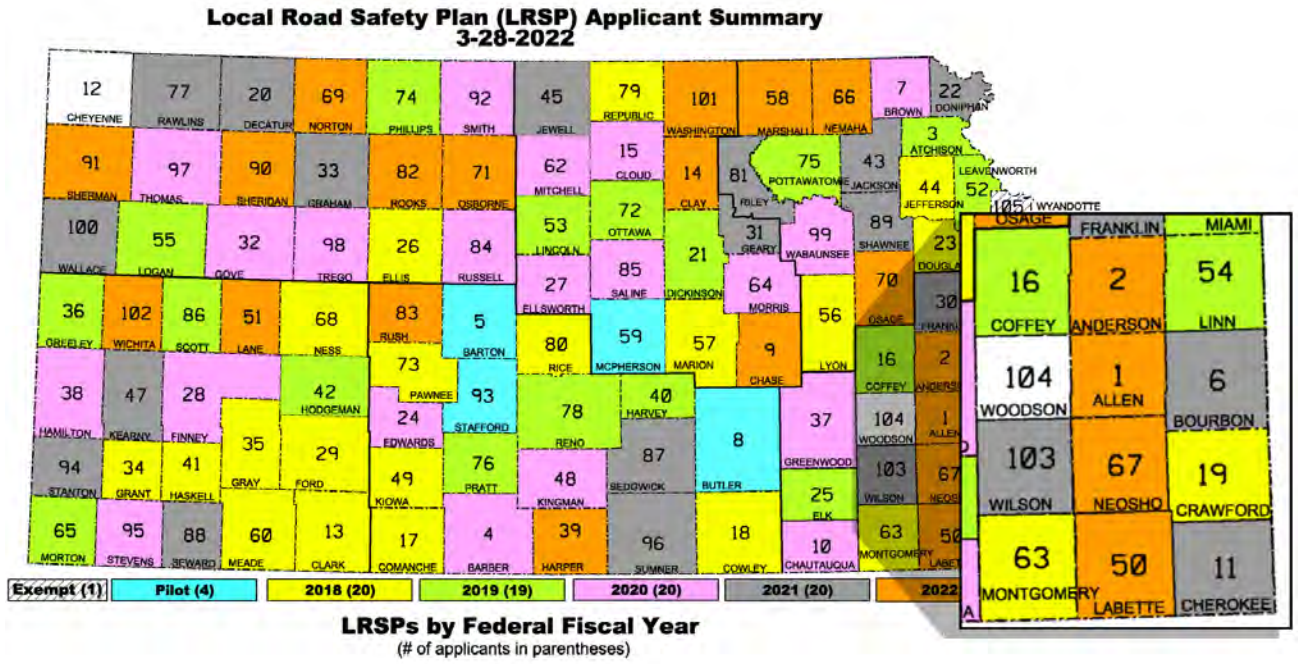


NEXT STEPS

NEXT STEPS: Draft Plans

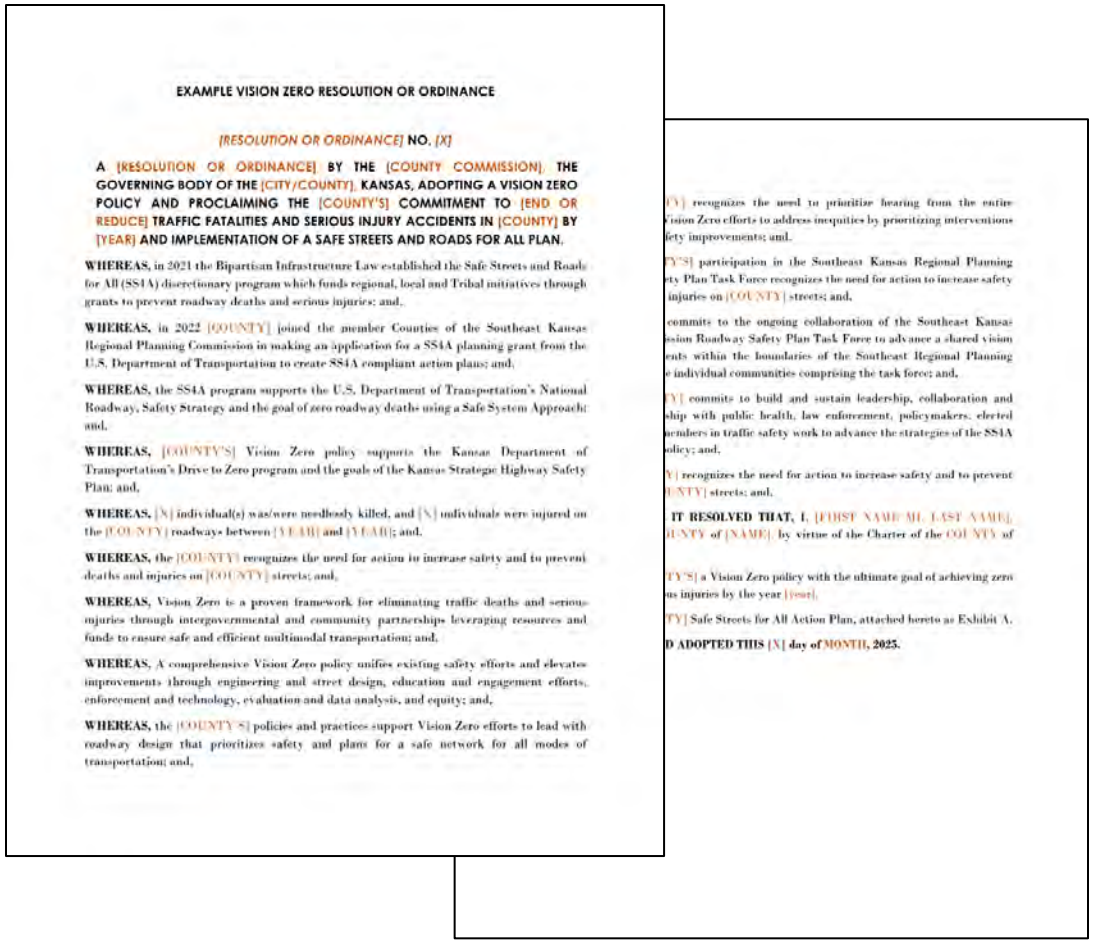
- Priority Projects: A project team representative will contact each county in the next 1-2 weeks to share your draft project list.

- Safety Action Plans
  - Draft plans will be completed in May and sent for review.
  - Efforts are being aligned in counties with an active LRSP project.



NEXT STEPS: Vision Zero Resolution

- Regional commitment to the goal of zero roadway fatalities and serious injuries
- Vision Zero Resolution
  - Percentage reduction goal by a specific date
  - Target date for achievement of zero roadway fatalities and serious injuries



EXAMPLE VISION ZERO RESOLUTION OR ORDINANCE

[RESOLUTION OR ORDINANCE] NO. *[X]*

A [RESOLUTION OR ORDINANCE] BY THE [COUNTY COMMISSION], THE GOVERNING BODY OF THE [CITY/COUNTY], KANSAS, ADOPTING A VISION ZERO POLICY AND PROCLAIMING THE [COUNTY'S] COMMITMENT TO [END OR REDUCE] TRAFFIC FATALITIES AND SERIOUS INJURY ACCIDENTS IN [COUNTY] BY [YEAR] AND IMPLEMENTATION OF A SAFE STREETS AND ROADS FOR ALL PLAN.

WHEREAS, in 2021 the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program which funds regional, local and Tribal initiatives through grants to prevent roadway deaths and serious injuries; and,

WHEREAS, in 2022 [COUNTY] joined the member Counties of the Southeast Kansas Regional Planning Commission in making an application for a SS4A planning grant from the U.S. Department of Transportation to create SS4A compliant action plans; and,

WHEREAS, the SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and the goal of zero roadway deaths using a Safe System Approach; and,

WHEREAS, [COUNTY'S] Vision Zero policy supports the Kansas Department of Transportation's Drive to Zero program and the goals of the Kansas Strategic Highway Safety Plan; and,

WHEREAS, [X] individual(s) was/were needlessly killed, and [X] individuals were injured on the [COUNTY] roadways between [YEAR] and [YEAR]; and,

WHEREAS, the [COUNTY] recognizes the need for action to increase safety and to prevent deaths and injuries on [COUNTY] streets; and,

WHEREAS, Vision Zero is a proven framework for eliminating traffic deaths and serious injuries through intergovernmental and community partnerships leveraging resources and funds to ensure safe and efficient multimodal transportation; and,

WHEREAS, A comprehensive Vision Zero policy unifies existing safety efforts and elevates improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis, and equity; and,

WHEREAS, the [COUNTY'S] policies and practices support Vision Zero efforts to lead with roadway design that prioritizes safety and plans for a safe network for all modes of transportation; and,

[Y] recognizes the need to prioritize hearing from the entire Vision Zero efforts to address inequities by prioritizing interventions fety improvements; and.

Y'S] participation in the Southeast Kansas Regional Planning ty Plan Task Force recognizes the need for action to increase safety injuries on [COUNTY] streets; and,

commits to the ongoing collaboration of the Southeast Kansas sion Roadway Safety Plan Task Force to advance a shared vision ents within the boundaries of the Southeast Regional Planning e individual communities comprising the task force; and,

Y] commits to build and sustain leadership, collaboration and ship with public health, law enforcement, policymakers, elected mbers in traffic safety work to advance the strategies of the SS4A olicy; and,

] recognizes the need for action to increase safety and to prevent UNTY] streets; and,

IT RESOLVED THAT, I, [FIRST NAME MI. LAST NAME], UNTY of [NAME], by virtue of the Charter of the COUNTY of

TY'S] a Vision Zero policy with the ultimate goal of achieving zero us injuries by the year [year].

TY] Safe Streets for All Action Plan, attached hereto as Exhibit A.

D ADOPTED THIS [X] **day of** MONTH, **2025.**

NEXT STEPS: Implementation Funding

- Safe Streets and Roads for All (SS4A) Program
  - A Safety Action Plan and Vision Zero Resolution make you eligible
  - Deadline: June 26, 2025
  - Additional round of funding available in 2026 under the current federal infrastructure bill

- Use the Kansas Infrastructure Hub as a resource

- Other Funding Mechanics
  - High Risk Rural Roads (HRRR)
  - Highway Safety Improvement Program - Intersections (HSIP)
  - Safe Routes to School
  - Community Health programs

THANK YOU!

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Appendix D

Public Survey Results

Safe Streets for All

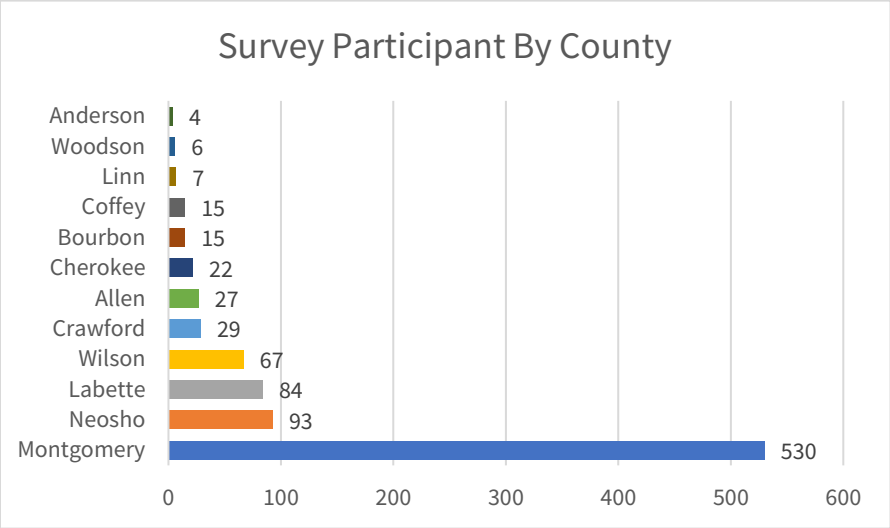
Southeast Kansas Comprehensive Safety Action Plan

Public Survey

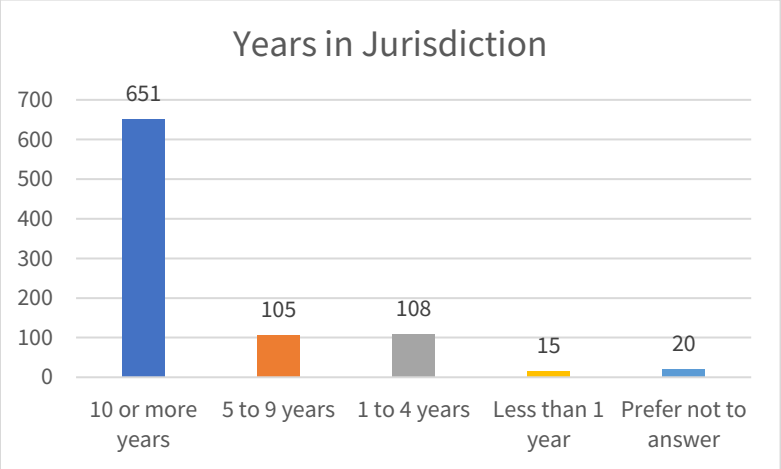
To gather greater community input, an online public survey was distributed throughout the 12-county region from October 2024 to April 2025, including distribution to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region and specific jurisdictions.

The survey was distributed through city and county websites, social media, and advertised at public engagement events. This approach ensured broad participation and diverse perspectives resulting in a total of 899 survey respondents from across the 12-county region.

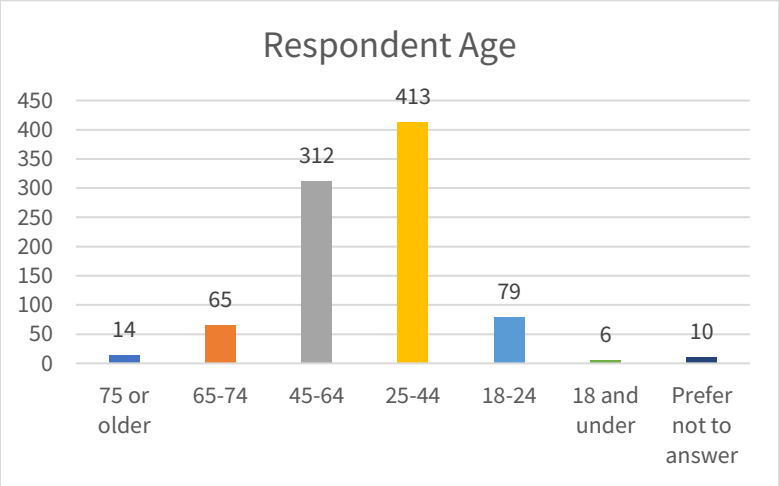
What county do you live in?



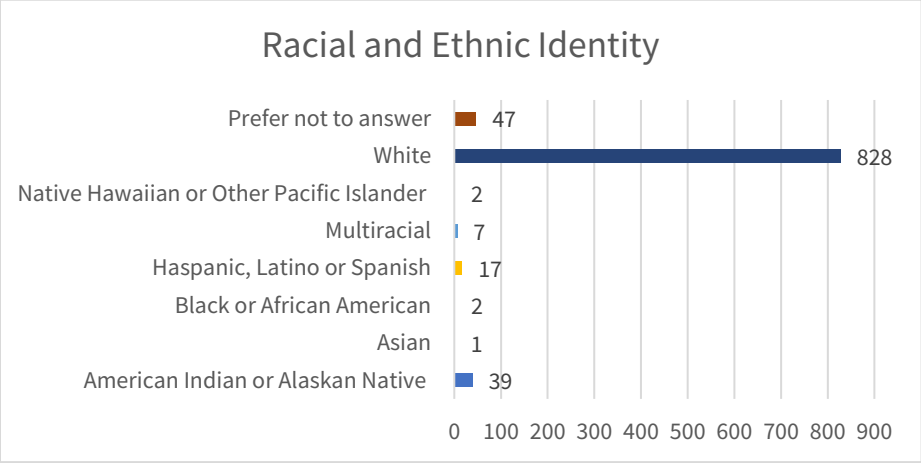
How long have you lived in your jurisdiction?



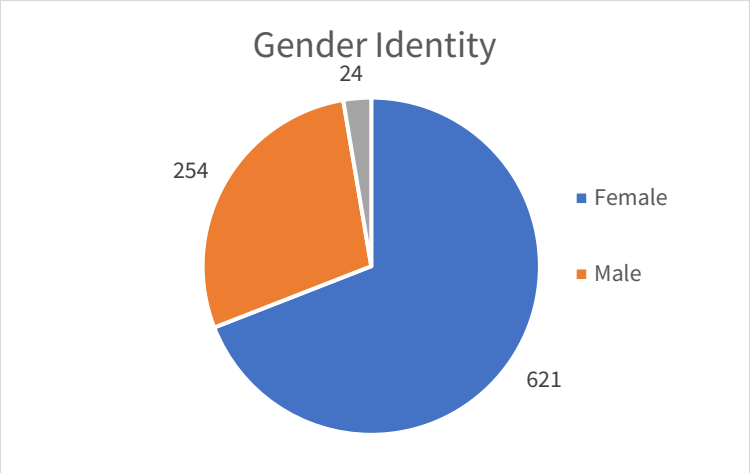
What is your age?



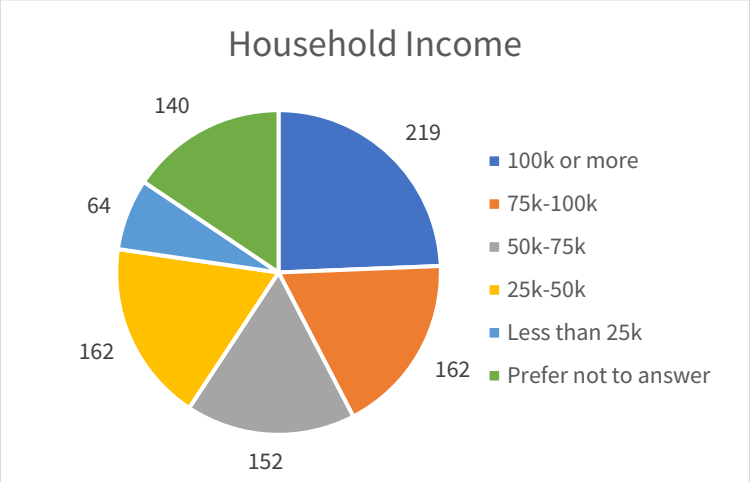
Select the racial or ethnic group with which you identify.



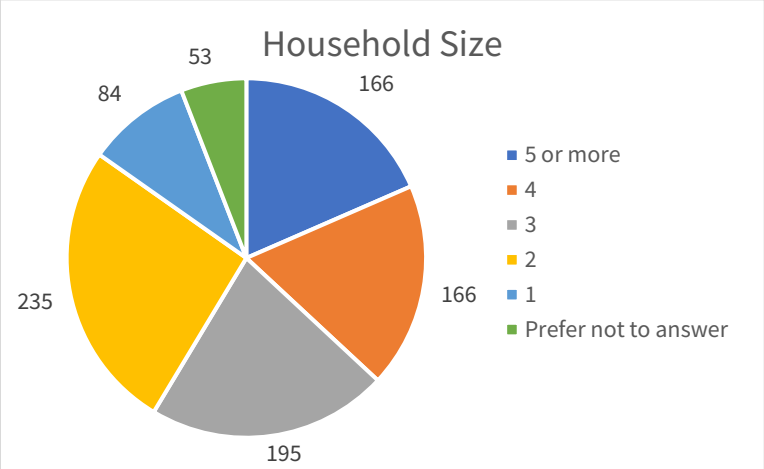
What is your gender identity?



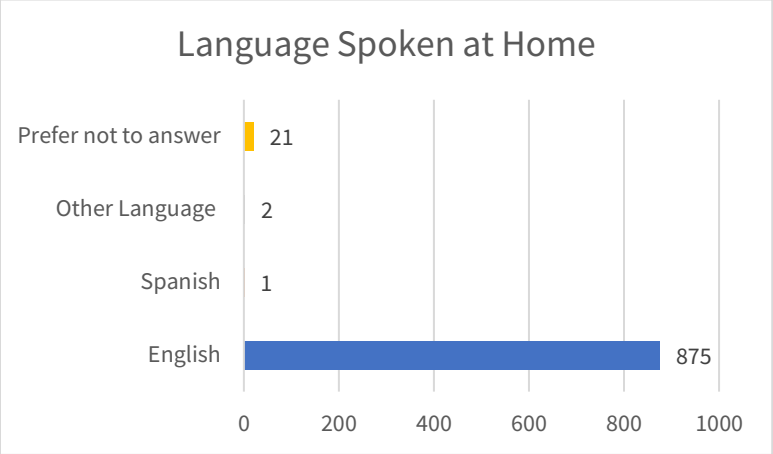
What is your household income?



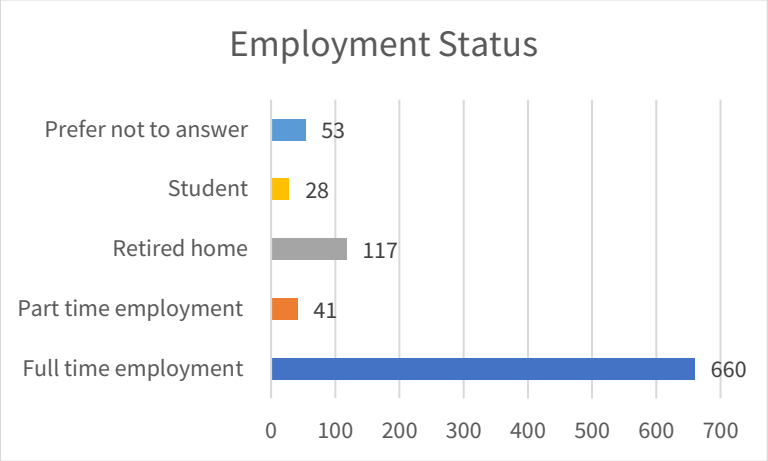
Including yourself, how many people live in your household?



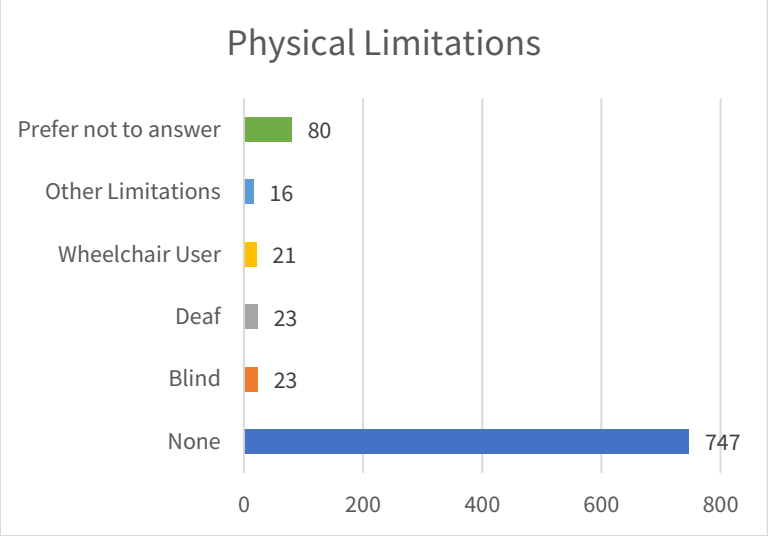
What is the primary language spoken at home?



Select the option that best fits your current occupation:

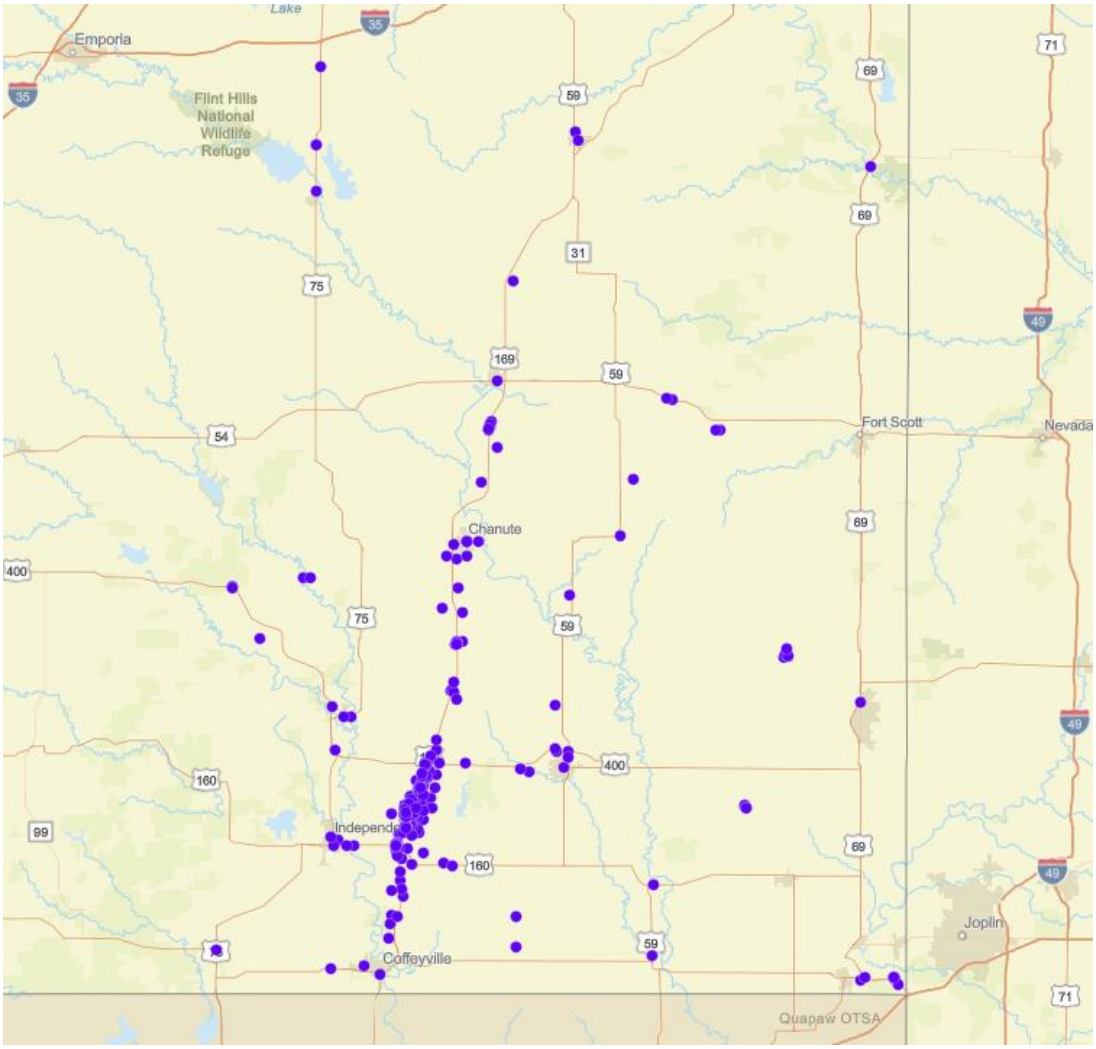


Do you have any physical limitations? (Select all that apply)

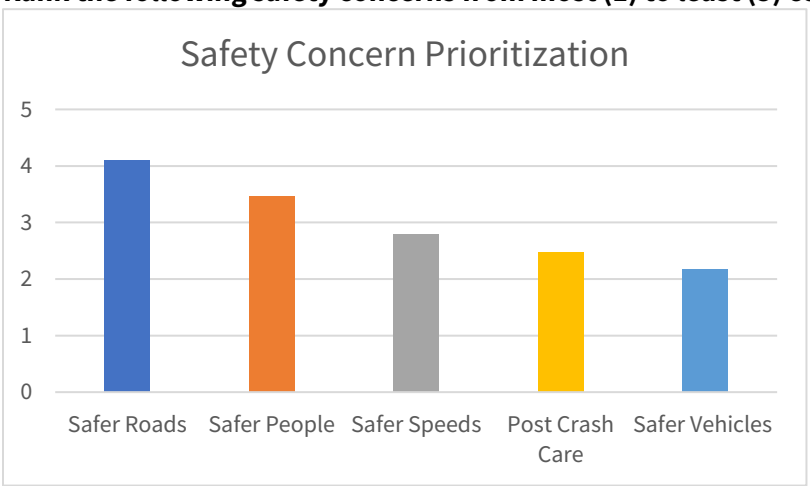


Mapping Activity

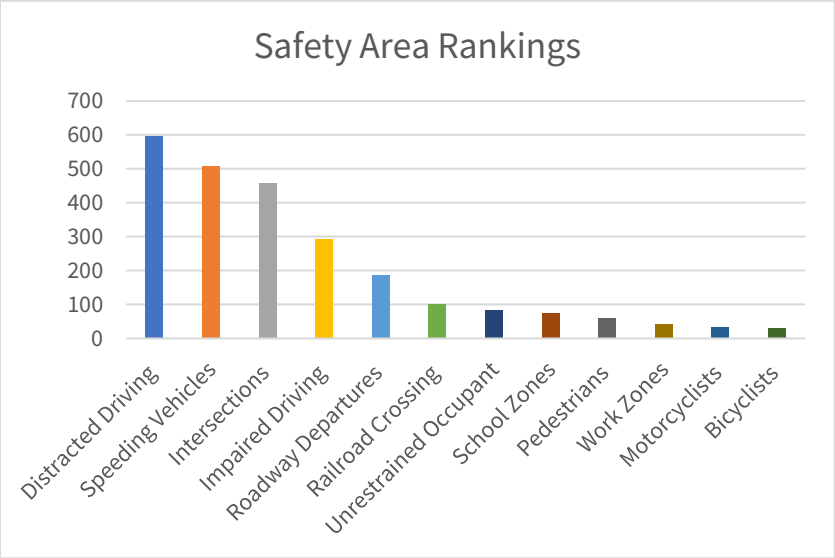
Each dot corresponds with a location-specific safety concern or comment.



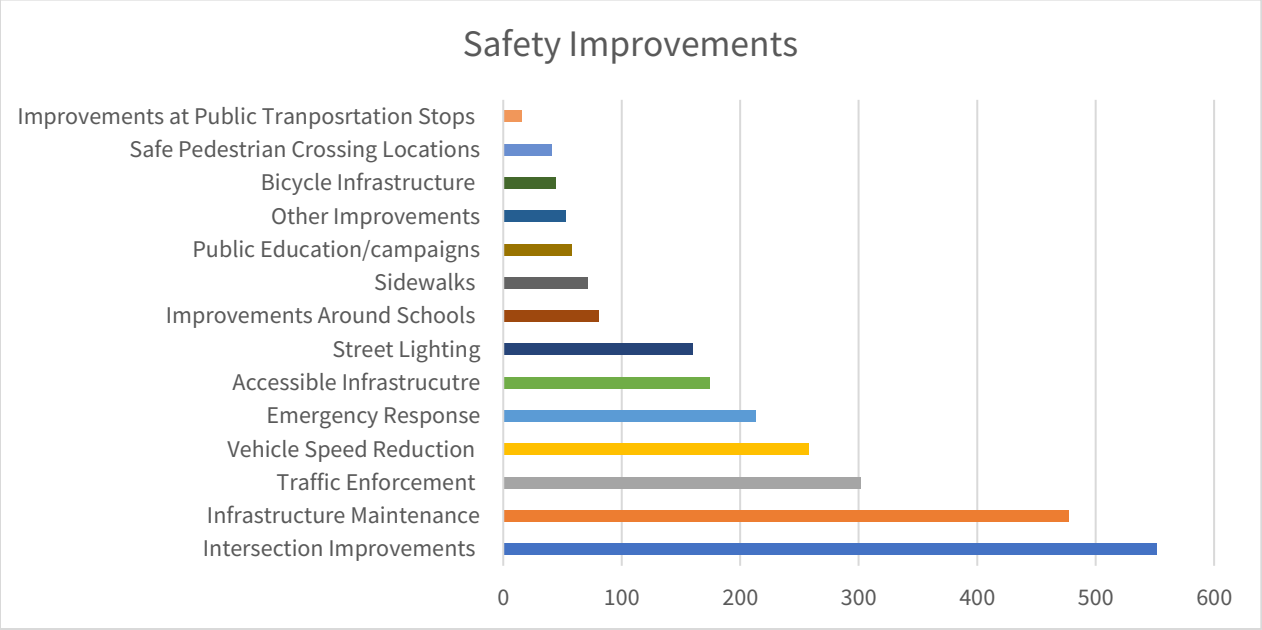
Rank the following safety concerns from most (1) to least (5) concerned.



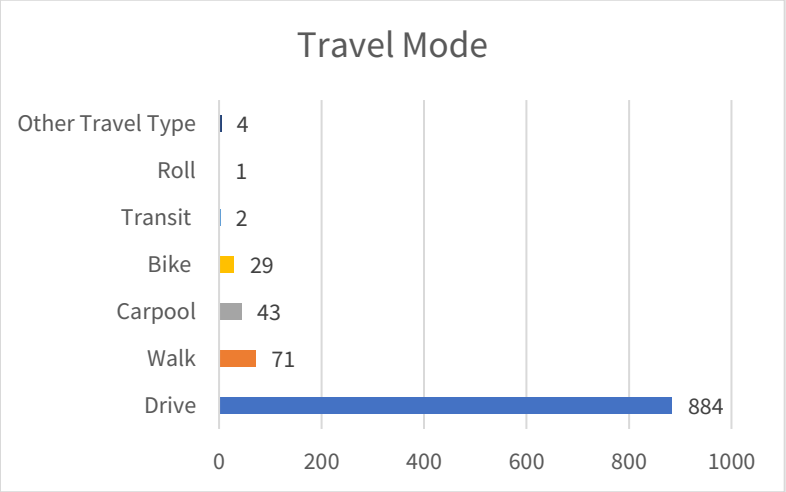
What safety areas are the most important to you in addressing street safety? (Select the top 3)



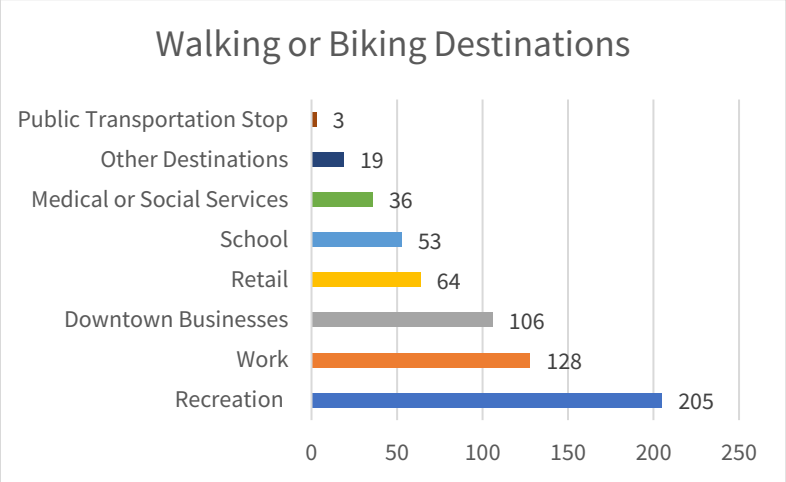
Pick the three most important safety improvements that your tax dollars help pay for, which affect your safety in the transportation system.



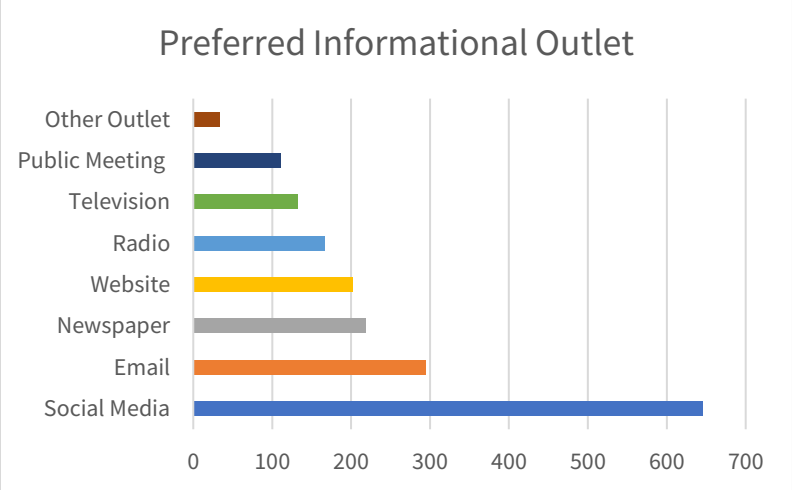
How do you usually travel in a typical week? (Select all that apply)



If you walk or bike in your jurisdiction, what is your destination?



What outlets would you prefer to receive transportation safety Information? (Select all that apply)



Appendix E

Countermeasures Toolbox

COUNTERMEASURES for moving toward Vision Zero goals

Intersections

Roundabouts

Roundabouts can safely and efficiently move traffic. They reduce vehicle speed, provide entry yield control, and minimize conflict points.

Consistent Yellow & All-Red Timings

Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.

Improved Geometry

Positive offset of left turn lanes, skew elimination, or sight distance improvements can decrease the number of crashes in an intersection.

Improved Signal Phasing/ Timing Plans

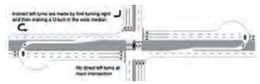
Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.

Reduced Conflict U-Turn (RCUT)

Cross-street traffic makes a right turn followed by a U-turn at a designated location—either signalized or unsignalized—to continue in the desired direction.

Median U-Turn (MUT)

Vehicles proceed through the main intersection, make a U-turn a short distance downstream, followed by a right turn at the main intersection.

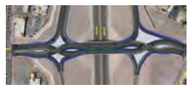


Turbo Roundabouts

Turbo roundabouts utilize different geometrics to address the conflicts associated with the common crash types in multilane roundabouts.

Diverging Diamond Interchange (DDI)

The crossing (or channelizing) of traffic on the crossroad to the left side between the ramp terminals is a variation of the diamond interchange.



Rectangular Rapid Flashing Beacon

Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.

Traffic Calming

Reduces vehicle speeds or volumes to improve quality of life by increasing the safety and comfort of walking and bicycling.

Backplates with Retroreflective Borders

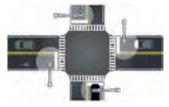
Backplates improve the visibility of a traffic signal with a controlled-contrast background. A 1-3 inch yellow retroreflective border makes it even more conspicuous.

Intersection Conflict Warning System

Drivers are informed of available gaps for turning or crossing. Vehicle detectors alert motorists of conflicting vehicles on an adjacent approach.

Street Lighting

At nighttime, lighting can be applied continuously along segments and at spot locations to increase visibility.



Flashing Beacons on Warning Signs

Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.

Dedicated Turn Lanes

Auxiliary turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.

Curves

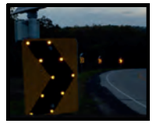
Advanced Warning Signs

Advanced warning signs around curves or other sight-limiting areas or where crash problems exist allow drivers time to make decisions based on changing conditions.

Install or Update Signage & Chevron Placement

Enhanced delineation and signage at horizontal curves can be implemented in advance of or within curves.

Speed Activated Flashers



Speed activated flashers on chevrons in a curve have shown huge decreases in crashes.

Retroreflective Strips on Signposts

Increasing the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increases viewability.

Superelevation Correction

Correcting and reshaping the roadway superelevation allows increased friction with the pavement.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Roadway Departures

Transverse Rumble Strips

Transverse rumble strips alert drivers to slow down, stop, or adjust to upcoming changes that may not be anticipated by an inattentive driver.

Clear Zones

These zones are unobstructed, traversable roadside areas that allow drivers to stop safely or regain control of a vehicle that has left the roadway.

High Friction Surface Treatment

Higher pavement friction helps motorists maintain better control in both wet and dry conditions.

Enhanced Signing & Delineation

Enhanced delineation treatments can alert drivers to upcoming curves, the direction and sharpness of the curve, and the appropriate operating speed.

Road Safety Audits (RSAs)

RSAs consider all road users, account for human factors and road user capabilities, are documented in a formal report, and require a formal response from the road owner.

6" Retroreflective Edgeline

Wider edge lines enhance the visibility of travel lane boundaries compared to traditional edge lines.

Flattening & Widening Foreslopes

Flattening and widening foreslopes allows a more recoverable slope and potentially can decrease the clear zone distance required.

Paved Shoulders

Paved shoulders allow better recovery for roadway departures and are often combined with edgeline rumble strips.

Median Barrier

Median barriers redirect vehicles striking either side of the barrier. They significantly reduce the number of cross-median crashes.

2' Paved Shoulder with Safety Edge

Eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.

6" Retroreflective Centerline

Wider centerlines enhance the visibility of travel lane boundaries compared to traditional edge lines.

On-Pavement Markings for Speed Control

Transverse pavement markings or chevrons placed progressively closer provide a visual illusion of increased speed causing drivers to slow down.

Post-Mounted Delineators

Improving curve delineations helps prevent roadway departures from the mainline pavement.

Improved Pavement Markings

Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.

Access Management

The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.

Longitudinal Rumble Strips

Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Pedestrians & Bicycles

Leading Pedestrian Intervals (LPI)

LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.

High-visibility Crosswalks

Patterns and reflective materials visible to both drivers and pedestrians from farther away, as well as lighting, signs, and pavement markings, improve visibility.

Vehicles Yield to Pedestrian Signage

Signage to increase driver awareness of high volume pedestrian movements works in a similar manner to LPIs.

Curb Extensions/Bulb Outs & Refuge Islands

These decrease the time pedestrians are in the roadway and increase pedestrian visibility.

Complete Streets/Designing for All Users

An approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people using them.

Pedestrian Crossing Signals

Pedestrians crossing signals allow traffic gaps to be forced by stopping traffic and allowing pedestrians to cross.

Raised Crosswalk/Raised Intersection/ Speed Table

These allow pedestrians to cross at grade with the sidewalk, reducing vehicle speeds and enhancing the pedestrian crossing environment.

Pedestrian Hybrid Beacons (PHB)

PHBs are traffic control devices that help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.

Multi-Use Paths

Shared-use paths supplement a system of on-road bike lanes, wide outside lanes, paved shoulders, and bike routes.

Shared Lane Markings

Sharrows are road markings that designate a space to be shared by both motorists and bicyclists.

Road Diet

A Road Diet reconfigures traditional four-lane undivided highways for improved safety, traffic calming, and better access for all road users.

Back-In Angle Parking

Back-in angle parking provides motorists with better vision of pedestrians, bicyclists, motor vehicles, and other road users as they exit a parking space and enter moving traffic.

Bike Lanes & Buffered Bike Lanes

Bike lanes can mitigate or prevent interactions between bicyclists and motor vehicles, and create a network of safer roadways for bicycling.

Bike Boulevards

Signs and pavement markings indicate that a roadway is intended as a shared, slow street, and reinforce the intention of priority for bicyclists along a given route.

Calibrated Bike Detection for Bike Lanes

Bicycle detection occurs either through the use of push buttons or by automated means. Inductive loop vehicle detection can be adjusted for bicycle metallic mass.

Access Control Through Medians

Management of the entry and exit points along a corridor can enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.

Cycle Tracks

Cycle tracks are bikeways that are at street level and use a variety of methods for physical protection from passing traffic.

Vulnerable Road User (VRU) Education

Share the Road programs aim to increase drivers' awareness of the rights of VRUs to improve the safety of all road users.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Improved ADA Accessibility

Curb Ramps

These provide access between the sidewalk and roadway for people using wheelchairs/wheeled devices and pedestrians with limited mobility.

Countdown Signals

These signals provide pedestrians with more information on the remaining crossing time.

Audible Pedestrian Signals

These devices provide auditory information to pedestrians who are blind or have low vision by signaling when it is safe to cross the roadway.

Education

Safe Routes to School (SRTS)

SRTS programs increase the amount of bicycling and walking to and from school while improving safety for children bicycling or walking to school.

Pedestrian Safety Zones

These zones target engineering, education, and enforcement measures to geographic areas and audiences where significant pedestrian crash problems exist.

Enforcement Communications & Outreach

Effective, high-visibility communications and outreach are an essential part of successful seat belt law High Visibility Enforcement programs.

Outreach Strategies for Low-Belt Use Groups

Communications and outreach directed at low-belt-use groups can be effective for targeted programs that support and are supported by enforcement.

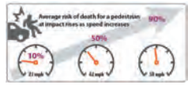
Enforcement

Reduce & Enforce Speed Limits

Reducing travel speeds increases reaction time for drivers and pedestrians to avoid crashes, as well as reduces the severity of pedestrian injuries when these crashes occur.

Communication & Outreach Supporting Enforcement

Effective, high-visibility communications and outreach are essential parts of successful speed and aggressive-driving enforcement programs.



High-Visibility Cell Phone/Text Messaging Enforcement

HVE can effectively deter cell phone use by increasing the perceived risk of a ticket.

Short Term, High-Visibility Seat Belt Law Enforcement

High-visibility seat belt law enforcement consists of short, intense, highly-publicized periods of increased enforcement using checkpoints, saturation patrols, or enforcement zones.

TRANSYSTEMS

Countermeasure	Description	CMF
Roadway Departure		
Advanced Warning Signs	Advanced warning signs around curves or other sight limiting areas or where crash problems exist all drivers more time to make decisions based on changing conditions.	0.65
Improved Pavement Markings	Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.	0.64-0.88 (6” edge line), 0.76 (4” edge line)
Longitudinal Rumble Strips	Longitudinal rumble strips are milled or raised elements on the pavement intended to alert drivers through vibration and sound that their vehicle has left the travel lane. They can be installed on the shoulder, edge line, or at or near the center line of an undivided roadway.	Varies
Transverse Rumble Strips	Transverse rumble strips are used to alert drivers of a need to slow down or stop, or to other upcoming changes that may not be anticipated by an inattentive driver. These rumble strips are placed in the travel lane perpendicular to the direction of travel.	0.66-0.73
Flattening and widening foreslopes	Flattening and widening foreslopes allows a more recoverable slope , and potentially can decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	Varies
2' paved shoulder with safety edge	The SafetyEdge^{SM} technology shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process. This safety practice eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability by reducing edge raveling of asphalt.	0.65 – 0.9

Relocating/Moving/shielding Fixed objects	Roadside Design Improvements to Provide for a Safe Recovery such as providing a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	0.56
Superelevation Correction	Correcting and reshaping the roadway superelvation to meet posted speed, or where crashes have occurred allows an increased friction with pavement.	Varies: Formula based
High Friction Surface Treatment	Pavement friction treatments, such as High Friction Surface Treatment (HFST), can be better targeted and result in more efficient and effective installations when using continuous pavement friction data along with crash and roadway data.	0.37
Post mounted delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers where the edge of shoulder is. This is also helpful at night.	0.72 – 0.82
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	.77 to .95
Reflective Strips on Posts	Retroreflective Strips on signposts increase the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increase viewability.	No yet determined

Countermeasure	Description	CMF
Intersection Related		
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	0.79
Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	0.86
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more conspicuous.	0.85
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	.6 (for LT) .75 (all)
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	.30 (for LT)
Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	0.9
Improved Geometry	Geometry improvements can have great effects on the safety of an intersection, positive offset of left turn lanes, Skew elimination, sight distance improvements all can have great effects on the number of crashes in the intersection.	Varies
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	0.4
Enhanced Stop Signs	Larger stop signs, use of flasher on sign or use of retroreflective markings to increase visibility of stop signs.	0.9

Countermeasure	Description	CMF
Vulnerable Road Users		
Rectangular Rapid Flashing Beacon	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	.53 (Ped)
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	.45 (Ped)
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	.92 (Ped)
Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	0.87
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	.11-.35 (Ped)
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	.60 (Ped)
Advance Yield or Stop markings	YIELD Here to Pedestrians" or "STOP Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk.	0.62 (Ped)
SRTS Program	The goal of Safe Routes to School programs is to increase the amount of bicycling and walking trips to and from school while simultaneously improving safety for children bicycling or walking to school.	***

Countermeasure	Description	NHTSA Star Rating
Unrestrained Occupant		
High Visibility Enforcement of Seatbelt	Both Short Term and Sustained Seat Belt Enforcement, including child passenger safety.	*****
Education Strategies	Employer based and Older Children programs.	***
Child Restraint Inspection Stations	Child Passenger Safety (CPS) Technician staffed Inspection Stations.	***

Countermeasure	Description	NHTSA Star Rating
Distracted Driving		
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.	Needs further evaluation
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

Countermeasure	Description	NHTSA Star Rating
Alcohol or Drug Related		
Enforcement of Drug and Alcohol Impaired Driving	Increased enforcement of impaired-driving laws can be a major factor in reducing impaired-driving deaths.	***
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

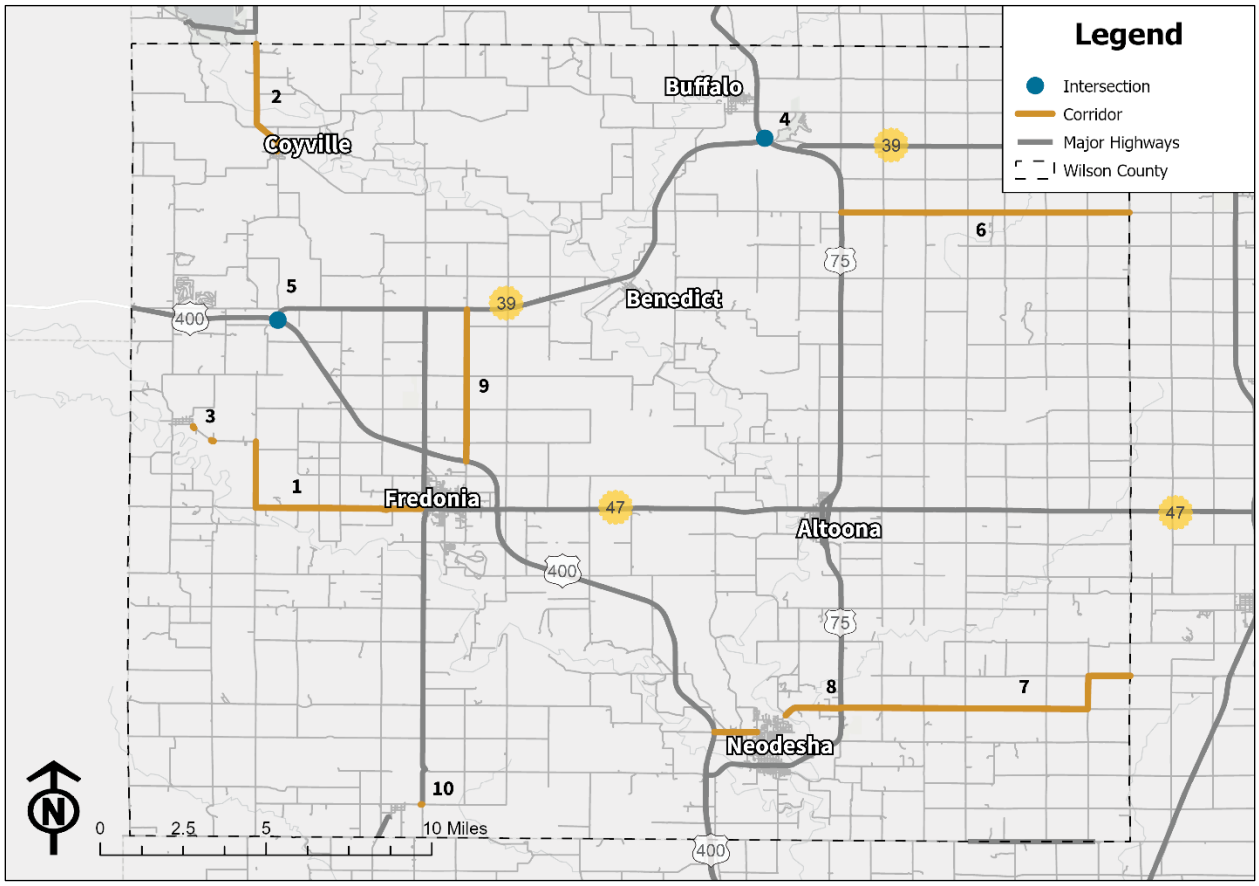
Appendix F

Project Sheets

Wilson County

Priority Project List

Map ID	Project	Type
1	Decatur Road and 1000 Road/Washington Street	Systemic Roadway
2	Decatur Road	Systemic Roadway
3	New Albany Road	Systemic Roadway
4	US-75 and K-39 Intersection	Intersection
5	US-400 and K-39 Intersection	Intersection
6	2000 Road	Systemic Roadway
7	500 Road, Wichita Road, and 600 Road	Systemic Roadway
8	Bethel Road	Systemic Roadway
9	Inman Road	Systemic Roadway
10	Harper Road and 200 Road Intersection	Intersection, Curve



Decatur Road and 1100 Road/Washington Street

Wilson County

Location: Decatur Road and 1100 Road/Washington Street from New Albany Road to 0.4 miles east of West Mound Road (City of Fredonia) (6.0 miles)

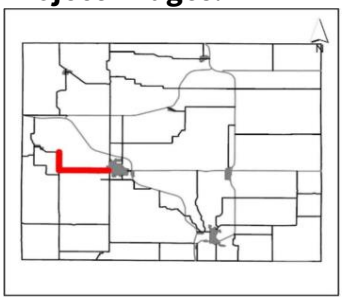
Project Information:

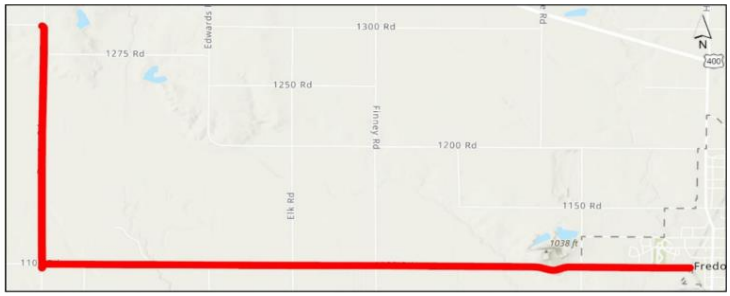
Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, High Public Interest, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Install center/edge line pavement markings, delineate roadside hazards, install center/edge line rumble strips, and update/install curve signing and pavement markings.
Long-Term Improvements	Install 2-foot paved shoulder with SafetyEdge^{SM}, install/upgrade guardrail, flatten foreslopes, install transverse rumble strips before curves, improve superelevation on curve, and extend culverts.

Project Cost:

Short-Term Improvements	$207,000
Long-Term Improvements	$4.6 million

Project Images:





Decatur Road

Wilson County

Location: Decatur Road from 2nd Street/Coyville Road (City of Coyville) to 10 Road (3.5 miles)

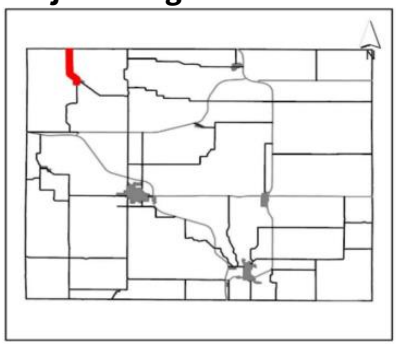
Project Information:

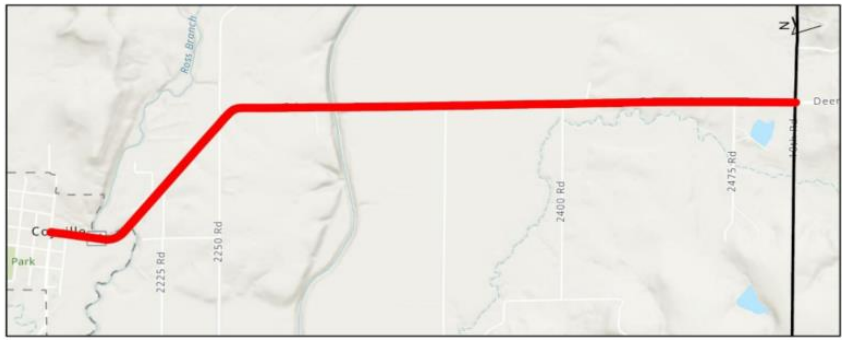
Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, High Public Interest, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Install center/edge line pavement markings, delineate roadside hazards, install center/edge line rumble strips, and improve curve warning signs and pavement markings.
Long-Term Improvements	Install 18-inch aggregate shoulders, install/upgrade guardrail, flatten foreslopes, install transverse rumble strips, improve superelevation on curve, and extend culverts.

Project Cost:

Short-Term Improvements	$105,000
Long-Term Improvements	$1.4 million

Project Images:





New Albany Road

Wilson County

Location: New Albany Road curves between Decatur Road and Mill Street (City of New Albany) (0.1 miles)

Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, High Public Interest, Local Road Safety Plan (LRSP)
Short-Term Improvements	Install center/edge line pavement markings, add post-mounted delineators, install center/edge line rumble strips, and improve curve warning signs and pavement markings.
Long-Term Improvements	Install 18-inch aggregate shoulder, install transverse rumble strips, improve superelevation on curve, and reconstruct culvert.

Project Cost:

Short-Term Improvements	$22,000
Long-Term Improvements	$280,000

Project Images:

US-75 and K-39 Intersection

Wilson County

Location: US-75 and K-39 Intersection (North Junction)

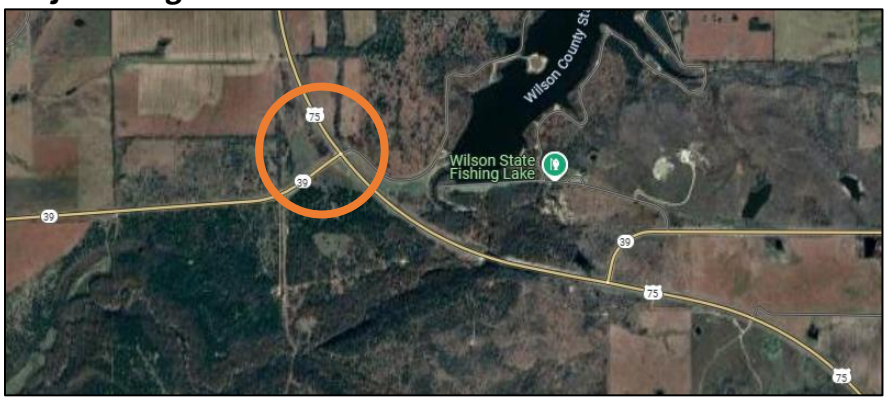
Project Information:

Description	Intersection Improvements
Project Selection Criteria	Priority Emphasis Area, High Public Interest, Crash Data
Short-Term Improvements	N/A
Long-Term Improvements	Coordinate with KDOT for reconfiguration from southbound bypass lane to dedicated left turn and right turn lanes on US-75.

Project Cost:

Short-Term Improvements	N/A
Long-Term Improvements	$300,000

Project Images:



US-400 and K-39 Intersection

Wilson County

Location: US-400 and K-39 Intersection

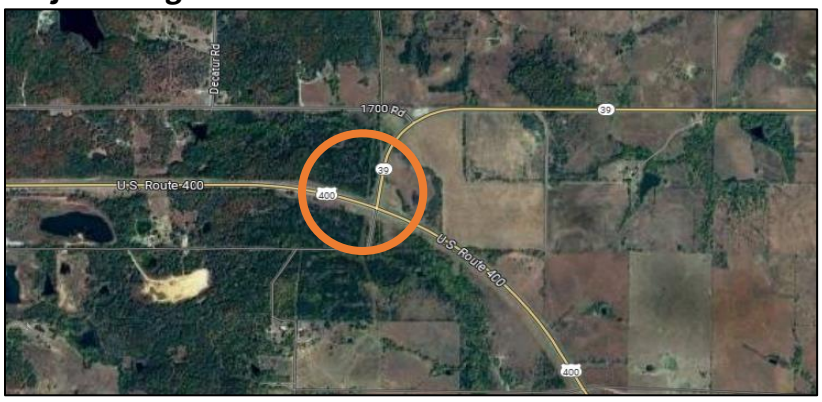
Project Information:

Description	Intersection Improvements
Project Selection Criteria	Priority Emphasis Area, High Public Interest, Crash Data
Short-Term Improvements	N/A
Long-Term Improvements	Coordinate with KDOT for reconfiguration of bypass lanes to dedicated left turn and right turn lanes on US-400.

Project Cost:

Short-Term Improvements	N/A
Long-Term Improvements	$500,000

Project Images:



2000 Road

Wilson County

Location: 2000 Road from US-75 to Anderson Road (6.9 miles)

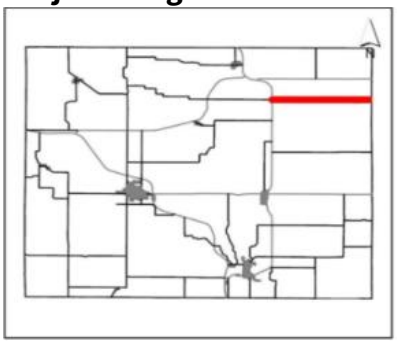
Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Install center/edge line pavement markings, delineate roadside hazards, and install center/edge line rumble strips if pavement condition sufficient.
Long-Term Improvements	Install 2-foot paved shoulder with SafetyEdge^{SM}, install center/edge line rumble strips, flatten and widen foreslopes, and extend culverts.

Project Cost:

Short-Term Improvements	$230,000
Long-Term Improvements	$5.0 million

Project Images:



500 Road, Wichita Road, and 600 Road

Wilson County

Location: 500 Road, Wichita Road, and 600 Road from US-75 to Anderson Road (7.9 miles)

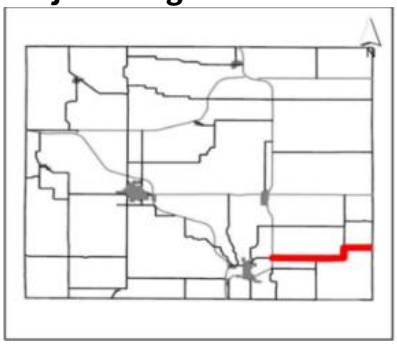
Project Information:

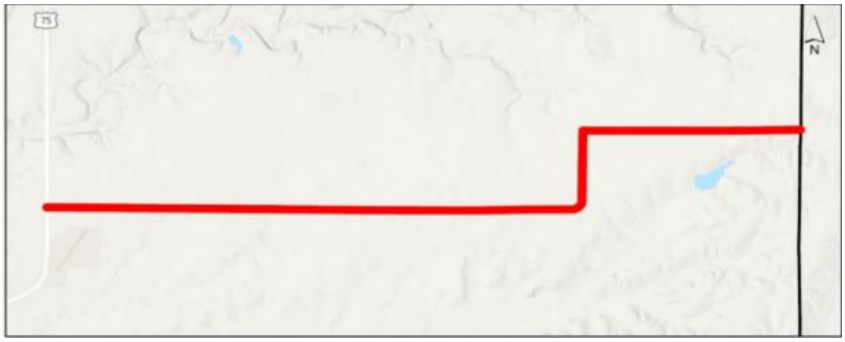
Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Install center/edge line pavement markings, delineate roadside hazards, improve pavement edge condition, improve curve warning signs and pavement markings.
Long-Term Improvements	Install 2-foot paved shoulder with SafetyEdge^{SM}, install/upgrade guardrail, flatten fore slopes, transverse rumble strips before curves, improve superelevation on curve, extend culverts.

Project Cost:

Short-Term Improvements	$200,000
Long-Term Improvements	$5.6 million

Project Images:





Bethel Road

Wilson County

Location: Bethel Road from Pratt Road to US-75 (1.4 miles)

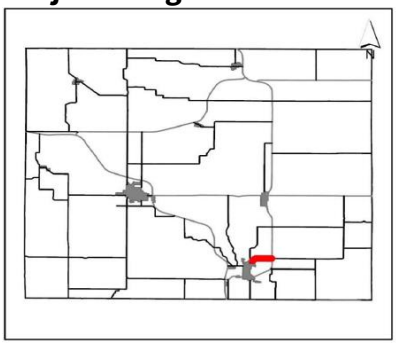
Project Information:

Description	Systemic Roadway Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP), Crash Data
Short-Term Improvements	Install center/edge line pavement markings, delineate roadside hazards, improve pavement edge condition, and improve curve warning signs and pavement markings.
Long-Term Improvements	Install 2-foot paved shoulder with SafetyEdge^{SM}, install/upgrade guardrail, flatten foreslopes, install transverse rumble strips, improve superelevation on curve, and extend culverts.

Project Cost:

Short-Term Improvements	$60,000
Long-Term Improvements	$1.1 million

Project Images:



Inman Road

Wilson County

Location: Inman Road from US-400 to K-39 (4.6 miles)

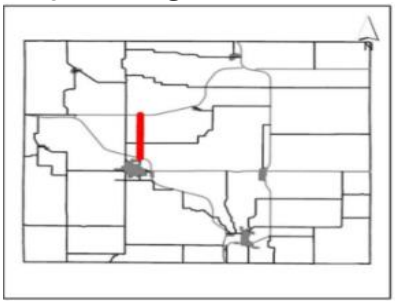
Project Information:

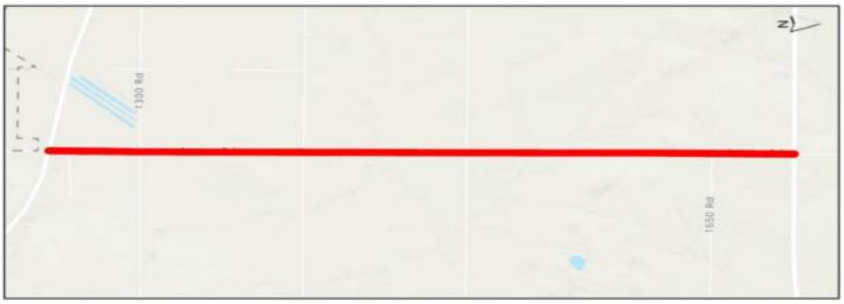
Description	Systemic Roadway Improvements, Location-Specific Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan (LRSP)
Short-Term Improvements	Install center/edge line pavement markings, delineate roadside hazards, clear and grub 15 feet on each side of roadway, improve pavement edge condition, and install center/edge line rumble strips if pavement condition sufficient.
Long-Term Improvements	Install 2-foot paved shoulder with SafetyEdge^{SM}, install/upgrade guardrail, flatten foreslopes, install edge/centerline rumble strips, and extend culverts.

Project Cost:

Short-Term Improvements	$145,000
Long-Term Improvements	$3.0 million

Project Images:





Harper Road and 200 Road Intersection

Wilson County

Location: Harper Road and 200 Road Intersection (0.02 miles)

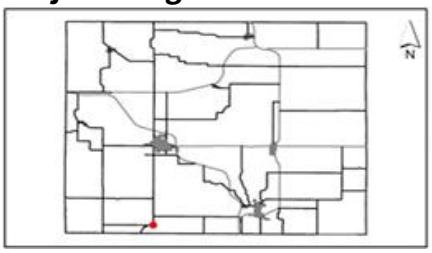
Project Information:

Description	Intersection Improvements, Curve Improvements
Project Selection Criteria	Priority Emphasis Area, Local Road Safety Plan
Short-Term Improvements	Install in-lane curve warning pavement markings, install 6-inch edge/centerline pavement markings, upgrade curve signing to meet MUTCD (Manual on Uniform Traffic Control Devices) standards, add retroreflective strips on curve signing, improve pavement edge condition, and install post-mounted delineators.
Long-Term Improvements	Install 18-inch aggregate shoulder, install transverse rumble strips prior to curve, reconstruct curve with intersection tie-ins, and reconstruct culvert.

Project Cost:

Short-Term Improvements	$10,000
Long-Term Improvements	$375,000

Project Images:



Location	Type	County/City	Description	Source	KDOT Facility	Notes
1100 Road, Washington Street, and Decatur Road from New Albany Road to 0.4 miles east of West Mound Road	Segment	Wilson County, Fredonia	install/upgrade pavement markings, delineate roadside hazards, install edge and center rumble strips, improve curve warning signs and pavement markings, add 2' paved shoulder with safety edge, install/upgrade guardrail, flatten foreslopes, install transverse rumble strips, improve superelevation on curve, extend culverts	LRSP, 1-on-1	No	6 miles, no injury crashes 2016-2020, 1st priority from 1-on-1
Granby - US 400 to Neodesha	Segment	Wilson County	add shoulders, improve pavement markings, install edge and center rumble strips, review railroad crossings, improve pavement surface, reconfigure from bypass to left turn lanes on US-400	1-on-1	Yes	2nd priority from 1-on-1, funded through KDOT and Department of Commerce in Spring 2025
New Albany Road curves between Decatur Road and Mill Street	Curve	Wilson County, New Albany	upgrade signs and pavement markings, clear and grub, add 18" aggregate shoulder, install transverse rumble strips prior to curves, correct superelevation, reconstruct culvert	LRSP, 1-on-1	No	no injury crashes 2016-2020, southern location higher priority
Decatur Road from 2nd Street/Coyville Road to 10 Road	Segment	Wilson County, Coyville	install/upgrade pavement markings, delineate roadside hazards, add 18" aggregate shoulder, install/upgrade guardrail, flatten foreslopes, install transverse rumble strips, improve superelevation on curve, extend culverts	LRSP, 1-on-1	No	3.5 miles, 1 serious injury crash 2016-2020
US-75 and K-39 N Intersection	Intersection	Wilson County	reconfigure in coordination with KDOT with bypass to left turn lanes	Cluster, 1-on-1	Yes	2 fatal, 2 serious injury, 1 injury 2014-2023; also 1 fatal, 1 serious injury, and 1 injury due to roadway departures near same intersection
K-39 and US-400 Intersection	Intersection	Wilson County	reconfigure in coordination with KDOT with bypass to left turn lanes	Cluster, 1-on-1	Yes	2 injury crashes 2014-2023
Bethel Road from Pratt Road to US-75	Segment	Wilson County	install/upgrade pavement markings, delineate roadside hazards, add 2' paved shoulder with safety edge, install/upgrade guardrail, flatten foreslopes, install transverse rumble strips, improve superelevation on curve, extend culverts	LRSP	No	1.4 miles, no injury crashes 2016-2020
2000 Road from US-75 to Anderson Road	Segment	Wilson County	install/upgrade pavement markings, delineate roadside hazards, add 2' paved shoulder with safety edge, flatten foreslopes, install edge and center rumble strips, extend culverts	LRSP	No	6.9 miles, 1 serious injury and 1 injury crash 2016-2020

500 Road, Wichita Road, and 600 Road from US-75 to Anderson Road	Segment	Wilson County	install/upgrade pavement markings, delineate roadside hazards, add 2' paved shoulder with safety edge, flatten foreslopes, install edge and center rumble strips, extend culverts	LRSP	No	7.9 miles, 3 injury crashes 2016-2020
Inman Road from US-400 to K-39	Segment	Wilson County	install/upgrade pavement markings, delineate roadside hazards, add 2' paved shoulder with safety edge, install/ upgrade guardrail, flatten foreslopes, extend culverts	LRSP	No	4.6 miles, no injury crashes 2016-2020
Harper Road and 200 Road Intersection	Curve	Wilson County	upgrade signs and pavement markings, clear and grub, add 18" aggregate shoulder, install transverse rumble strips prior to curves, correct superelevation, reconstruct intersection tie in, reconstruct culvert	LRSP	No	no injury crashes 2016-2020
Udall Road and 410 Road from 6600 Road to US-75	Segment	Wilson County	install/upgrade pavement markings, delineate roadside hazards, add 2' paved shoulder with safety edge, install/ upgrade guardrail, flatten foreslopes, install transverse rumble strips, improve superelevation on curve, extend culverts	LRSP	No	6.1 miles, no injury crashes 2016-2020
Harper Road and 2050 Road/Coyville Road from K-39 to Coyville city limits	Segment	Wilson County, Coyville	install/upgrade pavement markings, delineate roadside hazards, review and upgrade curve signage, add 2' paved shoulder with safety edge, flatten foreslopes, install/upgrade guardrail, install edge and center rumble strips, install transverse rumble strip in advance of curves, extend culverts	LRSP	No	7.3 miles, 2 injury crashes 2016-2020
K-39 Railroad Crossing between Fredonia and Buffalo (Benedict)	Segment	Wilson County, Benedict	improve sideslopes and Extend 500 series Culvert or analyze for Guardrail, regrade RR Crossing	1-on-1	Yes	0.5 miles, entire area appears to be backwater/floodplain for Verdigris River
US-75 and K-47 Intersection	Intersection	Wilson County	add additional advance signing, install transverse rumble strips	Cluster	Yes	3 serious injury and 3 injury crashes 2014-2023
Ottawa Road from K-47 to Granby Avenue	Segment	Wilson County	install/upgrade pavement markings, delineate roadside hazards, add 2' paved shoulder with safety edge, install/ upgrade guardrail, flatten foreslopes, install transverse rumble strips, improve superelevation on curve, extend culverts	1-on-1	No	7 miles, pavement condition also appears to be at end of life in available documentation, up to $1.5 million per mile or higher if total reconstruction is needed
US-400 and K-47 Intersection	Intersection	Wilson County	review roundabout approaches for improvements	Cluster	Yes	4 injury crashes 2014-2023

US-400 S of Fredonia and Road 1000 Intersection	Intersection	Wilson County	reconfigure in coordination with KDOT with bypass to Left turn lanes	Cluster	Yes	1 fatal, 3 injury crashes 2014-2023
Viola Road	Spot Improvement	Wilson County	structure improvements	1-on-1	No	1 crash, low water crossing was flooded/dark/foggy, vehicle drove into high water, full section grid in area with alternate routes
Designated U.S. Bicycle Routes	Segment	Wilson County, Fredonia	add paved shoulders, install share-the-road signage to increase awareness, clear and grub to increase visibility (corridors include segments of K-39, 2000 Road, Harper Road, Inman Road, 2050 Road, Coyville Road, Decatur Road)	1-on-1, Public Input	Yes/No	see U.S. Bike Routes for segments of USBR 76 and USBR 55 in county, USBR 55 was recently added to the system in 2024
Osage Cuestas Trail Crosings	Intersection	Wilson County	add crosswalk pavement markings and signage to improve visibility at trail crossings with higher-volume roadways, improve trail condition near crossings	Public Input	Yes/No	see U.S. Bike Routes for trail crossings

Southeast Kansas Comprehensive Safety Action Plan

Woodson County

June 2025

Developed in partnership by:

Southeast Kansas Regional Planning Commission

Woodson County

Safe Streets and Roads for All (SS4A) Program

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Regional Partners
Southeast Kansas RPC
Allen County
Anderson County
Bourbon County
Cherokee County
Coffey County
Crawford County
Labette County
Linn County
Montgomery County
Neosho County
Wilson County
Woodson County

County Partners
Cherokee County Sheriff's Office
City of Pittsburg, KS
Pittsburg State University
Frontenac USD 249
Pittsburg USD 250
Southeast USD 247
Girard USD 248
Northeast USD 246

Consultant Team
Gannett Fleming TranSystems
Kimley-Horn
Wilson & Company

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EXECUTIVE SUMMARY

In partnership with the Southeast Kansas Regional Planning Commission, Woodson County has created this Comprehensive Safety Action Plan (CSAP) as the first step to achieve the goal of eliminating traffic deaths and serious injuries by 2032. This plan used a combination of community feedback and data analysis to gain a deeper understanding of the factors affecting road safety in the community. By applying the Safe System Approach and Vision Zero principles, this plan identifies areas with the highest roadway safety risks and offers targeted recommendations to reduce those hazards.

In December 2024 and February 2025, community members had the opportunity to review findings and share feedback that helped shape the final plan. This plan reveals that roadway departures and impaired driving are the primary safety concerns, which shape our focused intervention strategies. Separately, one of the foundational components of the Safe Streets for the CSAP is the identification of the High Injury Network (HIN), which highlights the streets and intersections in Woodson with the highest concentration of fatal and serious injury crashes. The HIN includes 113 priority roadway segments totaling 80.7 miles and 40 high-risk intersections, serving as a key guide for prioritizing safety improvements.

CHAPTER 1 | INTRODUCTION

Roadway safety is an issue that impacts every person and community in the United States. Every individual is exposed to risk on the roadway network whether a driver, passenger, transit user, bicyclist, or pedestrian. In the United States, roadway crashes account for large numbers of serious injuries and deaths. To combat this challenge, the U.S. Department of Transportation (USDOT) created the Safe Streets and Roads for All (SS4A) grant program to support safety initiatives designed to prevent roadway deaths and serious injuries.

The Southeast Kansas Regional Planning Commission (SEKRPC) was awarded a SS4A Planning grant to develop a CSAP for the 12-county region. A CSAP develops strategies to address the most significant transportation safety risks in a community with an emphasis on fatal and serious injury crashes.

In partnership with SEKRPC, a CSAP was developed for each county in the 12-county region: Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas. The 12-county study area is shown in **Figure 1**.

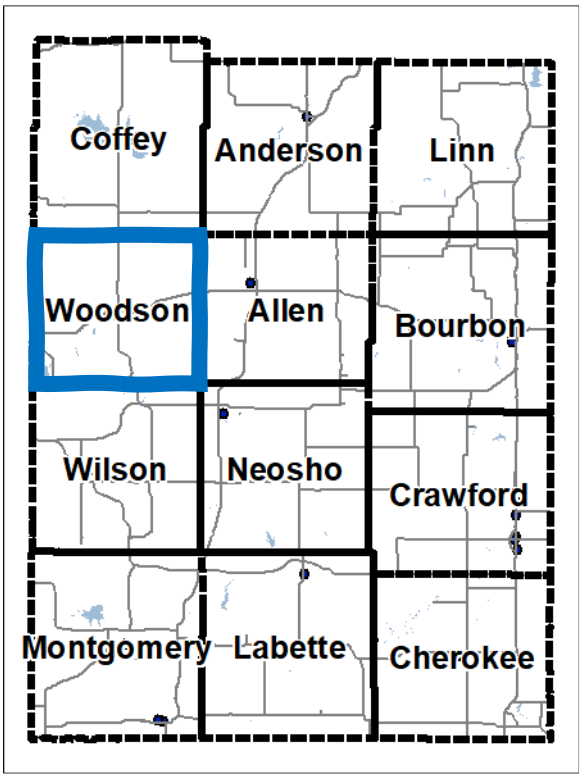


Figure 1 Study Area

The Southeast Kansas region has experienced more than 44,000 crashes in the past 10 years. Within this region and timeframe, Woodson County accounted for 916 crashes, including 10 fatalities, 13 serious injury crashes, 98 other injury crashes, and 795 property damage only crashes. These safety challenges are occurring alongside significant demographic shifts, particularly a steady decline in population across the region.

The Southeast Kansas region saw a population decline over the past 20 years, but it was not as steep as the decline in Woodson County, see **Figure 2**. Woodson had an 18 percent drop in population from 2000 to 2020. Woodson now ranks 12th out of the 12 counties in the region with a current population of 3,115. This decline in population may impact regional transportation planning and funding, especially in areas like Woodson County where crash rates still pose concerns.

Despite its modern challenges, Woodson County has a rich history that reflects its longstanding role in the region. Established in 1855, Woodson County is one of Kansas's original counties. Yates Center, Woodson County's seat, was founded in 1875 and is home to historic landmarks like the 1899 Courthouse and the 1912 Carnegie Library. The Woodson County Historical Museum showcases the area's pioneer heritage with Civil War artifacts, vintage clothing, and preserved historic buildings. Today, the county's historical and administrative centers remain central to its transportation network.

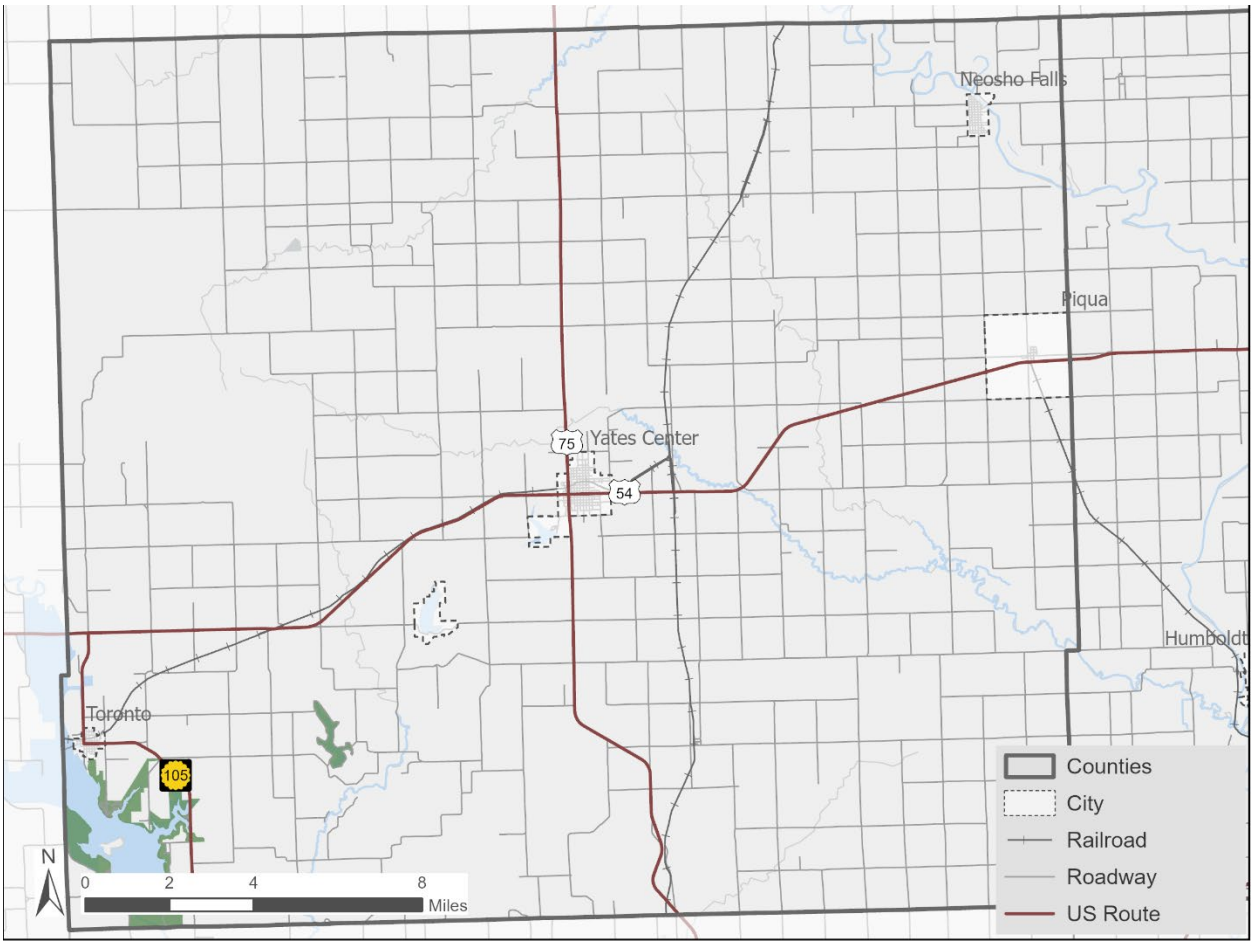


Figure 2 Woodson County

Woodson County is served by two major U.S. routes—U.S. 75 and U.S. 54—which intersect in the center of Yates Center. These highways, like the city itself, play a vital role in connecting residents to nearby towns and essential services. They provide access to key locations such as Yates Center City Hall, the Woodson County Courthouse, Yates Center Senior High School, places of worship, and various employment centers. Access to essential services via these routes is especially important given the county's unique demographic profile.

Woodson County faces several demographic and socioeconomic challenges that distinguish it from both the state of Kansas and the Southeast Kansas region. One in four residents is aged 65 or older, exceeding the state average of 18 percent and signaling a growing need for senior services such as CarFit. Educational attainment is relatively strong, with 38 percent of residents aged 25 and over holding a high school diploma or equivalent, outpacing state and regional averages. Yet this educational advantage does not translate to higher income, and overall, the county's demographic trends are accompanied by mixed economic outcomes.

The county's median household income is $55,670—lower than both the regional average of $56,225 and the state median of $70,333. While the unemployment rate is a low 3 percent, the poverty rate remains elevated at 13 percent. Household size averages 2.57 people, in line with regional and state norms. Most residents commute alone by car, and about 5 percent of households lack vehicle access,

matching state trends. These economic indicators reflect the broader structure of Woodson County's labor market and industrial base.

Economically, Woodson County is driven primarily by public administration and educational services, which together account for nearly 40 percent of local industry. Only 23 percent of residents both live and work in the county, while the rest commute elsewhere. The county-wide area is designated as disadvantaged under the federal Justice40 initiative, with census tracts showing multiple burdens including high energy costs, poor health indicators, and substandard housing. These commuting patterns and economic activities influence traffic flow and safety concerns across the county.

Traffic volumes are low throughout much of the county, with AADTs under 1,000 on most local roads. Higher traffic occurs along U.S. 54 and U.S. 75, where fatal and serious injury crashes are most common—particularly north and south of Yates Center. U.S. 75 also sees moderate truck traffic, underscoring its role as a key transportation corridor within the county. Recognizing the correlation between traffic patterns and crash severity, local and regional agencies have prioritized a coordinated response to improve transportation safety.

1.1 Commitment to Safety

SEKRPC and Woodson County recognize that one life lost is one too many and, in response, developed a set of programs and projects to save lives and reduce transportation safety risks. CSAP outlines a 10-year action plan detailing the strategies and next steps to achieve these safety objectives.

The success of this Safety Action Plan relies on the commitment and participation of all stakeholders in Woodson County and the Southeast Kansas region. Development of the CSAP fostered collaboration among the counties and cities in the 12-county region. By bringing together residents, local government, law enforcement, transportation authorities, school districts, and community organizations, collective expertise and resources were leveraged to implement targeted safety initiatives.

Through working together, we can promote a culture of safety and work towards making our communities a safe place to live, work, and visit. The Safety Task Force assembled for this effort is dedicated to fostering collaboration, innovation, and a proactive approach to addressing safety issues and making a positive impact on Southeast Kansas.

1.2 Safe System Approach

The SS4A program supports the USDOT National Roadway Safety Strategy and Woodson County's goal of zero roadway deaths using a Safe System Approach. The SS4A program supports the development of a Safety Action Plan that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues.

The USDOT Safe System Approach is a comprehensive and proactive framework to reduce the number of fatalities and serious injuries on roadways. The Safe System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable and responsibility for roadway safety lies with multiple stakeholders.

The Safe Systems Approach has key elements as shown in **Figure 3**. Layering these together creates redundancy so that if one component fails, the others are still in place to prevent severe outcomes. The five objectives for the Safe System Approach are:

- **Safer Roads:** The design and maintenance of roadway environments to mitigate human mistakes and account for injury tolerances, encourage safer behaviors, and to facilitate safe travel by the most vulnerable users. A vulnerable road user (VRU) is anyone on the road who is not protected by a vehicle shell, including pedestrians, cyclists, motorcyclists, and roadway workers.

- **Safer Speeds:** Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate mitigation measures such as roadway design, targeted education, outreach campaigns, and enforcement.

Figure 3 Safe Systems Approach

- **Safer Road Users:** Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed by promoting a safety awareness culture through various outlets.

- **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. Additionally, this approach encourages other safety actions such as seat belt use, proper child seats, and proper vehicle maintenance.

- **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.

Recommended policies and projects focus on these five proven objectives to create safer conditions for all roadway users.

1.3 Plan Organization

This CSAP is built on the following eight key components:

1. **Leadership Commitment and Goal Setting:** An official public commitment by a high-ranking official and/or governing body to an eventual goal of eliminating roadway fatalities and serious injuries.

2. **Planning Structure:** A committee, task force, implementation group, or similar body charged with oversight of the Safety Action Plan development, implementation, and monitoring.
3. **Engagement and Collaboration:** Robust engagement with the public and relevant stakeholders that allows for both community representation and feedback. Information received is analyzed and incorporated into the Safety Action Plan.
4. **Safety Analysis:** A comprehensive analysis of existing conditions, historical trends, and risk factors that provide a baseline level of fatal and serious injuries.
5. **Equity Considerations:** Plan development using inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners.
6. **Policy and Process Changes:** Assessment of current policies, plans, guidelines, and standards to identify opportunities to improve how processes prioritize transportation safety.
7. **Strategy and Project Selection:** Identification of a comprehensive set of projects and strategies shaped by data, equity considerations, public and stakeholder input, and best practices to address the safety issues identified in the Safety Action Plan.
8. **Progress and Transparency:** A method to measure progress over time after the Safety Action Plan is developed or updated.

1.4 Leadership Commitment and Goal Setting

Committing to zero roadway deaths is ambitious and achieving this goal will be challenging for any community. Leadership from local officials on this issue is critically important as leadership sets the tone for the organization and the community. Elected leadership can steer the course of policy and secure the resources necessary to implement safety strategies. The commitment of elected leadership can also result in new local regulations, legislative support at the state or federal level, and better enforcement of existing laws.

Through participation in the planning process facilitated by SEKRPC, Woodson County's vision and goals are rooted in Vision Zero elements and the Safe System Approach. The resulting plan enhances safety outcomes, with the eventual goal of zero deaths across the Woodson County transportation network by 2032. Woodson County's commitment to this goal is demonstrated by the resolution passed by the Woodson County Commission. The resolution is included in Appendix A.

1.4.1 Vision

Woodson County envisions the development of comprehensive transportation infrastructure that meets the needs of all residents through transportation improvements, education, and community collaboration with a goal of zero traffic deaths and serious injuries.

1.4.2 Goals

Woodson County is committed to reducing the risk of a fatal or serious injury to all road users. The goals established and facilitated through this plan support this vision:

- Adopt and implement the Vision Zero Resolution to eliminate all fatality and serious injury crashes by 2032.

- Utilize a comprehensive data driven approach to address factors contributing to traffic crashes.
- Engage stakeholders, monitor progress, and allocate resources to ensure meaningful progress toward achieving the vision.

1.5 Planning Structure

SEKRPC received a SS4A Planning grant and facilitated the development of a Safety Action Plan for each county in the 12-county region: Coffey, Anderson, Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, and Cherokee counties in Kansas.

The Southeast Kansas vision, goals, and recommendations were identified and prioritized through coordination with a regional Safety Task Force with representatives from each county. The Safety Task Force was charged with oversight of plan development, implementation, and monitoring. Follow-up meetings were also held with each county to facilitate more detailed discussions.

1.5.1 Safety Task Force

The Safety Task Force was a regional working group consisting of county staff, law enforcement, and school district representatives. Safety Task Force members served as representatives of their community to validate information and data, provide insight on potential focus areas, discuss safety strategies, and serve as community champions. The Safety Task Force played an integral role in the process by participating in a series of stakeholder meetings and directly informing the development of the Safety Action Plans. Members invited to participate in the Safety Task Force are identified in Appendix B.

1.5.2 Expanded Stakeholder List

Due to the regional nature of the study, an expanded stakeholder list of over 300 organizations was also engaged through an online survey to provide additional input to the Safety Task Force. The expanded stakeholder list included additional city staff, emergency services, school districts, healthcare organizations, public transportation providers, business organizations, and transportation advocacy groups. Organizations in the expanded stakeholder list are also identified in Appendix B.

CHAPTER 2 | ENGAGEMENT AND COLLABORATION

The Safety Action Plan included a robust engagement plan with the public and stakeholders that allowed for community representation and feedback. The plan used input from the engagement process to inform development of the plan.

2.1 Community Engagement Plan

The Community Engagement Plan in Appendix C was prepared as a guide to obtain meaningful input from study partners, community organizations, residents, and employees impacted by the transportation system. The Community Engagement Plan focused on the entire 12-county region but also provided flexibility to identify engagement needs specific to each county. Three primary opportunities to obtain project public input were provided:

1. **Information and Communications:** Communicated information regarding the study background, process, methods, schedule, key messages, and project updates.
2. **Stakeholder Input:** Facilitated meetings with community leaders, elected and appointed officials, government staff, and other stakeholder groups to inform recommendations.
3. **Community Outreach:** Informed, educated, and engaged with community members with the intent of providing an interactive dialogue for input throughout the study.

2.1.1 Key Audiences

Many stakeholders were engaged in the process to provide a comprehensive perspective on the Safe Systems Approach and share unique insights for understanding transportation safety needs in Southeast Kansas. Residents, employees, and businesses provided insights into local transportation challenges, while local governments and school districts ensured alignment with community needs. First responders shared critical knowledge of safety risks and emergency response. Regional and state agencies contributed broader expertise and guidance to address transportation safety issues.

Key audiences in the 12-county Southeast Kansas region that provided input for the plan included:

- Residents, employees, and businesses
- Governmental units (county staff, city staff, school districts, elected officials)
- First responders (law enforcement, fire departments, emergency management, healthcare services)
- Community organizations (business organizations, transportation advocacy groups)
- Regional or statewide agencies (SEKRPC, KDOT, public transportation providers)

2.1.2 Community Engagement Methods

A variety of community engagement methods were utilized to promote meaningful involvement and gather input from stakeholders and the public. Targeted stakeholder discussions and Safety Task Force meetings provided expert insights and shaped the plan development, while surveys and public open-house meetings offered opportunities for community members to highlight safety concerns and share feedback.

These approaches promoted inclusive participation, enhanced understanding of regional safety issues, and fostered collaboration in developing effective solutions.

- **Project Update Meetings:** Project updates were shared in-person and virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.
- **Stakeholder Meetings:** Three Safety Task Force meetings were held to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings were held in a hybrid format with both in-person and virtual attendance options.
- **Public Meetings:** One in-person open house style meeting was held within each county to inform the public of the study's progress, gather input regarding safety needs, and share features of the proposed plan.
- **Public Survey:** An online survey was distributed that allowed respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information was collected to monitor responses by location and socioeconomic characteristics.
- **Public Comments:** Public comments were compiled from meetings, online surveys, phone calls, and face-to-face conversations and incorporated into the plan.
- **Public Information:** Announcements for news media, websites, and social media outlets were provided to SEKRPC, the Safety Task Force, and the expanded stakeholder list for distribution.

2.2 Safety Task Force Meetings

The Safety Task Force participated in three meetings throughout the process to review crash data and help identify safety needs in the region. Safety Task Force members played an integral role in confirming challenges and opportunities, which directly influenced plan recommendations to align with the safety vision for the Southeast Kansas region. Meeting summaries are included in Appendix B.

2.2.1 Safety Task Force Meeting #1

Safety Task Force Meeting #1 was held on October 3, 2024 to introduce the study and the Safe Systems Approach, review crash data, and discuss safety concerns and potential solutions. The meeting also included an initial discussion of emphasis areas to provide direction for the planning process.

During the meeting, an interactive survey was conducted to better understand community needs. After crash data trends were presented, participants had an opportunity to select their top three emphasis areas for developing safety solutions. Based on this initial input, the selected emphasis areas were *roadway departures*, *distracted driving*, and *unrestrained occupants*. These stakeholder-selected areas helped provide focused direction for the planning process.

In addition to specific locations noted in Appendix B, participants also noted the following concerns:

- **Seatbelt Usage:** In Woodson County, a SAFE (Seatbelts Are For Everyone) program began after students were involved in a fatal crash. This tragic event highlighted the need for enhanced education around seatbelt usage.
- **Distracted Driving:** Concerns were raised about distracted driving and cell phone use, including its prevalence among older adults.

- **Road Access and Truck Traffic:** Discussion highlighted the need for improved hard surface roads to medical centers and major employers, particularly areas with newly constructed or planned facilities.
- **Speeding on Gravel Roads:** Concerns were expressed about drivers traveling higher speeds on gravel roads and underestimating road conditions.

The following areas were potential solutions identified by stakeholders for improving roadway safety:

- **Driver Education Enhancements:** Online driver education programs and other similar initiatives that emphasize how best to navigate unpaved roads and unmarked intersections.
- **Behavioral Interventions:** Increase citations to encourage safer driving behaviors and address misconceptions, such as the dangers of driving under the influence of marijuana.
- **Infrastructure Improvements:** Implement measures like road edging and clearing line-of-sight obstructions to improve visibility and reduce crashes.
- **Speed Management:** Lower speed limits on gravel roads to enhance safety.

2.2.2 Safety Task Force Meeting #2

Safety Task Force Meeting #2 was held on November 14, 2024 to re-visit key emphasis areas and discuss proven effective countermeasures to address the emphasis areas. Based on crash patterns and a review of public input to date, the Safety Task Force built consensus around *roadway departures*, *intersection-related crashes*, and *unrestrained occupants* as the refined top emphasis areas. Other identified areas that received consideration were VRUs, distracted driving, and alcohol or drug-related crashes.

In addition to specific locations noted in Appendix B, an interactive survey allowed participants to discuss how potential countermeasures could be integrated into their communities to address the emphasis areas:

- **Roadway Departure:** Preferred improvements included 2-foot shoulder, edgeline treatment, and removing fixed objects in the clear zone.
- **Intersections**: Preferred improvements for unsignalized improvements included retroreflective strips on warning signs, street lighting, dedicated turn signals, and roundabout designs for both passenger vehicles and trucks. Overhead lighting was emphasized as a cost-effective option due to franchise agreements with electric companies (as applicable).
- **Unrestrained Occupant:** Strategies discussed included behavior-changing programs, enforcement campaigns, and outreach, including targeting specific groups such as school age children or farmers.
- **Distracted Driving:** Strategies discussed included high-visibility cell phone/texting enforcement and targeted communications.
- **Vulnerable Road Users:** Preferred strategies for pedestrian improvements included high visibility crosswalks, raised crosswalks, curb extensions, and refugee islands. Bicycle improvements included multi-use paths, cycle tracks, and buffered bike lanes. Discussion also included challenges in school zones and strong support for Safe Routes to School programs.

2.2.3 Safety Task Force Meeting #3

Safety Task Force Meeting #3 was held on April 24, 2025 to revisit the crash data analysis and public engagement efforts that have taken place so far and discuss example project recommendations and potential countermeasures. Safety projects at specific locations were shown by emphasis area. Programs, policies, and potential actions were also described to address education related to speeding, pedestrian and bicycle travel, and distracted driving. Steps to implement Vision Zero, and potential funding opportunities for implementation were discussed as well.

2.3 Public Survey

To gather greater community input, an online public survey was distributed throughout the 12-county region and available from October 2024 to April 2025. The survey was also distributed to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region and specific jurisdictions. A total of 6 surveys were submitted by Woodson County residents. Survey results are summarized below with detailed survey responses included in Appendix D.

2.3.1 Survey Respondent Demographics

Woodson County survey participants provided demographic information and are recorded below in **Table 1**.

Table 1 Survey Respondent Demographic Summary

Woodson County Survey Respondent Demographic Snapshot		
Length of Residency in Jurisdiction	*Count*	*Percentage*
1-4 years	2	33.3%
10+ years	3	50.0%
Prefer not to answer	1	16.7%
Age		
18-24	0	0.0%
25-44	4	66.7%
45-64	2	33.3%
65-74	0	0.0%
Race/Ethnicity		
White only	6	100%
White + American Indian or Native Alaska Native	0	0.0%
White + Multiracial	0	0.0%
Gender		
Female	4	66.7%
Male	2	33.3%
Household Income		
Less than $25k	0	0.0%
$25K-$50K	0	0.0%
$50K-$75K	2	33.3%
$75K-$100K	2	33.3%
100K or more	2	33.3%
Household Size		
1 person	2	18.2%
2 people	6	54.5%
3 people	3	27.3%
4 people	0	0.0%
5 people or more	0	0.0%

2.3.2 Safety Priorities

The survey results revealed a strong consensus that there are too many crashes, needless deaths, and a need for prioritized investment to prevent further tragedy. In the context of the Safe System Approach, participants expressed the greatest concerns related to the components of Safer Roads and Safer People.

Safer Roads emphasizes designing and managing roadways to reduce the likelihood of crashes and minimize the consequences when they do occur. Safer People focuses on encouraging responsible behavior by all road users and addressing risk factors through education, enforcement, and support. Within the categories of Safer Roads and Safer People, survey participants identified Distracted Driving, Speeding Vehicles, and Intersections as their top three emphasis area priorities. In support of increased roadway safety, participants identified Intersection Improvements, Infrastructure Maintenance, and Traffic Maintenance as top funding priorities. Specific safety concern locations were concentrated along US-169, especially as it goes through the Cherryvale area.

2.3.3 County-Specific Concerns

Survey participants expressed which safety areas were of key concern. As highlighted in **Figure 4**, the most pressing issues identified were distracted driving, intersections, and impaired driving, followed by speeding vehicles, and railroad crossings.

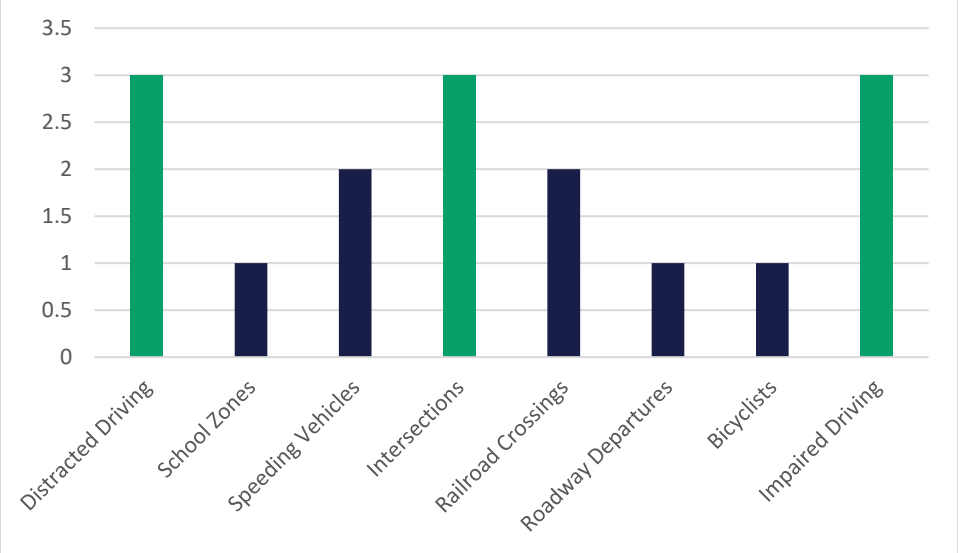


Figure 4 Most Important Safety Areas to Improve Street Safety

When asked to rank which safety concerns they considered most important, Woodson County survey participants rated “Safer Roads” and “Post Crash Care” as the highest or higher safety concern **Figure 5**.

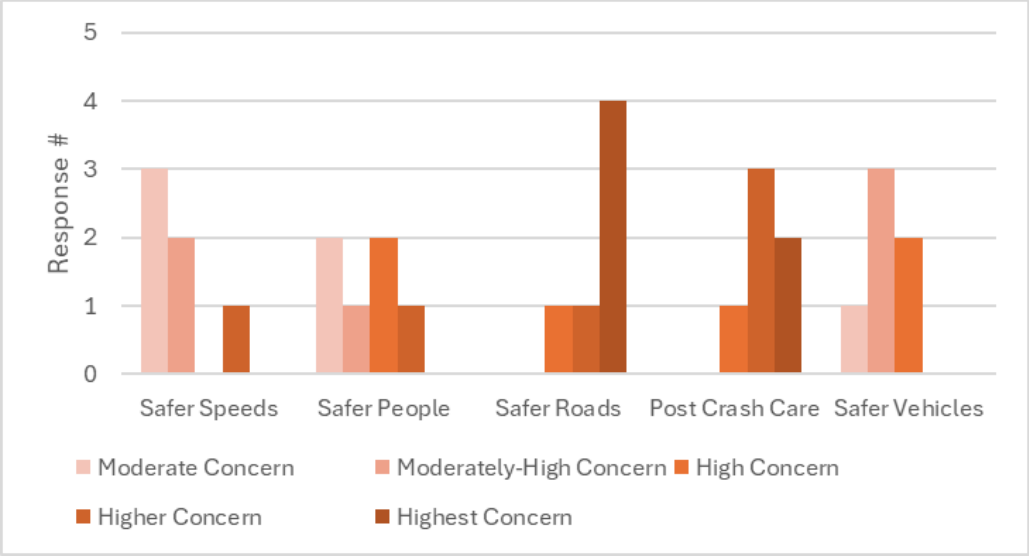


Figure 5 Survey Participants Rate Safety Concerns of Safe System Approach

2.4 Public Meeting

On January 10, 2025 a virtual one-on-one stakeholder meeting was held for Woodson County. This meeting brought together representatives from Yates Center, Woodson County and the Southeast Kansas Regional Planning Commission to discuss roadway safety concerns. The main objectives were to inform Woodson County about the project, present relevant data, engage with residents and seek support, and gather their input and feedback. The meeting participants are listed in **Table 2 Woodson County One-on-One Meeting Participants**.

Table 2 Woodson County One-on-One Meeting Participants

PARTICIPANT	AGENCY/ORGANIZATION
Gary Ward	County Maintenance Staff Representative, Woodson County
Charyl Stewart	City Council Member, City of Yates Center
Carey Spoon	Southeast Kansas RPC Representative

Feedback from participants highlights the need for improved infrastructure, better safety measures, and enhanced enforcement to address the various risks and challenges faced by the community. Their shared concerns are summarized into the following themes:

Dangerous Locations for Roadway Users

- U.S. 54 and U.S. 75 are identified as the most dangerous.
- K-105 is considered less dangerous but still a concern.

Pedestrian and Bicyclist Safety

- Lack of bike lanes in Woodson County.
- VRU-related crashes within Yates Center city limits, with bicycles operating on roadways posing higher risks.
- Potential bike lanes through the Safe Routes to School program, but nothing official yet.

Freight Vehicles and Heavy Trucks

- Shared roadways with tractors, semis, and farm vehicles in rural counties, leading to potentially more serious accidents.
- Economic disadvantages in Woodson and Yates Center prevent creating alternate routes or adding lanes, even with grant funding.
- Focus on improving existing infrastructure.

Roadway Conditions

- Secondary roadways in cities need resurfacing and repair.
- High-use gravel roads in the county would benefit from paving.
- Extra lighting needed on highways.
- U.S. 54 through Yates Center slated for improvement in 2026.
- General need for improvements across various roadways.

Transportation Challenges

- Traffic safety enforcement issues due to limited trooper presence.
- Ambulance and rural fire department services are primary responders, with secondary support from local fire departments.

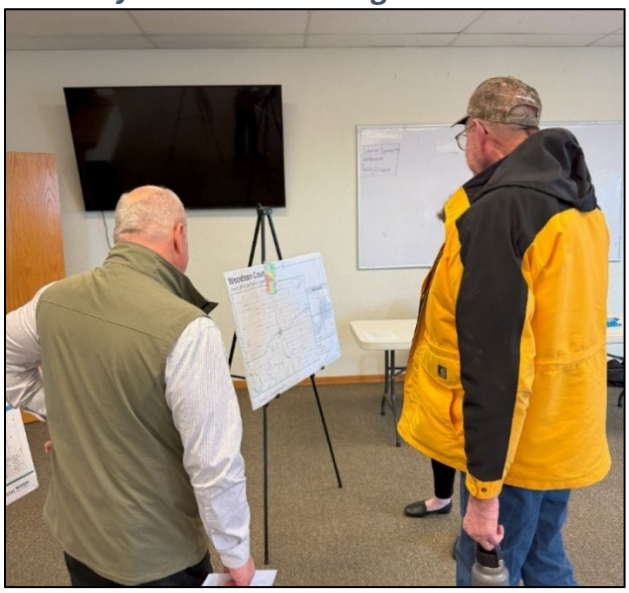
Factors Contributing to Crashes

- Wildlife (deer and cattle) causing severe crashes.
- Roadway impingement.
- Weather conditions.
- Driver inattention (e.g., pulling out when someone else is turning).
- Crossing the center line.

A public open house was held in each county to share project information and gather feedback from the public. Feedback was collected through comment cards, an interactive mapping activity, and conversations with attendees. The public meeting in Woodson County was held on February 26, 2025 from 4:00-6:00pm at the Woodson County Rural Fire Department Building and was attended by three community members.

Meeting attendees identified areas of traffic safety concern by placing color coded dots on a map of Woodson County. Most concerns were concentrated in the center to southwest quadrant of the county, particularly north of Yates Center and Toronto. Highway road safety emerged as a key issue in these areas. In Yates Center and the surrounding area, several crash locations were identified along U.S. 54 and U.S. 75.

February 26 Public Meeting Photos



Collaboration and Support:

- Carey Spoon (SEKRPC Executive Director) marked important points on the county ID board.
- Gary Ward (county maintenance rep) highlighted issues with overgrown brush and trees blocking visibility for drivers.
- Charyl Stewart (City Councilmember) expressed appreciation for the safety plan efforts, sharing her 30 years of experience as a former Woodson County ambulance driver.

Community Engagement:

- Councilmember Stewart provided contact info for the current ambulance driver and planned to reach out.
- Project Handout sheets with the online survey QR code were given to Councilmember Stewart to post at City Hall and distribute at a children's event.

Social Media Outreach:

- Executive Director Spoon mentioned a popular local Facebook page where the Project Handout and survey QR code could be shared.

CHAPTER 3 | EXISTING CONDITIONS ANALYSIS

3.1 Background

Southeast Kansas is a region characterized by a mix of rural landscapes, small towns, and urban centers, playing a critical role in the state's economy through agriculture, manufacturing, and transportation. The region is served by a network of highways, including eight U.S. routes and many state routes, to facilitate the movement of people and goods across the region and beyond. These corridors provide vital connections between many of the larger communities in Southeast Kansas that offer major employment centers, agricultural markets, and growing industrial facilities. The network of city and county roadways, which includes both paved and unpaved roadways, then facilitates local connections to specific destinations.

Due to this context of a primarily rural region with interspersed activity centers, Southeast Kansas faces unique transportation challenges. These include mitigating safety risks at intersections along high-speed corridors, managing increased freight traffic, and addressing the deteriorating conditions of rural roadways. To improve roadway safety, several counties within the 12-county Southeast Kansas region have adopted Local Road Safety Plans (LRSPs). An LRSP is a strategic, data-driven framework developed by local jurisdictions to reduce traffic-related injuries and fatalities. Of the counties in the region, Woodson County remains the only one that has not formally adopted an LRSP. This document is intended to serve as a substitute for an LRSP, facilitating both public engagement and governmental coordination, and enabling Woodson County to become eligible for future road safety funding through the SS4A grant program.

3.2 Collaboration with Other Plans

A review of previously completed or ongoing studies was documented to help align the Safety Action Plan with existing plans and processes. **Table 3** summarizes relevant strategies identified through other planning efforts.

Table 3 Plan Document Review

Document	Goals	Strategies	Application
KDOT Long Range Transportation Plan (2021)	Promote safety, security, and transportation system management	Adopt a systemic approach to safety and use education, enforcement, and engineering to reduce the severity of crashes and reduce the number of travel-related deaths	Provides information about KDOT's Strategic Safety Initiative and an overview of KDOT's safety priorities and processes
Kansas Strategic Highway Safety Plan (2020)	Achieve a fatal and injury crash rate of less than 35 crashes per 100 million vehicle miles travel by 2025	Use data to address roadway departures, impaired driving, teen drivers, older drivers, intersections, local roads, and pedestrians and cyclists	Provides a statewide safety framework to apply to local plans
Kansas FY2024-2026 Highway Safety Plan	Advance a safer, more equitable transportation system by reducing traffic fatalities and serious injuries, supporting the Drive to Zero vision, enhancing data-driven decision-making, and protecting all road users, especially vulnerable populations.	Implement a comprehensive safety approach through targeted education, high-visibility enforcement, infrastructure improvements, enhanced emergency response, modernized traffic data systems, and commitment to equity in traffic safety outcomes	Funds local law enforcement, supports public safety campaigns in schools and media, upgrades crash data systems, EMS improvements, and targets safety projects to reduce crashes and protect all road uses

3.3 Crash Analysis

The crash data from the past five years (2019-2023) for KSI (Killed and Serious Injury) incidents was examined to assess crash trends in the Southeast Kansas region and Woodson County. This analysis involved identifying hotspots and conducting a High Injury Network (HIN) analysis to pinpoint crash locations and review trends and emphasis areas to highlight high-risk roadway characteristics. This method enables the Safety Action Plan to proactively address systemic issues that could impact the broader roadway network.

Within the crash data, crash severity is categorized using an injury scale that includes property damage only, possible injury, minor injury, serious injury, and fatal. To focus on the Vision Zero goal in Southeast Kansas, the crash analysis primarily focuses on the most severe crashes that result in serious injuries and/or fatalities.

Note: At the time of data collection, all of 2023 crash data was updated in the KDOT system. Additionally, the Federal Highway Administration (FHWA) required KDOT to change its serious injury definition in 2019, which resulted in a higher number of serious injury crashes from 2019-2023. The data also reflects changes in travel patterns during the COVID-19 pandemic from 2020-2022.

3.3.1 Regional Crash Summary

Data from the 12-county Southeast Kansas region over a 10-year period offered a substantial sample size for identifying regional crash trends, see **Figure 6**. During the 10-year study period, there were 44,295 total crashes, including 398 fatal and 927 serious injury crashes. The remaining 42,970 crashes were injury or property damage only (PDO) crashes. These crashes occurred on all roadway types, local, county and state, , underscoring the need for cross-agency collaboration and a systemic approach to improving roadway safety.

For all crashes in the 12-county region, the most common types of crashes were *roadway departure* and *intersection related*. There were significantly fewer *unrestrained occupant* and *alcohol or drug related* crashes, but these crash types accounted for similar numbers of fatal and serious injury crashes, demonstrating the need to address these issues. Distracted driver-related crashes were also high in number but resulted in fewer in fatalities and serious injuries.

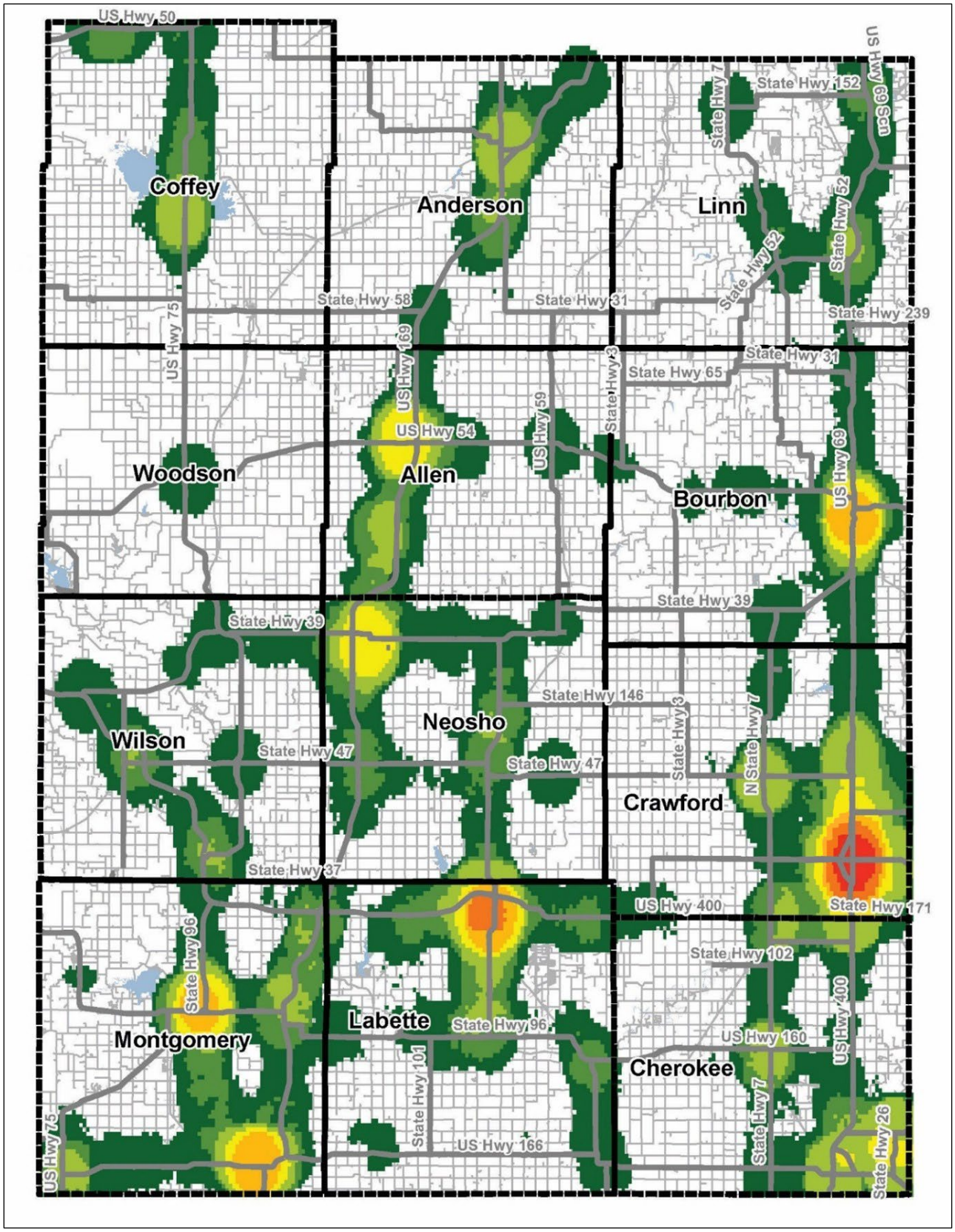
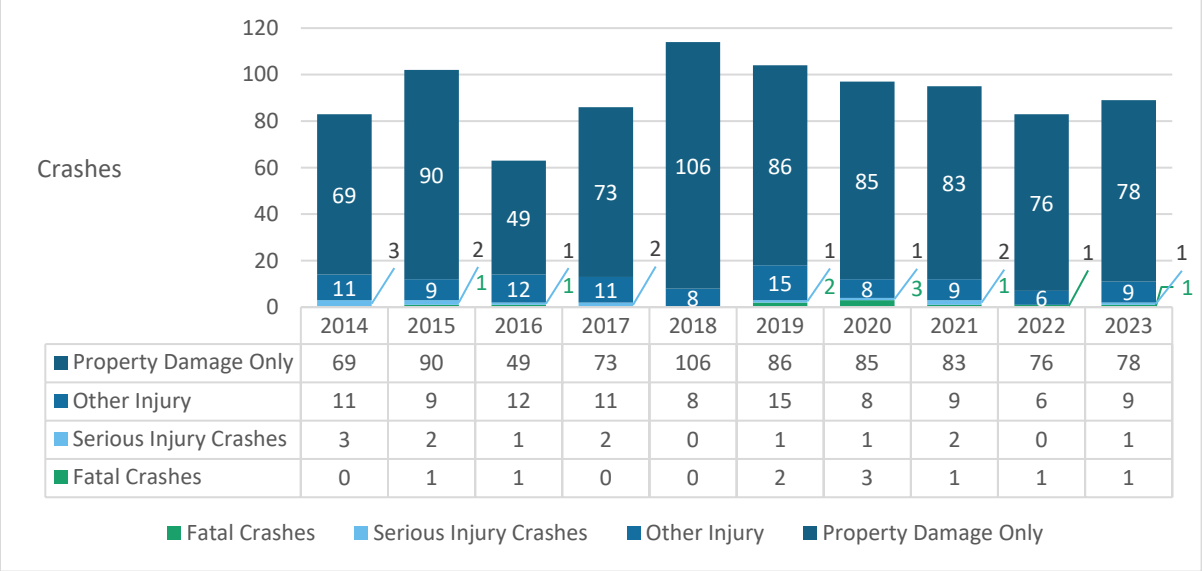


Figure 6 Heat Map of Fatal and Serious Injury Crashes in Southeast Kansas (2014-2023)

3.3.2 Woodson County Crash Trend Analysis

Of the 6 fatalities that occurred on U.S. 75 Highway, one occurred west of Neosho Falls at the intersection of 200th Road and Ursine Road, and another just east of Yates Center on U.S. 54 Highway. Crashes decreased from 2019 to 2022 (**Figure 7**). 2022 experienced the fewest crashes with a total of 76 crashes. There was a slight increase in 2023 with a total of 78 crashes, however, 2023 still had fewer crashes than 2019, 2020 and 2021.



	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Property Damage Only	69	90	49	73	106	86	85	83	76	78
Other Injury	11	9	12	11	8	15	8	9	6	9
Serious Injury Crashes	3	2	1	2	0	1	1	2	0	1
Fatal Crashes	0	1	1	0	0	2	3	1	1	1

Figure 7 Total Crashes by Year (2014-2023)

3.3.3 Crash Severity

Crashes in Woodson County have generally trended downward over the past decade. Between 2019 and 2023, a total of 468 crashes were reported, including **8 fatal crashes, 6 involving serious injuries**, 47 with other injuries, and 408 that resulted in property damage only.

Looking at a broader period from 2014 to 2023, there were 916 total crashes, of which 10 were fatal and 13 involved serious injuries. Most of these fatal crashes have occurred within the last five years (see **Figure 8**). Over the full ten-year span, however, the majority of crashes were either injury-related (98) or property damage only (795), with property damage only crashes accounting for approximately 87% of the total.

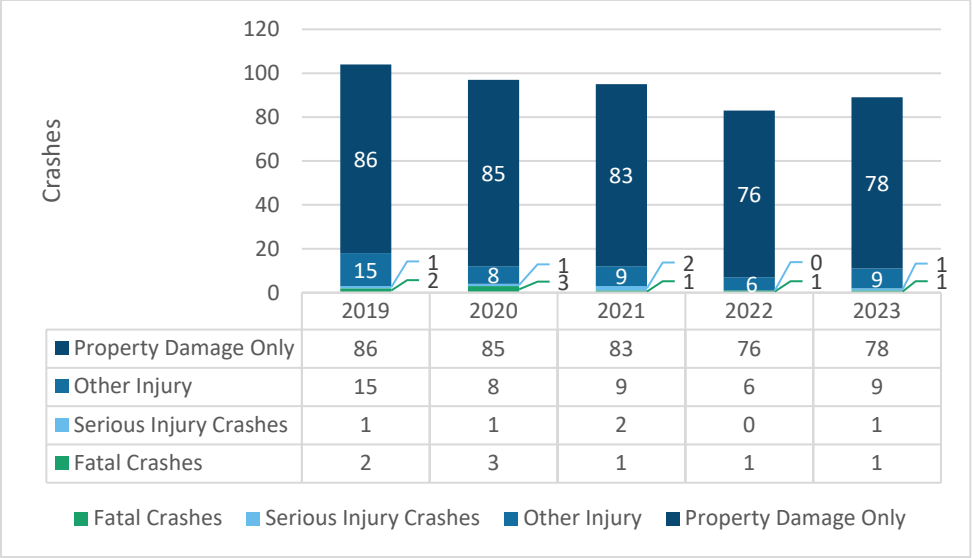


Figure 8 Crash Severity (2019-2023)

3.3.4 Crash Type

From 2019 to 2023, the two most common KSI crash types were collisions with other motor vehicles—resulting in 5 fatal crashes and 1 serious injury crash—and overturned vehicle crashes, which led to 2 fatalities and 3 serious injuries (see **Figure 9**). Fatal crashes were most frequently associated with other motor vehicle collisions, while serious injury crashes were most commonly linked to overturned vehicles.

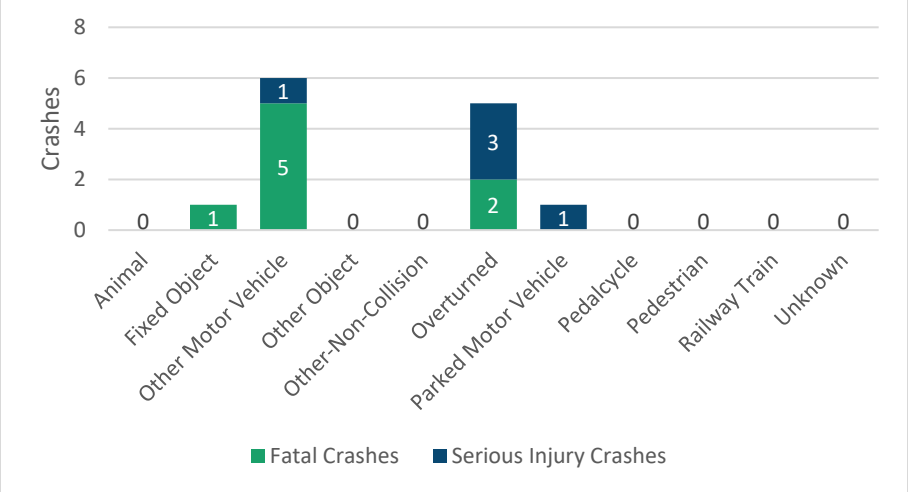


Figure 9 Crash Type by Severity in Woodson County (2019-2023)

3.3.5 Crash Location

As shown in **Table 4**, 30.8% of crashes occurred at intersections and 69.2% of crashes occurred at non-intersections. At intersections, the primary crash type was with other motor vehicles. At non-intersections, the most frequent crash types were crashes overturning, other motor vehicles, and crashes with fixed objects. Five of the eight fatal crashes occurred at non-intersection locations, while the remaining three occurred at intersections.

Over the past decade (2014–2023), Woodson County experienced 916 reported crashes, including 10 fatal crashes, 13 involving serious injuries, 98 with other injuries, and 795 resulting in property damage only. Notably, crash volumes have generally declined, with 468 crashes occurring between 2019 and 2023. During this more recent period, 8 of the 10 fatal crashes occurred, indicating a concentration of severe outcomes despite the overall downward trend. Property damage only crashes consistently made up the vast majority—approximately 87%—of all incidents.

Table 4 Crash Type by Intersection Type in Woodson County

Crash Type	Intersection				Non-Intersection			
	Fatal		Serious Injury		Fatal		Serious Injury	
	Count	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Animal	0	0%	0	0%	0	0%	0	0%
Fixed Object	0	0%	0	0%	1	20%	0	0%
Other Motor Vehicle	2	67%	0	0%	3	60%	1	25%
Other Object	0	0%	0	0%	0	0%	0	0%
Other Non-Collision	0	0%	0	0%	0	0%	0	0%
Overturned	1	33%	0	0%	1	20%	3	75%
Parked Motor Vehicle	0	0%	1	100%	0	0%	0	0%
Pedalcycle	0	0%	0	0%	0	0%	0	0%
Pedestrian	0	0%	0	0%	0	0%	0	0%
Railway Train	0	0%	0	0%	0	0%	0	0%
Unknown	0	0%	0	0%	0	0%	0	0%
Total	3	100%	1	100%	5	100%	4	100%

3.3.6 Crash by Maintaining Authority

Crashes by the maintaining roadway authority are shown in **Figure 10**. Among the fatal and serious injury crashes on state highways, 6 fatalities and 3 serious injury crashes occurred on roadways maintained by KDOT. One serious injury occurred on a local street maintained by the City of Yates Center. The remaining fatal and serious injury crashes took place on county-maintained roads, including areas near the center of the county and just outside Neosho Falls.

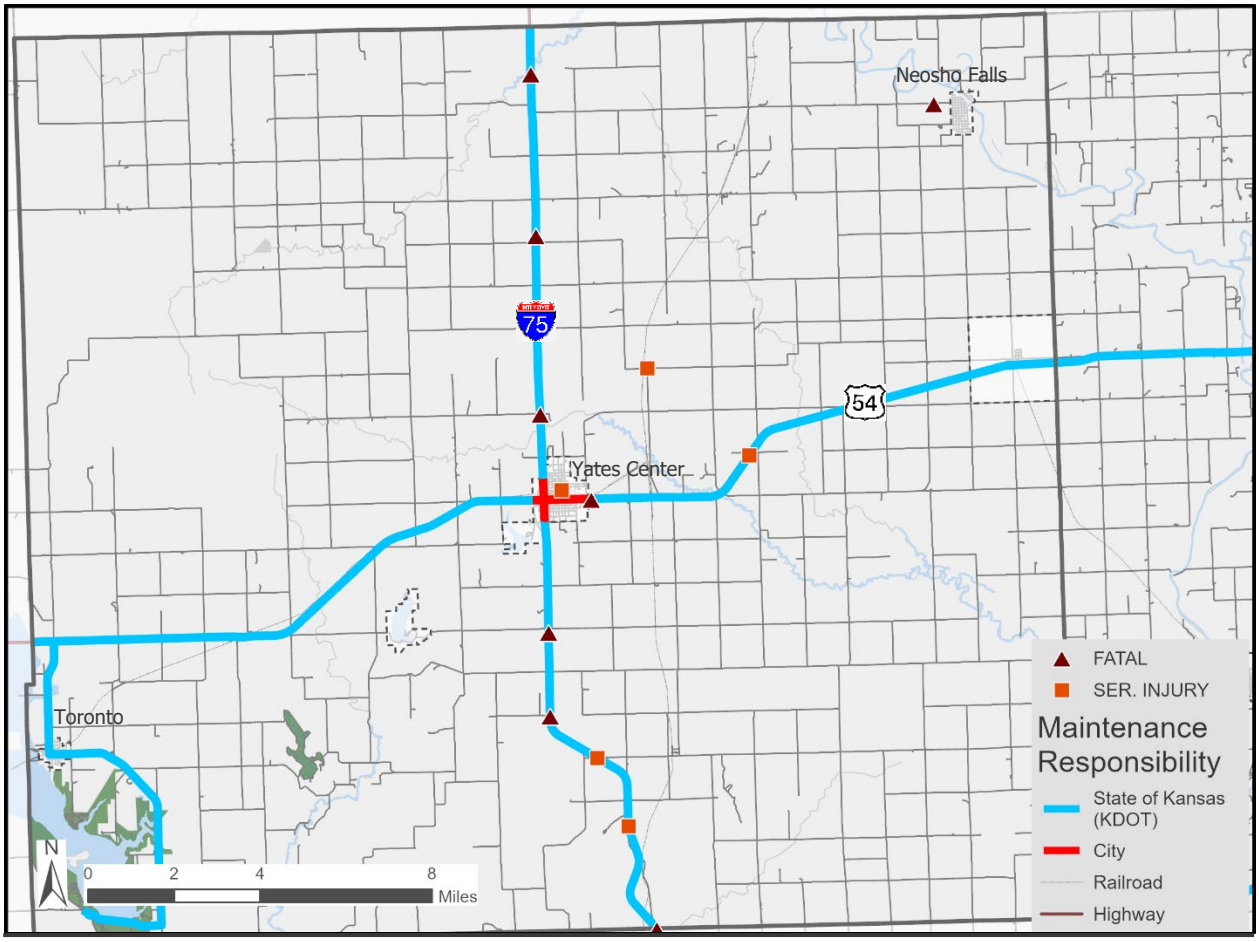


Figure 10 Crashes by Maintaining Authority in Woodson County

3.4 Identification of High-Risk Locations

Heat maps provide a way to visualize data by identifying crash locations with color shading to indicate the concentration of crashes. **Figure 11** shows a heat map of all crashes in Woodson County. **Figure 12 Heat Map for Fatal and Serious Injury Crashes in Woodson County (2019-2023)**then shows a heat map of fatal and severe injury crashes only.

Between 2019 and 2023, Woodson County experienced 468 crashes, including eight fatal and five serious injury incidents. As previously mentioned in **Figure 9** six of the fatal crashes that occurred on U.S. 75 were roadway departures and older drivers, which aligns with the county's emphasis areas. The remaining two fatal crashes happened on U.S. 56 near Yates Center and on 200th Street near Neosho Falls. Of the five serious injury crashes, two were on U.S. 75, one on U.S. 54, and two on local roads: one at the intersection of 140th and Otter Road in Woodson County, and another at the intersection of E Butler and N Greene Street in Yates Center. Only limited data was available to align crashes with emphasis areas: one serious crash involved an intersection, and another involved a roadway departure. However, insufficient data was collected at the time of these crashes to provide deeper insights into contributing factors.

In place of an LRSP development process, stakeholders identified the following high-risk locations in Woodson County:

- 130th Road and U.S. 75
- 50th Road and U.S. 75
- Apache Road and U.S. 54

The following roadways are prioritized for improvement based on crash frequency, risk factor analysis, and input from the county's SEKRPC public meeting:

- 130th Road and U.S. 75
- 50th Road and U.S. 75
- E Mary Street
- S Fry Street
- Willow Road
- 100th Road
- Longhorn Road

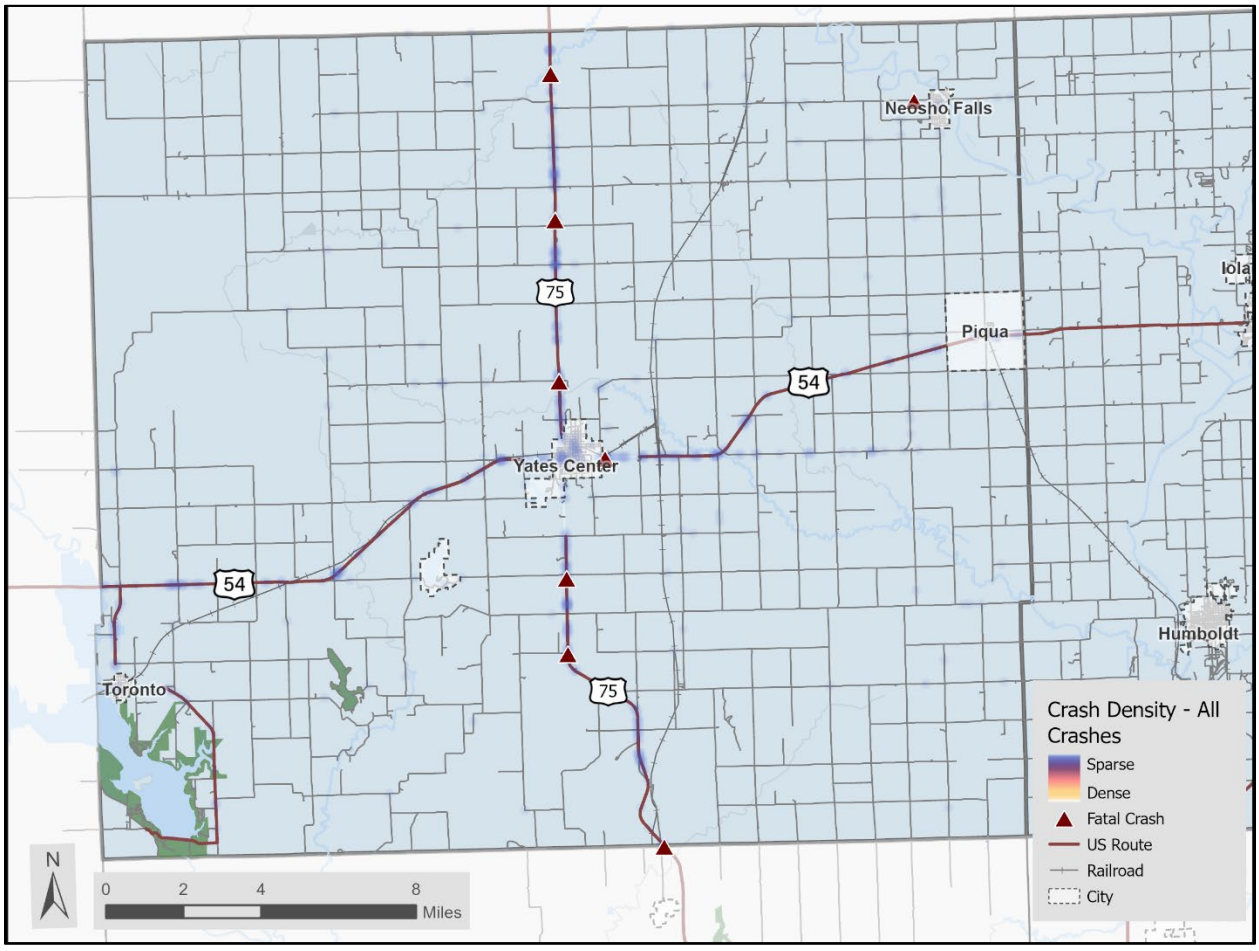


Figure 11 Heat Map for All Crashes in Woodson County (2019-2023)

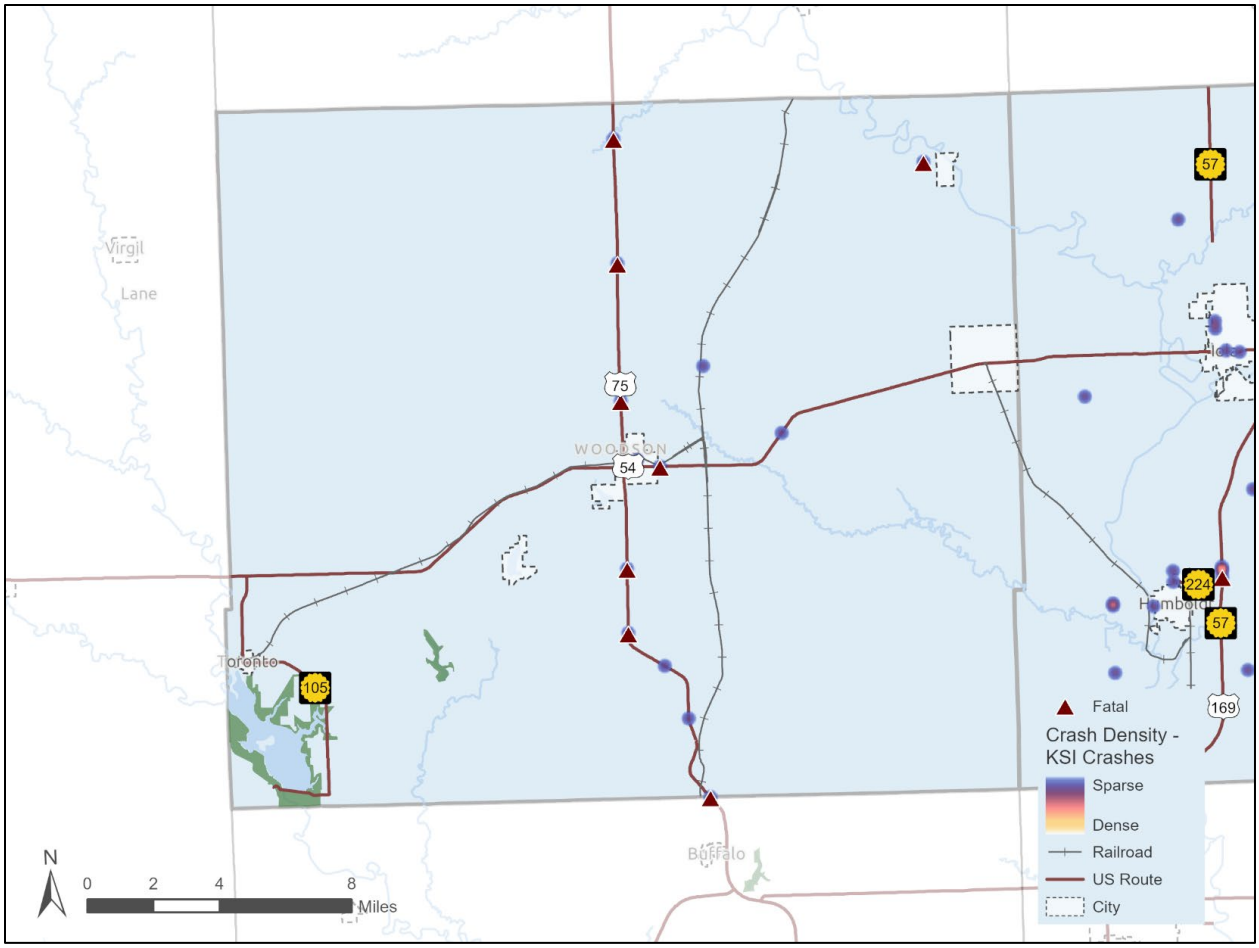


Figure 12 Heat Map for Fatal and Serious Injury Crashes in Woodson County (2019-2023)

Given the limitations in crash data, stakeholders turned to local knowledge and community input to identify high-risk locations and prioritize roadway improvements.

3.4.1 High Injury Network

A High Injury Network (HIN) is a data-driven tool used to pinpoint road segments with the highest concentration of severe crash outcomes. As part of the SS4A initiative and in alignment with Vision Zero and the Safe System Approach, it aids communities in prioritizing safety investments where they are most needed.

In Woodson County, the HIN includes both corridors and intersections. **Figure 13** and **Figure 14** illustrates the highest-priority segments of the HIN, those with the greatest concentration of severe crashes and the most urgent need for safety improvements and investment. Please Appendix E for Woodson County's complete High Injury Network (HIN), presented in both map and table formats for intersections and segments. The full set of HIN intersections is shown in Appendix E, **Figure 24**, and the full set of HIN segments is shown in Appendix E, **Figure 25**.

The segments and intersections with the highest priority for safety improvements are predominantly situated along major highway routes, especially U.S. 75 and U.S. 54. This trend is primarily shaped by the county's rural landscape, which includes gravel roads that may contribute to increased traffic

volumes on these paved U.S. highways. A significant number of high-injury locations are concentrated along the U.S. 75 and U.S. 54 corridors, highlighting them as critical areas for targeted safety measures. Although no VRU crashes were reported in Woodson County, VRUs—such as pedestrians, cyclists, and motorcyclists—remain a central focus of the Vision Zero initiative due to their heightened risk of serious injury or death. Integrating VRU considerations into improvements along these corridors ensures a proactive approach to protecting all road users, especially in areas with growing traffic volumes.

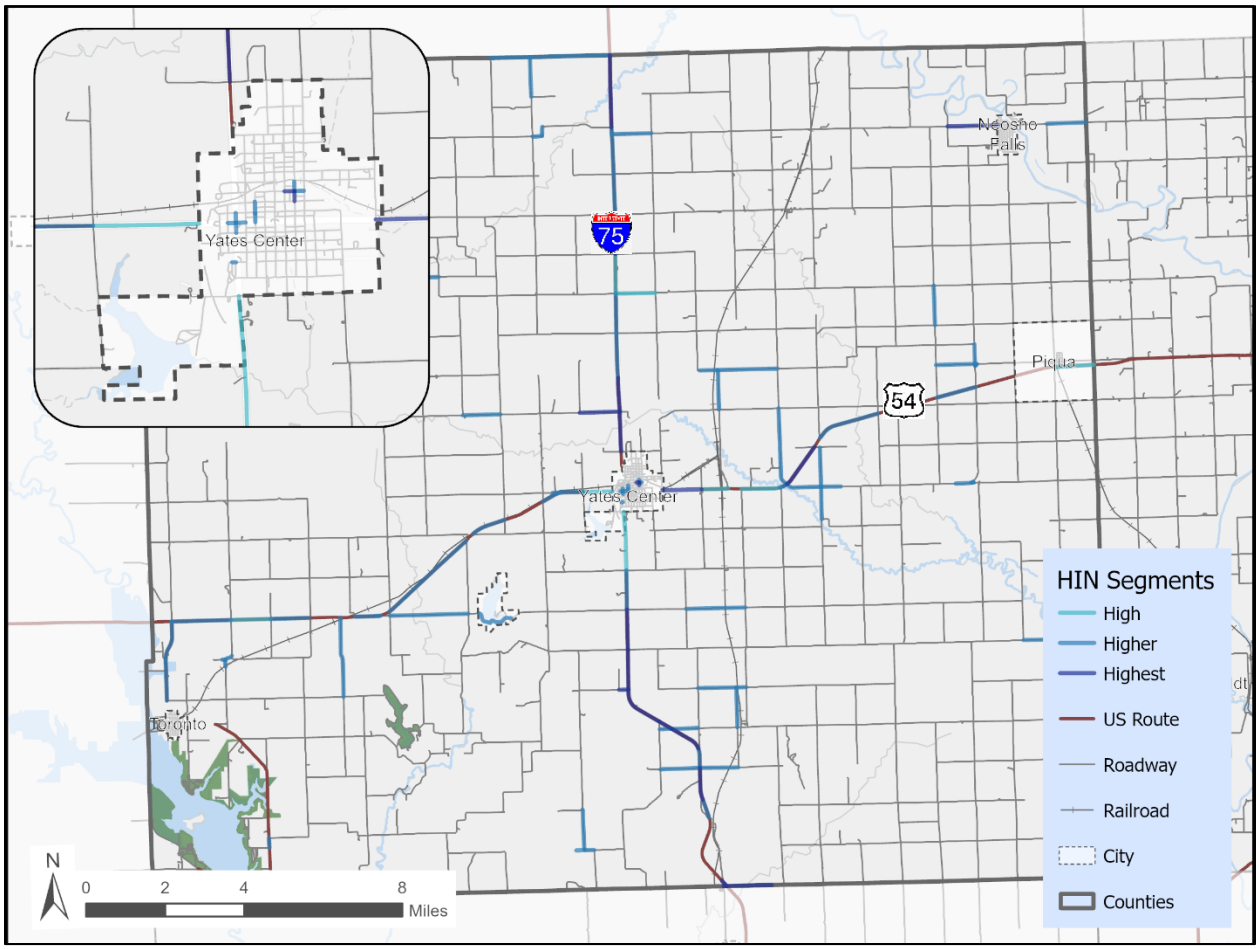


Figure 13 HIN Showing Priority Segments in Woodson County

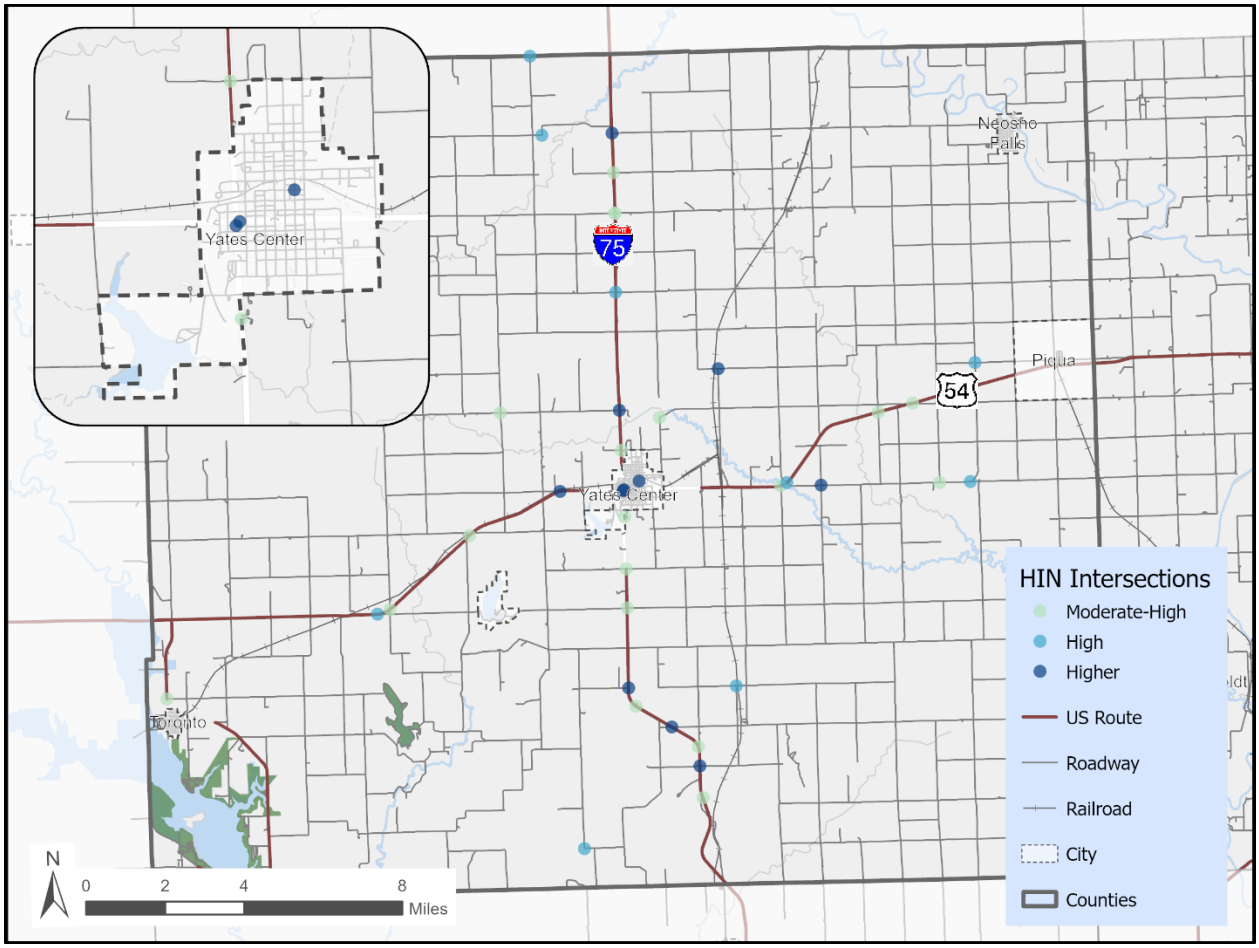


Figure 14 HIN Showing Priority Intersections in Woodson County

CHAPTER 4 | EQUITY ANALYSIS

Equity is a concept that centers on the idea of fairness and justice. Advancing the Safe Systems Approach and the Vision Zero goal of eliminating severe and fatal crashes requires providing safe transportation options that meet the needs of all community members. Therefore, the equity analysis identifies any populations that are underserved and/or under-resourced to understand the implications of any safety risk disparities in the community.

The Safety Action Plan uses criteria for areas of persistent poverty and historically disadvantaged communities (as identified by USDOT) and the Social Vulnerability Index (as defined by the Centers for Disease Control and Prevention). The SS4A program defines an Underserved Community consistent with the USDOT definition of a disadvantaged community using two sources:

- **Equitable Transportation Community (ETC) Explorer:** The tool provides a percentile rank by census tract based on five components related to climate, environmental burden, health vulnerability, social vulnerability, and transportation factors.
- **Climate and Economic Justice Screening Tool (CEJST):** The tool identifies census tracts that demonstrate burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

4.1 Community Profile

The demographic profile in **Table 5** provides a snapshot of population characteristics and commuting patterns in Woodson County. Based on the equity analysis, all census tracts in Woodson County are designated as disadvantaged. This represents 100% of the county population and land area in the county.

Table 5 Demographic Profile in Woodson County

Characteristic	Woodson County	12-County Region
Population	3,115	190,320
Median Household Income	$48,152	$57,904
Race and Ethnicity		
White	2,889	162,337
American Indian and Alaska Native	31	3,318
Asian	0	1,213
Black or African American	3	4,397
Hispanic or Latino	23	9,327
Native Hawaiian and Other Pacific Islander	0	275
Some Other Race	3	3,456
Population of Two or More Races	192	15,324
Characteristic	**Woodson County**	**12-County Region**
Commuting Patterns		
Drove Alone	81.7%	79%
Carpool	8.0%	11%
Walked/Biked	5.9%	3%
Telecommute	3.4%	6%
Other	1.1%	1%
Average Travel Time to Work	12.1 minutes	20.7 minutes

Source: 2023 American Community Survey 5-Year Estimates, 2020 Decennial Census

4.1.2 ETC Explorer Tool

The ETC Explorer provides national and state results. National results compare census tracts across the entire country, while state results compare tracts within a specific state. For Woodson County, both sets of results were analyzed and identified the same census tract as not disadvantaged, as illustrated in **Figure 15**.

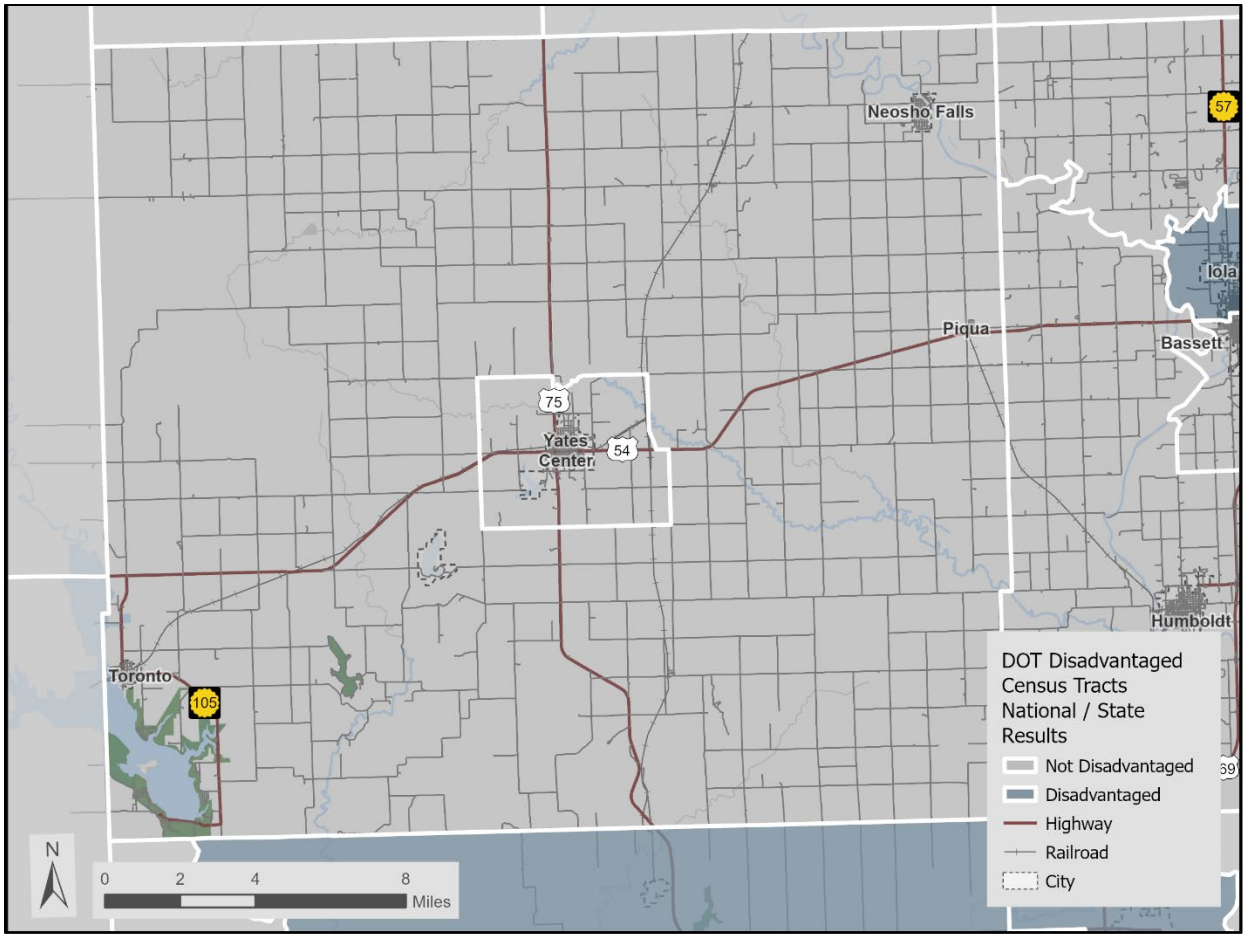


Figure 15 USDOT Equitable Transportation Community Explorer – National and State Results

4.1.3 CEJST

Using the CEJST tool, Woodson County is considered disadvantaged, as shown in **Figure 16**.

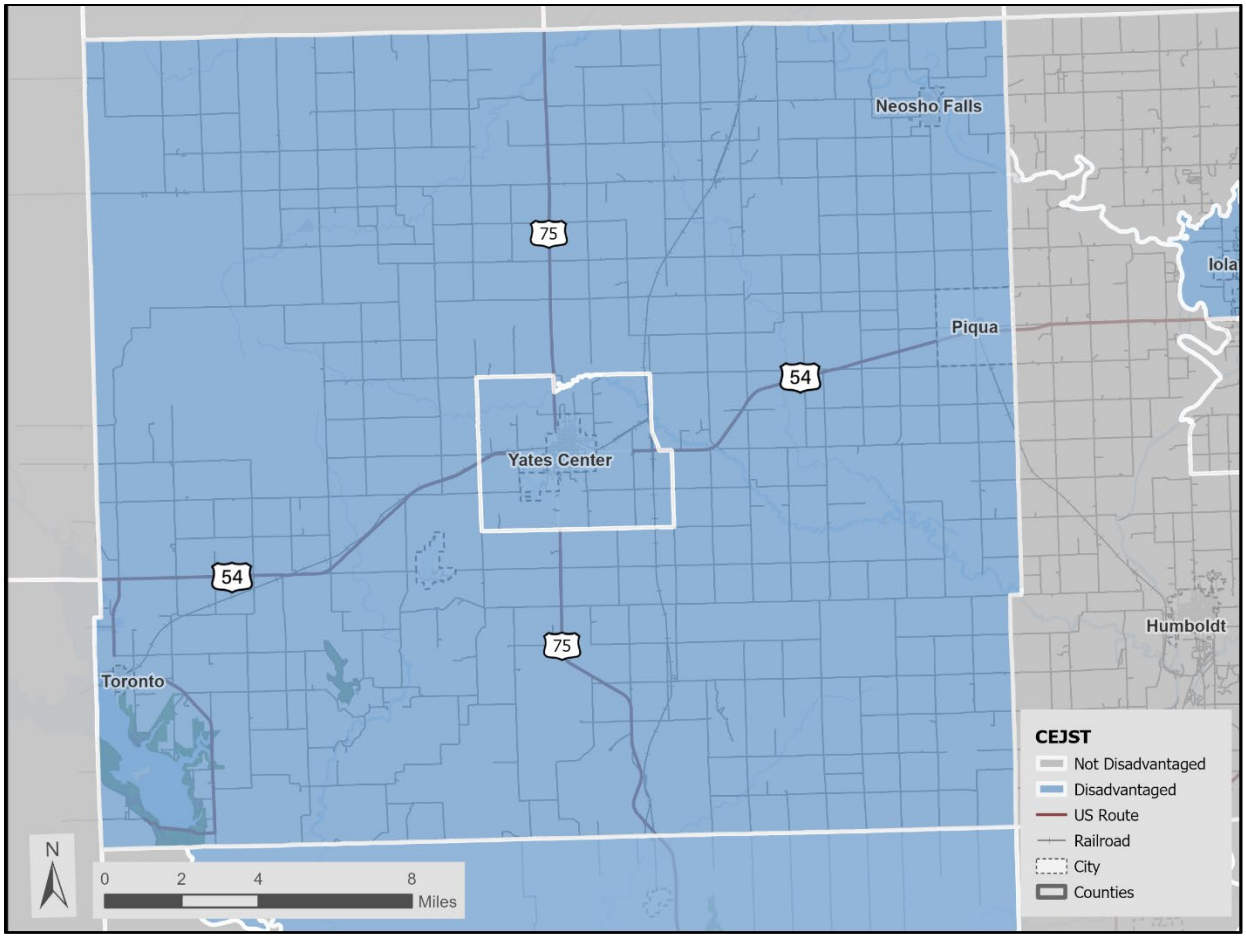


Figure 16 CEJST Disadvantaged Census Tracts

4.1.1 Areas of Persistent Poverty

An "Area of Persistent Poverty" is defined by the Bipartisan Infrastructure Law (U.S. DOT) as follows:

1. the **County** in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the most recent *(2022)* Small Area Income Poverty Estimates; **OR**
2. the **Census Tract** in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; **OR**
3. the project is located in any territory or possession of the United States.

Generally, both census tracts or all of Woodson County are located in Areas of Persistent Poverty, as shown in **Figure 17**.

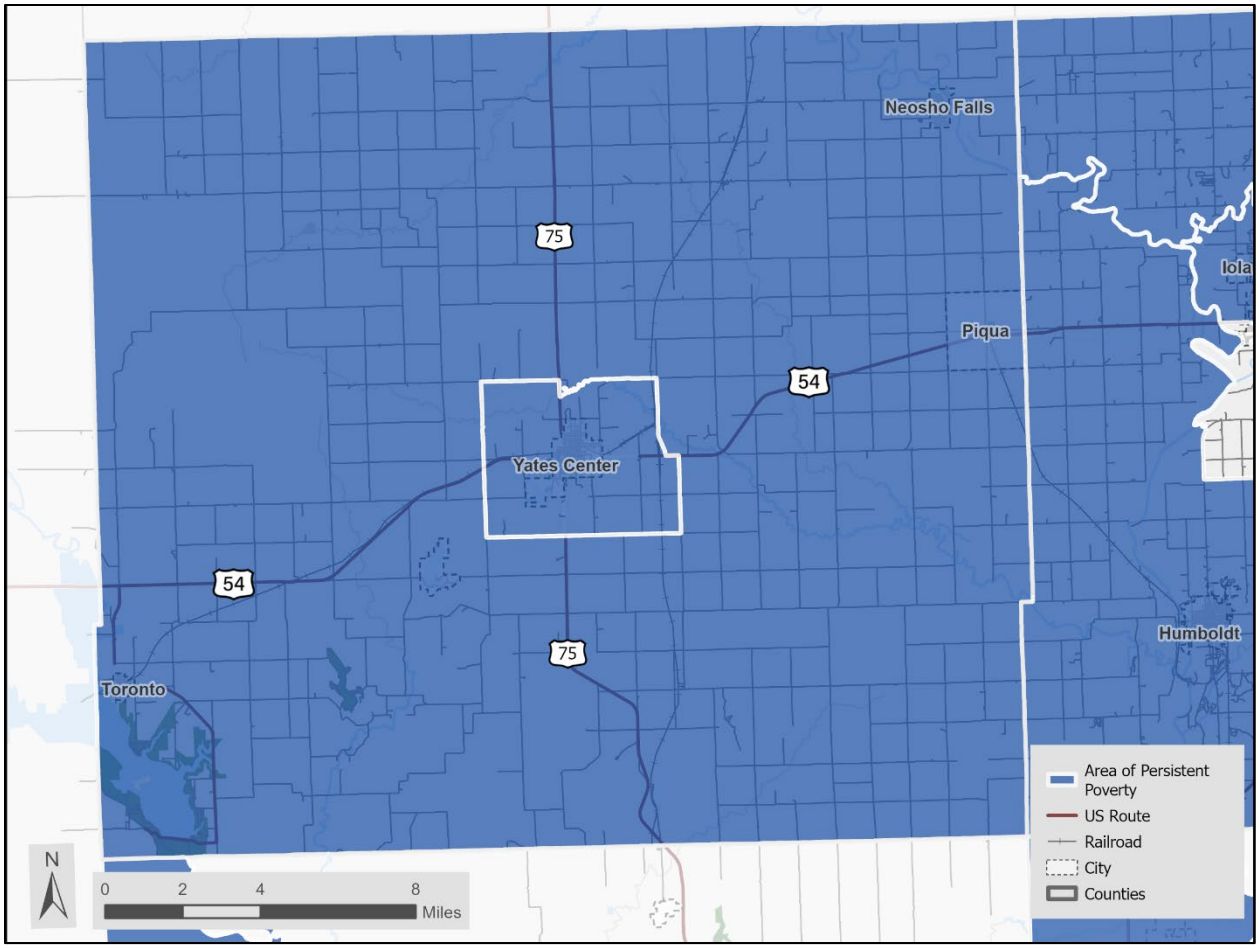


Figure 17 Areas of Persistent Poverty

4.2 Equity Analysis

During the 5-year safety analysis study period (2019–2024), Woodson County recorded 468 crashes, all of which occurred within areas designated as persistent poverty and disadvantaged communities. These areas encompass the county's entire population, land area, and roadway network. As a result, the distribution of crashes reflects the broader geographic and demographic context of the county, making the assessment of disproportionate impact more nuanced.

CHAPTER 5 | EMPHASIS AREAS

5.1 Background

Emphasis areas help focus crash reduction efforts on specific crash factors with the highest risk of serious injury or death and greatest potential for improvement. By focusing on these areas, decision makers can address the most critical crash related issues in their community, such as intersections with high crash rates or corridors with frequent roadway departures, leading to a more effective and targeted safety strategy. Additionally, emphasis areas provide a clear framework for measuring the success of a road safety strategy, allowing for data-driven decision-making and continuous improvement in crash prevention.

Grouping crashes together based on crash factors and location is a good basis for understanding which emphasis areas deserve extra consideration. Some emphasis areas are focused on engineering and roadway design-related solutions (location or systemic-based crashes) while others rely on changing the behaviors associated with the crashes often using enforcement, education, and/or emergency response.

5.1.1 Emphasis Area Methodology

Emphasis areas for the 12-county region were identified through a combination of community input on roadway safety concerns and a comprehensive analysis of ten years of local crash data. The analysis prioritized emphasis areas based on two criteria:

- frequency of emphasis area for all crashes, and;
- frequency of emphasis area for serious injury and fatality crashes.

Figure 18 presents the distribution of fatal and serious injury crashes by emphasis area, while crash clusters are illustrated in **Figure 19**. The data revealed that the most common crash types across all severities were roadway departure, intersection-related crashes, and distracted driving. Among crashes involving fatalities or serious injuries, roadway departure remained the leading type, followed by incidents involving unrestrained occupants and intersection-related crashes.

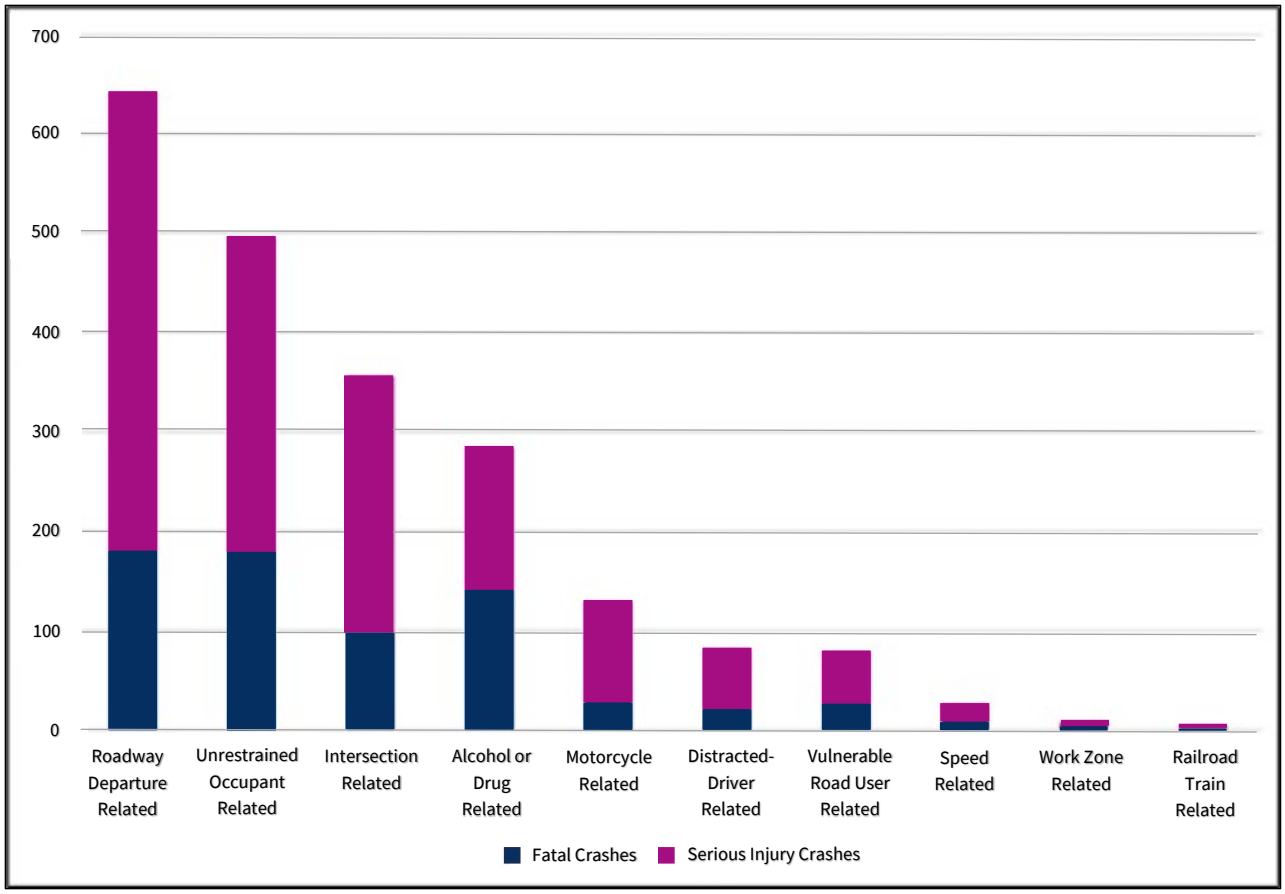


Figure 18 Fatal and Serious Injury Crashes by Emphasis Area in Southeast Kansas

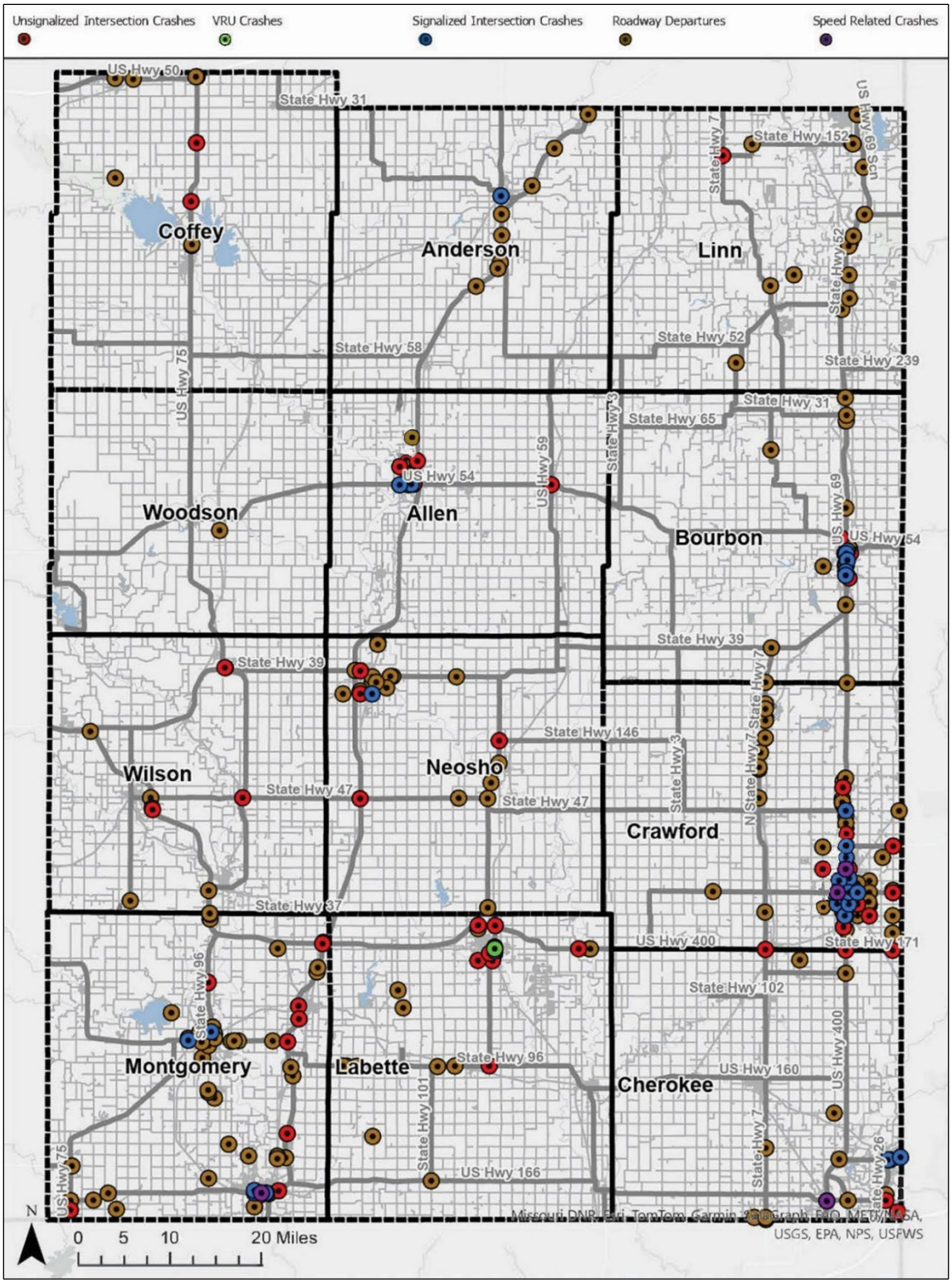


Figure 19 Fatal and Serious Injury Crash Clusters in Southeast Kansas

5.2 Top Crash Emphasis Areas

Based on these patterns, along with input from the community and stakeholders, the Safety Task Force identified key focus areas, shown in **Figure 19**. In Woodson County, priority areas include roadway departure and impaired driving. Additional emphasis areas address older drivers (65+), intersection safety, seat belt use, distracted driving, speed-related crashes, and the protection of vulnerable roadway users.

5.2.1 Roadway Departure

Nationwide, roadway departure crashes are a leading cause of highway fatalities, accounting for over half of the deaths on roads in the United States each year. These crashes occur when a vehicle deviates out of its designated lane, either crossing the edge line or centerline. Roadway departures can include head-on collisions, rollovers, or collisions with objects such as utility poles, trees, or other objects located off the roadway. Factors contributing to these incidents include excessive speed, roadway geometry such as shoulder width and curve radii, impaired driving, distracted driving, and failure to use seatbelts. Addressing these factors is critical to reducing the frequency and impact of roadway departure crashes in the county.

During the study period, there were 88 roadway departure crashes in Woodson County. These crashes accounted for 3 fatal crashes and 3 serious injury crashes, making it the most frequent KSI emphasis area in the county. Crash incidents involving roadway departure crashes in Woodson County are displayed **Figure 20**.

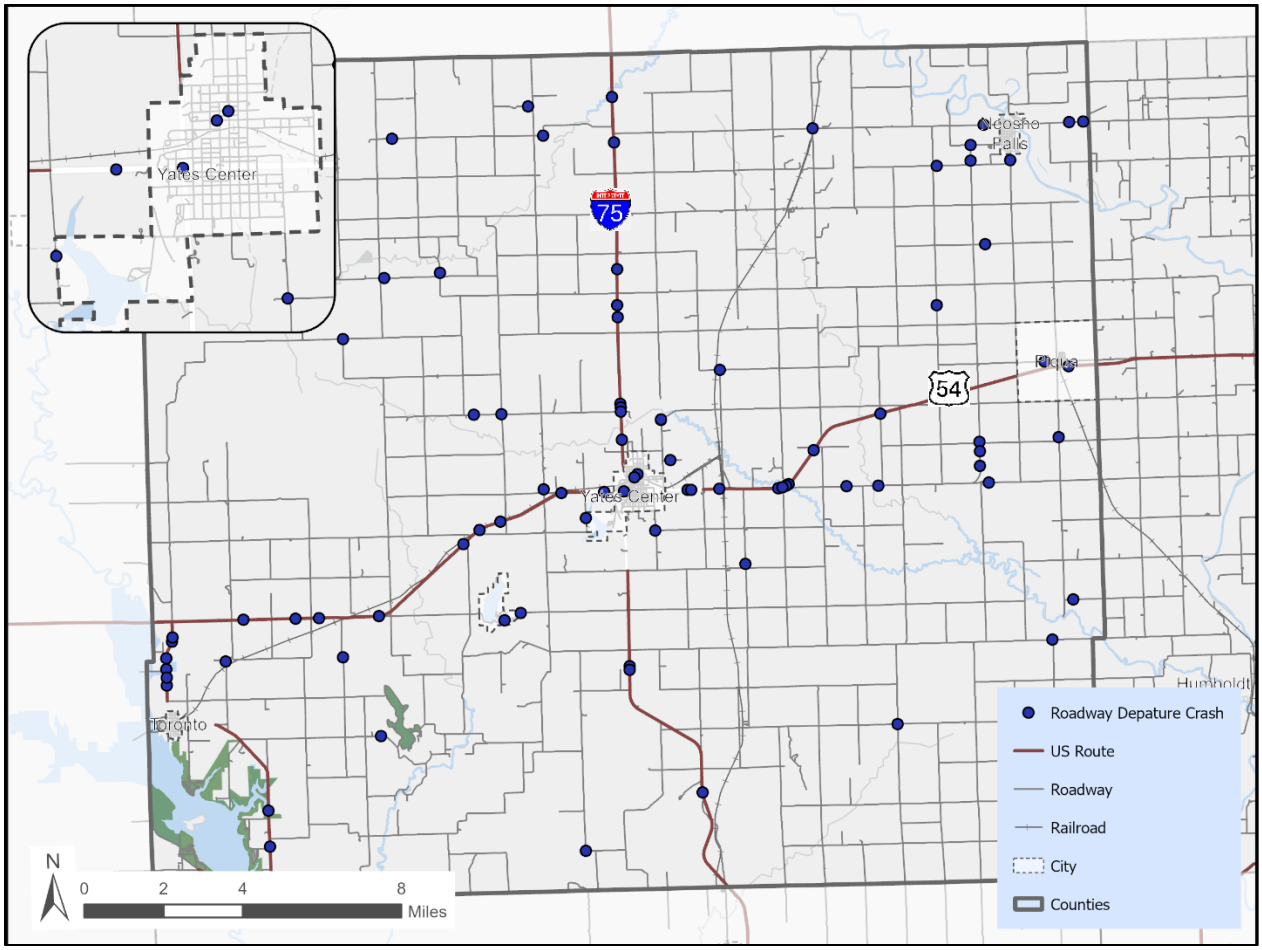


Figure 20 Crash Incidents Involving Roadway Departures in Woodson County

5.2.2 Impaired Driving

Impaired driving is when a vehicle operator is under the influence of any substance or in any condition that may reduce the ability to drive safely. This includes driving under the influence of alcohol, drugs, or other controlled substances that diminish your mental or physical capabilities.

The Safety Task Force indicated driving under the influence as a significant concern in Southeast Kansas as drivers may overestimate their capacity or have limited alternative options to traveling home safely. The legalization of recreational marijuana in neighboring Missouri was specifically mentioned by Woodson County, as an increasingly challenging issue. Crash incidents involving use of drugs and alcohol in Woodson County are displayed in **Figure 21**.

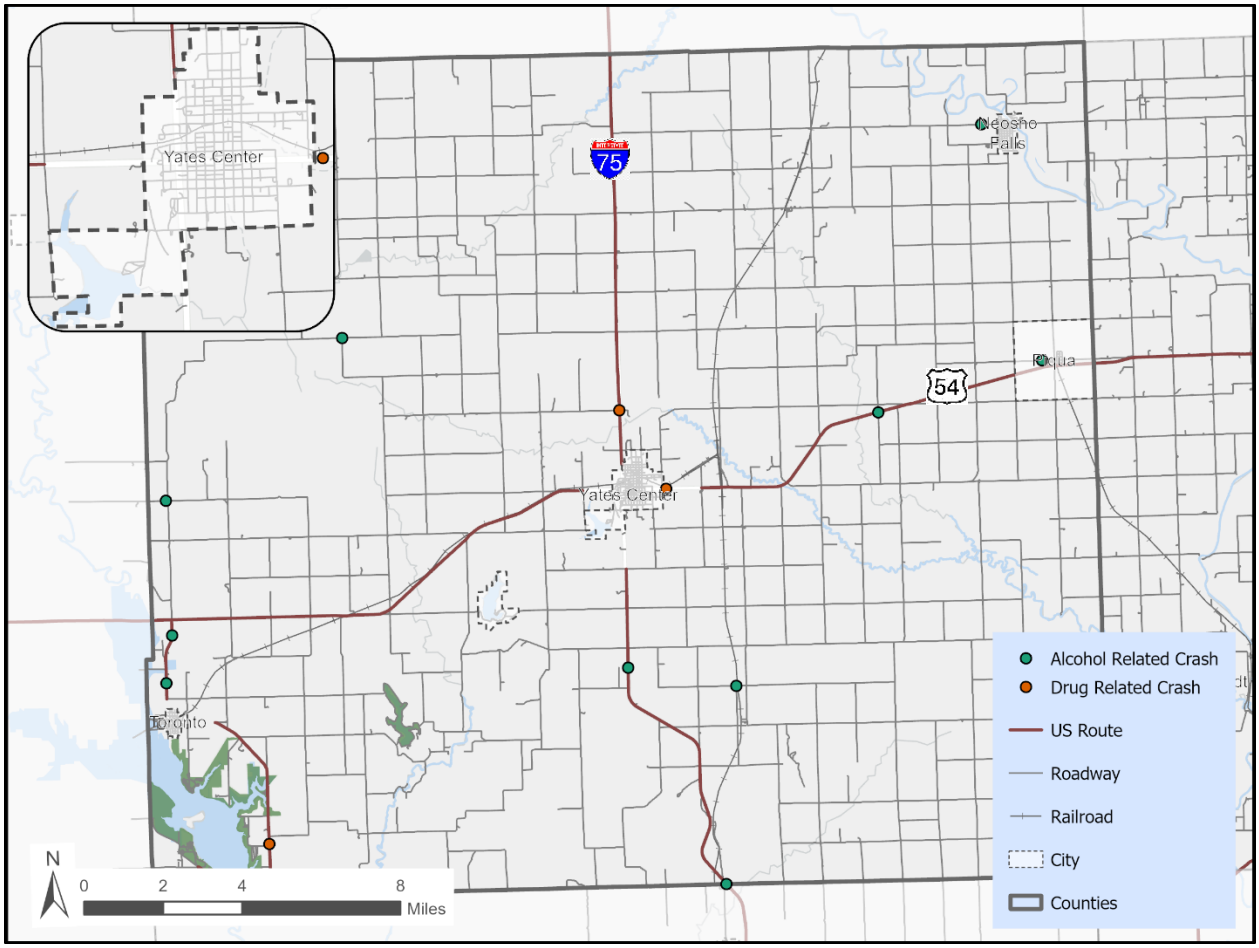


Figure 21 Crash Incidents Involving Impaired Drivers in Woodson County

5.3 Other Areas for Review

The transportation safety landscape in Southeast Kansas reflects broader national trends, where factors such as an aging population, driver behavior, and roadway design all contribute to crash risk. As the number of older drivers increases, so does their involvement in serious crashes, highlighting the need to balance safety with mobility. Common crash contributors in the region include speeding, distracted driving, unrestrained occupants, and incidents involving pedestrians and cyclists. While rural areas may see fewer vulnerable roadway user crashes, risks remain high due to issues like impaired driving, roadway departures, and unsafe intersections. These overlapping factors underscore the importance of a comprehensive, inclusive approach to traffic safety planning.

5.3.1 Older Driver (65+)

In 2021, over 20% of licensed U.S. drivers were aged 65 or older, up from 14% in 2001 (FHWA, 2002, 2022). This reflects broader demographic shifts, with the 65+ population growing 35.1% from 2010 to 2020 and projected to reach 73 million (21% of the population) by 2030 (U.S. Census Bureau, 2010, 2020; Vespa et al., 2020). As older adults increasingly rely on driving for transportation, safety concerns grow. Older drivers were involved in 19% of fatal crashes in 2021, up from 11% in 2001.

In 2021, 89% of adults aged 65+ and 59% of those 85+ held driver licenses, reflecting increased mobility among older adults (FHWA, 2002, 2022b; U.S. Census Bureau, 2011, 2022). With life expectancy at 78.8 years and improved health, this trend underscores the need to enhance safety while supporting their mobility and quality of life (Kochaneck et al., 2020).

Note: For this analysis, crashes with older drivers (65+) are not mapped as age is not related to the cause or location of the crash.

5.3.2 Intersection Related

Intersections result in increased conflict points between roadway users. Approximately one-quarter of traffic fatalities and one-half of all traffic injuries in the United States are attributed to intersections. Unsignalized intersections are the most common type of intersection in Southeast Kansas and can include stop sign-controlled, yield sign-controlled, or uncontrolled intersections. Signalized intersections are more frequently used within urban areas or at the intersection of higher volume corridors. Almost any other crash type can occur at intersections, so intersection crashes may also be attributed to other crash types or factors. Understanding which factors frequently contribute to crashes can help decision makers focus on effective countermeasures.

5.3.3 Unrestrained Occupant

Restraint devices such as seatbelts are critical to protecting vehicle occupants in a crash. The simple act of wearing a seatbelt is one of the most effective ways to reduce the risk of death or serious injury in a crash. This is especially evident in serious roadway departures and intersection crashes, where unrestrained occupants are far more likely to suffer catastrophic outcomes, including being ejected from the vehicle.

The Safety Task Force indicated seatbelt use as a concern in Southeast Kansas and Woodson County specifically. Statewide data (NHTSA) indicates that approximately 85% of Kansans wear a seat belt.

Note: For this analysis, crashes with unrestrained occupants are not mapped as the act of being unrestrained is not related to the cause or location of the crash.

5.3.4 Distracted Driving

Distracted driving occurs when the driver of a vehicle performs any activity that takes their attention from driving. Ongoing education programs, as well as initiatives that promote safe driving habits, can reduce the number of distracted driving related crashes. Changes to the road environment that reduce the impact of other crash types – such as separating VRUs from motor vehicles or providing opportunities to recover from roadway departures – can also help minimize the effects of mistakes due to distracted driving. Like speeding, distracted driving may be underreported in crash data.

5.3.5 Speed-Related

Speeding – exceeding posted speed limits or traveling too fast for conditions – is a contributing factor to nearly one-third of fatal crashes in the United States. Speeding is one of the most dangerous crash factors as higher speeds can increase the risk of and severity of a crash. Managing speed is a complex issue involving engineering, driving behavior, education, and enforcement. It is likely that the number of fatal and serious injury crashes attributed to speeding in Southeast Kansas is underreported.

5.3.6 Vulnerable Roadway Users

A Vulnerable Road User (VRU) is a person using the transportation system that is unprotected, such as a pedestrian, cyclist, motorcyclist, or roadway worker. Crashes between a VRU and a vehicle more frequently result in an injury or fatality. Common risk factors for VRU crashes include undivided four lane roads, roads with over 10,000 vehicles per day, roads with 30-35 mph speed limits, disadvantaged areas, and areas with higher levels of pedestrian activity.

Despite not being a major crash type in Woodson County, VRU safety is a key component of the Vision Zero initiative to provide safe and convenient transportation options for all people regardless of mode of transportation. Therefore, it is a best practice to incorporate VRU safety strategies in areas such as near schools or downtown areas to prevent incidents.

5.3.7 Overlapping Emphasis Areas

In many crashes, multiple emphasis areas are identified as contributing factors. Identifying contributing factors can help us understand why crashes occur and identify appropriate safety interventions. **Table 6** demonstrates overlapping circumstances among all crashes in Southeast Kansas during the 5-year study period.

Table 6 Overlapping Emphasis Areas in Southeast Kansas

Step 2: Evaluate Overlapping Emphasis Area	Step 1: Select Emphasis Area: Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

Common crash patterns include:

- Crashes involving unrestrained occupants or alcohol/drug impairment frequently result in roadway departures.
- Crashes involving VRUs such as bicyclists or pedestrians typically occur at intersections.
- Crashes involving speeding tend to also be affected by distracted driving.

CHAPTER 6 | SAFETY STRATEGIES AND PROJECTS

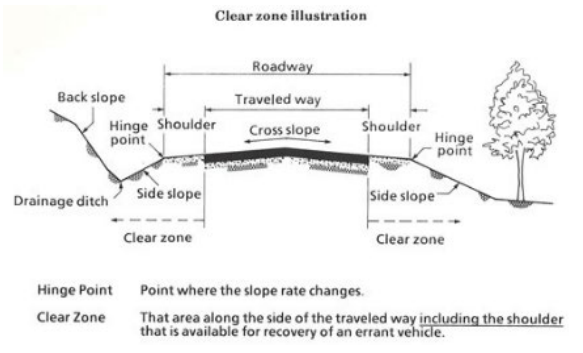
By understanding the priority emphasis areas for the Southeast Kansas region, and using the Safe System Approach as a framework, safety strategies can be identified to help reduce crashes and decrease crash severity.

6.1 Safety Countermeasures

Using national best practices, FHWA and the National Highway Traffic Safety Administration (NHTSA) developed a series of data-driven, proven safety countermeasures. Countermeasures to address the top emphasis areas in Southeast Kansas and Woodson County are identified in **Table 6**, **Table 7**, **Table 11**, and **Table 12**. Each Safe System element was considered when selecting these safety strategies. A comprehensive list of countermeasures is included in Appendix F.

Table 7 Safety Countermeasures for Roadway Departures

Countermeasure	Description	Example
Advanced Warning Signs	Advanced warning signs around curves, sight limiting areas, or where crash problems exist provide drivers with additional time to make decisions.	
Improved Pavement Markings	Clearly delineating travel lanes and high retro reflectivity allows drivers to better understand where they are located within the roadway.	
Longitudinal Rumble Strips	Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane. Commonly installed on the edge line, shoulder, and/or centerline.	

Post-Mounted Delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers the edge of shoulder in daytime and night conditions.	
Paved Shoulder with Safety Edge	Shapes the edge of pavement to eliminate the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.	
Flattening and Widening Foreslopes	Flattening and widening foreslopes allows for a more recoverable slope and may decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	
Clear Zones	Improvements to provide a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	

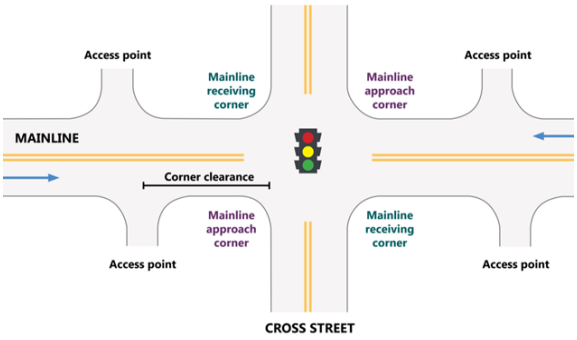
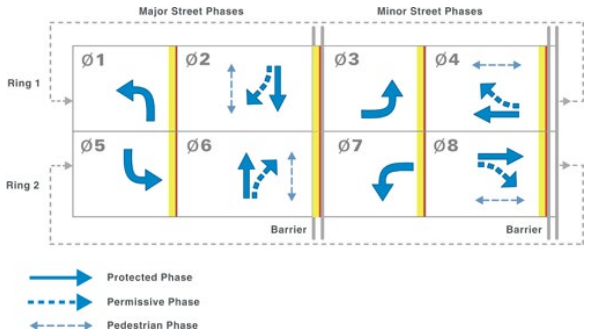
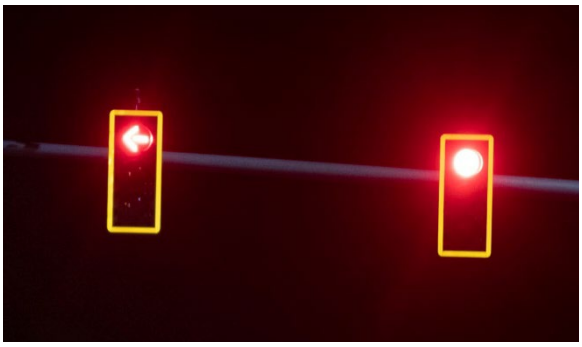
Superelevation Correction	Correcting and reshaping the roadway superelevation to meet posted speed or where crashes have occurred enables increased friction with pavement.	
High Friction Surface Treatment	Higher pavement friction helps motorists maintain better control in both wet and dry conditions.	
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	

Table 8 Safety Countermeasures for Intersection-Related

Countermeasure	Description	Example
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	
Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more visible.	
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	

Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	
Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	
Enhanced Stop Sign	Larger stop signs, use of flasher on sign, or use of retroreflective markings to increase visibility of stop signs.	

Table 9 Safety Countermeasures for Unrestrained Occupants

Countermeasure	Description
Enforcement of Seatbelt Safety	Signage to promote higher visibility of seatbelt and child safety enforcement in both short-term situations and sustained seat belt enforcement.
Education Strategies	Employer-based and older children programs.
Child Restraint Inspections	Child Passenger Safety (CPS) technician staffed inspection stations.

Table 10 Safety Countermeasures for Vulnerable Road Users (VRU)

Countermeasure	Description	Example
Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	
Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	

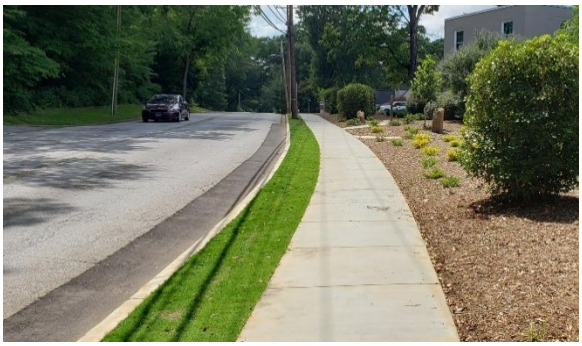
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	
Advance Yield or Stop Markings	"Yield Here to Pedestrians" and/or "Stop Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk.	

Table 11 Safety Countermeasures for Distracted Driving

Countermeasure	Description
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.
Phone/Text Messaging Enforcement	Signage to identify areas with higher cell phone use/text messaging enforcement to effectively deter cell phone use by increasing the perceived risk of a ticket.

Table 12 Safety Countermeasures for Alcohol or Drug Related

Countermeasure	Description
Enforcement of Drug and Alcohol Impaired Driving	Short-term enforcement checkpoints as well as sustained and consistent DUI enforcement, particularly in key areas.
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.

6.2 Project Recommendations

Projects were identified by locating fatal/serious injury emphasis area crash clusters within Woodson County, considering systemic issues for top emphasis areas, review past plans, and incorporating feedback from public and stakeholder engagement.

The project locations list below outlines ten recommended projects, presented without any hierarchical order of priority. The project locations are illustrated in **Figure 22**, and detailed descriptions for each can be found in the project sheets in Appendix G. Each project includes planning-level cost estimates and is identified as either a short- or long-term improvement, with projects offering flexibility to shift to long- or short-term if priorities or conditions change. Implementation of any of these projects would support the development of a safer roadway network in Woodson County.

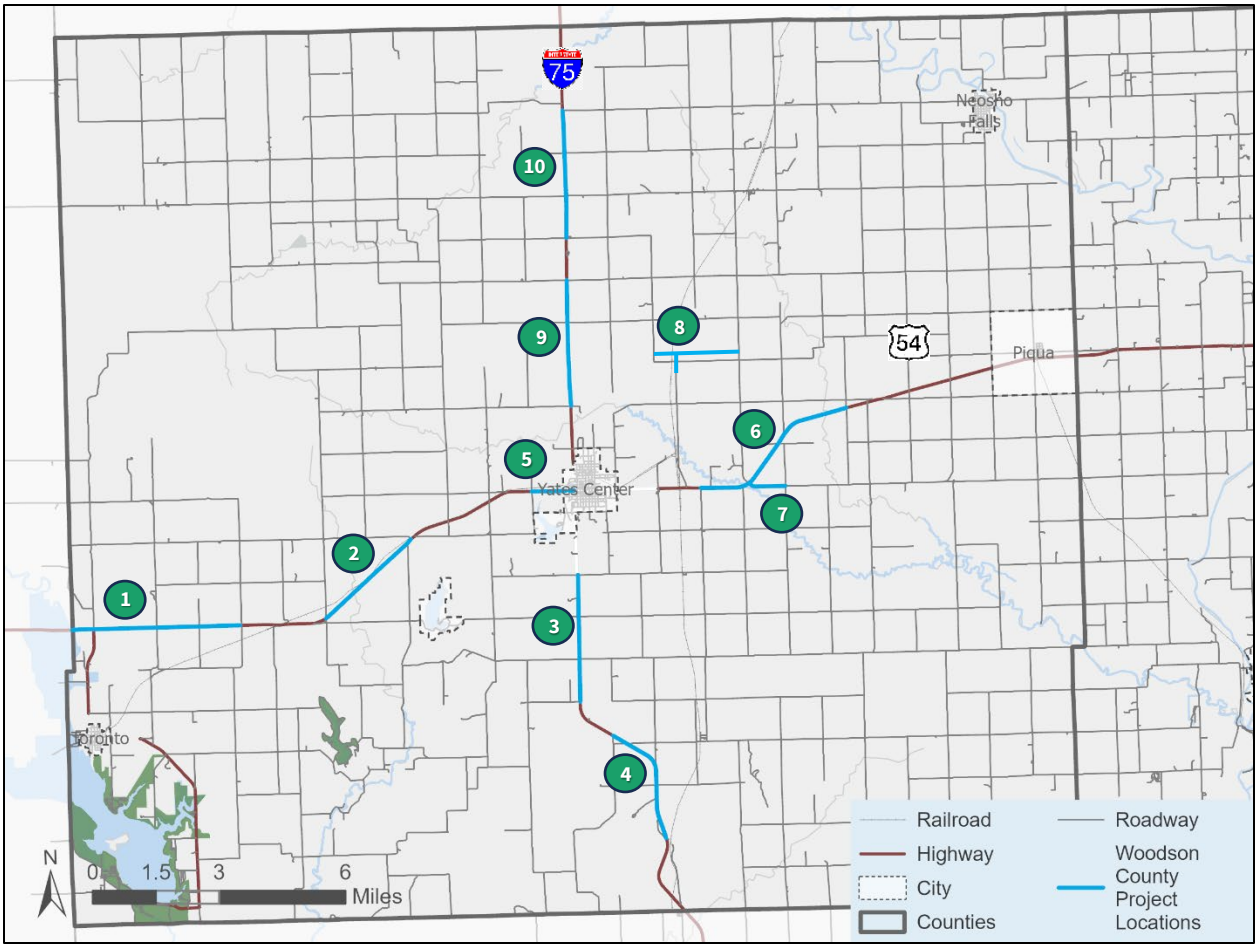


Figure 22 Woodson County Top 10 Project Locations

Project 1: West U.S. 54 | U.S. 54 from Woodson County Line to Elk Rd. (4 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Driver Distraction, Roadway Departure	• Systemic Application of Multiple Low-Cost Countermeasures for Stop-Controlled Intersections • Shoulder rumble strips • Paved Shoulder with SafetyEdge • Clear Zones • Wider Edge Lines • Widening Shoulders • Improved Pavement Markings • Distracted Driving Education • Phone/Text Messaging Enforcement Short-Term Improvements Cost: *$ 422,000*	• Pavement Friction Management Cost: *$ 359,450* • Install Lighting (connect to existing power) Cost: *$ 351,000* or, • Install Lighting (solar powered LED) Cost: *$ 15,000*

Project 2: West U.S. 54 | U.S. 54 from Grouse Rd to 100th Rd. (2.87 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Horizontal Curve Adjacent, Driver Distraction	• Systemic Application of Multiple Low-Cost Countermeasures for Stop-Controlled Intersections • Shoulder rumble strips • Paved Shoulder with SafetyEdge • Clear Zones, Wider Edge Lines • Widening Shoulders • Improved Pavement Markings • Enhanced delineation for horizontal curves • Distracted Driving Education • Phone/Text Messaging Enforcement Short-Term Improvements Cost: *$ 367,360*	• Pavement Friction Management Cost: *$ 359,450*

Project 3: South U.S. 75 | U.S 75 from 90th Rd. to 60th Rd. (2.06 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure, Intersection Related, Unrestrained Occupant, Driver Distraction	• Systemic Application of Multiple Low-Cost Countermeasures for Stop-Controlled Intersections • Enforcement of Seatbelt Safety • Education Strategies • Child Restraint Inspections • Wider Edge Lines • Transverse rumble strips • Improved Pavement Markings • Double arrow warning sign at stem of T-intersections • Dynamic curve warning signs • Distracted Driving Education • Phone/Text Messaging Enforcement Short-Term Improvements Cost: *$ 148,320*	• Pavement Friction Management Cost: *$ 359,450*

Project 4: South U.S. 75 | U.S. 75 from Nighthawk Rd. to Oriole Rd. (2.32 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure, Older Driver, Unrestrained Occupant	• Systemic Application of Multiple Low-Cost Countermeasures for Stop-Controlled Intersections • Paved Shoulder with SafetyEdge • Clear Zones • Wider Edge Lines • Transverse rumble strips • Improved Pavement Markings • Double arrow warning sign at stem of T-intersections • Dynamic curve warning signs • Enforcement of Seatbelt Safety • Education Strategies • Child Restraint Inspections Short-Term Improvements Cost: *$ 344,984*	• Pavement Friction Management Cost: *$ 359,450*

Project 5: U.S. 54 | U.S. 54 Longhorn Rd. to S Fry St. (1 mile)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Driver Distraction, Roadway Departure	• Systemic Application of Multiple Low-Cost Countermeasures for Stop-Controlled Intersections • Shoulder rumble strips • Wider Edge Lines • Dynamic curve warning signs • Double arrow warning sign at stem of T-intersections • Improved Pavement Markings • Distracted Driving Education • Phone/Text Messaging Enforcement Short-Term Improvements Cost: *$ 70,000*	• Pavement Friction Management Cost: *$ 359,450* • Install Lighting (connect to existing power) Cost: $ *351,000* or, • Install Lighting (solar powered LED) Cost: *$ 15,000* • Roundabout Cost: *$ 1,970,000* or, • Traffic Signalization Cost: *$ 485,000*

Project 6: U.S. 54 | U.S. 54 from Prairie Road to Sumac Rd. (1.30 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure, Unrestrained Occupant	• Systemic Application of Multiple Low-Cost Countermeasures for Stop-Controlled Intersections • Transverse Rumble Strip • Improved Pavement Markings • Double arrow warning sign at stem of T-intersections • Chevrons • Dynamic Warning Signs • In-lane Curve Warning Pavements Markings • Widening shoulders • Enforcement of Seatbelt Safety • Education Strategies • Child Restraint Inspections Short-Term Improvements Cost: *$ 513,500*	• Pavement Friction Management Cost: *$ 359,450*

Project 7: U.S. 54 | 110th Rd. at U.S. 54 to Rock Rd. (1.5 miles)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Driver Distraction, Roadway Departure	• Systemic Application of Multiple Low-Cost Countermeasures for Stop-Controlled Intersections • Center and Longitudinal Rumble Strips • Improved Pavement Markings • Paved Shoulder with SafetyEdge • Wider Edge Lines • Widening Shoulders • Double arrow warning sign at stem of T-intersections • Dynamic Curve Warning Signs • Distracted Driving Education • Phone/Text Messaging Enforcement Short-Term Improvements Cost: *$ 579,000*	• Pavement Friction Management Cost: *$ 359,450*

Project 8: Otter Road | Otter Rd. and 140th Rd. (0.05 mile)

Emphasis Area	Short-Term Improvements	Long-Term Improvements
Roadway Departure, Teen Driver (14-19)	• Systemic Application of Multiple Low-Cost Countermeasures for Stop-Controlled Intersections • Center and Longitudinal Rumble Strips • Pavement Markings • Wider Edge Lines • Widening Shoulders • Double arrow warning sign at stem of T-intersections Short-Term Improvements Cost: *$ 367,770*	• Pavement Friction Management Cost: *$ 359,450*

Project 9: U.S. 75 | U.S. 75 from 160th Rd. to 130th Rd. (3 miles)

Emphasis Area	Short-Term Improvements
Intersection Related, Impaired Driving, Older Driver (65+)	• Systemic Application of Multiple Low-Cost Countermeasures for Stop-Controlled Intersections • Enforcement of Seatbelt Safety • Education Strategies • Child Restraint Inspections • Enforcement of Drug and Alcohol Impaired Driving • Impaired Driving Education • Improve edge drop-off • Wider Edge Lines • Median Barriers • Widening Shoulders • Double arrow warning sign at stem of T-intersections Short-Term Improvements Cost: *$ 1,425,000*

Project 10: North U.S. 75 | U.S. 75 from 200th Rd. to 170th Rd. (3.78 miles)

Emphasis Area	Short-Term Improvements
Roadway Departure, Older Driver (65+), Unrestrained Occupant	• Systemic Application of Multiple Low-Cost Countermeasures for Stop-Controlled Intersections • Enforcement of Seatbelt Safety • Education Strategies • Child Restraint Inspections • Improve edge drop-offs • Wider Edge Lines • Median Barriers • Widening Shoulders • Double arrow warning sign at stem of T-intersections Short-Term Improvements Cost: *$ 1,795,500*

CHAPTER 7 | IMPLEMENTATION PLAN

7.1 Policy and Process Recommendations

Improving roadway safety in communities requires an examination of policies and processes currently in place that contribute to safety on our roadways. Current policies, guidelines, and standards were reviewed to identify opportunities to improve and prioritize transportation safety. The following policy and process recommendations support achieving the Safety Action Plans goals.

7.1.1 Vision Zero Resolution

The Vision Zero goal acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for all road users. Some programs, including the federal SS4A Implementation grant program, require jurisdictions to formally adopt this goal to be eligible for funding support. A Vision Zero resolution to target fatal and serious injury crashes was adopted by Woodson County in 2025. The resolution is included in Appendix A.

7.1.2 Advocate for Regional Initiatives

Many smaller communities find solving safety issues on state or federal highways to be difficult to address. State departments of transportation have many competing priorities, and smaller projects can easily fall down the priority list as the transportation network has emergent and pressing needs. One solution for this is to take a regional or corridor focused approach to improving state and federal highways. Taking a coalition approach with neighboring communities on the same highway corridors can increase visibility of these issues and help advocate for action. Working with impacted municipalities, counties, community groups, and/or regional planning organizations can increase the county's collective power to bring change. The SEKRPC Safety Task Force can be a vehicle for the coalition approach should the region or multiple counties in the region choose to advocate together for changes on Kansas highways.

7.1.2 Enforcement and Education

Under the SS4A initiative, a range of targeted countermeasures is being implemented to enhance occupant protection and reduce impaired driving incidents. To improve seatbelt and child passenger safety, enforcement strategies include increased signage to raise visibility and awareness of seatbelt laws and child safety regulations. These measures support both short-term enforcement operations and sustained efforts to encourage compliance.

Education plays a complementary role, with programs directed at employers and older children to promote safe driving behaviors and awareness of passenger safety. In addition, child restraint inspections conducted by certified Child Passenger Safety (CPS) technicians ensure proper installation and usage of child safety seats, directly addressing misuse and improving child occupant protection.

To address impaired driving, the initiative incorporates both enforcement and educational efforts. Enforcement activities include the deployment of DUI checkpoints and consistent monitoring in high-risk areas to deter drug and alcohol-impaired driving. Public education campaigns are also employed to highlight the dangers of impaired driving and foster cultural norms that discourage such behavior. Together, these countermeasures aim to reduce serious crashes and improve overall roadway safety through a coordinated approach of enforcement, education, and public engagement.

7.1.3 Address Post-Crash Care

The timely arrival of emergency responders and well-trained Emergency Medical Services (EMS) providers is a major factor in ensuring an injured person receives the medical care they need to survive a crash. This is especially critical in rural communities, where response times are longer, and EMS resources may be more limited.

Therefore, post-crash care best practices include both advanced planning activities and safety countermeasures. Typical countermeasures include improving emergency medical dispatch and 911 protocols, providing timely on-scene care using model EMS clinical guidelines, providing timely transportation to a trauma center, and then measuring EMS performance over time are important to ensuring your EMS is performing optimally.

Woodson County has no current hospitals. The closest hospitals with the ability to address traumatic injuries are: (1) Allen County Regional Hospital is a designated Level IV Trauma Center. (2) Neosho Memorial Regional Medical Center in Neosho County is another Level IV Trauma Center located just south of Allen county in Chanute. Additional opportunities to improve post-crash care services include:

- **EMS Telemedicine:** Jurisdictions have explored the use of eCare EMS telemedicine services to improve and expedite post-crash care in rural communities. The program allows first responders and paramedics to connect virtually 24/7 with certified physicians and nurses for peer-to-peer support in the field or during transport. Some agencies have been awarded SS4A funds to support pilot EMS telemedicine programs within their area.
- **Updating Best Practices and Training:** Ensuring first responders are regularly trained on the most up to date best practices in emergency response is critical to maintaining good response times. National resources such as EMS.gov and the National Center for Rural Roadway Safety can help your organization access the most up-to-date emergency response practices and training.

Regularly Review and Update Roadway Design Policies

Roadway design policies, standards, and best practices change over time. An ongoing review and update of local roadway design policies is critical to ensuring roadway safety best practices are implemented when roadways are maintained, improved, or constructed. Local roadway design standards and policies should be reviewed and revised every 3-5 years, or more if one or more of the following occurs:

- A significant increase in crash trends,
- New federal/state safety guidance,
- Introduction of new infrastructure technologies or treatments,
- Community or stakeholder feedback on road user experience.

Incorporate Safety into Project Development Process

Include systemic safety improvements in projects developed by Woodson County and KDOT. Include a review of crashes and potential safety improvements when intersections or roadway segments are maintained or improved.

7.2 Next Steps

The Safety Action Plan is a dynamic document intended to be used by Woodson County and other partners to continually advance transportation safety. In addition to the recommended projects and policy guidance, the Southeast Kansas region and Woodson County can utilize these next steps to help achieve the Vision Zero goal.

Plan Leadership

Woodson County assumes leadership of this plan and will support implementation within the county. As part of this role, Woodson County will continue to use the Safety Task Force as a mechanism for regional collaboration and updates.

In partnership with SEKRPC, it is recommended that the Safety Task Force convene annually to discuss progress and updates related to the Safety Action Plan. Stakeholders should continue to:

- Be champions for safety in professional and personal roles
- Share information about transportation safety strategies with other organizations
- Assemble annually to share progress on safety activities

Leverage Resources and Funding Opportunities

Funding is critical to implementing the strategies and action items in this Safety Action Plan and may come from a blend of sources: federal, state, local, and private sector or non-profit partners. Some potential sources of funding include:

- **Safe Streets and Roads for All (SS4A) Program:** The Bipartisan Infrastructure Law (BIL) established the SS4A federal discretionary program that will provide over $5 billion in grants over the five-year program period (2022-2026). With completion of this Safety Action Plan, Woodson County is eligible to apply for SS4A implementation funding.
- **State Coordination:** Coordinate with KDOT to administer annual safety grants funded by the state that are targeted at both roadway design solutions and behavioral programs, including education and enforcement programs.
  - **High Risk Rural Roads (HRRR) Program:** FHWA requires states to define and identify roadways “with significant safety risks” and sets aside federal funding for states to address these safety risks. Funds typically cover low-cost roadway improvements such as pavement markings, rumble strips, and other safety countermeasures. In Kansas, communities can apply for this funding through KDOT’s Bureau of Local Projects.
  - **Safe Routes to School Program:** Many other types of agencies can apply for and receive Safe Routes to School funding. These include non-profits, schools and school districts, and regional transportation agencies, among others. In Kansas, communities can apply for this funding through KDOT’s Active Transportation Program.
  - **Kansas Infrastructure Hub:** The Kansas Infrastructure Hub provides resources for Kansas communities seeking to improve infrastructure. Communities can apply to the Infrastructure Hub for grant writing assistance and grant matches.

- **Regional Coordination:** Coordinating closely with KDOT, and potentially adjacent counties, can be helpful to achieve safety goals for all involved parties. Taking a coalition approach to U.S. 75 and U.S. 54 improvements may help all counties along the corridor advocate for funding and advance important safety goals.
- **Local Funding:** Local governments may choose to fund projects from local sources such as the annual budget, Capital Improvement Program (CIP), bonding, user fees, special assessments, or through partnerships with other local entities. Consideration of the Safety Action Plan during the annual budget process can be a cost-effective way of advancing safety goals, particularly for maintenance activities or other planned capital improvement projects where simple safety strategies can be incorporated.

Progress and Transparency

Progress toward meeting the Safety Action Plan's goals should be measured over time in an open and transparent manner. Regular progress tracking creates accountability to the public and builds trust between the public and the cities, counties, and agencies that are responsible for roadway safety. This could include posting the Safety Action Plan online and annual reporting on progress toward reducing roadway fatalities and serious injuries.

Progress and transparency also help create an environment of informed decision making based on the effectiveness of selected safety strategies and the ability to modify the approach when necessary. Finally, progress and transparency provide a sense of direction and help document tangible outcomes made toward saving lives.

APPENDICES

Appendix A | Vision Zero Resolution
Appendix B | Safety Task Force and Expanded Stakeholder List
Appendix C | Community Engagement Plan
Appendix D | Public Survey Results
Appendix E | High Injury Network
Appendix F | Countermeasures
Appendix G | Project Locations

Appendix A
Vision Zero Resolution

VISION ZERO RESOLUTION

RESOLUTION **NO.** ***[X]***

A RESOLUTION BY THE GOVERNING BODY OF WOODSON COUNTY, KANSAS, ADOPTING A VISION ZERO POLICY AND PROCLAIMING WOODSON'S COMMITMENT TO END TRAFFIC FATALITIES AND SERIOUS INJURY ACCIDENTS IN WOODSON COUNTY BY 2032 AND IMPLEMENTATION OF A SAFE STREETS AND ROADS FOR ALL PLAN.

WHEREAS, in 2021, the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program which funds regional, local and Tribal initiatives to prevent roadway deaths and serious injuries; and,

WHEREAS, in 2022, WOODSON joined the member Counties of the Southeast Kansas Regional Planning Commission (SEKRPC) in making an application for a SS4A planning grant from the U.S. Department of Transportation to create SS4A compliant action plans for member counties; and,

WHEREAS, the SS4A program supports the U.S. Department of Transportation's National Roadway, Safety Strategy and the goal of zero roadway deaths using a Safe System Approach; and,

WHEREAS, WOODSON'S Vision Zero policy supports the Kansas Department of Transportation's Drive to Zero program and the goals of the Kansas Strategic Highway Safety Plan; and,

WHEREAS, 8 individuals were needlessly killed, and 6 individuals were injured on the WOODSON roadways between 2014 and 2023; and,

WHEREAS, WOODSON recognizes the need for action to increase safety and to prevent deaths and injuries on WOODSON streets; and,

WHEREAS, Vision Zero is a proven framework for eliminating traffic deaths and serious injuries through intergovernmental and community partnerships, leveraging resources and funds to ensure safe and efficient transportation for all roadway users; and,

WHEREAS, A comprehensive Vision Zero policy unifies existing safety efforts and elevates improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis, updated policies and practices, and equity; and,

WHEREAS, WOODSON recognizes the need to prioritize engagement with the entire community about the Vision Zero initiative, and supports Vision Zero efforts to address inequities by prioritizing interventions in areas most in need of safety improvements; and,

WHEREAS, WOODSON'S participation in the SEKRPC Safety Task Force recognizes the need for action to increase safety and to prevent deaths and injuries on WOODSON streets; and,

WHEREAS, WOODSON commits to the ongoing collaboration of the SEKRPC Safety Task Force to advance a shared vision and future for improvements along U.S. and State highways in the SEKRPC region, and on streets and roads within the individual communities comprising the task force; and,

WHEREAS, WOODSON commits to build and sustain leadership, collaboration and accountability in partnership with public health, law enforcement, policymakers, elected officials, and community members to advance the strategies of the SS4A plan and the Vision Zero policy; and,

WHEREAS, WOODSON recognizes the need for action to increase safety and to prevent deaths and injuries on WOODSON streets; and,

NOW, THEREFORE, BE IT RESOLVED THAT, I, [FIRST NAME LAST NAME], Commissioner(s) of the County of WOODSON, by virtue of the Charter of the County of WOODSON, do hereby:

1. Adopt the WOODSON'S Vision Zero policy with the goal of achieving zero fatalities and serious injuries by the year 2032.

2. Adopt the WOODSON Comprehensive Safety Action Plan, attached hereto as Exhibit A.

PASSED, APPROVED AND ADOPTED THIS [X] day of MONTH, 2025.

Appendix B

Safety Task Force and Expanded Stakeholder List

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #1

Date: October 3, 2024
Time: 11:00am - 1:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Introduction
  - Safe Systems Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

Attendees
Sandy Krider, Labette County Public Works Director (in-person)
Anne Sharp, Cherokee County Sheriff's Office and Columbus School (online)
Anni Beasley, Frontenac High School in Crawford County (online)
Brandon Beurskens, Montgomery County Assistant Public Works Director (online)
Eric Bailey, Bourbon County Public Works Director (online)
Shaun West, Linn County Public Works Director (online)

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Payton Smith, TranSystems
Nicole Hood, TranSystems
Tom Hein, TranSystems
Emma Habosky, TranSystems (online)
Tod Salfrank, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Introduction

- Federal Highway Administration (FHWA) encourages communities to adopt the Vision Zero concept and recently started incorporating the Safe Systems Approach. The SSA goal is to reduce death and serious injuries for all road users.
- Local Road Safety Plans (LRSP) have been completed or are nearly complete in 11 of the 12 counties. Woodson County does not have an LRSP.
- The Safe Streets for All (SS4A) Comprehensive Safety Action Plan (CSAP) incorporates traffic data analysis, stakeholder input, and public engagement into useable safety countermeasures. The CSAP provides information for future implementation funding for individual counties or the southeast Kansas region.
- A "Swiss cheese" model of redundancy is used in the Safe Systems Approach so that all safety systems in place help prevent a system failure resulting in a catastrophic event. Redundancy is a critical piece. Everyone makes mistakes and planning for that is key.
- The project timeline was outlined for August 2024 through February 2025 and includes three Safety Task Force meetings, a public meeting in each county, and a public survey contributing to a CSAP final report.

Role of the Safety Task Force

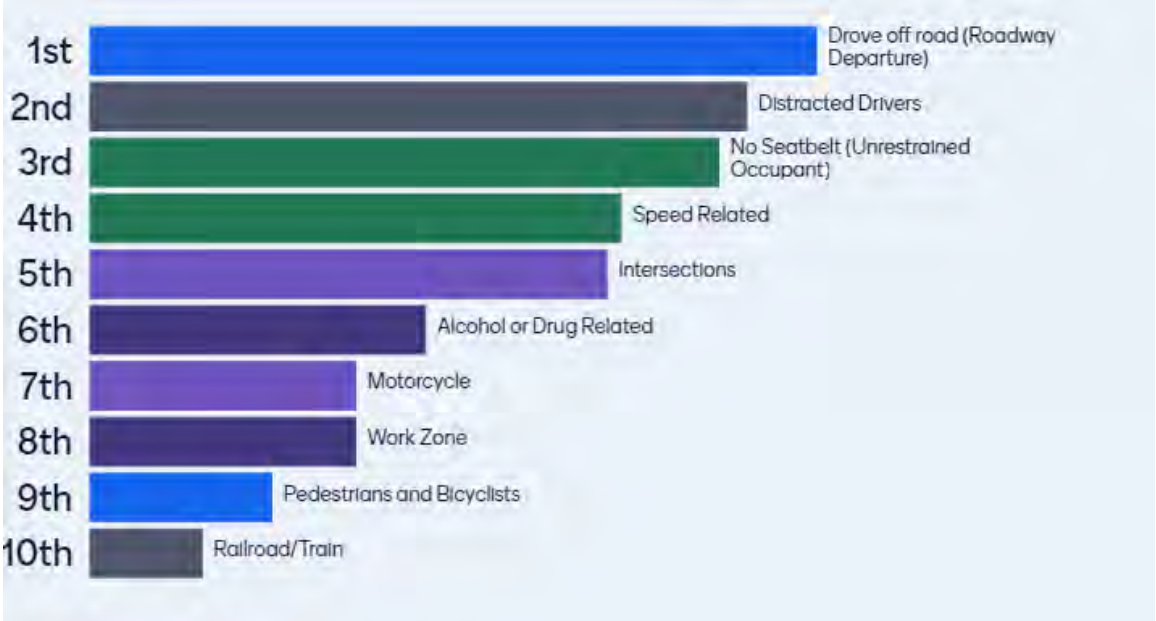
- The Safety Task Force validates information and data, provides insight on emphasis areas, drafts safety goals, represents the community, serves as a community champion, and evaluates performance measures.
- A public survey (https://arcg.is/1v1Pe00) will be sent to about 400 community organizations and members. It takes less than ten minutes to complete and Safety Task Force members can promote the survey in their communities. They survey also has a mapping component so users can identify specific locations of concern.
- Polling question #1 and discussion: **Why is transportation safety important to you?**
  - Anne Sharp (Cherokee County) said her daughter fell asleep while going home resulting in a crash. She shared, "When it's personal, it makes a big difference."

Crash Review

- Slade Engstrom (TranSystems) presented ten-year crash data showing hot spots in the twelve-county study area.
- There were approximately 400 fatalities in the region during that period with a total of 44,295 incidents that includes fatalities, injuries, property damage only crashes plus those involving pedestrians.
- While this is a preliminary overview, it reveals that the state highway system is where a lot of the serious and fatal crashes occur.
    - The Safety Task Force may need to decide whether to work with KDOT on concerns regarding the state highway system or focus in on their own individual communities (county, city, towns).

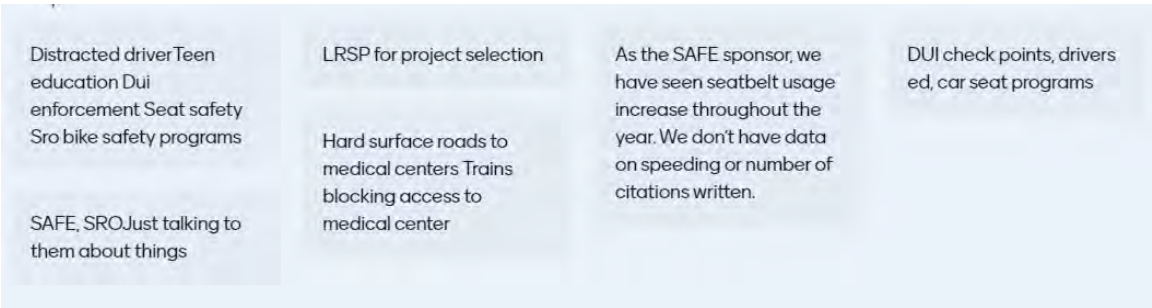
Emphasis Areas

- Crash emphasis charts showed Roadway Departure as the primary contributing factor followed (in numerical order) by Intersections, Distracted Driver, Unrestrained Occupant, Alcohol or Drug, Speed, Motorcycle, Work Zone, and Railroad.
- Anni Beasley (Crawford County) stated that a designated safety corridor had been established near Frontenac High School. She shared, “It is a scary intersection with big trucks that make crossing for students dangerous.”
- US-169 and US-69 were mentioned as a priority corridors.
- Polling question #2 and discussion**: As we focus on solutions, which of these crash types are most important to address?**

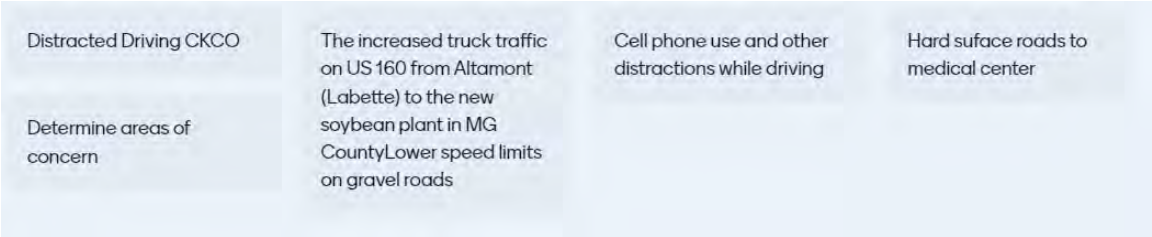


Discussion

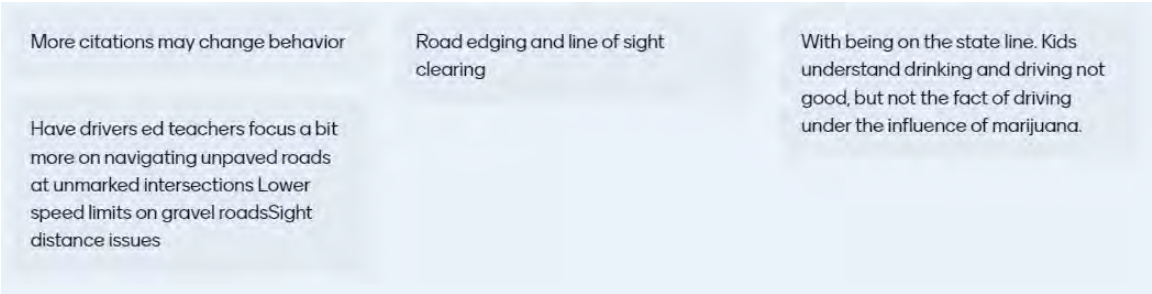
- Polling question #3 and discussion**: Tell us about what kinds of transportation related safety programs or involvement your communities have promoted. What went well? What would you improve?**
  - Sandy Krider (Labette County) mentioned driver's education should include teaching how to navigate on unmarked and gravel roads.



- Polling question #4 and discussion**: What transportation safety concerns have you heard from the community?**
  - Anni Beasley (Crawford County) said the SAFE (Seatbelts Are For Everyone) program started in Crawford County because students were in fatal accident.
  - Lots of ways to leverage data such as quick emergency response through alerts.
  - For reference, Nicole Hood (TranSystems) stated that Missouri Department of Transportation data shows cell usage is 70% older folks.



- Polling question #5 and discussion**: What would you like to see implemented in SEK to improve transportation safety?**
  - Online driver's education needed.
  - Slade Engstrom (TranSystems) commented that rumble strips can seem like a good idea but cannot always be implemented due to road conditions.



Next Steps

- Public survey will be sent within a few days following the meeting.
- Public meetings will be planned in each county.
- Safety Task Force Meetings
    - Meeting #2 on November 14, 2024 will focus on priorities and countermeasures.
    - Meeting #3 on January 23, 2025.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #1

October 3, 2024

AGENDA

- Introductions
- Project Introduction
  - Safe System Approach and Vision Zero Background
  - Safety Task Force Role
  - Public Survey
- Crash Review
- Emphasis Areas
- Discussion
- Next Steps

INTRODUCTIONS

- Southeast Kansas Regional Planning Commission
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

17 08 43 1

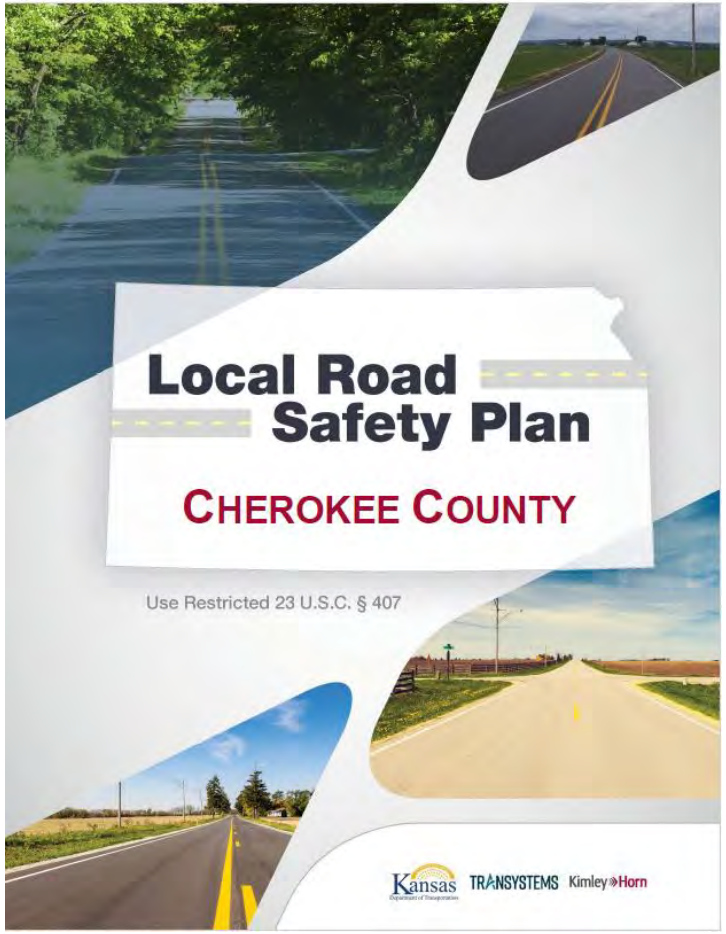
Enter your name, organization, and role.

Or use the QR code!

COMPREHENSIVE SAFETY ACTION PLAN

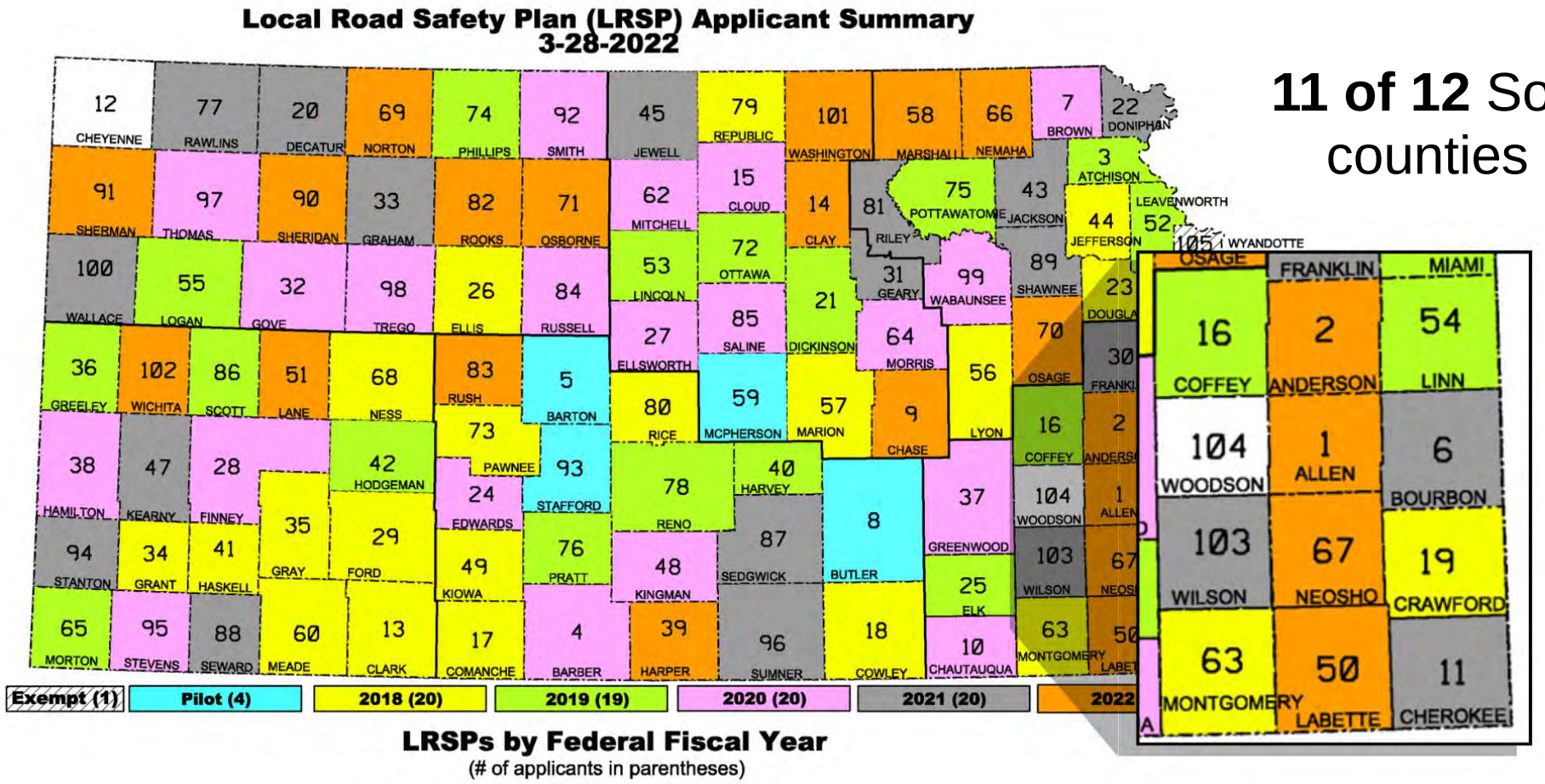
- Imagine and implement safe spaces for all road users
- Discuss safety priority areas and solutions
- Roadmap to reduce and prevent severe crashes
- Utilize plan to pursue funding for implementation to save lives

LOCAL ROAD SAFETY PLAN



- Local Road Safety Plans (LRSPs) provide a framework for identifying safety improvements on local roads
- LRSPs included roadways in unincorporated areas that are classified as collectors or higher
  - Did not include roadways within city limits
  - Did not include rural local roads

LOCAL ROAD SAFETY PLAN



11 of 12 Southeast Kansas counties have a LRSP.

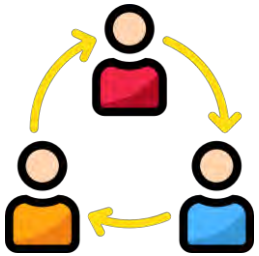
SS4A builds upon LRSPs to include cities and provide a comprehensive look at the entire study area.

FROM PLAN TO ACTION

Planning Grant

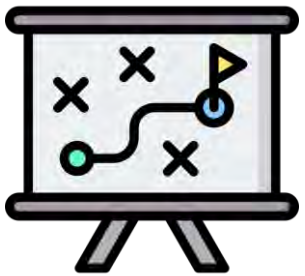
Implementation Grant

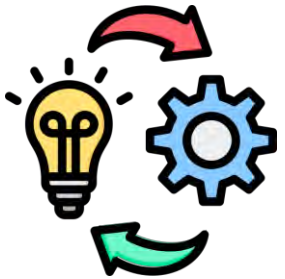
Data Analysis



Engage Stakeholders

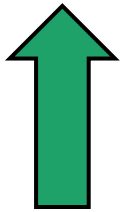
Strategy and Actions





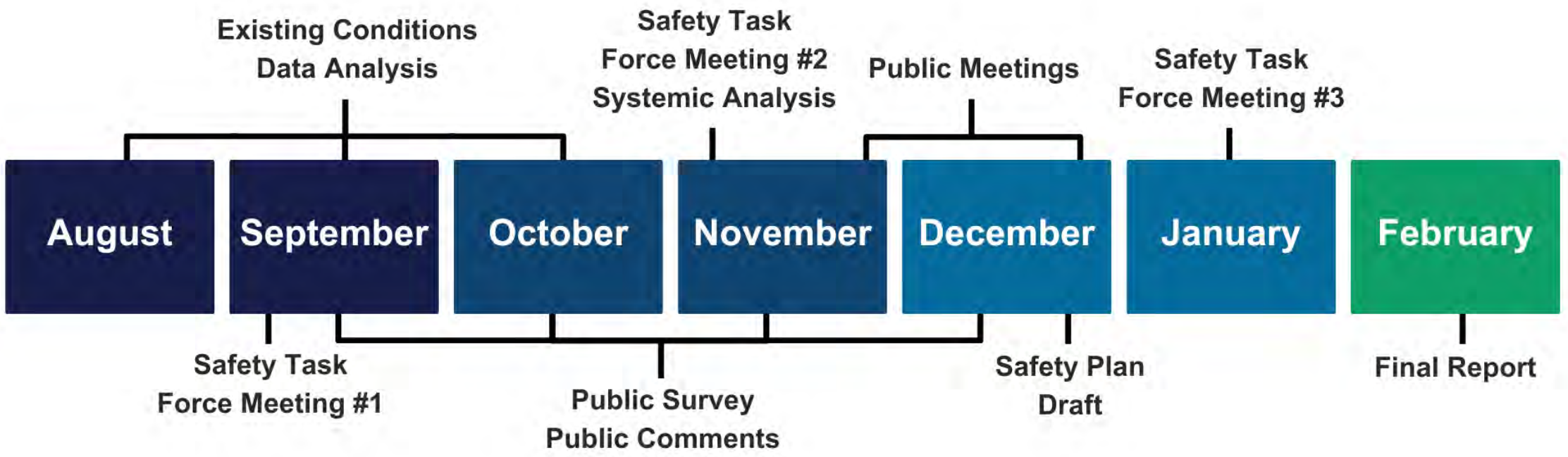
Recommendations

Implementation



We are here!

PROJECT TIMELINE



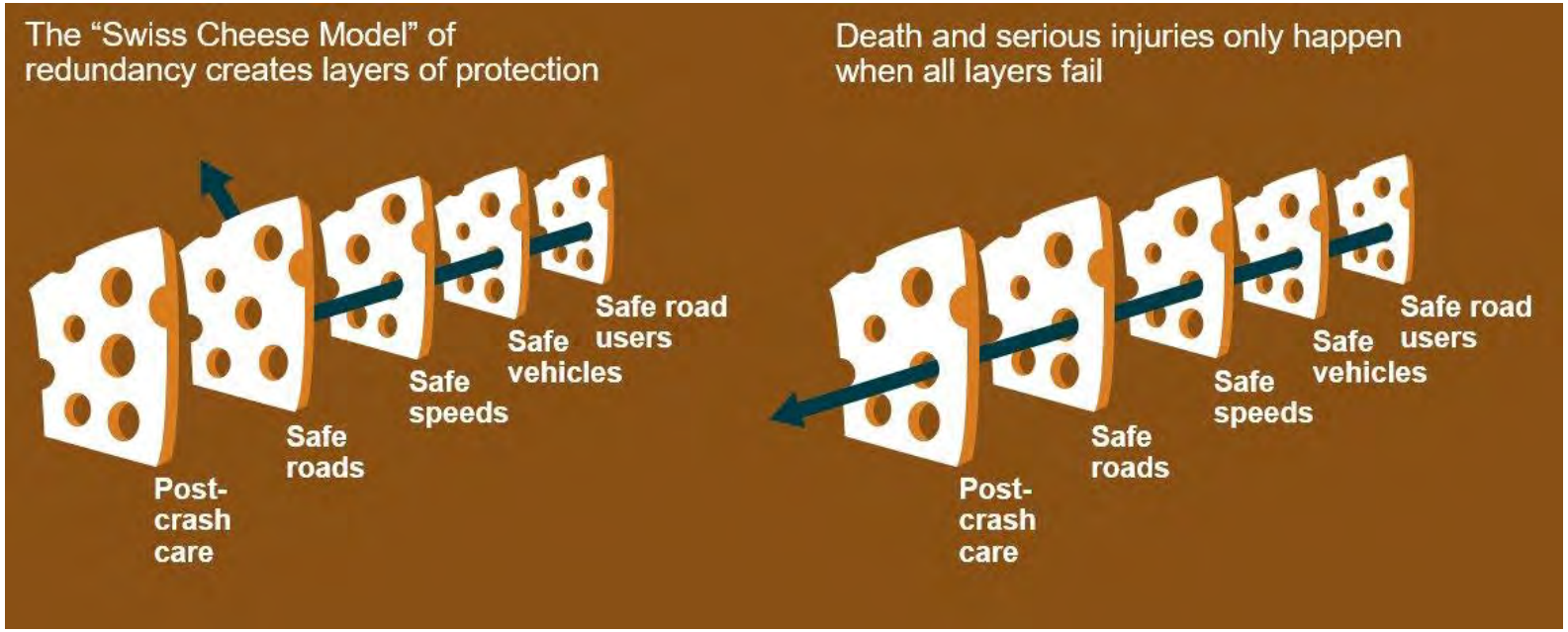
SAFE SYSTEMS APPROACH

- **Safer Road Users:** Encourage safe and responsible user behavior
- **Safer Vehicles:** Expand innovation and technology features to enhance safety
- **Safer Speeds:** Promote context-appropriate design, speed setting, and speed enforcement
- **Safer Roads:** Design roadways to mitigate human mistakes and facilitate safe travel for the most vulnerable users
- **Improved Post-Crash Care:** Enhance access to emergency medical care and prevent secondary crashes

NATIONAL ROADWAY SAFETY STRATEGY

Vision for roadway safety is <u>zero</u> fatalities and severe injuries.

- Adopts the **Safe System Approach** to achieve results
- Seeks opportunities to address safety, equity, and climate simultaneously



DISCUSSION

Why is transportation safety **important** to you?

Join at menti.com

Enter code: **17 08 43 1**

SAFETY TASK FORCE

Safety Task Force Role

- Validate information and data
- Provide insight on emphasis areas
- Draft the vision and goals for safety in the region
- Represent the community and solicit feedback
- Serve as trusted community champions
- Evaluate performance measures

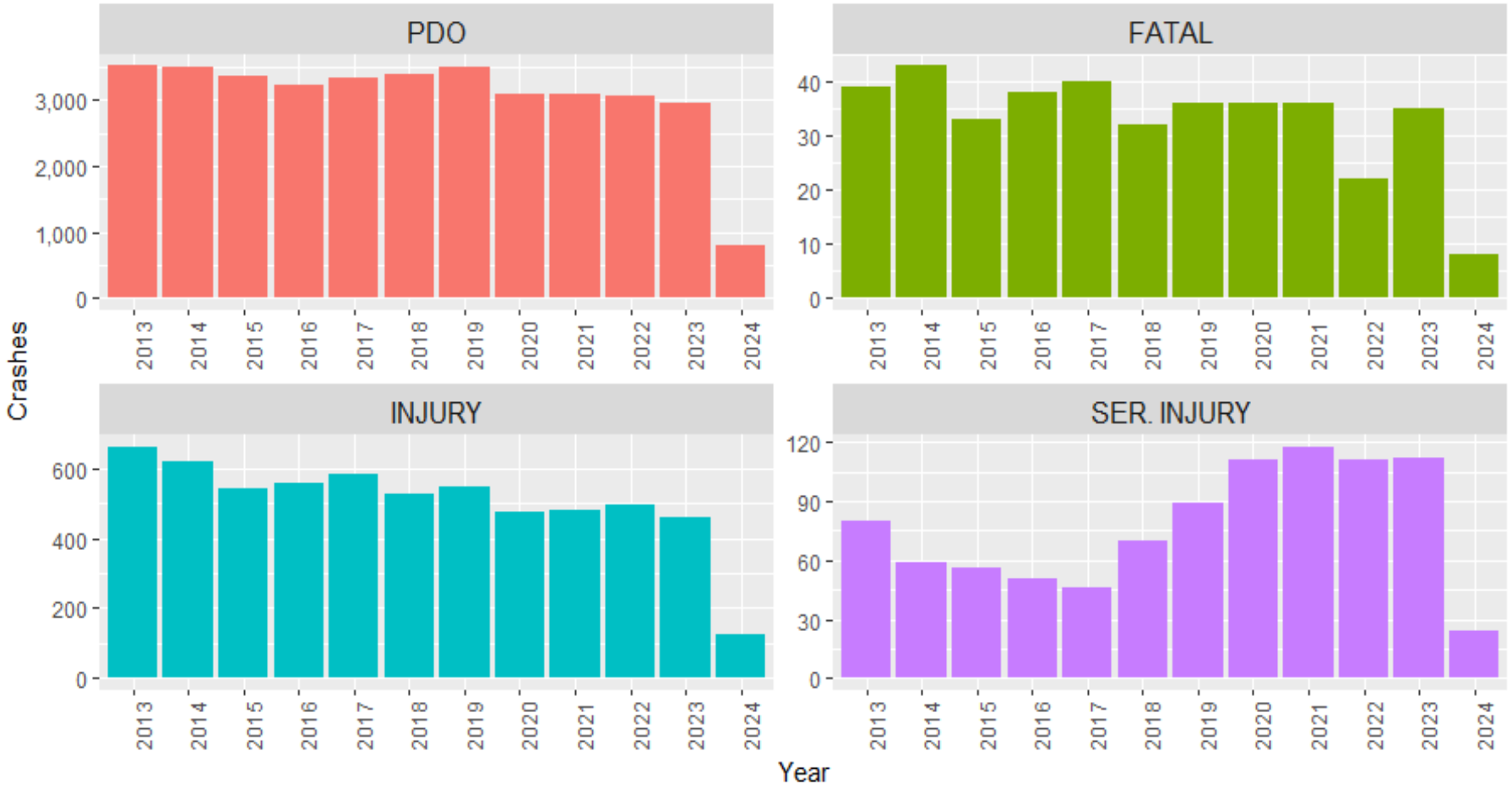
PUBLIC SURVEY

Advocate in Your Community!

- Press release and survey link will be sent to the Safety Task Force and an extended stakeholder list for greater promotion
- Takes about 5-10 minutes to complete
- Allows respondents to submit location-specific concerns

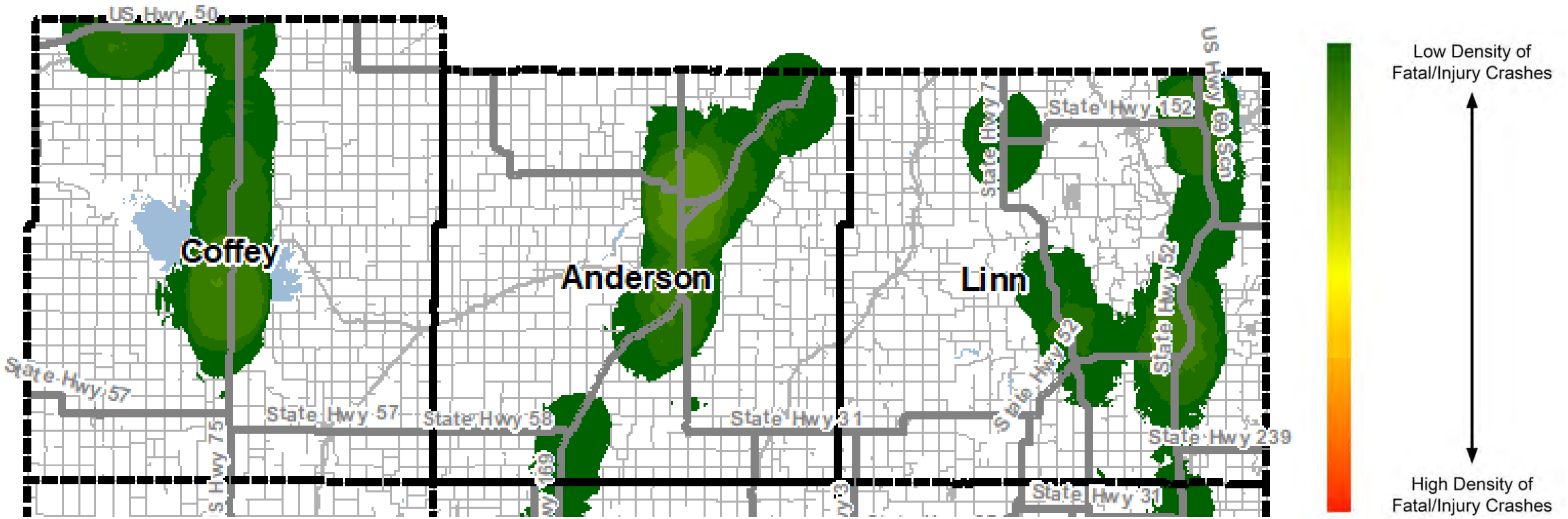
https://arcg.is/1v1Pe00

CRASH REVIEW

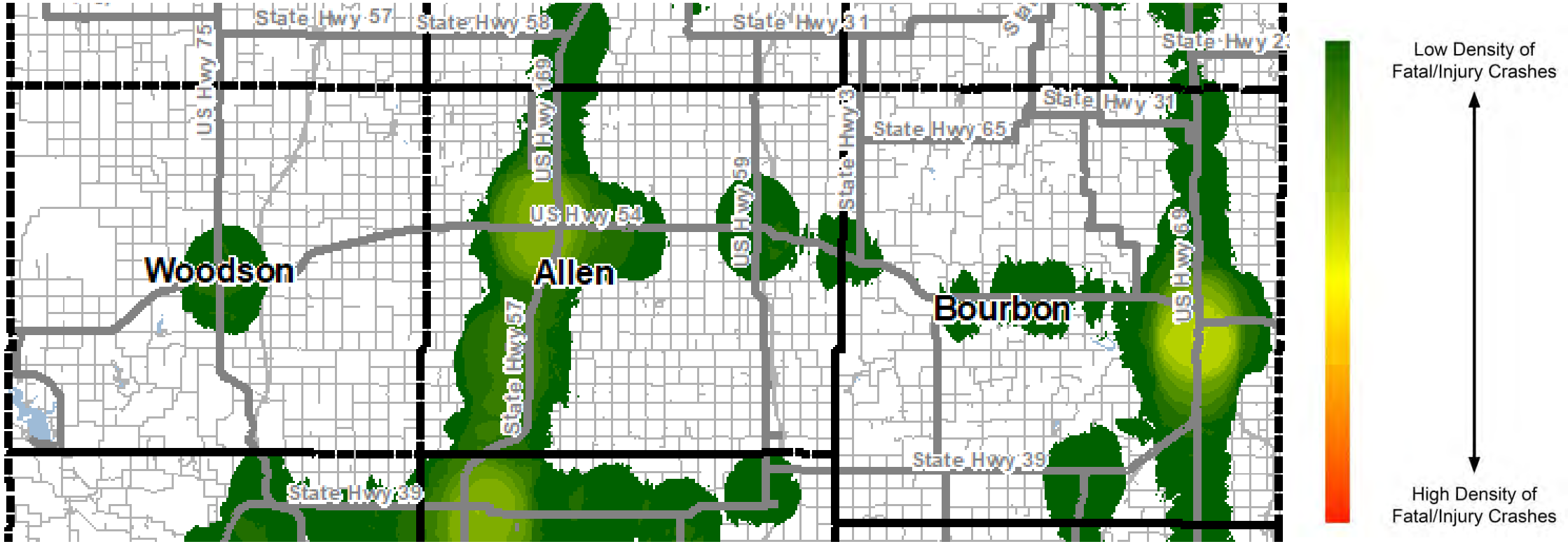


Crash Type	Count
Fatal	398
Injury	7014
PDO	36883
Pedestrian	295
Total	44,295

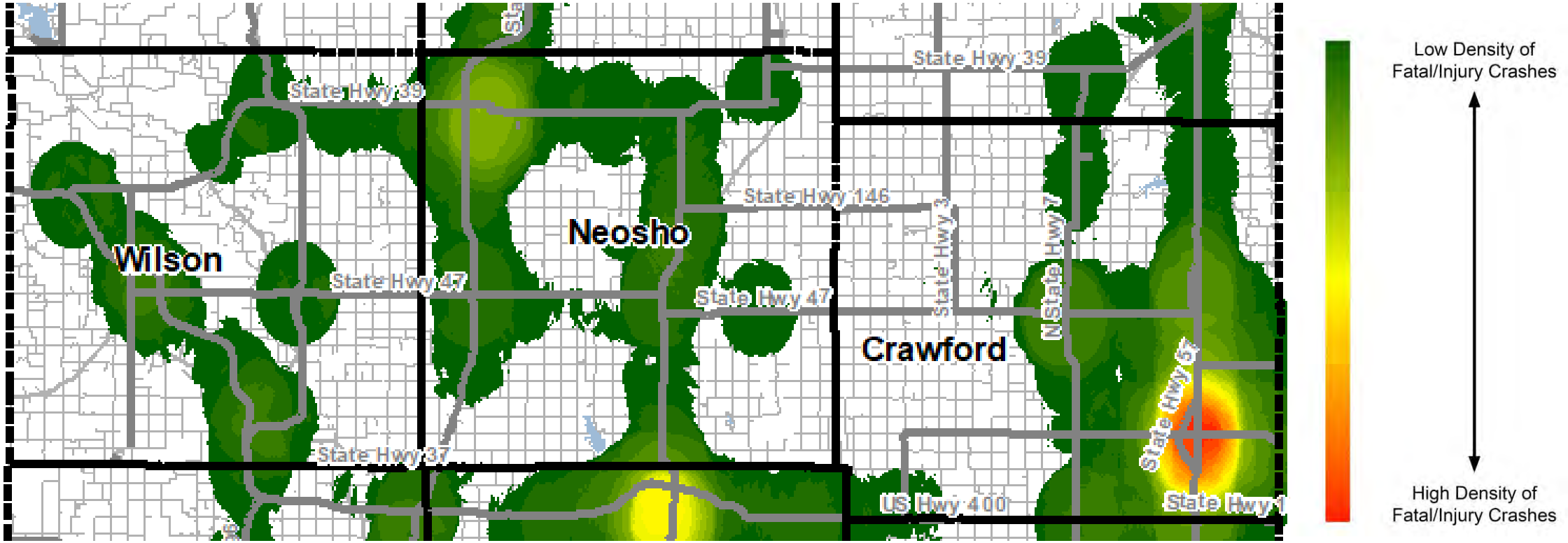
CRASH REVIEW



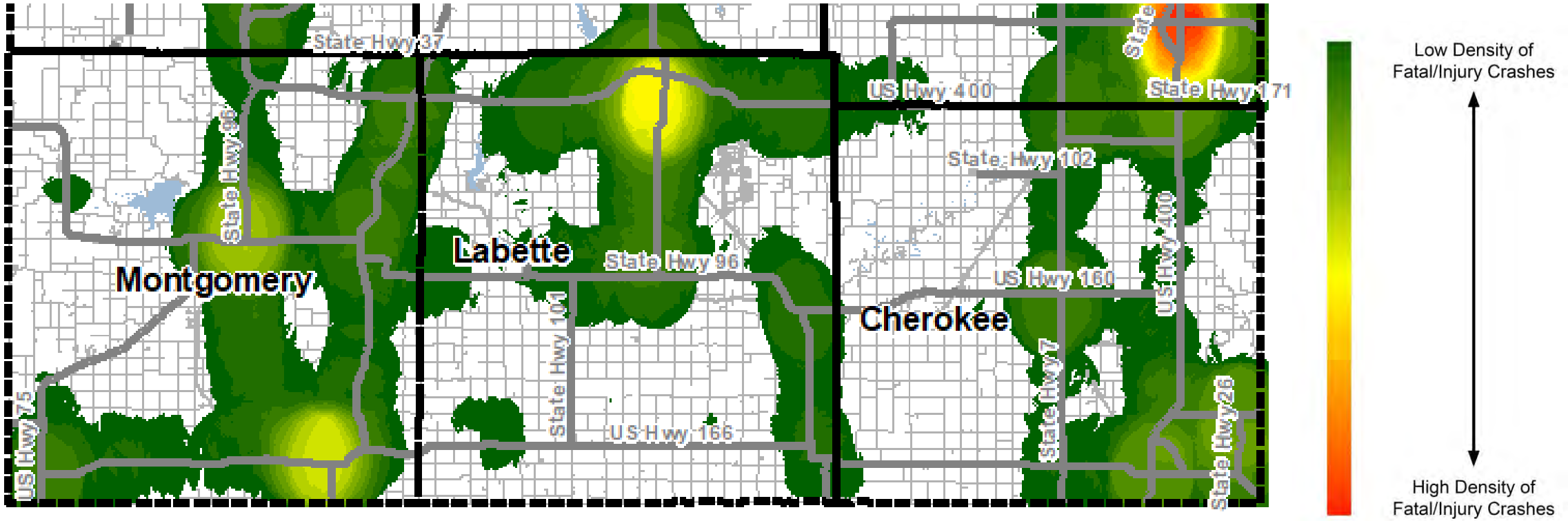
CRASH REVIEW



CRASH REVIEW



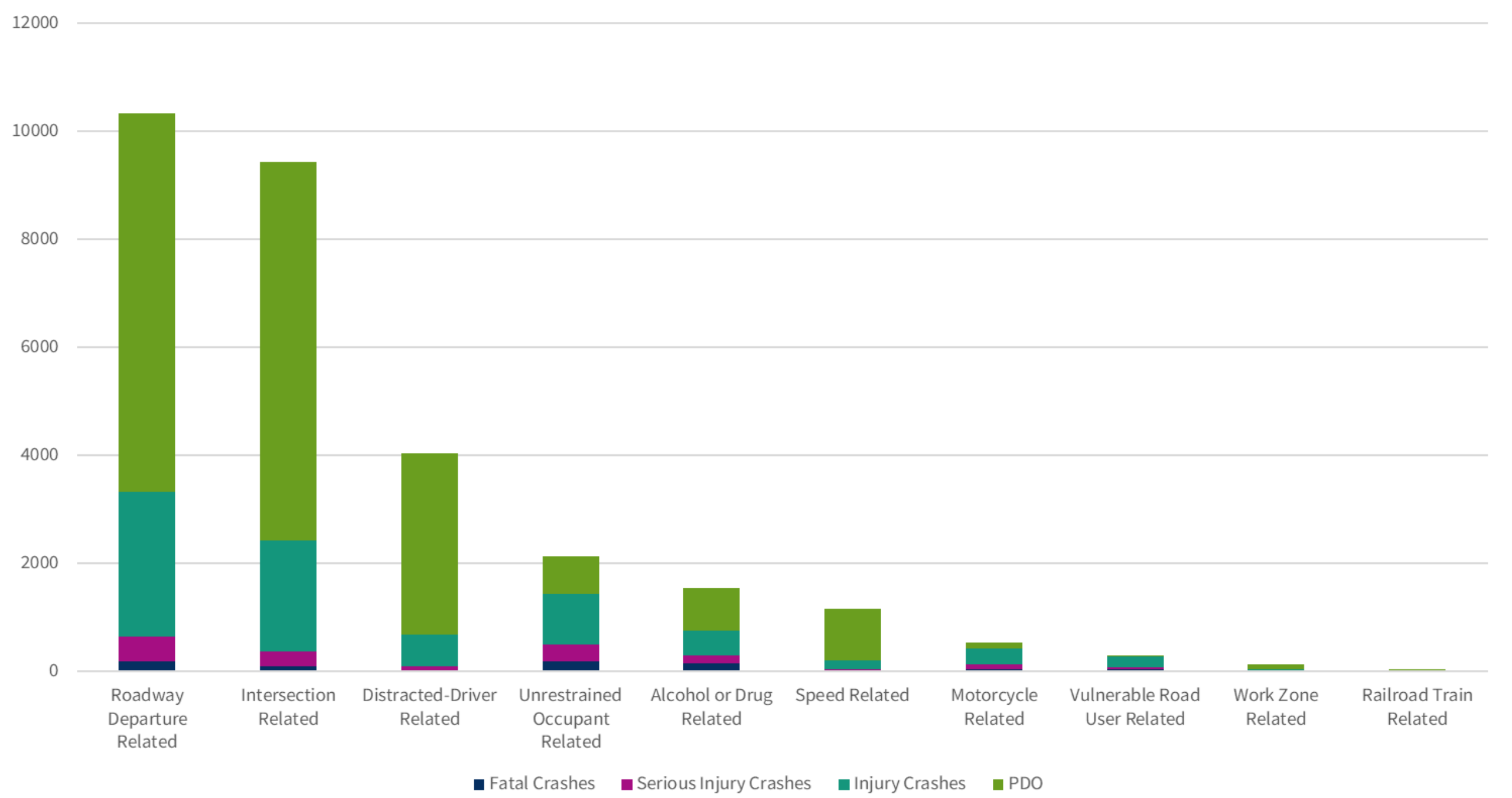
CRASH REVIEW



CRASH REVIEW

Crashes	Fatal	Serious Injury	Injury	Non-Injury (PDO)	Total
State System	249	445	2,645	17,608	20,947
County	116	274	1,527	8,486	10,403
City	33	208	1,915	10,789	12,945
Total	**398**	**927**	**6,087**	**36,883**	**44,295**

BREAK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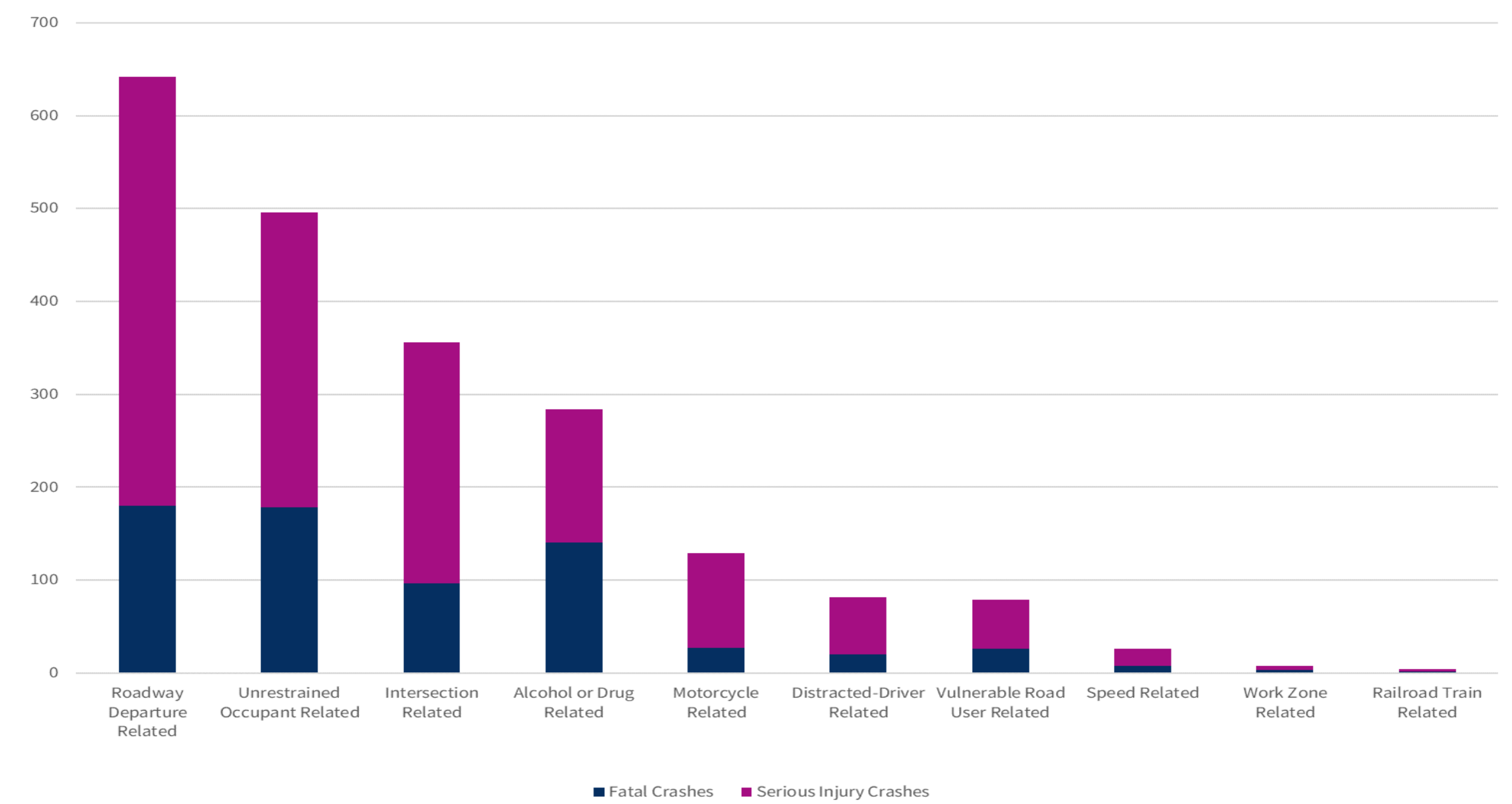
Roadway Departure Related
Intersection Related
Distracted-Driver Related
Unrestrained Occupant Related
Alcohol or Drug Related
Speed Related
Motorcycle Related
Vulnerable Road User Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes
Injury Crashes
PDO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Roadway Departure Related
Unrestrained Occupant Related
Intersection Related
Alcohol or Drug Related
Motorcycle Related
Distracted-Driver Related
Vulnerable Road User Related
Speed Related
Work Zone Related
Railroad Train Related
Fatal Crashes
Serious Injury Crashes

Step 1: Select Emphasis Area

Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

DISCUSSION

As we focus on solutions, which of these crash types are most important to address?

- Drove Off Road
- No Seatbelt
- Intersections
- Alcohol or Drug Related
- Distracted Drivers
- Pedestrians and Bicyclists
- Speed Related
- Motorcycle
- Work Zone
- Railroad/Train

Join at menti.com

Enter code: **17 08 43 1**

DISCUSSION

Tell us about what kinds of transportation related **safety programs or involvement** your communities have promoted.

What went well?

What would you improve?

Join at menti.com

Enter code: **17 08 43 1**

DISCUSSION

What transportation
safety concerns have you heard
from the community?

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Enter code: **17 08 43 1**

DISCUSSION

What would you like to see **implemented** in Southeast Kansas to improve transportation safety?

Join at menti.com

Enter code: **17 08 43 1**

NEXT STEPS

- Public Survey
- Public Meetings
- Safety Task Force Meeting #2: November 14, 2024
- Safety Task Force Meeting #3: January 23, 2025
- Safety Priority/Cluster Areas
- Countermeasure Review

THANK YOU!

Next Meeting: November 14, 2024

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #2

Date: November 14, 2024
Time: 12:00pm - 2:00pm
Format: Southeast Kansas Regional Planning Commission (SEKRPC) Office or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Task Force Meeting #1 Overview
- Public Survey Information and Update
- Crash Emphasis Areas
- Countermeasure Review
- Next Steps

Attendees
Kris Hix, City of Garnett Community Development Director
Darin Wilson, City of Garnett Planning & Zoning Administrator
Chasity Ware, Linn County Economic Development
Terry Weidert, Labette County Commission
Jamie Lynn Blum, Pittsburg State University (online)
Katelyn Young, USD 257 Transportation (Iola) (online)
Aaron Cole, USD 257 Transportation (Iola) (online)
Jessica Hightower, SEKRPC

Consultant Team
Deanne Winkelmann, TranSystems
Slade Engstrom, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Payton Smith, TranSystems
Taylor Cunningham, TranSystems
Nicole Hood, TranSystems (online)
Tod Salfrank, TranSystems (online)
Jeff McKerrow, Kimley-Horn (online)
Anthony Gallo, Kimley-Horn (online)
Riley Mitts, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Ashley Winchell, Wilson & Company (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Per the project schedule, the consultant team has partially completed the data analysis and targeting February 2025 for completion.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Federal funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Task Force Meeting #1 Overview

- The Safe Systems Approach and the "Swiss Cheese Model" of safety redundancy was reviewed. An ordinance adopted by local governments supporting Vision Zero is needed to apply for future SS4A federal funding.
- A graph showing fatal and serious injury crash numbers was shown and compared to the top three emphasis areas selected by the Safety Task Force: roadway departure, unrestrained occupant, and distracted driving.

Public Survey Information and Update

- A public survey (https://arcg.is/1v1Pe00) was sent to about 300 community stakeholders and groups. To date, about 55 responses have been received. The survey is scheduled to stay open until January when public meetings are anticipated to be held in each county.
- Emphasis areas identified by survey participants to date include intersections, alcohol or drug related, distracted driving, and speed.
- To blend the input from the crash analysis, Safety Task Force, and public survey, the proposed emphasis areas are roadway departure, intersection related, and unrestrained occupant. Other areas for review are Vulnerable Road Users (VRU), distracted driving, and alcohol or drug related.

Crash Emphasis Areas

- A map of clustered crash occurrences was presented with color-coded dots showing multiple occurrences for signalized Intersections, unsignalized Intersections, VRUs, roadway departures, and speed related incidents.
- Specific cluster maps will be developed for each of the 12 counties.
- Follow-up meetings will be scheduled to discuss these with city and/or county stakeholders.

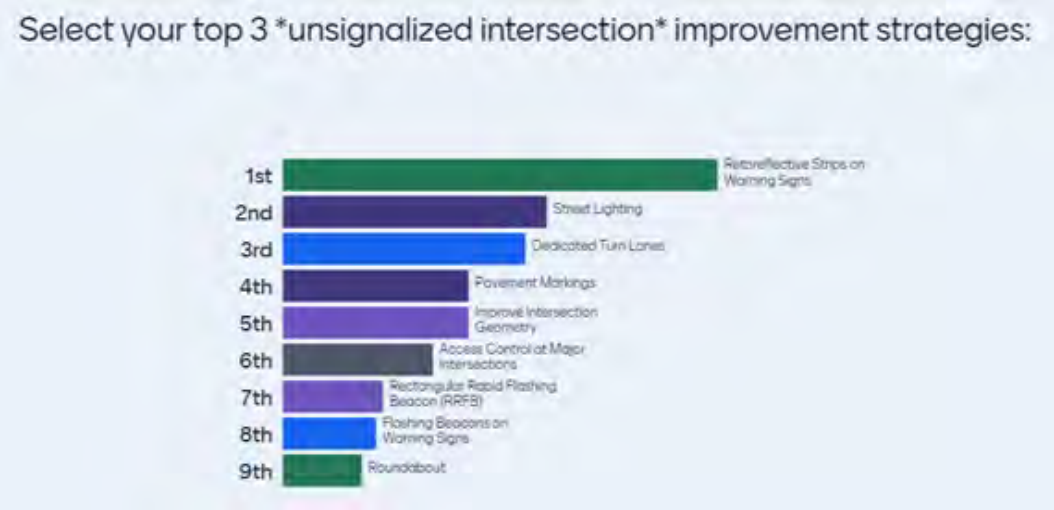
Countermeasure Review

- Countermeasure for **roadway departure** include edge-line and centerline treatments, curve signage, various delineators, clear zone obstruction removal, improved pavement markings, and a two-foot shoulder.
    - Polling question: **Select your top roadway departure improvement strategies.**
    - Additional overhead lighting could be helpful. Franchise agreements with electric companies sometimes make placement free.
    - Terry Weidert (Labette County) shared information about a 90-degree curve that was created with US-400 construction at old US-59 near Parsons. Adjacent to the curve is a pond on private land. Four weeks ago, a young driver missed the curve and crashed but could not be found. He was underwater in the pond. There have been five incidents in this location including this fatal crash. Shawn Turner (TranSystems) said a similar situation occurred on US-169 and KDOT purchased and filled the borrow pit.

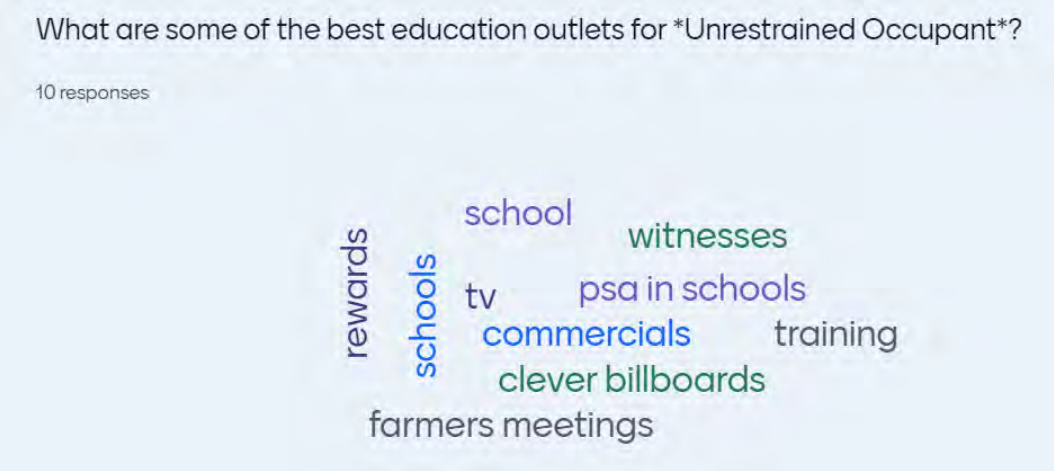
- Countermeasures for **signalized intersections** include signal backplates with retroreflective borders, protected left turns (some with flashing yellow arrows), and improvements for signal phasing and timing plans.

- Countermeasures for **unsignalized Intersections** include flashing beacons on warning signs, retroreflective strips on warning signs, Rectangular Rapid Flashing Beacons (RRFB), improved pavement markings, access control at major intersections, dedicated turn lanes, roundabouts, improved intersection geometry, and overhead lighting.
    - Polling question: **Select your top unsignalized intersection improvement strategies.**
    - The group discussed roundabout functionality and geometry. Slade Engstrom (TranSystems) indicated that larger roundabouts, low curbs, or roundabouts with colored concrete aprons can help large trucks navigate them easier.

- The group discussed diverging diamond interchanges (DDI). Slade Engstrom (TranSystems) said geometry is important and DDIs must fit the individual situation of the interchange. They are useful where lots of left turn traffic exists. There are currently seven in Kansas with more coming. Future improvements to K-96 in northeast Wichita will have DDIs.

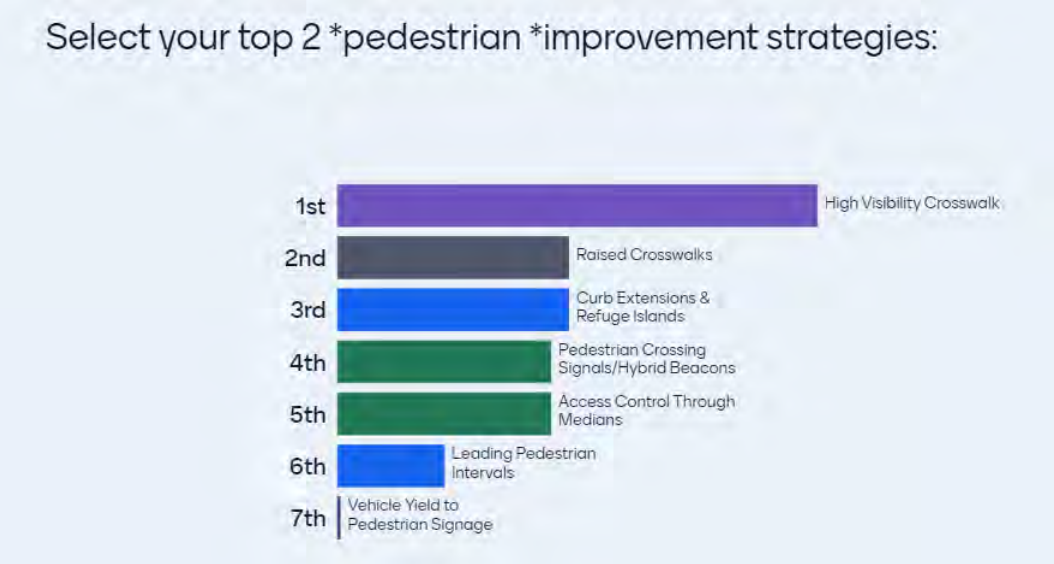


- Countermeasures for **unrestrained occupant** include behavior changing programs and enforcement communications and outreach.
  - Polling question: **What are some of the best education outlets for unrestrained occupants?**
  - The group discussed successful campaigns that play to human emotions regarding family, friends, and pets.
  - Large employers can implement safety programs at work. Cornejo in Wichita has trouble keeping CDL drivers so they offer a company-wide free Uber service. Farmers' meetings are another good place for outreach because farmers generally work alone and socialize with others at meetings.

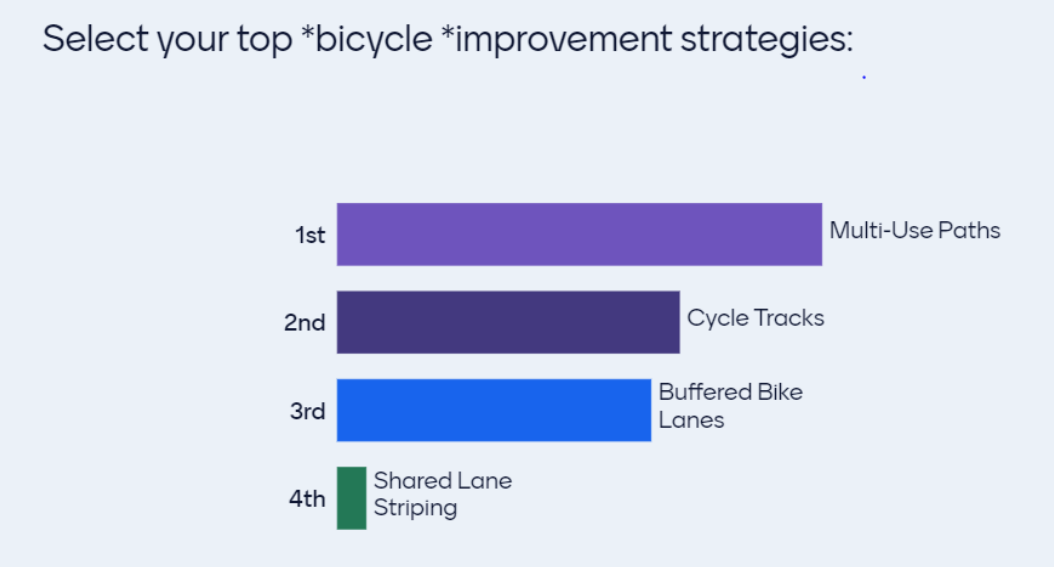


- Countermeasures for distracted driving include high-visibility cell phone and texting enforcement and enforcement communications and outreach.
    - Polling question: **What are some of the best education outlets for distracted driving?**

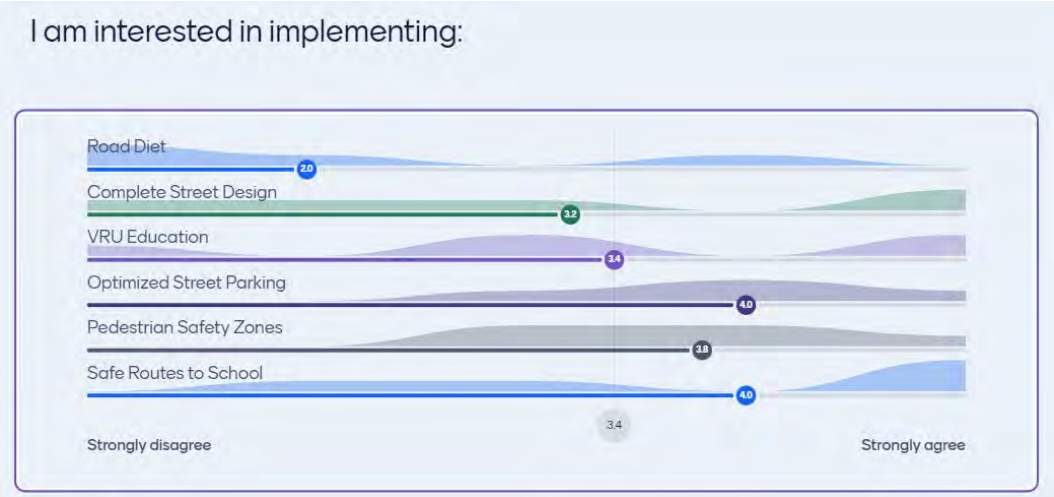
- Countermeasures for **pedestrian safety** include Leading Pedestrian Intervals (LPIs) at intersections, pedestrian crossing signals/hybrid beacons, high visibility crosswalks, signage for vehicles yield to peds, raised crosswalks or intersections, curb extensions or refuge islands, and access control with medians.
    - Polling question: **Select your top pedestrian safety improvement strategies.**



- Countermeasures for **bicycle safety** include buffered bike lanes, shared lanes, multi-use paths, and cycle tracks.
    - Polling question: **Select your top bicycle safety improvement strategies.**



- Countermeasures for both **bicycle and pedestrian safety** include road diet, Complete Street design, VRU education, optimized street parking, pedestrian safety Zznes, and Safe Routes to School programs.
    - Polling question: **How interested are you in implementing these strategies?**
    - The group mentioned that the Safe Routes to Schools program is popular.
    - Drivers to schools include young (high school) drivers and parents making multiple trips through the day, sometimes to multiple schools.



Next Steps

- Consultant team will follow-up to schedule 1-on-1 conversations with city and county representatives for more detailed discussions. Safety Task Force Meeting #3 is anticipated in late January 2025.
- Public survey will continue to be available until public meetings in each county. The public meetings are anticipated to be planned in coordination with standing County Commission meetings.
- Consultant team continues to monitor the political and funding landscape for future funding announcements.
- Contact: Tom Hein at tdhein@transystems.com with any questions or concerns.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #2

November 14, 2024

AGENDA

- Welcome and Introductions
- Task Force Meeting #1 Overview
- Public Survey Results
- Emphasis Areas
- Countermeasures
- Next Steps

INTRODUCTIONS

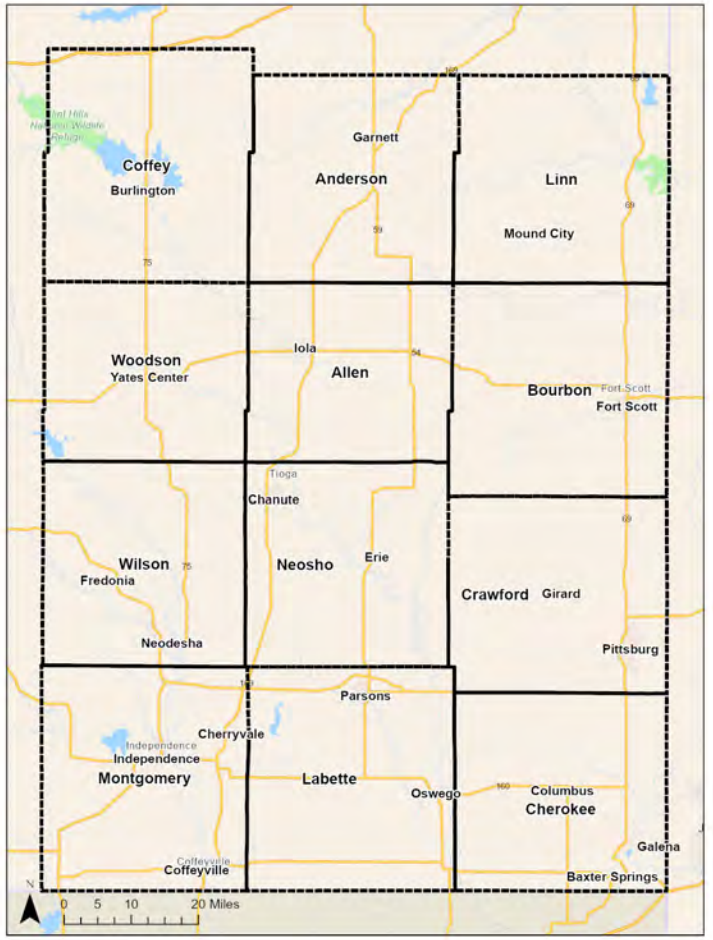
- Southeast Kansas Regional Planning Commission (SEKRPC)
- Consultant Teams
  - TranSystems
  - Kimley Horn
  - Wilson & Company
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



POLLING INSTRUCTIONS

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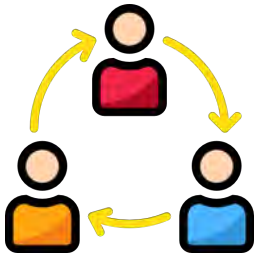
Or use the QR code!

FROM PLAN TO ACTION

Planning Grant

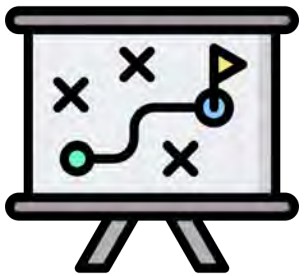
Implementation Grant

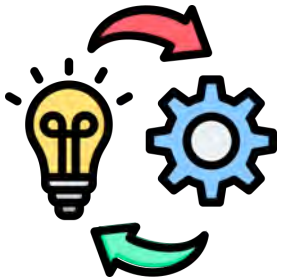
Data Analysis



Engage Stakeholders

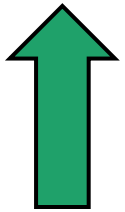
Strategy and Actions





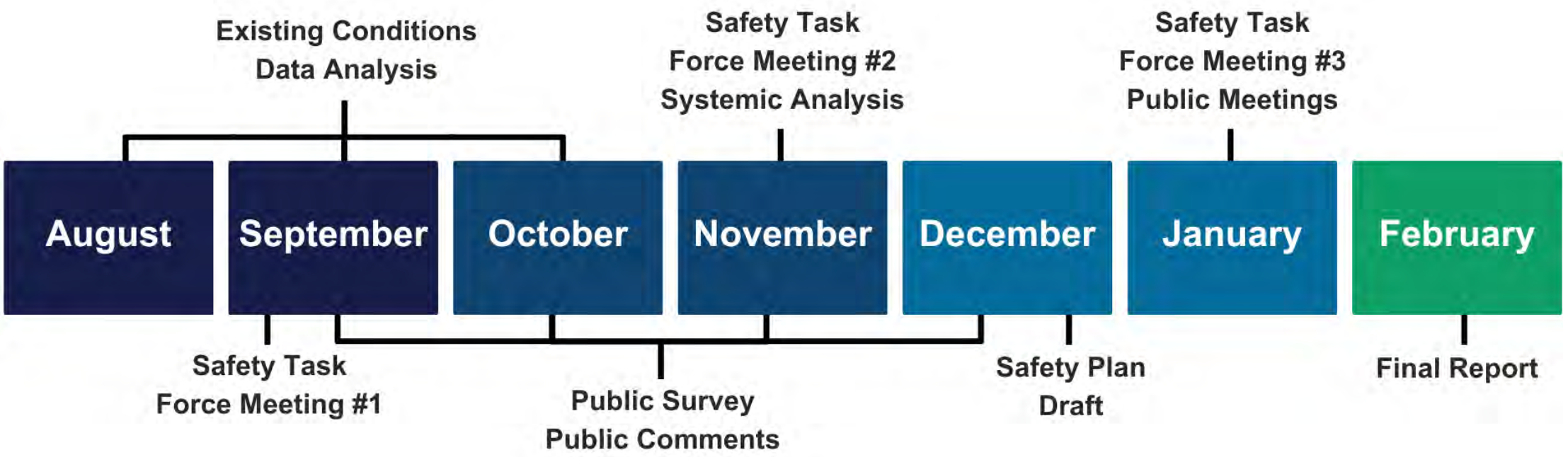
Recommendations

Implementation



We are here!

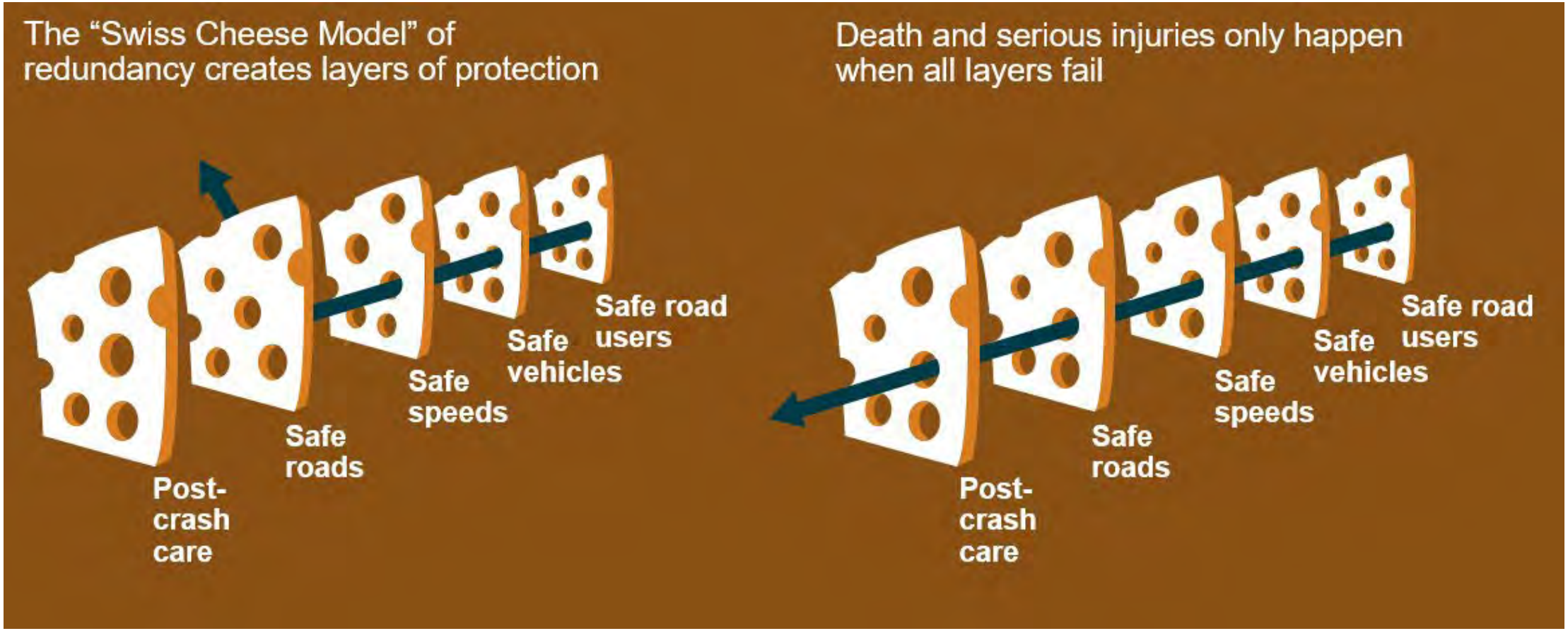
PROJECT TIMELINE



MEETING #1 OVERVIEW

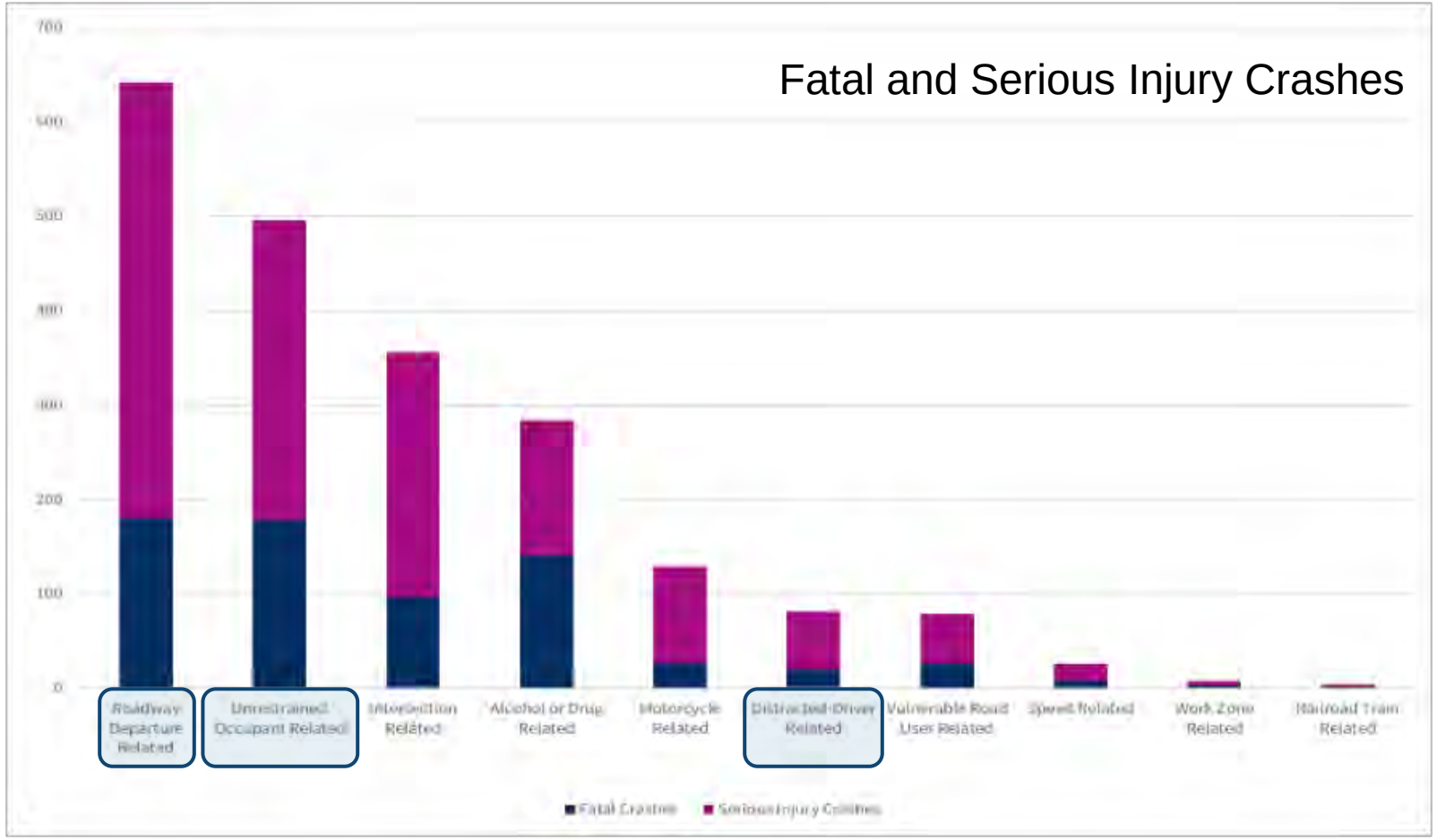
- SS4A Background
  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public survey will guide study outcomes

MEETING #1 OVERVIEW



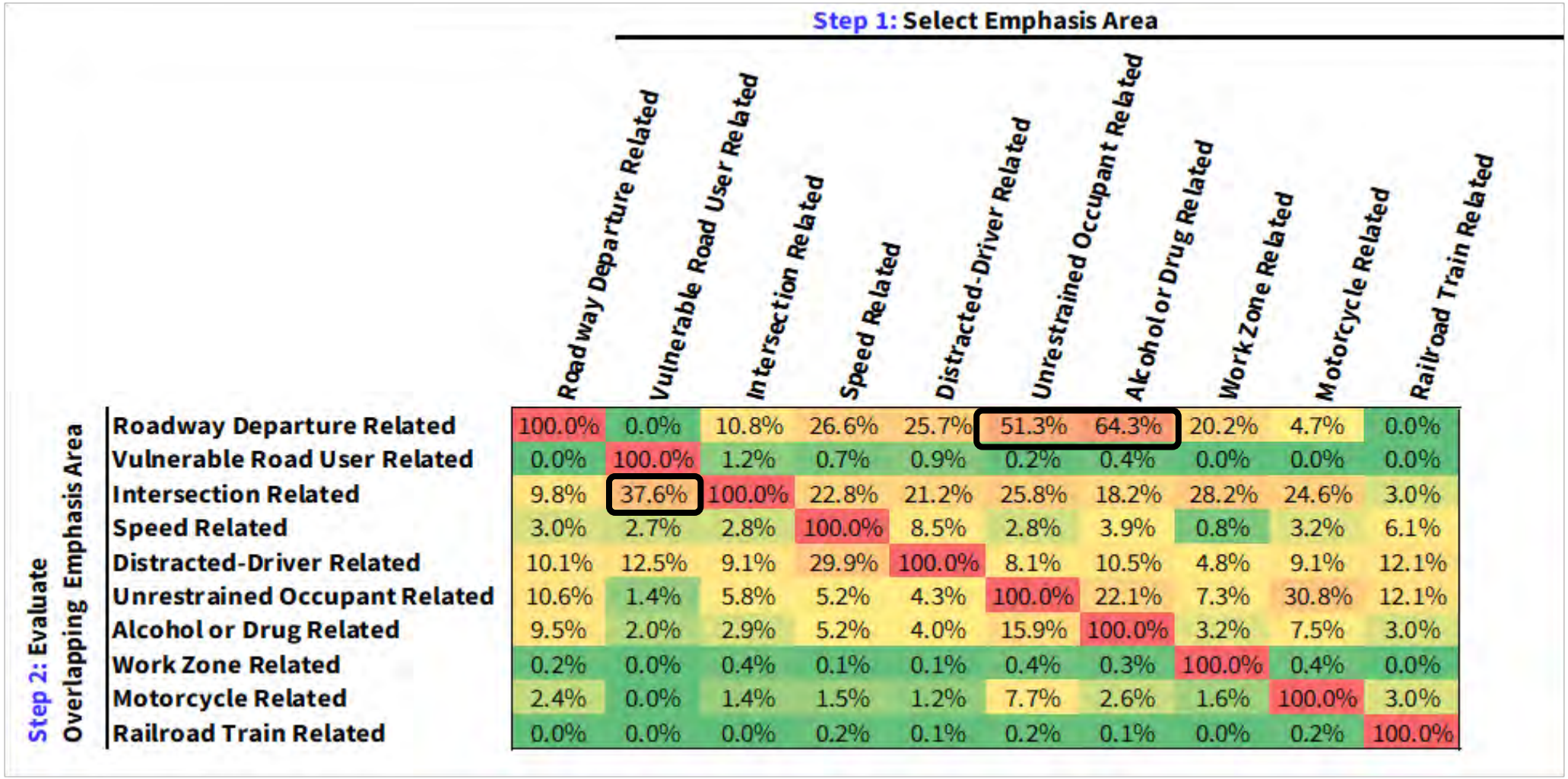
MEETING #1 OVERVIEW

- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

MEETING #1 OVERVIEW



Step 1: Select Emphasis Area

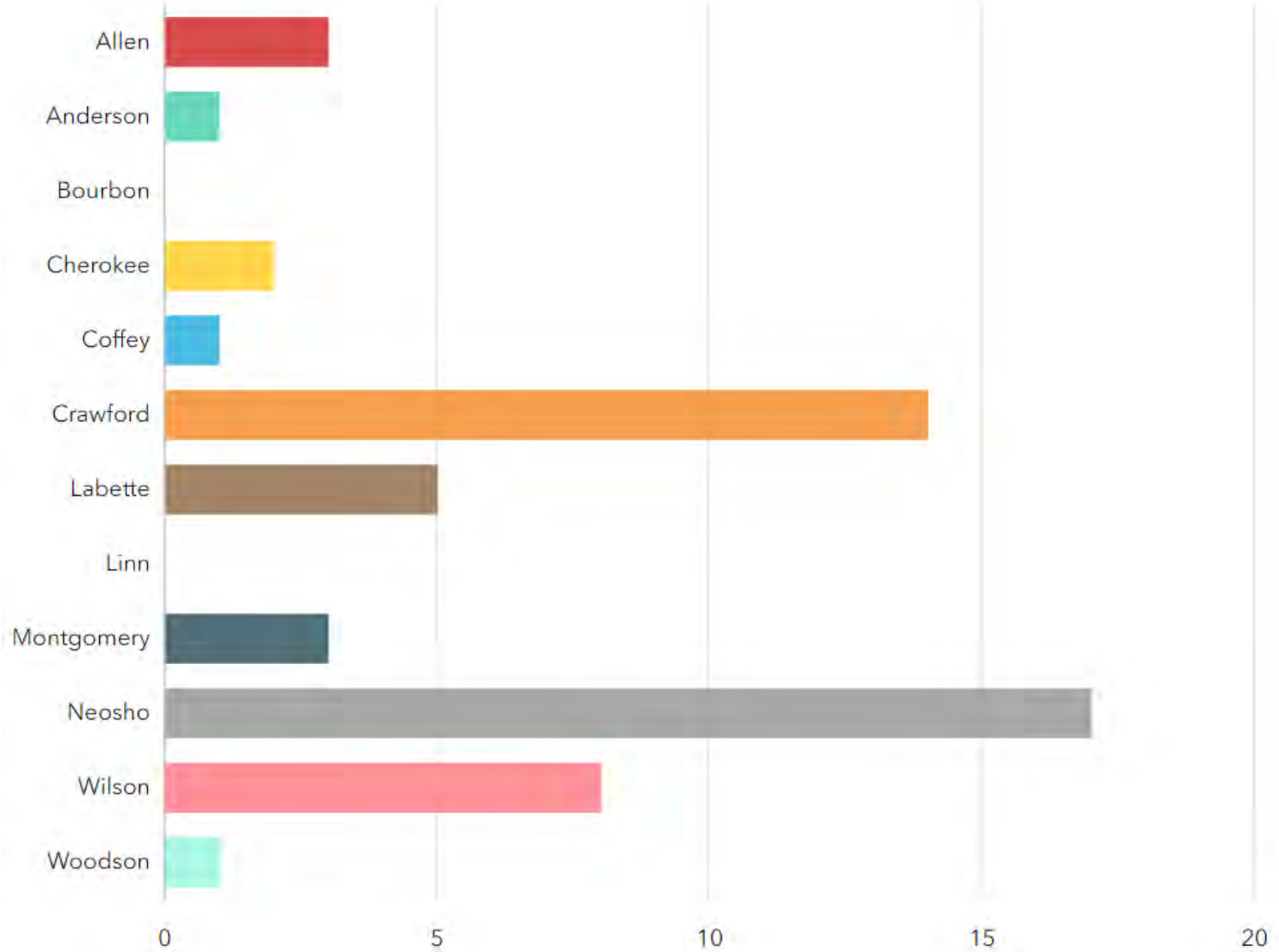
Step 2: Evaluate Overlapping Emphasis Area

	Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
Roadway Departure Related	100.0%	0.0%	10.8%	26.6%	25.7%	51.3%	64.3%	20.2%	4.7%	0.0%
Vulnerable Road User Related	0.0%	100.0%	1.2%	0.7%	0.9%	0.2%	0.4%	0.0%	0.0%	0.0%
Intersection Related	9.8%	37.6%	100.0%	22.8%	21.2%	25.8%	18.2%	28.2%	24.6%	3.0%
Speed Related	3.0%	2.7%	2.8%	100.0%	8.5%	2.8%	3.9%	0.8%	3.2%	6.1%
Distracted-Driver Related	10.1%	12.5%	9.1%	29.9%	100.0%	8.1%	10.5%	4.8%	9.1%	12.1%
Unrestrained Occupant Related	10.6%	1.4%	5.8%	5.2%	4.3%	100.0%	22.1%	7.3%	30.8%	12.1%
Alcohol or Drug Related	9.5%	2.0%	2.9%	5.2%	4.0%	15.9%	100.0%	3.2%	7.5%	3.0%
Work Zone Related	0.2%	0.0%	0.4%	0.1%	0.1%	0.4%	0.3%	100.0%	0.4%	0.0%
Motorcycle Related	2.4%	0.0%	1.4%	1.5%	1.2%	7.7%	2.6%	1.6%	100.0%	3.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.2%	100.0%

PUBLIC SURVEY RESULTS

- Press release and survey was sent to the Safety Task Force and an extended stakeholder list for greater promotion
- About 55 survey responses to date*
  - Survey reminder to be sent this month
  - Survey to remain open until public meetings in January

Survey Respondents By County



*Responses as of 11/7/24

PUBLIC SURVEY RESULTS

What are your safety concerns?

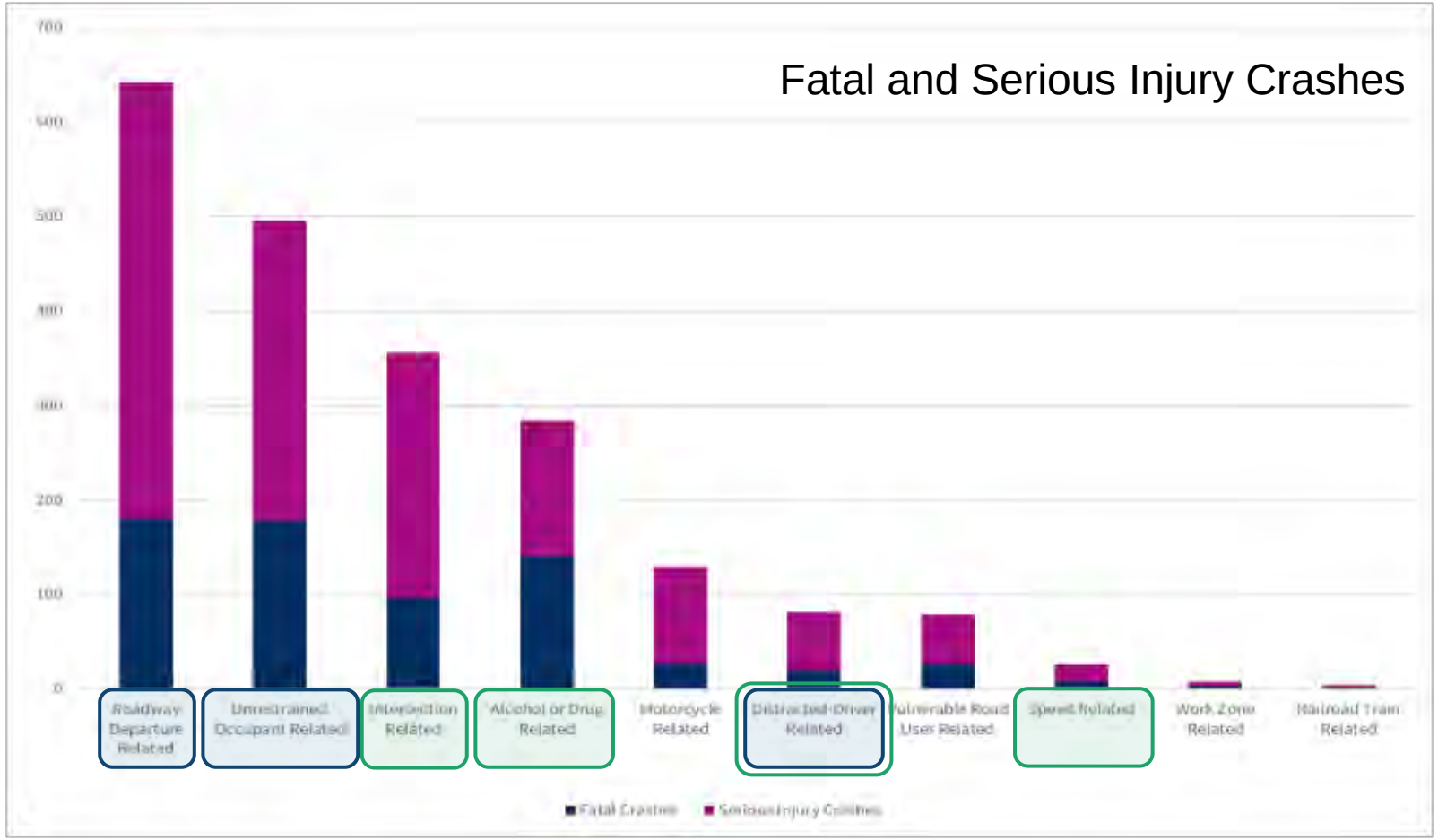
- Infrastructure maintenance
  - Poor roadway conditions
  - Narrow roadways
- Intersection improvements
  - Turn lanes
  - Unsafe unsignalized intersections
- Pedestrian and bicyclist safety
- Safe routes to school
- Speeding

https://arcg.is/1v1Pe00

PUBLIC SURVEY RESULTS

Emphasis Areas

- Roadway Departure
- Unrestrained Occupant
- Intersection Related
- Alcohol or Drug Related
- Distracted Driving
- Speed Related



= *Emphasis areas prioritized by task force*

= *Emphasis areas prioritized by survey respondents*

WHAT WE HEARD FROM YOU:

Proposed Key Emphasis Areas

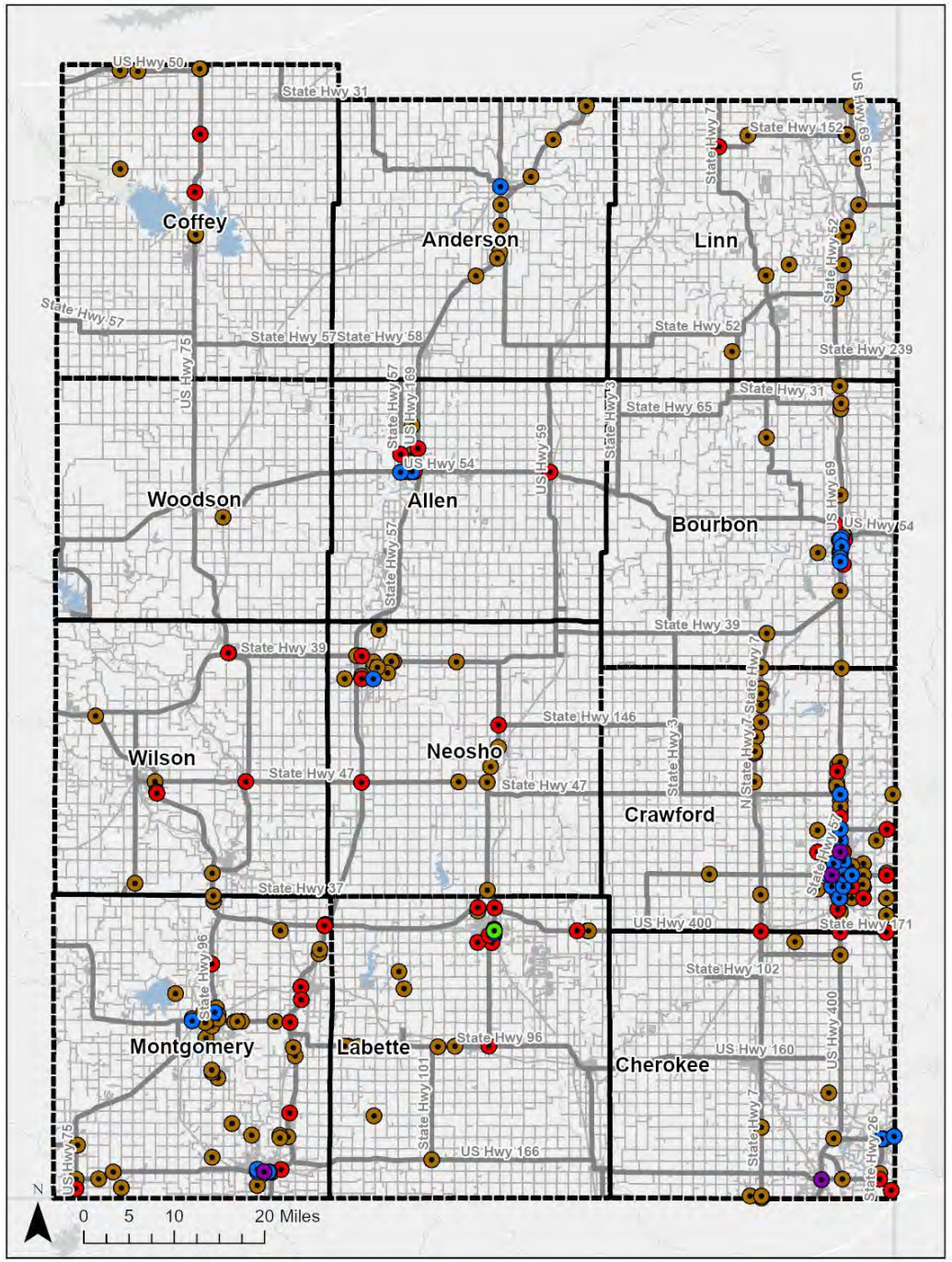
Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

LOCATION-BASED EMPHASIS AREAS

- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Specific cluster maps will be developed for each county
- Follow-up 1-on-1 meetings with county and/or city representatives



COUNTERMEASURE DISCUSSION

COUNTERMEASURES: *Roadway Departure*

Edgeline Treatment

Centerline Treatment

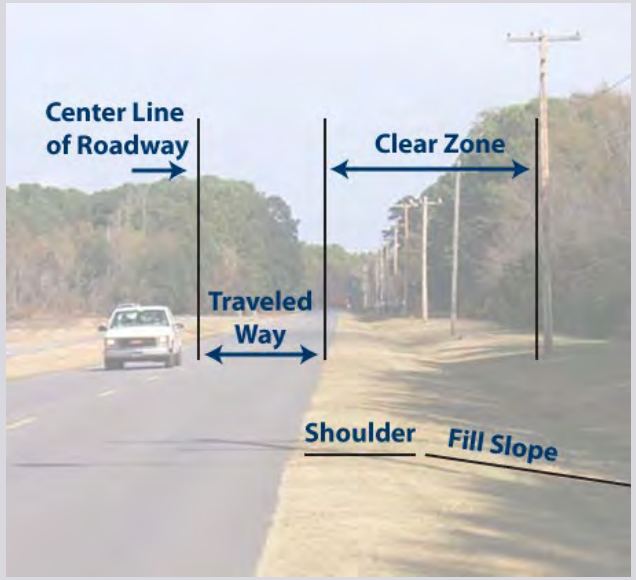
Curve Signage

COUNTERMEASURES: *Roadway Departure*

Post-Mounted Delineators

Delineate Roadside Hazards

Remove Fixed Objects in Clear Zone



COUNTERMEASURES: *Roadway Departure*

Improved Pavement Markings

2-Foot Shoulder

POLLING INSTRUCTIONS

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Or use the QR code!

COUNTERMEASURES: *Signalized Intersection*

Signal Backplates with Retroreflective Borders

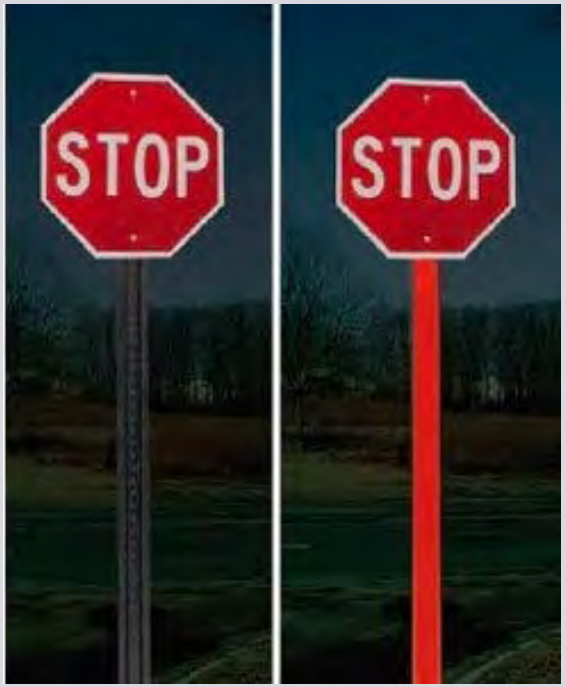
Protected Left Turns and Flashing Yellow Arrows

Improve Signal Phasing and Timing Plans

COUNTERMEASURES: *Unsignalized Intersection*

Install Flashing Beacons on Warning Signs

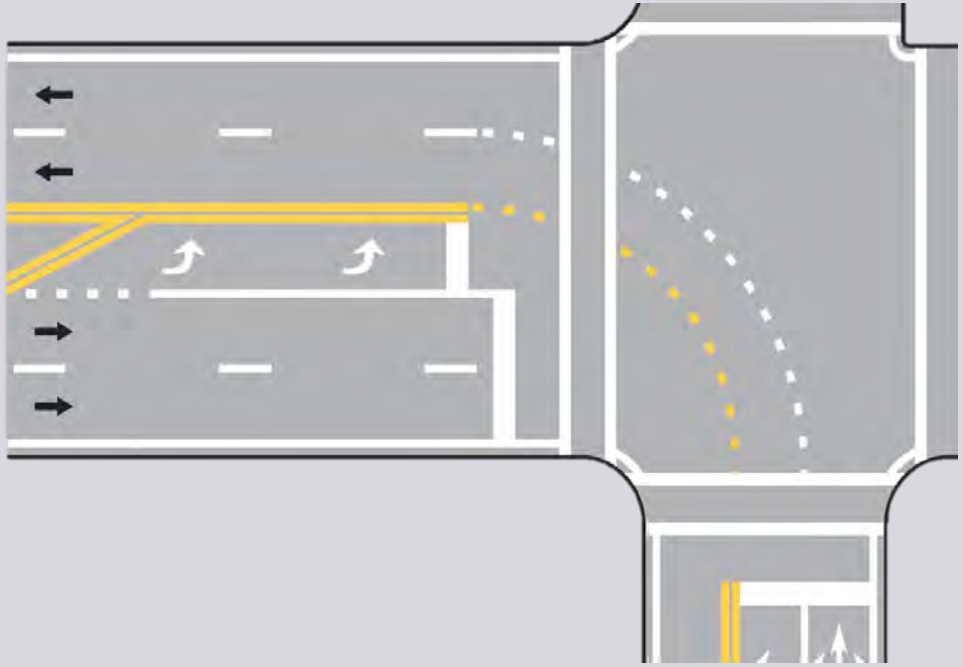
Install Retroreflective Strips on Warning Signs



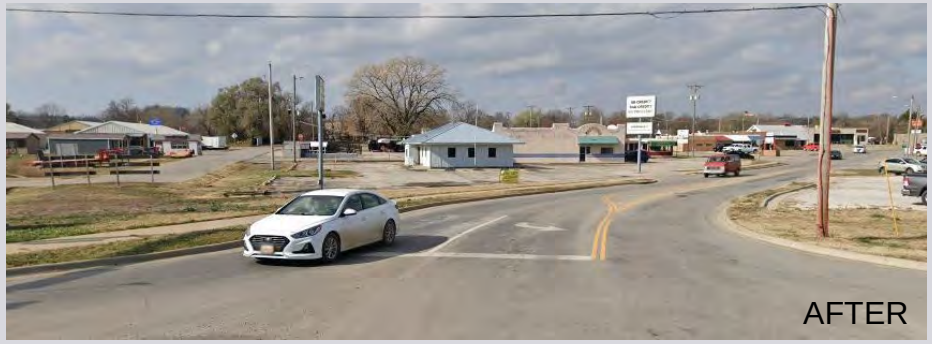
Rectangular Rapid Flashing Beacon (RRFB)

COUNTERMEASURES: *Intersections*

Pavement Markings



Access Control At Major Intersections



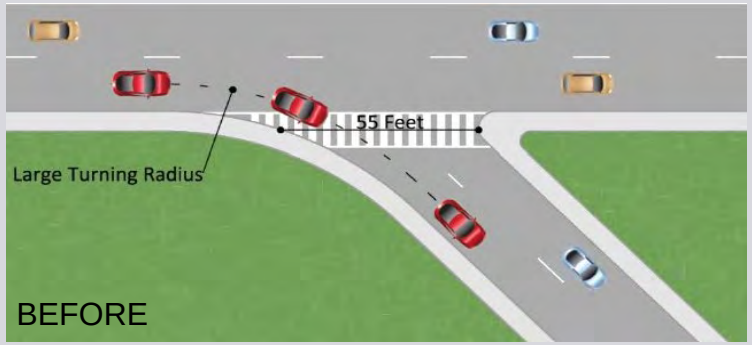
COUNTERMEASURES: *Intersections*

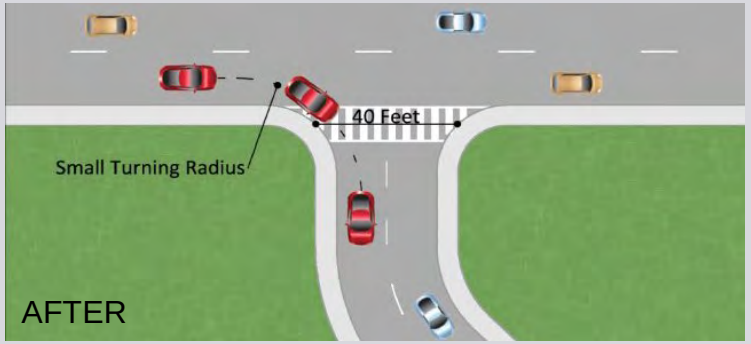
Install Dedicated Turn Lanes

Install Roundabout

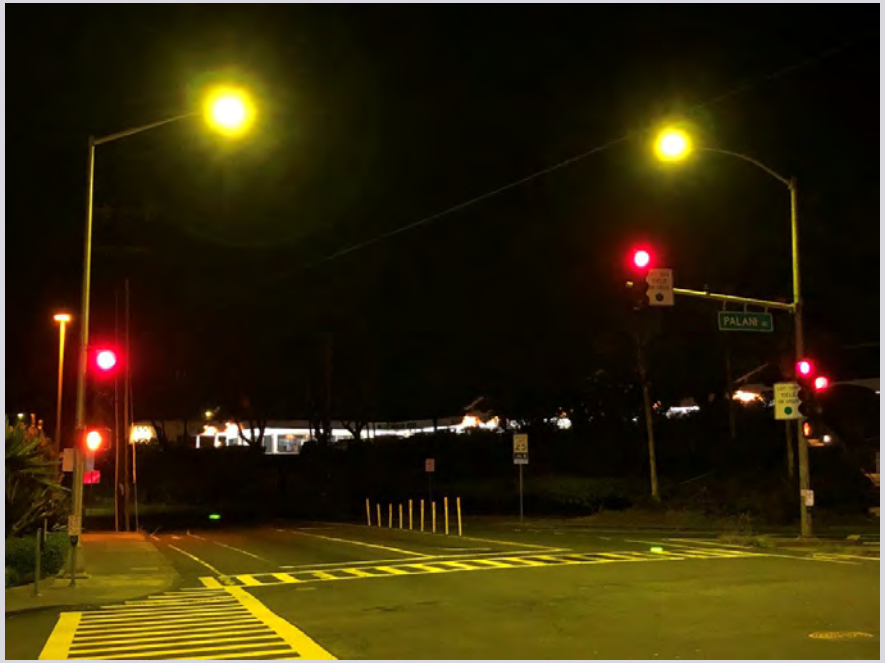
COUNTERMEASURES: *Intersections*

Improve Intersection Geometry





Install Street Lighting



POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

4399 8087

Enter your name, organization, and role.

Or use the QR code!

COUNTERMEASURES: *Unrestrained Occupant*

Behavior Change Programs

Enforcement Communications and Outreach

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

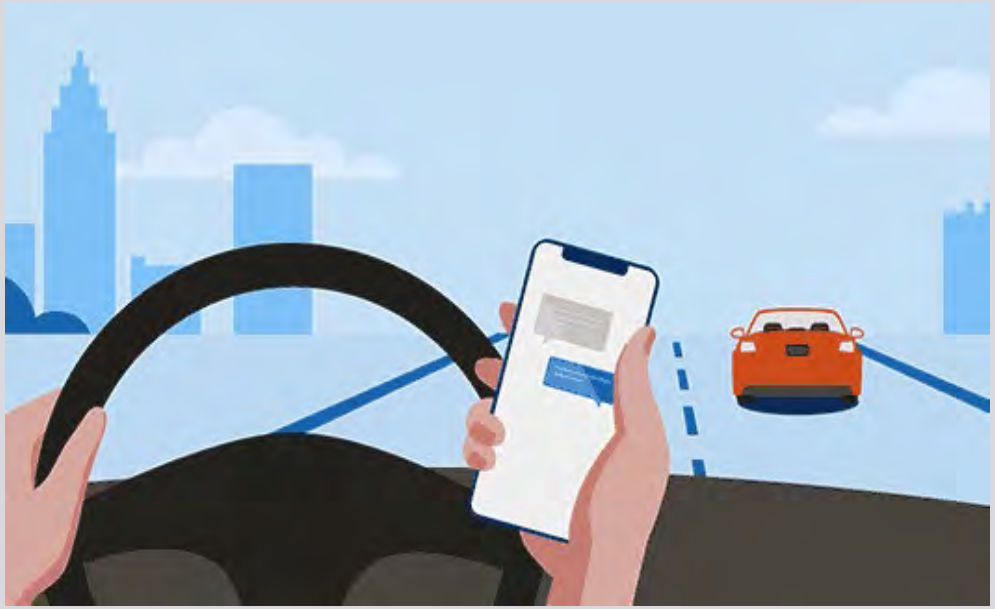
4399 8087

Enter your name, organization, and role.

Or use the QR code!

COUNTERMEASURES: *Distracted Driving*

High-Visibility Cell Phone/ Text Messaging Enforcement



Enforcement Communications and Outreach

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

4399 8087

Enter your name, organization, and role.

Or use the QR code!

COUNTERMEASURES: *Pedestrians*

Leading Pedestrian Intervals (LPIs)

Pedestrian Crossing Signals/ Hybrid Beacons

COUNTERMEASURES: *Pedestrians*

High Visibility Crosswalks

Vehicle Yield to Pedestrian Signage

Raised Crosswalks or Intersections

COUNTERMEASURES: *Pedestrians*

Curb Extensions and Refuge Islands

Access Control Through Medians

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

4399 8087

Enter your name, organization, and role.

Or use the QR code!

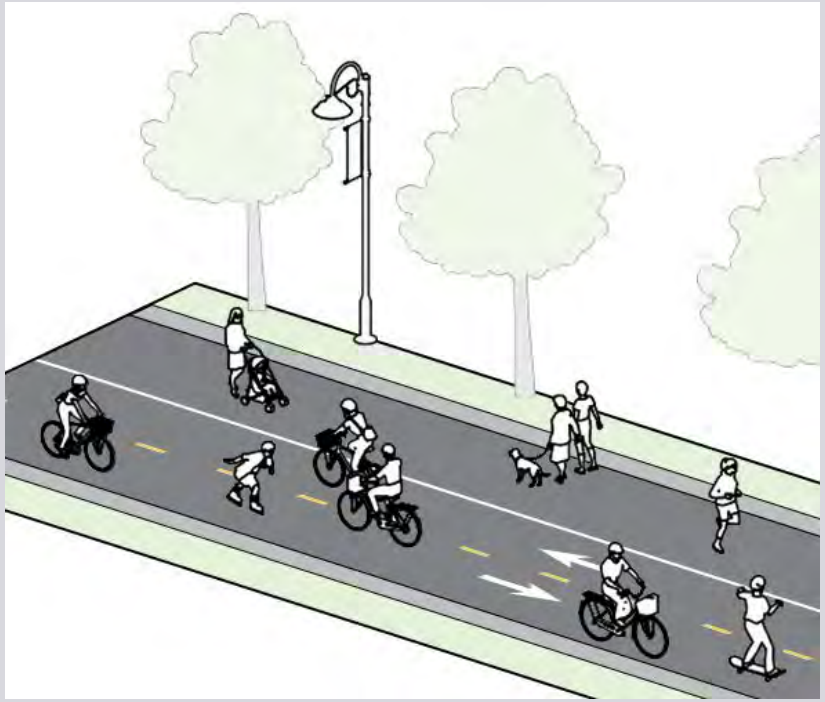
COUNTERMEASURES: *Bicyclists*

(Buffered) Bike Lanes

Shared Lanes

COUNTERMEASURES: *Bicyclists*

Multi-Use Paths



Cycle Tracks

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

4399 8087

Enter your name, organization, and role.

Or use the QR code!

COUNTERMEASURES: *Bicycle & Pedestrian*

Road Diet

Complete Street Design

COUNTERMEASURES: *Bicycle & Pedestrian*

Vulnerable Road User Education

Optimized Street Parking

COUNTERMEASURES: *Bicycle & Pedestrian*

Pedestrian Safety Zones

Safe Routes to School Program

POLLING INSTRUCTIONS

Go to:

www.menti.com

Enter the code:

4399 8087

Enter your name, organization, and role.

Or use the QR code!

NEXT STEPS

- Follow-up 1-on-1 meetings: November and December 2024
- Public Open House in each county: January 2025
- Safety Task Force Meeting #3: January 23, 2025
  - Review draft recommendations
  - Discuss generalized vs. spot improvements
- Final Plans: February 2025
  - Monitoring funding cycle for SS4A Implementation Funds

THANK YOU!

Next Meeting: January 23, 2025

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Safe Streets for All

Southeast Kansas Comprehensive Safety Action Plan

SAFETY TASK FORCE MEETING #3

Date: April 24, 2025
Time: 10:30am - 12:00pm
Format: Memorial Building, 101 S. Lincoln, Chanute Kansas or Teams meeting

Meeting Agenda

- Introductions
- Project Background
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

Attendees
Carey Spoon, SEKRPC
Terry Weidert, Labette County
Chari Bauman, Coffey County
Cole Herder, City of Humboldt
Jenny Tatman, Coffey County
Chris Bauman, City of Neodesha
Janet Miller, Network Kansas
Jimmy Holt, City of Cherryvale
Gracie Myers, City of Cherryvale
Anthony Mersman, Anderson County
Bruce Blair, Crawford County
Bill Kavanaugh, Crawford County
Kris Marple, Wilson County
Jessica Mills, Anderson County
Vickie Moss, Thrive Allen County
Paul Westhoff, Neosho County
John Brocker, Allen County
Brandon Beurskens, Montgomery County (online)
Eric Bailey, Bourbon County (online)

Consultant Team
Deanne Winkelmann, TranSystems
Payton Smith, TranSystems
Shawn Turner, TranSystems
Tom Hein, TranSystems
Nicole Hood, TranSystems (online)
Matt Davis, TranSystems (online)
Taylor Cunningham, TranSystems (online)
Anthony Gallo, Kimley-Horn (online)
Aaron Prichard, Kimley-Horn (online)
Emily Pietrantone, Kimley-Horn (online)
Drew Pearson, Wilson & Company (online)
Kristen Manthei, Wilson & Company (online)
Rachel Thomas, Wilson & Company (online)
Brian Ortiz, Wilson & Company (online)

MEETING SUMMARY

Introductions

- Consultant team and Safety Task Force member in-person and online introductions.

Project Background

- Review of the project format with three consulting firms working together. Explanation of the Safe System Approach, Vision Zero, and the role of the Safety Task Force and public input via meetings and survey.
- Each of the 12 counties will receive a Comprehensive Safety Action Plan (CSAP) making them eligible to pursue SS4A Implementation grant funds. Draft versions of the 12 CSAPs will be sent out in May. Funding is scheduled for the next two years with two rounds of funding opportunities. Individual counties can pursue funding or a coalition from the SEKRPC group can also apply.

Crash Data Summary

- The three priorities from the Safety Task Force (STF) input were shown: Roadway Departures, Unrestrained Occupants, and Distracted Driving.
- Hotspot locations were categorized as signalized intersections, unsignalized intersections, vulnerable road users (VRUs), roadway departures, and speed related. Follow-up one-on-one meetings were held with various officials from each of the 12 counties to identify new and confirm known hotspot locations.

Public Engagement Summary

- The public survey generated 899 total responses. The majority of responses were from Montgomery County. The areas of emphasis identified in the survey were Distracted Driving, Speed, and Intersections. Importance of using tax dollars for intersection improvements, enforcement strategies, and traffic enforcement was identified in the survey responses. The survey was open from late 2024 until mid-April 2025.
- Open house public meetings were held in each county. Personal discussions were held as members of the public identified areas of concern in their county. The colored dots on specific locations and their suggestions were noted. Examples of public comments included the lack of adequate sidewalks, especially near schools, specific crash locations, roadway and infrastructure characteristics that need improvement, and lack of lighting in some areas.
- In summary, the public meetings and survey reinforced findings from the crash data analysis. The data showed emphasis needs in Roadway Departures, Intersections, and Unrestrained Occupants plus other areas to review include VRUs, Distracted Driving, and Alcohol/Drug-related crashes.

Project Types

- Each county will be provided with a potential project list that addresses hotspots and emphasis areas. Many align with those identified in previous studies such as Local Road Safety Plans (LRSP) and other comprehensive studies.

- Valuable input was also received from county sheriffs and other law enforcement agencies, county officials, and the public.
- Some on the list have a blend of jurisdictions. Where local and state routes intersect are common areas of concern and will require discussions with the Kansas Department of Transportation (KDOT).
- Examples of specific projects plus short-term and long-term solutions:
    - Roadway departures in Crawford County east of Pittsburg
    - Roadway departures in Wilson County
    - Signalized intersections in Mongomery County
    - Unsignalized intersections in Montgomery County
    - VRUs in Anderson County
    - USBR / KDOT bike routes

Policy Recommendations

- Advocate via regional coalitions (i.e. US-169 Corridor).
- Update design policies and incorporate safety into maintenance programs and projects.
- Enforcement campaigns for behavioral changes including Seat Belts for Everyone (SAFE) and other saturation enforcement programs.

Next Steps

- Project team representative will share each county's specific projects sheets in the next 1-2 weeks.
- Draft Safety Action Plans are nearing completion. Each county will receive a draft plan for review in May.
    - Anderson, Allen, Neosho, and Labette counties are in the last cycle of the LRSP program and the project team aligning those efforts with the Safety Action Plans. Therefore, project sheets and draft plans for those four counties may be on a slightly slower timeline to finalize.
- A resolution adopted by local governments supporting Vision Zero is required for future Federal project funding. The project team will provide draft resolutions to each county.
- The current SS4A funding cycle has a submittal deadline of June 26, 2025. Another funding cycle will occur next year and is anticipated in March 2026.
- Other funding opportunities include Kansas Infrastructure Hub, Highway Safety Improvement Program (HSIP), Safe Routes to Schools, and partnering with community health organizations.

Carey Spoon (SEKRPC) commented that counties should identify their pet projects and work on passing the Vision Zero resolution.

Deanne Winkelmann (TranSystems) stated that Safety Action Plans can be accelerated if a county is planning to pursue SS4A implementation funds this cycle. Please notify us if this is the case for your jurisdiction.

Questions

- **Who will receive the draft report to review?** County Public works directors, Safety Task Force members, and larger city representatives. We will include Commissioners on the SEKRPC Board.
- **What does funding look like in Kansas this year?** Kansas has a local matching program that tries to help with up to 20% of the local match if certain criteria is met. It helps if applications are multi-jurisdictional and possibly within identified equity areas.
- **Regarding the federal SS4A program, has there been a shift in funding or eligibility?** There is an increased set-aside of funding in rural funds and less of an emphasis on equity.

Safe Streets for All (SS4A)

Southeast Kansas Comprehensive Safety Action Plan

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safety Task Force Meeting #3

April 24, 2025

AGENDA

- Welcome and Introductions
- Safe Systems Approach
- Crash Data Summary
- Public Engagement Summary
- Project Types
- Policy Recommendations
- Next Steps

INTRODUCTIONS

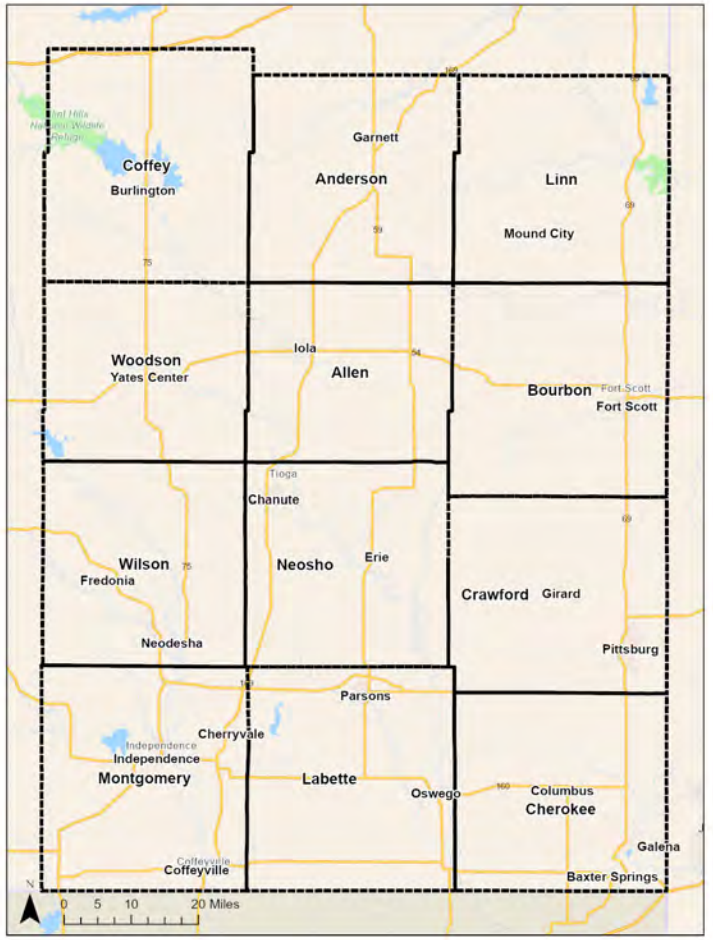
- Southeast Kansas Regional Planning Commission (SEKRPC)
- Consultant Teams
  - TranSystems
  - Kimley-Horn
  - Wilson & Company
- Safety Task Force Members

TRANSYSTEMS

Kimley»Horn

WILSON & COMPANY

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION



SAFE SYSTEM APPROACH

- SS4A Background
  - Safe System Approach
  - Vision Zero
  - Focus on fatal and serious injury crashes
- 10-Year Crash Analysis
  - Nearly 44,300 crashes
  - Approximately 17% were injury or fatal
- Safety Task Force and public input helps guide study outcomes

PLAN TO ACTION

Planning Grant

Implementation Grant

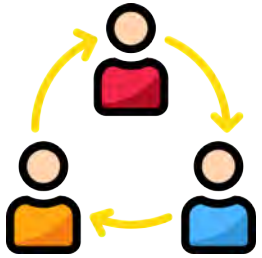
Data Analysis

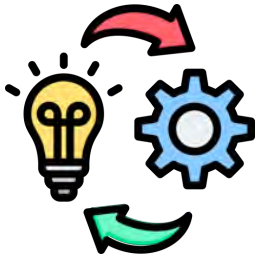
Public Engagement

Strategy and Actions

Projects and Policies

Advance Implementation

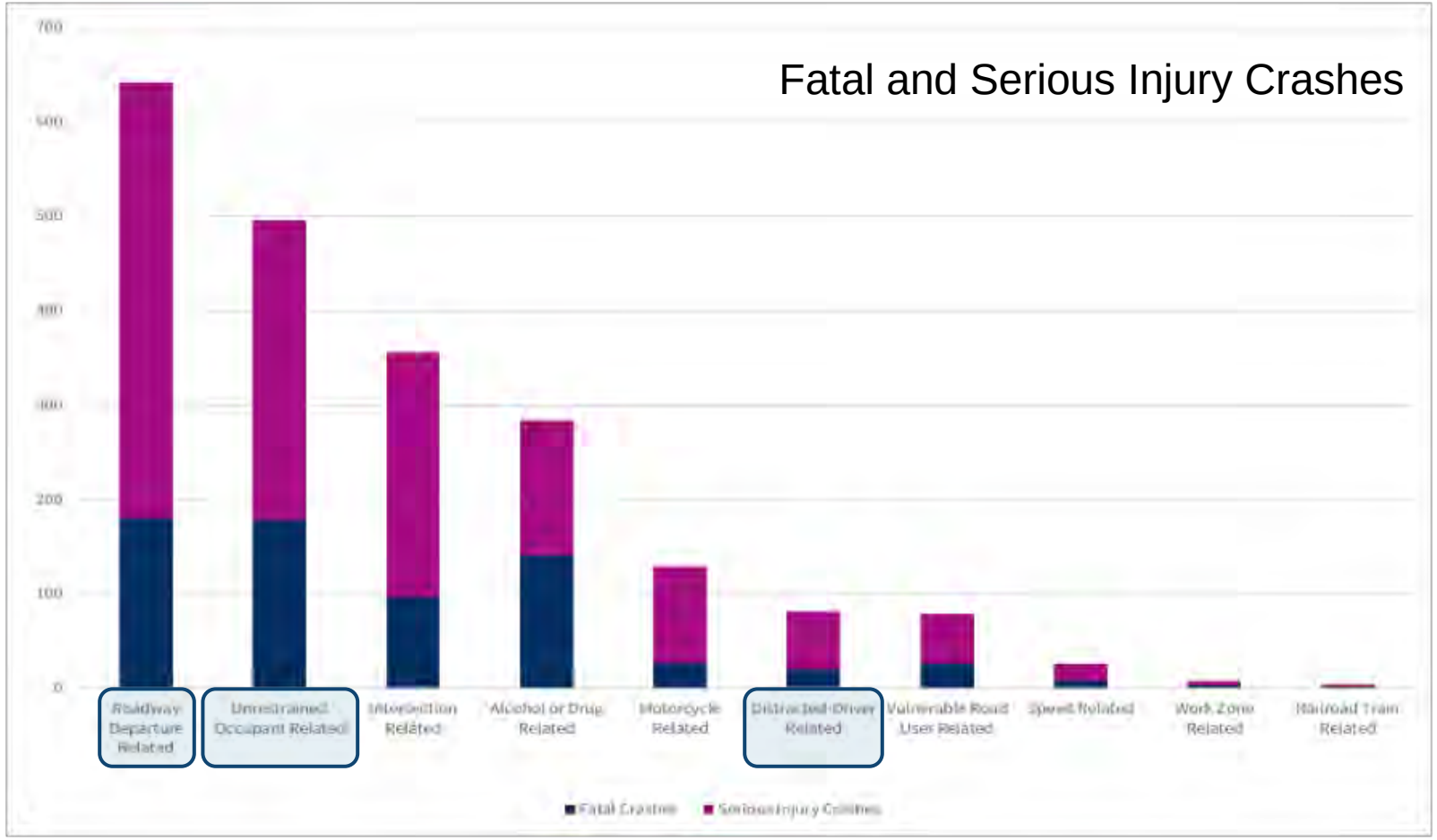




We are here!

CRASH DATA: Emphasis Areas

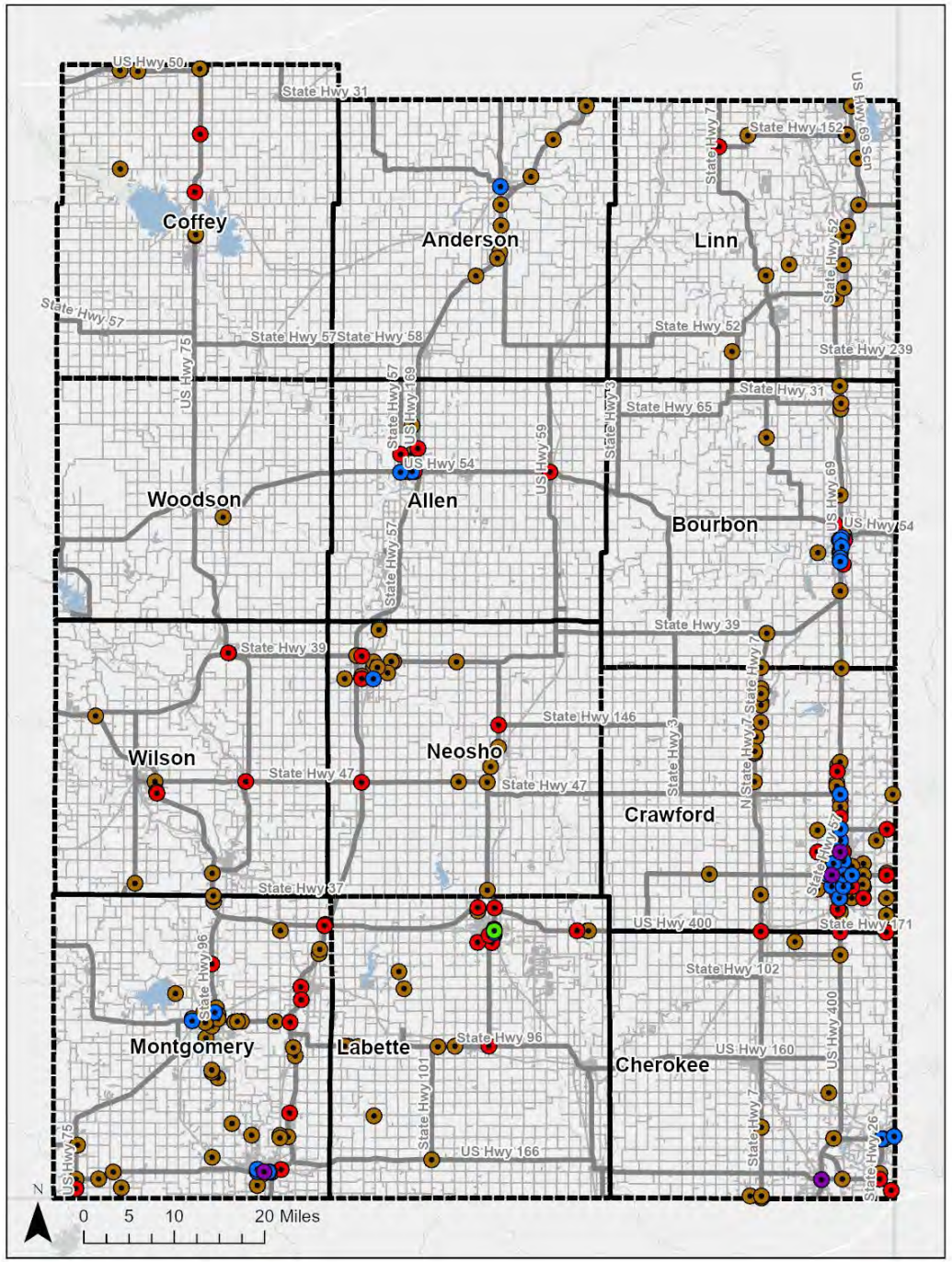
- Fatal and serious injury crashes by emphasis area
- Safety Task Force input
  - Roadway Departure
  - Unrestrained Occupant
  - Distracted Driving



= *Emphasis areas prioritized by task force*

CRASH DATA: Hotspot Locations

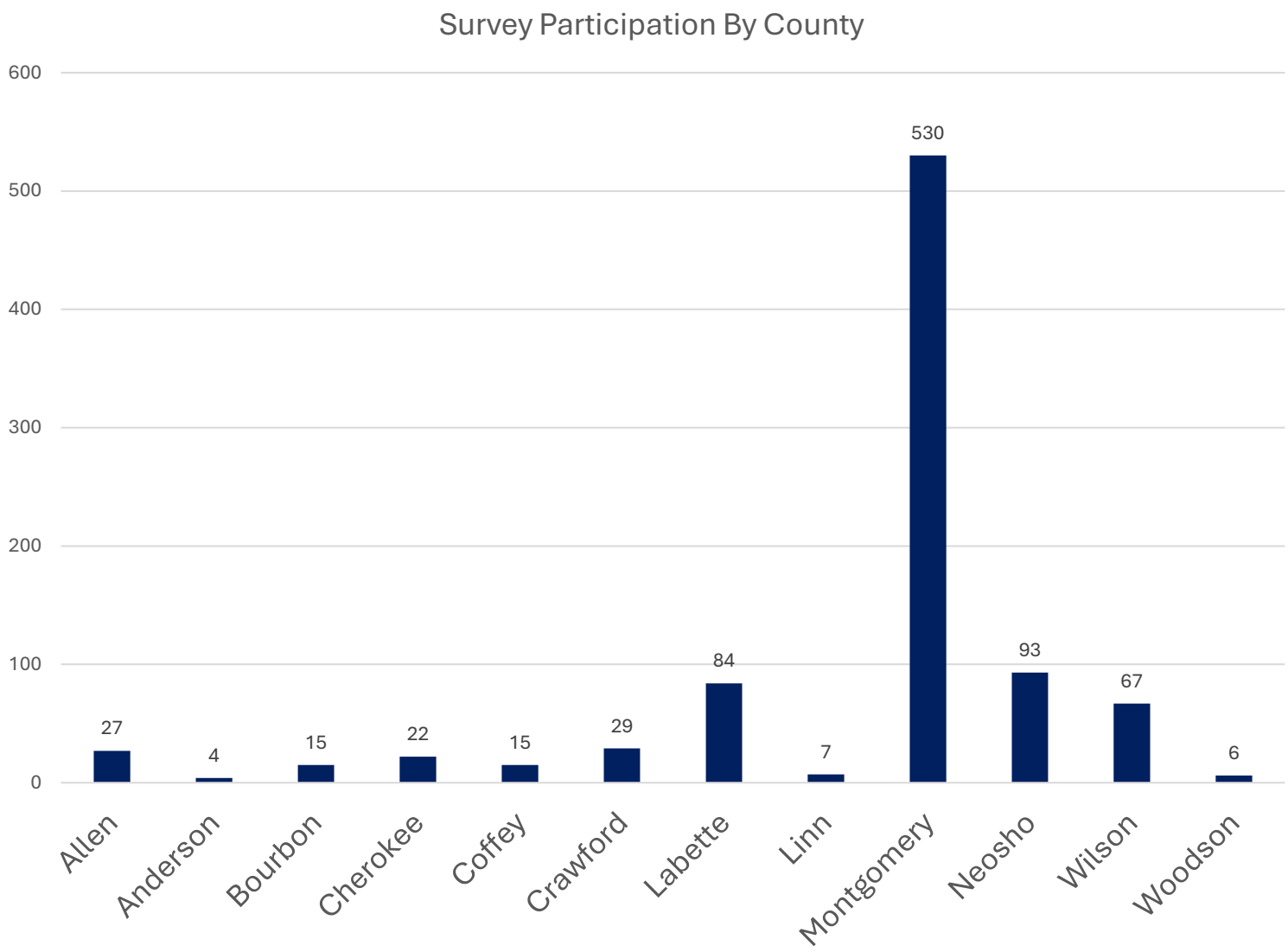
- Cluster crash occurrences for emphasis areas
  - Signalized Intersection
  - Unsignalized Intersection
  - Vulnerable Road Users (VRU)
  - Roadway Departure
  - Speed Related
- Follow-up 1-on-1 meetings with county and/or city representatives



PUBLIC INPUT: Survey Results

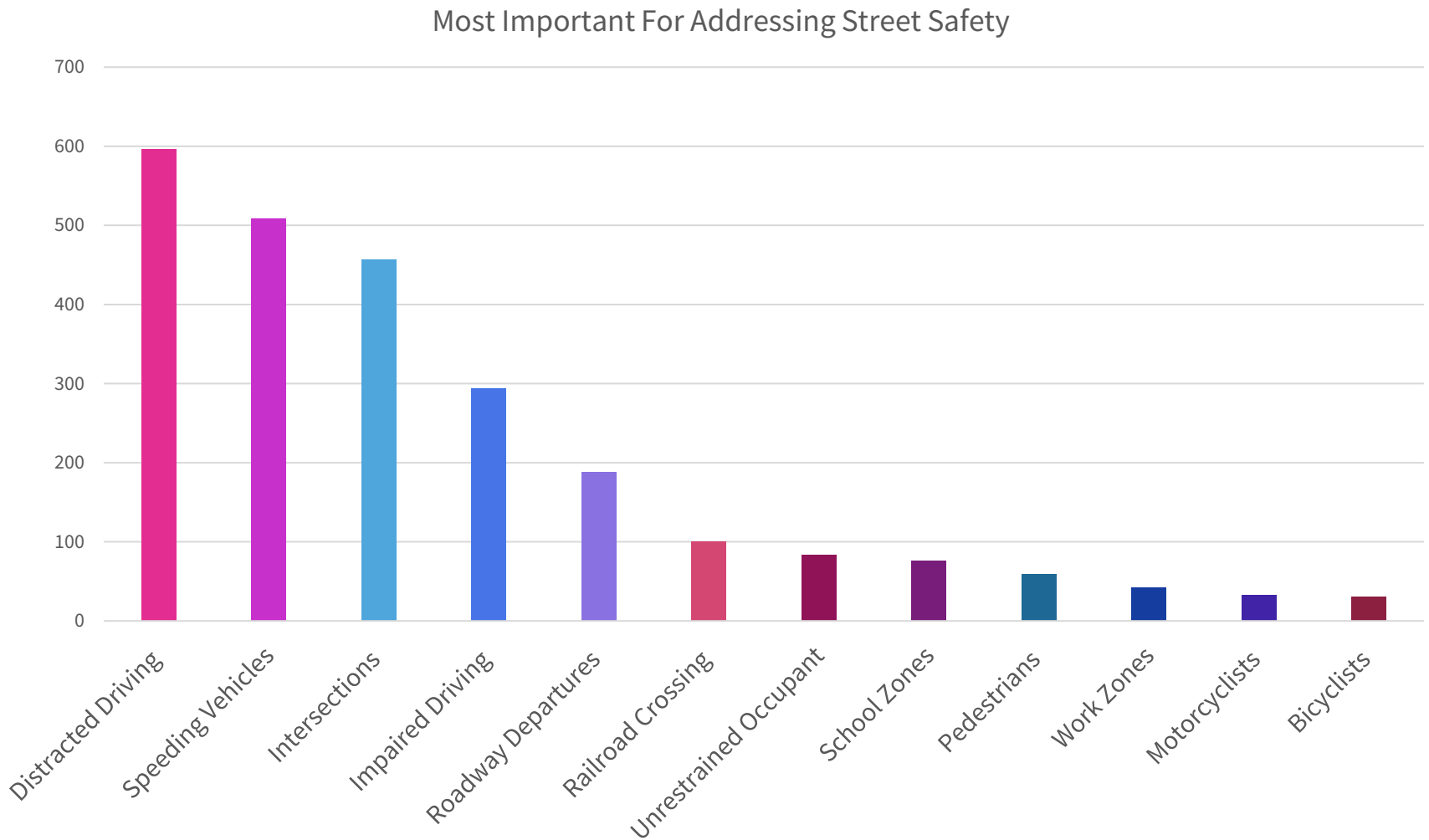
- Press release and survey were sent to the Safety Task Force and an extended stakeholder list for greater promotion
- 899 total survey responses

Survey Respondents By County



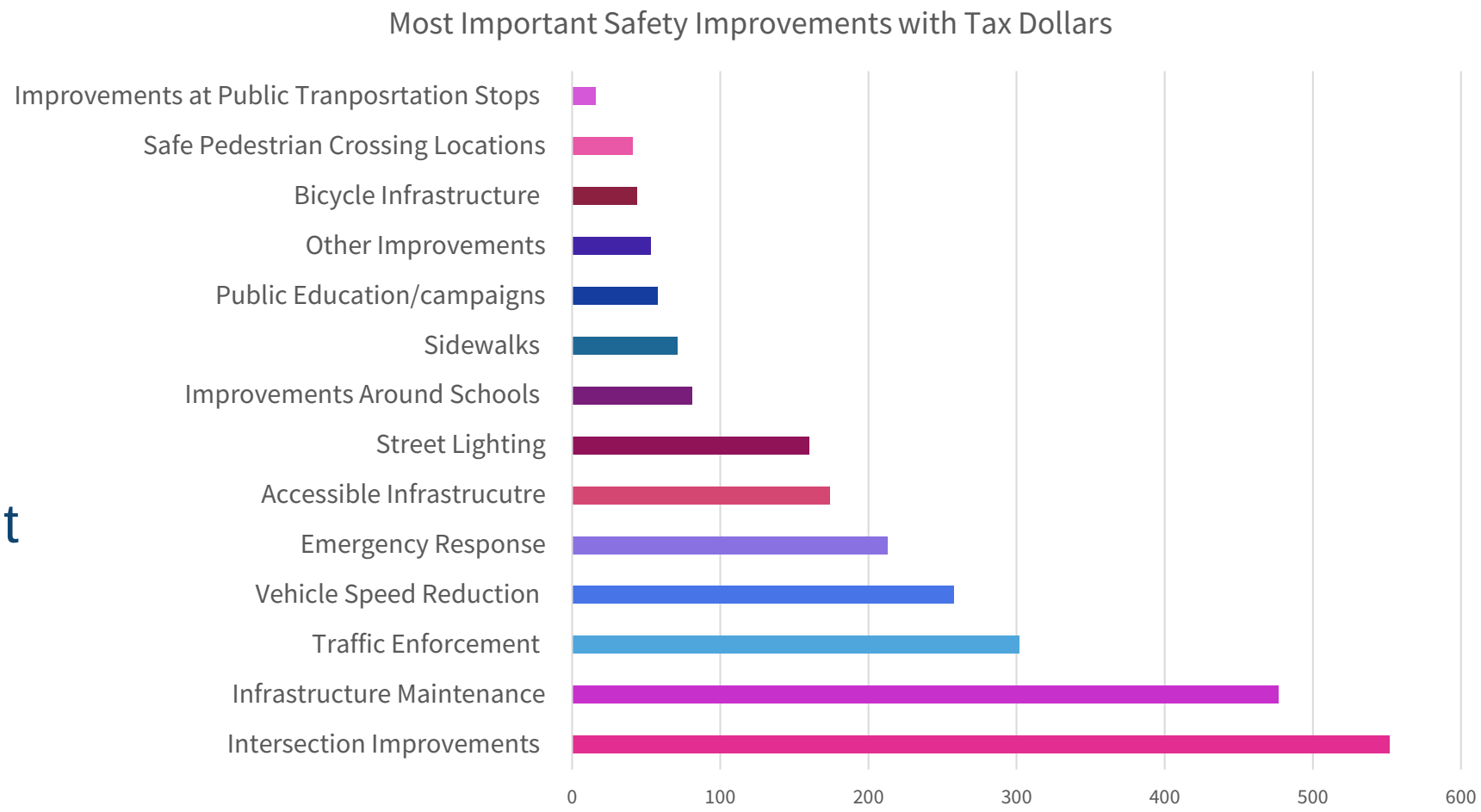
PUBLIC INPUT: Emphasis Areas

- Public Survey Input
  - Distracted Driving
  - Speeding Vehicles
  - Intersections



PUBLIC INPUT: Safety Improvements

- Public Survey Input
  - Intersection Improvements
  - Infrastructure Maintenance
  - Traffic Enforcement

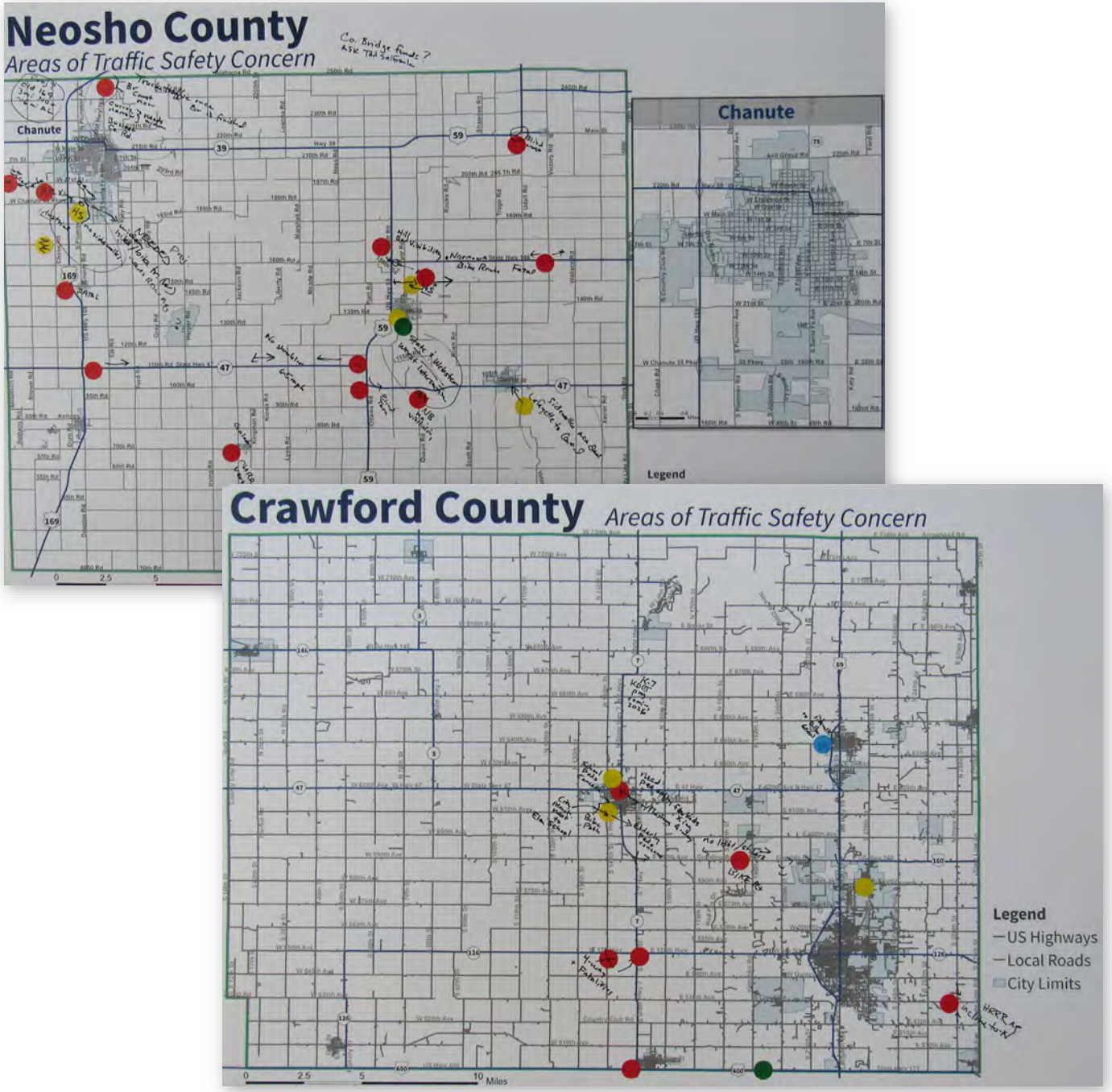


PUBLIC INPUT: Public Meetings

- 12 Public Open House meetings held from February to April 2025.
- Gather feedback through public comment cards and mapping activity.

PUBLIC INPUT: Public Meetings

- Public Feedback and Safety Concerns
  - VRU safety (bicycle and pedestrian facilities, school zones)
  - State highway system and intersections
  - Guardrails, narrow shoulders, visibility and lighting concerns



SUMMARY

Proposed Key Emphasis Areas

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Roadway Departure	●	●	●
Intersection Related	●		●
Unrestrained Occupant	●	●	

Other Areas for Review

Emphasis Area	Study Input		
	Data Review	Task Force	Public Survey
Vulnerable Road Users	●		●
Distracted Driving		●	●
Alcohol or Drug Related	●		●

PROJECTS AND POLICIES

PROJECT TYPES

- Prioritization Methodology
  - Key Emphasis Area
  - Crash Hotspot on Heat Map
  - Identified in Related Document (ex: LRSP)
  - Local Priority from Stakeholder Interview
  - Public Input
  - Consideration for Local vs. State Routes
- Project Type Examples
  - Roadway Departure
  - Signalized and Unsignalized Intersections
  - Vulnerable Road Users (VRU)

PROJECT TYPE: Roadway Departure

Project	S. 260th Street
Limits	US-160 to K-126 (4.0 miles)
Location	Crawford County
Short-Term	Delineate roadside hazards Install edge/center rumble strips
Long-Term	Install 2-foot paved shoulders Flatten and widen foreslopes Install/upgrade guardrail Extend culverts Consider KDOT intersections

PROJECT TYPE: Roadway Departure

Project	New Albany Road
Limits	Decatur Road to Mill Street (0.1 miles)
Location	Wilson County
Short-Term	Add pavement markings Install edge/center rumble strips Improve curve warning signage Add post-mounted delineators
Long-Term	Add aggregate shoulder Add transverse rumble strips Improve curve superelevation

PROJECT TYPE: Signalized Intersection

Project	8th Street & Buckeye Street
Limits	Intersection
Location	Montgomery County (Coffeyville)
Short-Term	Install high-visibility backplates Add high-visibility pavement markings Add crosswalk markings
Long-Term	Upgrade traffic signals Reconfigure traffic signal with Leading Pedestrian Intervals (LPIs)

PROJECT TYPE: Unsignalized Intersection

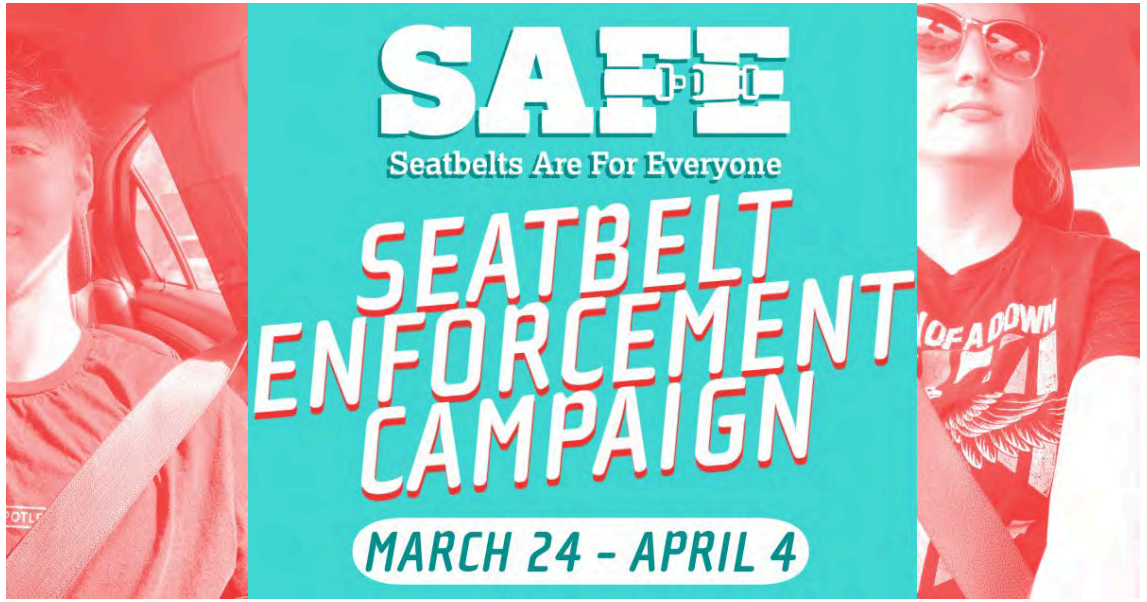
Project	4700 Road & 1450 Road
Limits	Intersection
Location	Montgomery County
Short-Term	Update signage Add retroflective strips to sign posts Upgrade pavement markings
Long-Term	Reconstruct intersection

PROJECT TYPE: Vulnerable Road Users

Project	Prairie Spirit Trail Crossings
Limits	4th Avenue & Main Street
Location	Anderson County (Garnett)
Short-Term	Increase signage Upgrade crosswalk markings Add pedestrian crossing signal
Long-Term	Reconfigure roadway to reduce crossing width

POLICIES

- Advocate with Regional Coalitions
  - US-169 in Anderson, Allen, Neosho, Labette, and Montgomery counties
- Update Design Policies
- Incorporate Safety into Maintenance Programs
- Enforcement Campaigns for Behavioral Changes

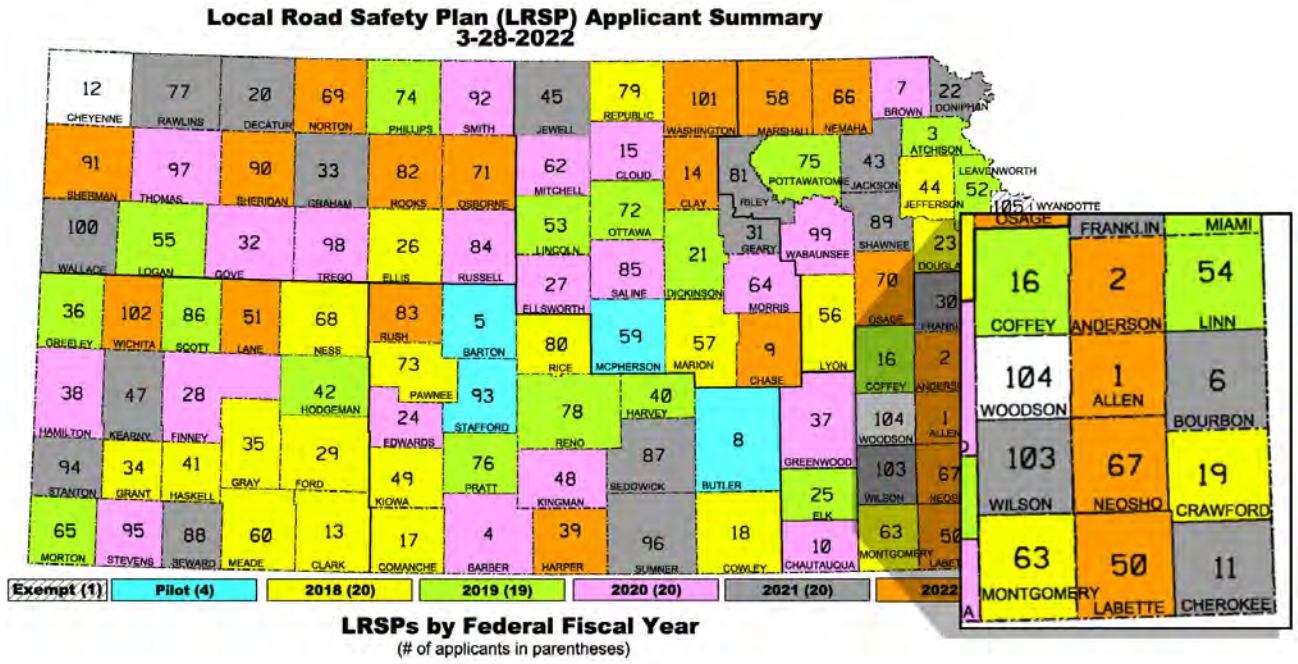


NEXT STEPS

NEXT STEPS: Draft Plans

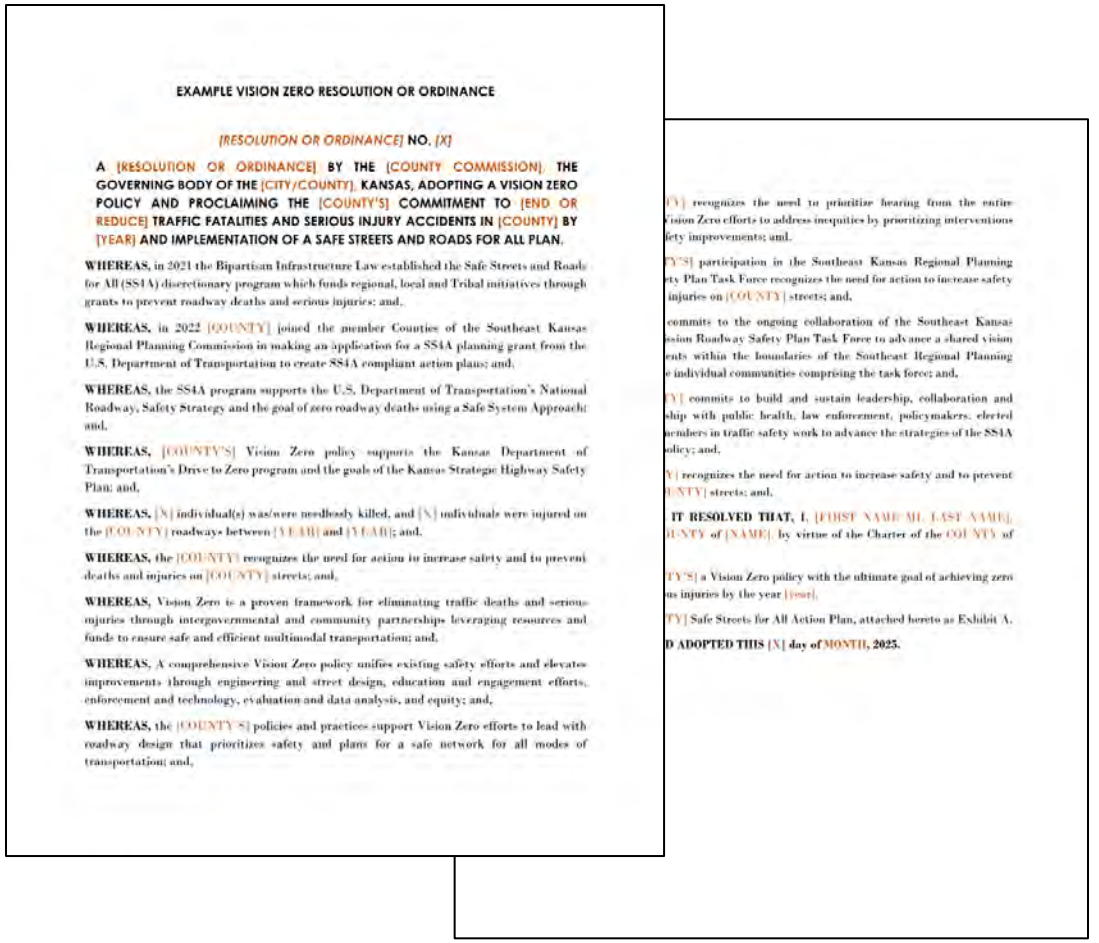
- Priority Projects: A project team representative will contact each county in the next 1-2 weeks to share your draft project list.

- Safety Action Plans
  - Draft plans will be completed in May and sent for review.
  - Efforts are being aligned in counties with an active LRSP project.



NEXT STEPS: Vision Zero Resolution

- Regional commitment to the goal of zero roadway fatalities and serious injuries
- Vision Zero Resolution
  - Percentage reduction goal by a specific date
  - Target date for achievement of zero roadway fatalities and serious injuries



EXAMPLE VISION ZERO RESOLUTION OR ORDINANCE

[RESOLUTION OR ORDINANCE] NO. *[X]*

A [RESOLUTION OR ORDINANCE] BY THE [COUNTY COMMISSION], THE GOVERNING BODY OF THE [CITY/COUNTY], KANSAS, ADOPTING A VISION ZERO POLICY AND PROCLAIMING THE [COUNTY'S] COMMITMENT TO [END OR REDUCE] TRAFFIC FATALITIES AND SERIOUS INJURY ACCIDENTS IN [COUNTY] BY [YEAR] AND IMPLEMENTATION OF A SAFE STREETS AND ROADS FOR ALL PLAN.

WHEREAS, in 2021 the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program which funds regional, local and Tribal initiatives through grants to prevent roadway deaths and serious injuries; and,

WHEREAS, in 2022 [COUNTY] joined the member Counties of the Southeast Kansas Regional Planning Commission in making an application for a SS4A planning grant from the U.S. Department of Transportation to create SS4A compliant action plans; and,

WHEREAS, the SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and the goal of zero roadway deaths using a Safe System Approach; and,

WHEREAS, [COUNTY'S] Vision Zero policy supports the Kansas Department of Transportation's Drive to Zero program and the goals of the Kansas Strategic Highway Safety Plan; and,

WHEREAS, [X] individual(s) was/were needlessly killed, and [X] individuals were injured on the [COUNTY] roadways between [YEAR] and [YEAR]; and,

WHEREAS, the [COUNTY] recognizes the need for action to increase safety and to prevent deaths and injuries on [COUNTY] streets; and,

WHEREAS, Vision Zero is a proven framework for eliminating traffic deaths and serious injuries through intergovernmental and community partnerships leveraging resources and funds to ensure safe and efficient multimodal transportation; and,

WHEREAS, A comprehensive Vision Zero policy unifies existing safety efforts and elevates improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis, and equity; and,

WHEREAS, the [COUNTY'S] policies and practices support Vision Zero efforts to lead with roadway design that prioritizes safety and plans for a safe network for all modes of transportation; and,

[Y] recognizes the need to prioritize hearing from the entire Vision Zero efforts to address inequities by prioritizing interventions fety improvements; and.

Y'S] participation in the Southeast Kansas Regional Planning ty Plan Task Force recognizes the need for action to increase safety injuries on [COUNTY] streets; and,

commits to the ongoing collaboration of the Southeast Kansas sion Roadway Safety Plan Task Force to advance a shared vision ents within the boundaries of the Southeast Regional Planning e individual communities comprising the task force; and,

Y] commits to build and sustain leadership, collaboration and ship with public health, law enforcement, policymakers, elected mbers in traffic safety work to advance the strategies of the SS4A olicy; and,

] recognizes the need for action to increase safety and to prevent UNTY] streets; and,

IT RESOLVED THAT, I, [FIRST NAME MI. LAST NAME], UNTY of [NAME], by virtue of the Charter of the COUNTY of

TY'S] a Vision Zero policy with the ultimate goal of achieving zero us injuries by the year [year].

TY] Safe Streets for All Action Plan, attached hereto as Exhibit A.

D ADOPTED THIS [X] **day of** MONTH, **2025.**

NEXT STEPS: Implementation Funding

- Safe Streets and Roads for All (SS4A) Program
  - A Safety Action Plan and Vision Zero Resolution make you eligible
  - Deadline: June 26, 2025
  - Additional round of funding available in 2026 under the current federal infrastructure bill

- Use the Kansas Infrastructure Hub as a resource

- Other Funding Mechanics
  - High Risk Rural Roads (HRRR)
  - Highway Safety Improvement Program - Intersections (HSIP)
  - Safe Routes to School
  - Community Health programs

THANK YOU!

Contact: Tom Hein at tdhein@transystems.com
with any questions or concerns

SEKRPC
SOUTHEAST KANSAS REGIONAL
PLANNING COMMISSION

Appendix C
Community Engagement Plan

TRANSYSTEMS

Southeast Kansas: Comprehensive Safety Action Plan

Community Engagement Plan

Introduction

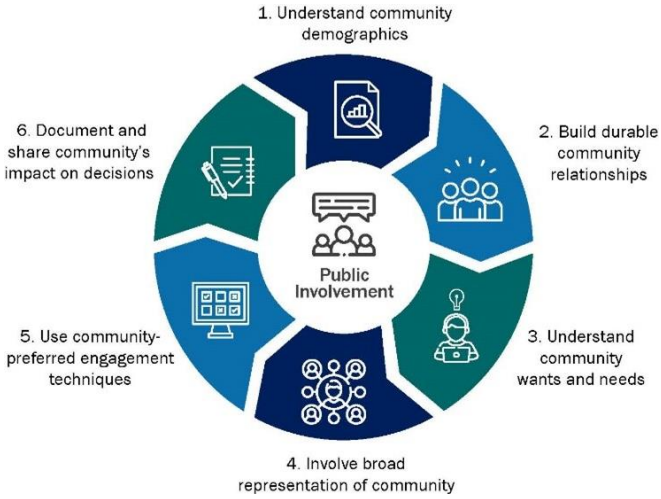
The Southeast Kansas Regional Planning Commission (SEKRPC) has partnered with twelve counties in Southeast Kansas to develop a Comprehensive Safety Action Plan. The twelve counties encompass Coffey, Anderson, Linn, Woodson, Allen, Borbon, Wilson, Neosho, Crawford, Montgonery, Labette, and Cherokee counties. The Comprehensive Safety Action Plan (CSAP) will identify an array of lifesaving measures to improve safety for motorists, pedestrians, cyclists, transit passengers, and other transportation users.

The Action Plan reviews roadway use trends, identifies issues, and then outlines steps to improve transportation safety. The Action Plan is aimed at reducing and eliminating serious injury and fatal crashes affecting transportation users. The eight components of the Action Plan are:

- Leadership commitment and goal setting
- Planning structure
- Safety analysis
- Engagement and collaboration
- Equity
- Policy and process changes
- Strategy and project selections
- Progress and transparency

The Action Plan will be developed using the U.S. Department of Transportation (USDOT) Safe System Approach. The Safey System Approach is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable. Rather than blaming road users for crashes, this approach recognizes that the responsibility for road safety lies with multiple stakeholders, including policymakers, road designers, vehicle manufacturers, law enforcement, and emergency response. By designing a forgiving road system that accommodates human error, the Safe System Approach aims to prevent fatal crashes and minimize the severity of injuries.

To create the Action Plan, information will be gathered from many sources, including study partners and the public to find solutions that address current and future issues that can be supported by most stakeholders. Varied methods of community engagement will help develop positive outcomes not only for this process but also instill a more inclusive transportation infrastructure decision-making process. The project team will use the UUSDOT model for meaningful public involvement.



Public Involvement

The project team will proactively seek meaningful public involvement from study partners, residents, and communities impacted by the past and current limitations of the roadway system and its users. Feedback and suggested improvements will be documented and presented in a draft Action Plan. Communication with interested parties will be ongoing throughout the study period with a final Comprehensive Safety Action Plan produced for each of the twelve counties in early 2025.

Three fundamental areas of project public involvement will be created:

1. ***Information and Communications:*** Information regarding the study background, process, methods, schedule, key messages, and project updates will be communicated.
2. ***Stakeholder Input:*** Community leaders, elected and appointed officials, government staff members, and other stakeholder groups will be engaged throughout the planning process.
3. ***Community Outreach:*** Community members will be informed, educated, and engaged with the intent of providing an interactive dialogue for input and considerations as the study evolves.

Key Audiences

Key audiences are anticipated to include:

- Residents of the twelve counties in the Southeast Kansas study area.
- Businesses and employees that use the transportation system in the study area.
- Governmental units for each of the twelve counties, including incorporated cities and unified school districts in the study area.
- First responders serving the study area including law enforcement, fire departments, emergency management, medical services, and others.
- Civic organizations interested in discussing transportation safety in their communities.
- Representatives of relevant regional or statewide agencies, such as SEKRPC and the Kansas Department of Transportation (KDOT).

Community Engagement Methods

Community engagement methods will include:

- ***Kick-Off Meeting:*** A project kick-off meeting with SEKRPC will outline the community engagement plan and process of creating a Safety Task Force team of key regional stakeholders to guide the study.
- ***Project Update Meetings:*** Monthly updates will be shared virtually with the SEKRPC Executive Board and staff at regularly scheduled meetings.
- ***Stakeholder Meetings:*** Three (3) Safety Task Force meetings will be organized to review crash history, solicit local input, share possible safety countermeasures, and discuss potential priorities and recommendations. Stakeholder meetings will be held in a hybrid format with both in-person and virtual attendance options.
- ***Public Meetings:*** One in-person open house style meeting will be held within each county to inform the public of the study's progress, gather public input regarding safety needs, and share features of the proposed Action Plan.
- ***Public Survey:*** An online survey will be distributed that allows respondents to note specific areas of concern via a mapping tool and share other issues and opportunities. Demographic information will be collected to assign responses to specific counties and/or communities.
- ***Public Comments:*** Public comments will be compiled from meetings, online surveys, phone calls, and face-to-face conversations as well as any written comments received during the study.
- ***Public Information:*** Updates and announcements for news media, county websites, and social media outlets will be provided to SEKRPC for distribution.
- ***Translation Services:*** Translation of project documents into Spanish is possible, if needed. Other language translations may be necessary. To ensure that people with disabilities and diverse needs and experiences are aware of and can participate in community engagement activities, a wide range of engagement tools will be used.

Schedule

The overall project schedule is included in the Project Management Plan. Highlights related to community engagement include:

- The project Community Engagement Plan was initially developed in July 2024 and will be updated as needed throughout the study.
- Safety Task Force meetings are planned for September 2024, November 2024, and January 2025. The project team will monitor the anticipated release of the Notice of Funding Opportunity for SS4A implementation funds and will adjust the schedule if needed.
- Open house public meetings are scheduled for November 2024 and early December 2025
- Public comments will be accepted and compiled throughout the study period.

Follow-Up Activities

- Assist SEKRPC, as needed, with meeting invitations, meeting notes, news release copy, public survey methods, website text, social media content, and a final Community Engagement report.

Study Contacts

SEKRPC Project Manager: Carey Spoon
TranSystems Project Manager: Deanne Winkelmann
TranSystems Project Lead: Slade Engstrom
TranSystems Communications Lead: Tom Hein

Updated: August 20, 2024

Appendix D
Public Survey Results

Safe Streets for All

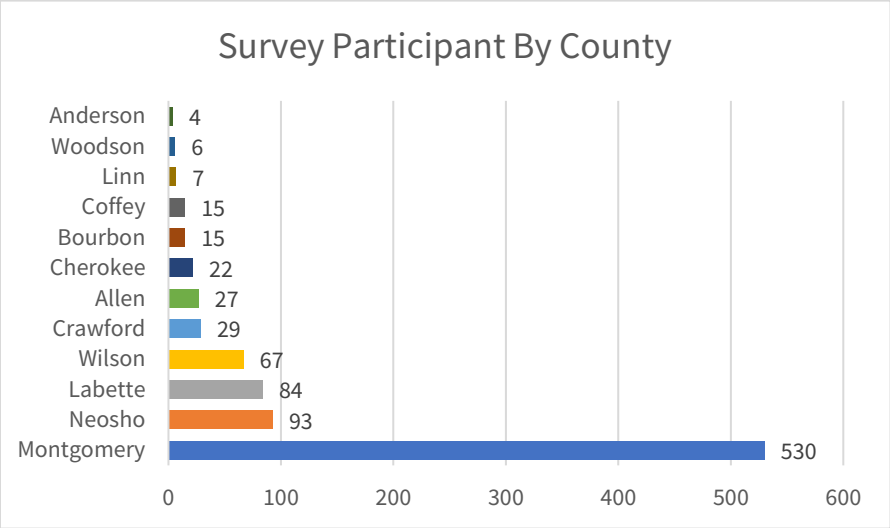
Southeast Kansas Comprehensive Safety Action Plan

Public Survey

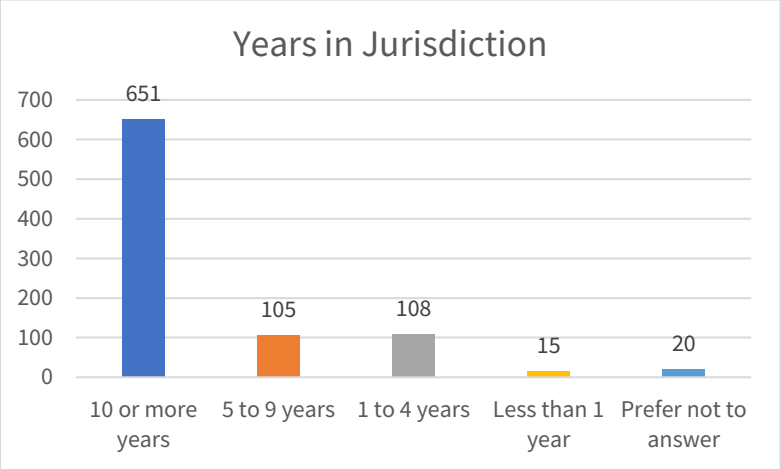
To gather greater community input, an online public survey was distributed throughout the 12-county region from October 2024 to April 2025, including distribution to the expanded stakeholder list of over 300 organizations. The survey allowed participants to provide feedback on location-specific and systemic safety concerns, road user behavior, and vulnerable road user protection. The responses provided direction towards top priorities in the Southeast Kansas region and specific jurisdictions.

The survey was distributed through city and county websites, social media, and advertised at public engagement events. This approach ensured broad participation and diverse perspectives resulting in a total of 899 survey respondents from across the 12-county region.

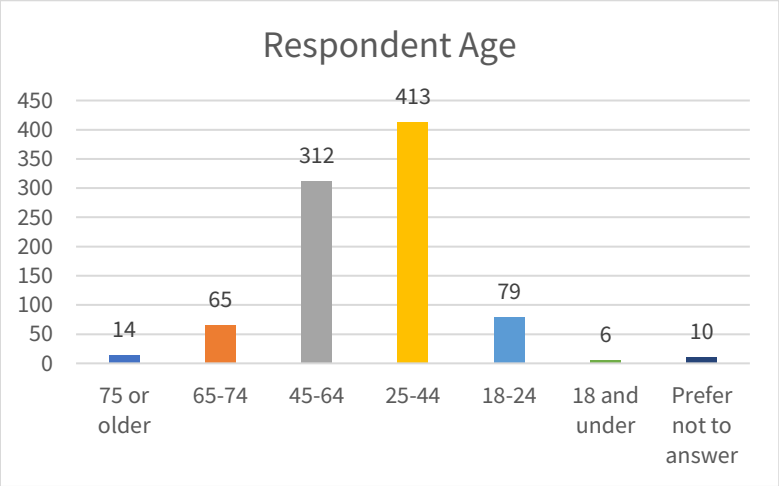
What county do you live in?



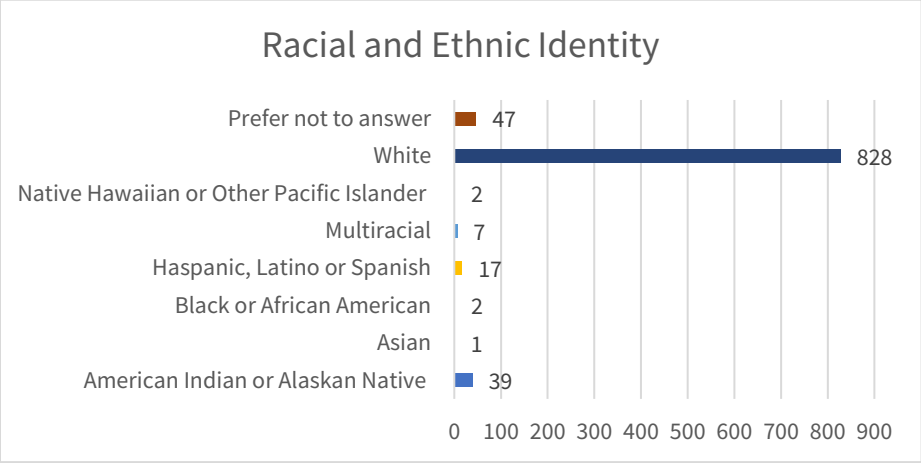
How long have you lived in your jurisdiction?



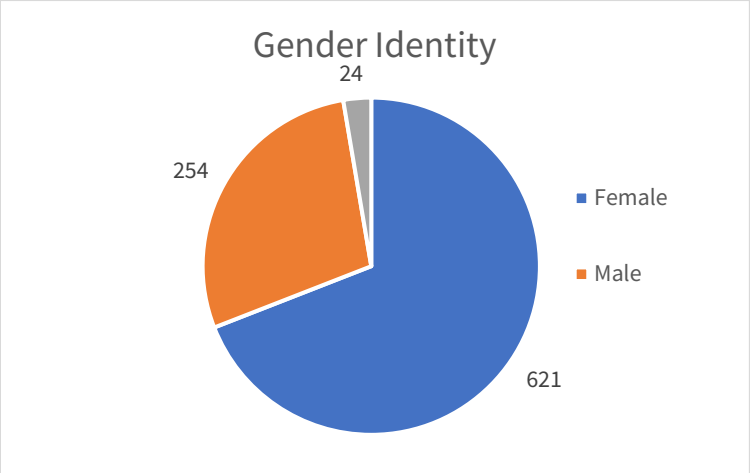
What is your age?



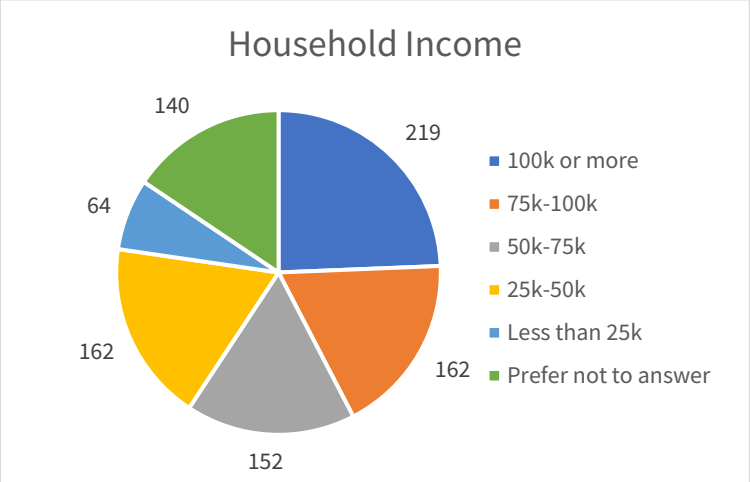
Select the racial or ethnic group with which you identify.



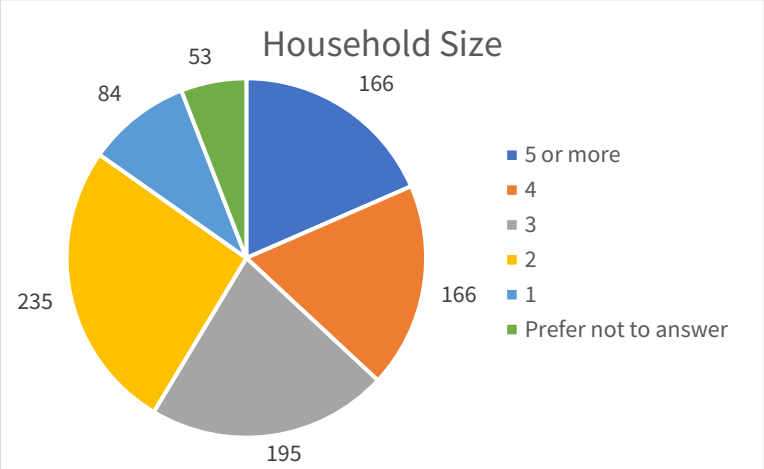
What is your gender identity?



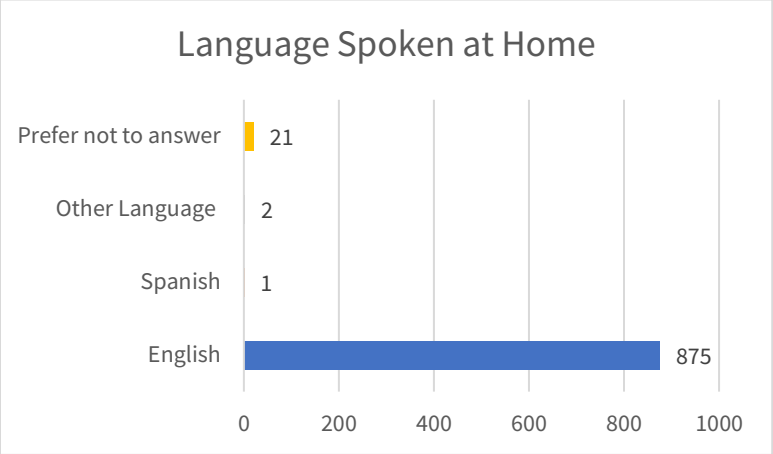
What is your household income?



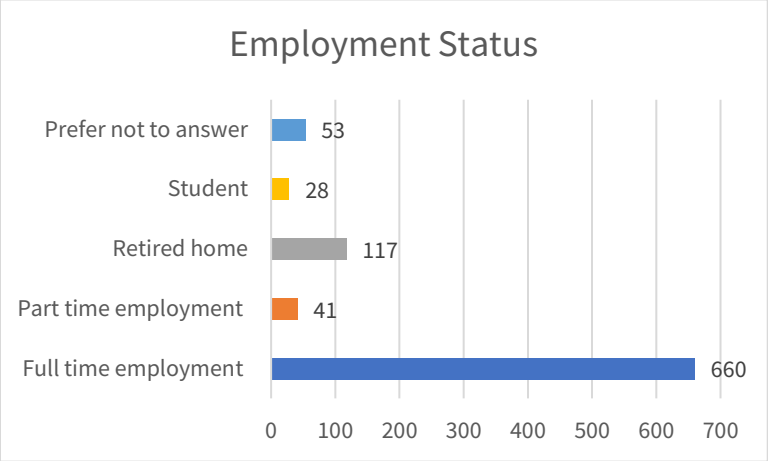
Including yourself, how many people live in your household?



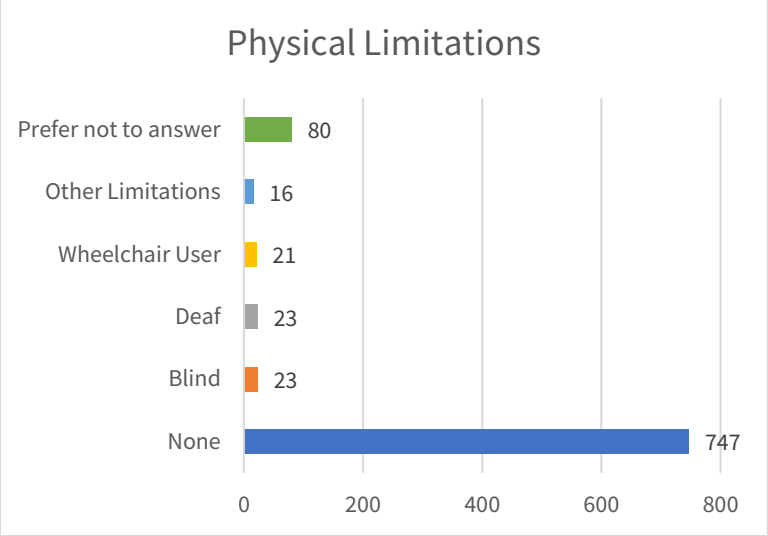
What is the primary language spoken at home?



Select the option that best fits your current occupation:

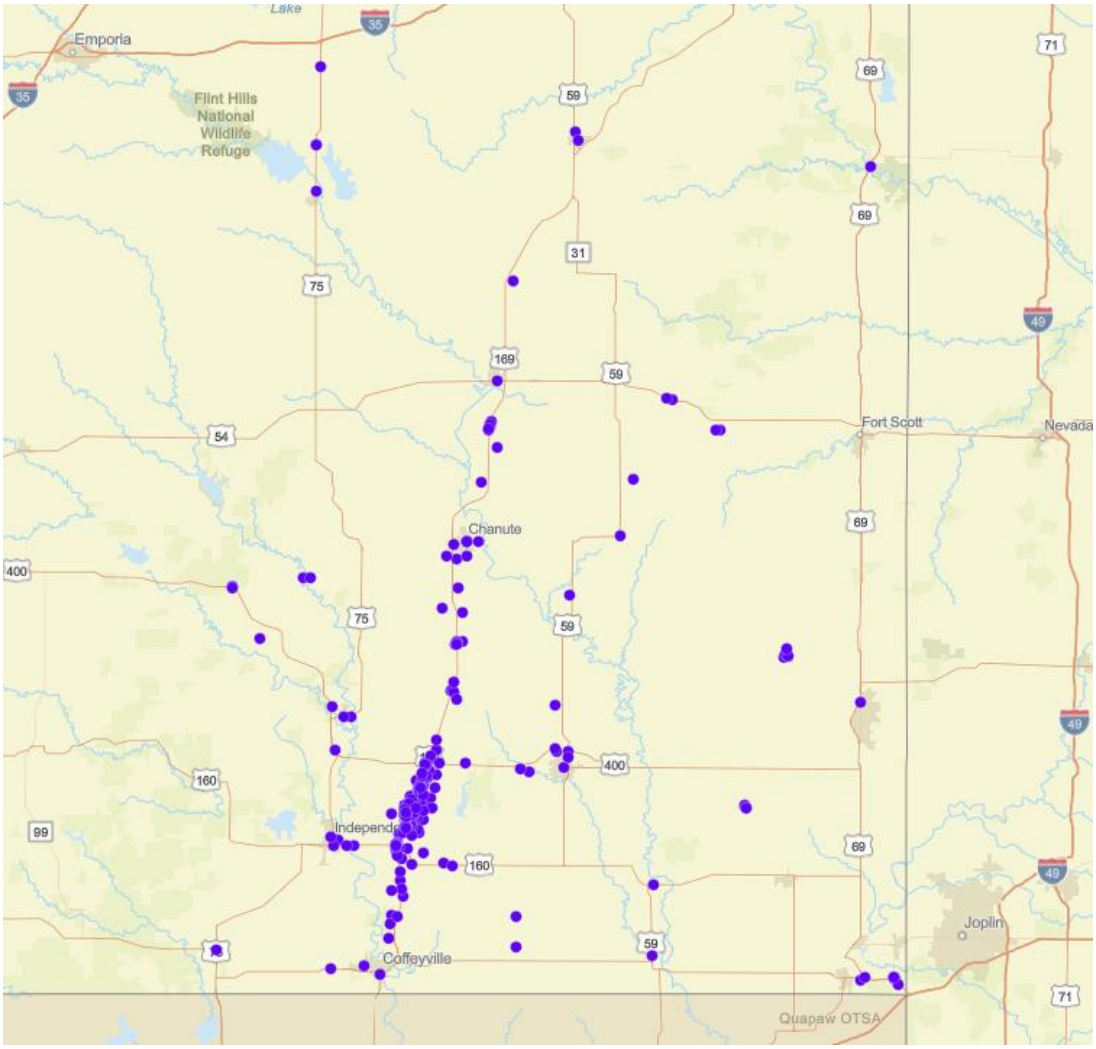


Do you have any physical limitations? (Select all that apply)

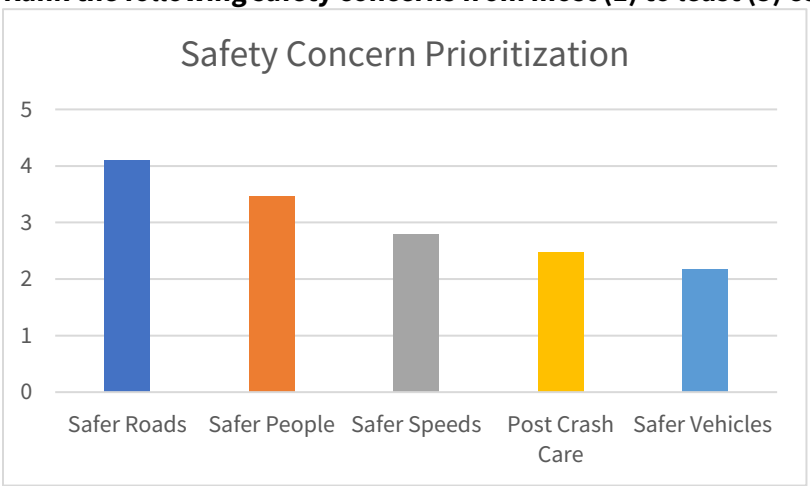


Mapping Activity

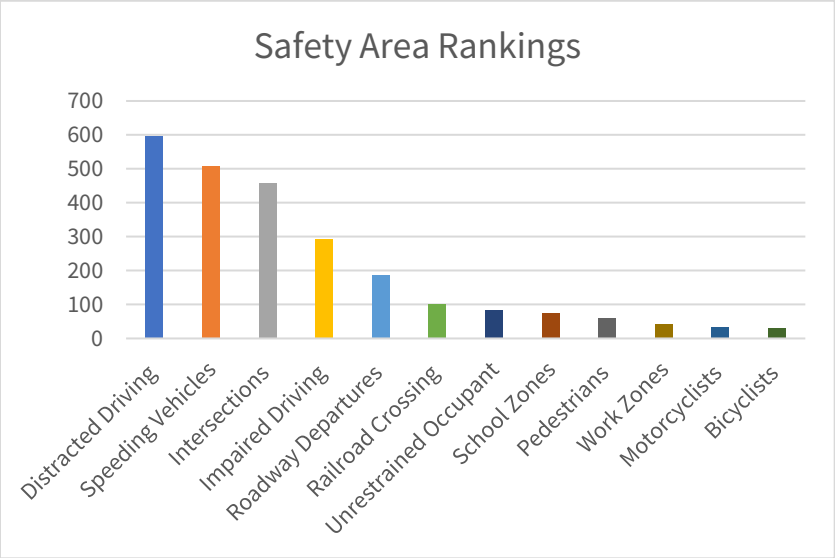
Each dot corresponds with a location-specific safety concern or comment.



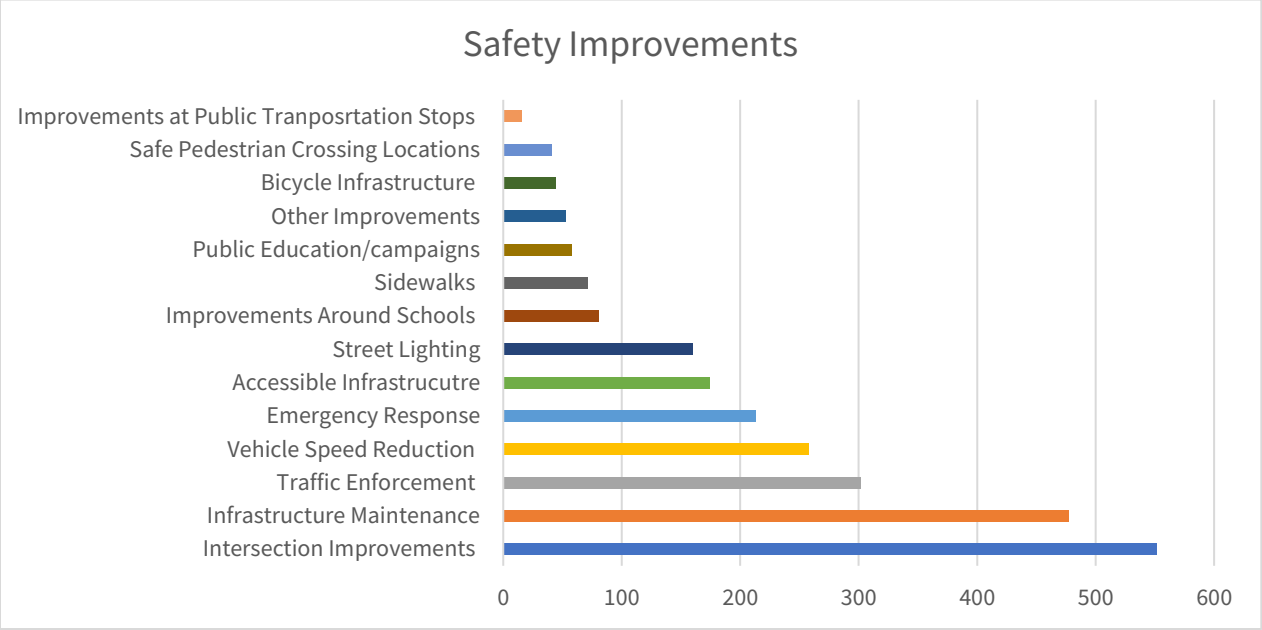
Rank the following safety concerns from most (1) to least (5) concerned.



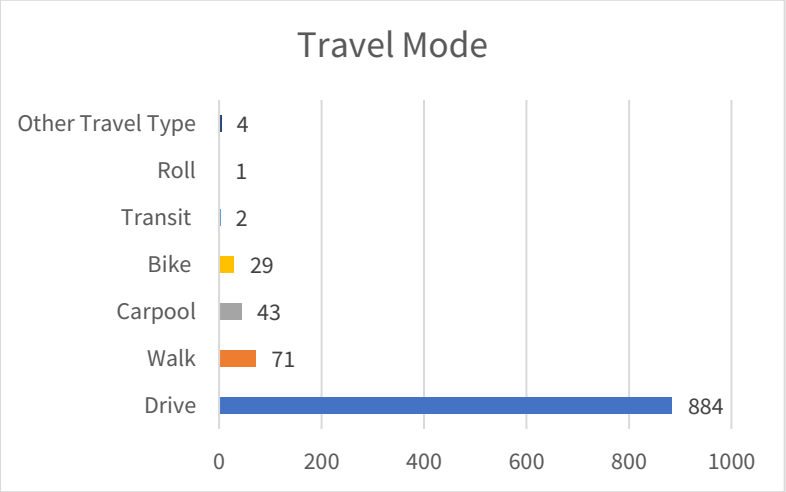
What safety areas are the most important to you in addressing street safety? (Select the top 3)



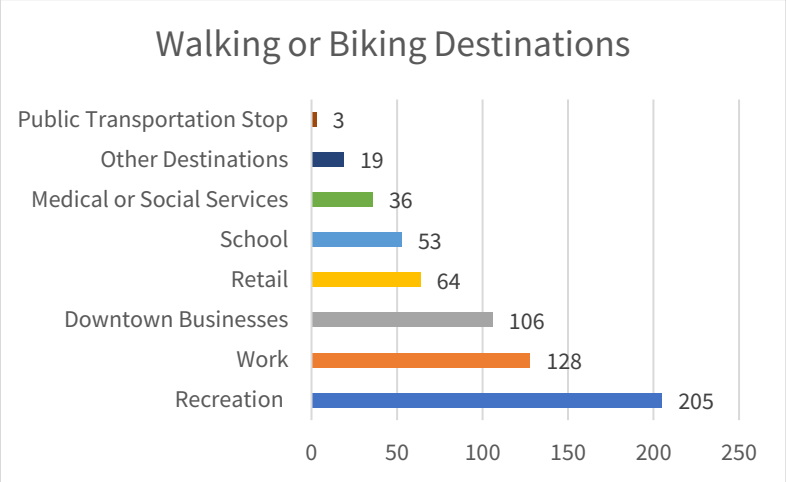
Pick the three most important safety improvements that your tax dollars help pay for, which affect your safety in the transportation system.



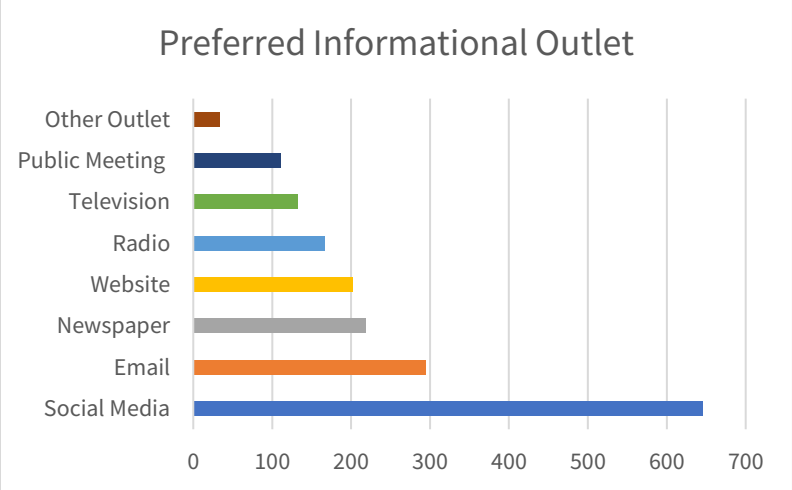
How do you usually travel in a typical week? (Select all that apply)



If you walk or bike in your jurisdiction, what is your destination?



What outlets would you prefer to receive transportation safety Information? (Select all that apply)



Appendix E
High Injury Network

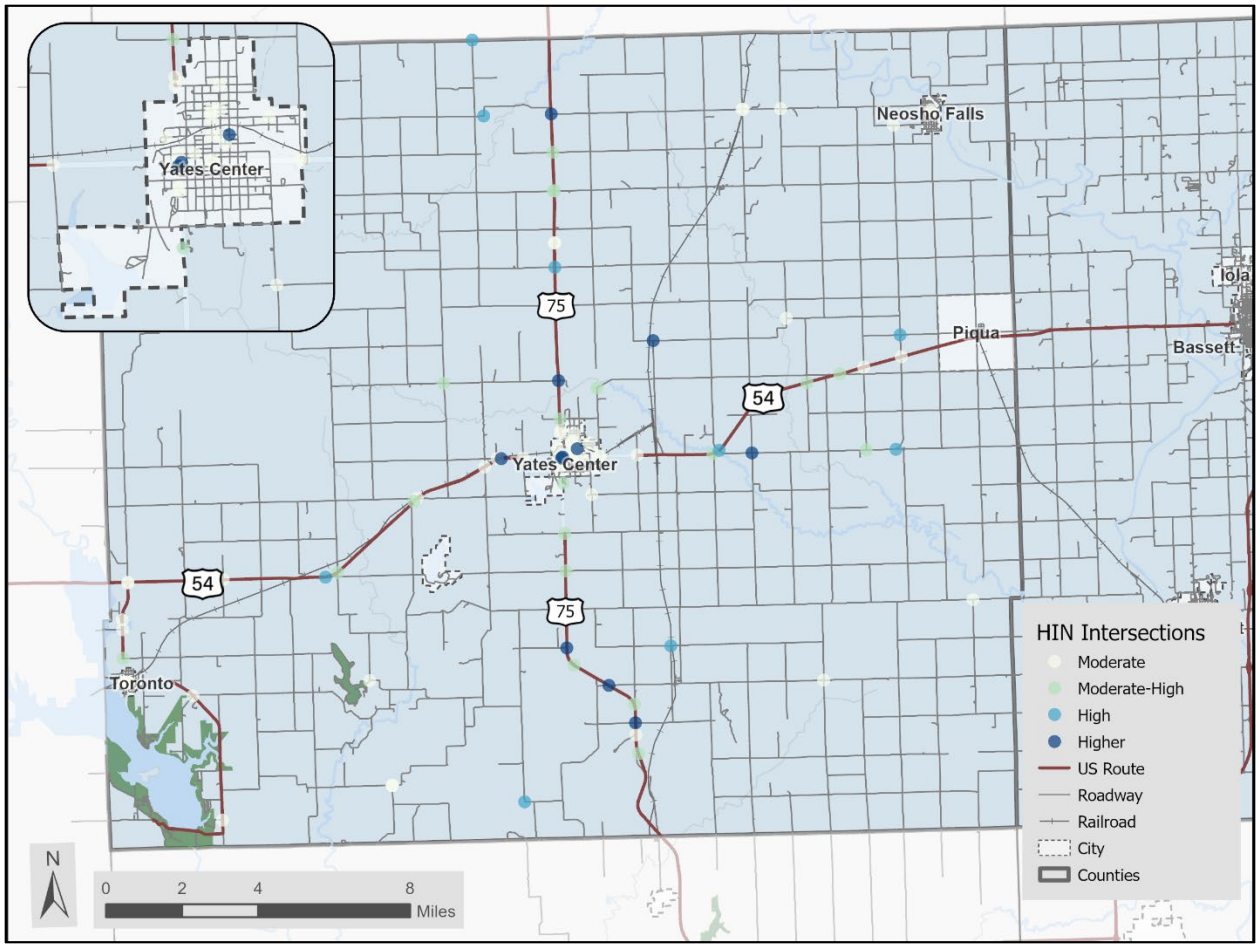


Figure 24 Entire HIN Intersections for Woodson County

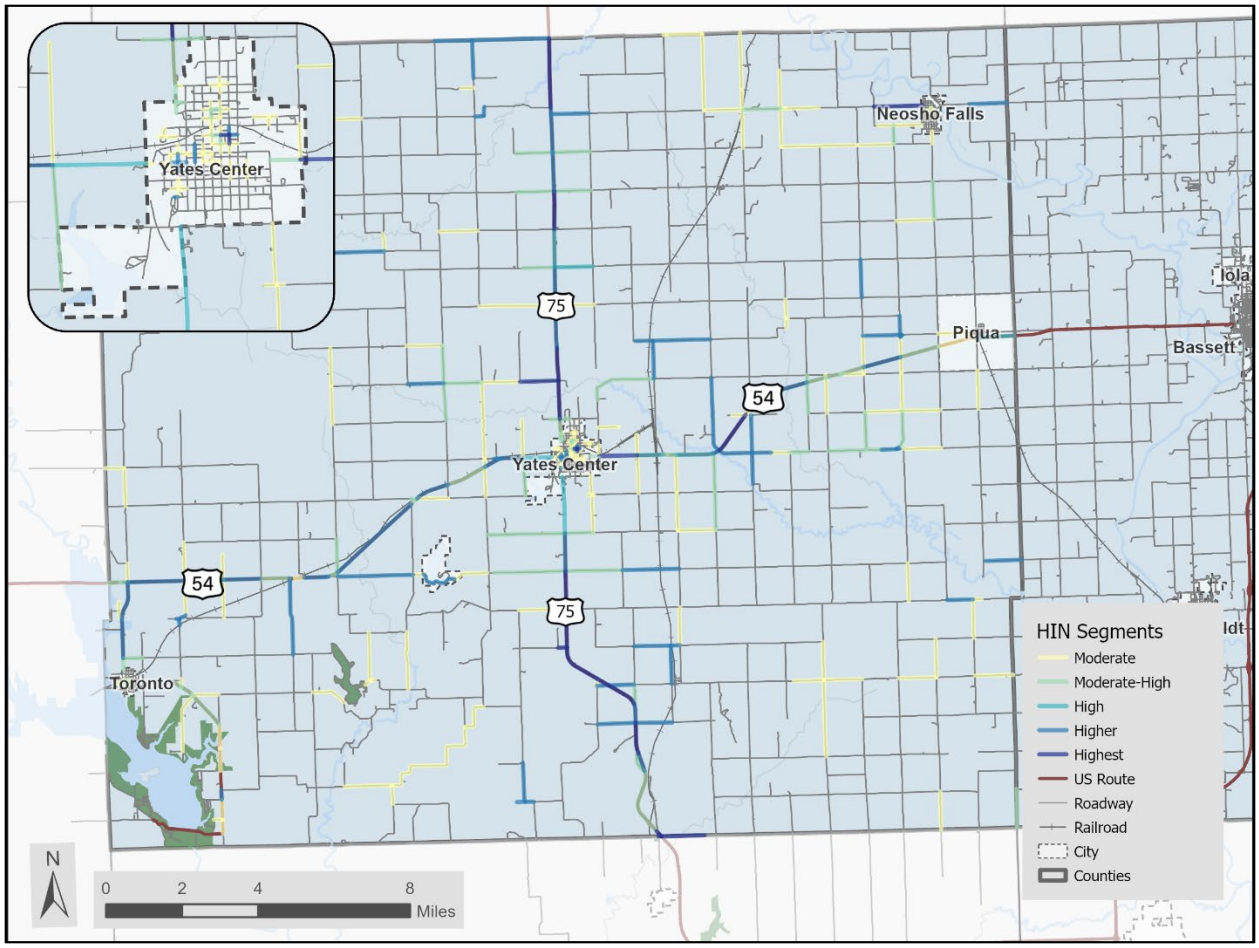


Figure 25 Entire HIN Segments for Woodson County

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
Turkey Rd & 50th Rd	0	0	0	1	1	1	Moderate
Xylan Rd & 70th Rd	0	0	0	1	1	1	Moderate
Prairie Rd & 60th Rd	0	0	0	16.37	1	3	High
Main St & 7th St	0	0	0	1	1	1	Moderate
Main St & 8th St	0	0	0	1	1	1	Moderate
Squirrel Rd & 200th Rd	0	0	0	1	1	1	Moderate
Rock Rd & 200th Rd	0	0	0	1	1	1	Moderate
Rock Rd & 200th Rd	0	0	0	1	1	1	Moderate
Violet Rd & 140th Rd	0	0	0	16.37	1	3	High
Violet Rd & 195th Rd	0	0	0	1	1	1	Moderate
Violet Rd & 110th Rd	0	0	0	16.37	1	3	High
Ute Rd & 110th Rd	0	0	0	2	2	2	Moderately-High
Squirrel Rd & 145th Rd	0	0	0	1	1	1	Moderate
180th Rd	0	0	0	3	3	2	Moderately-High
Otter Rd & 140th Rd	0	1	0	64.05	1	4	Higher
N Kalida St & E Madison St	0	0	0	1	1	1	Moderate
Nighthawk Rd & 130th Rd	0	0	0	2	2	2	Moderately-High
Rock Rd & 110th Rd	0	0	0	17.37	2	4	Higher
Quail Rd & US 54 Hwy	0	0	0	16.37	1	3	High
Kelp Rd & 200th Rd	0	0	0	16.37	1	3	High
Kafir Rd & 1st Rd	0	0	0	16.37	1	3	High
Mink Rd & 100th Rd	0	0	0	1	1	1	Moderate
E South St & S Ridge St	0	0	0	1	1	1	Moderate
N State St & W Madison St	0	0	0	1	1	1	Moderate
W Butler St & N Turner St	0	0	0	1	1	1	Moderate
N State St & W Butler St	0	0	0	1	1	1	Moderate
N State St	0	0	0	1	1	1	Moderate
N Main St & W Sanderson St	0	0	0	1	1	1	Moderate
N Main St & E Skinner St	0	0	0	1	1	1	Moderate
N Green St & E Butler St	0	1	0	64.05	1	4	Higher
N Main St & E Butler St	0	0	0	1	1	1	Moderate
W Washington St & S Lincoln St	0	0	0	1	1	1	Moderate
N State St & W Sanderson St	0	0	0	1	1	1	Moderate
E South St	0	0	0	1	1	1	Moderate
Jay Rd & 130th Rd	0	0	0	2	2	2	Moderately-High
150th Rd	0	0	0	1	1	1	Moderate
E Rutledge St	0	0	0	1	1	1	Moderate
150th Rd	0	0	0	1	1	1	Moderate
110th Rd	0	0	0	1	1	1	Moderate
S State St	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
Fox Rd & 150th Rd	0	0	0	16.37	1	3	High
Longhorn Rd & 20th Rd	0	0	0	16.37	1	3	High
Hereford Rd	0	0	0	1	1	1	Moderate
Hawk Rd	0	0	0	1	1	1	Moderate
25th Rd	0	0	0	1	1	1	Moderate
Hawk Rd	0	0	0	1	1	1	Moderate
	0	0	0	1	1	1	Moderate
Washington St	0	0	0	1	1	1	Moderate
W Main St	0	0	0	1	1	1	Moderate
S Stockton St	0	0	0	1	1	1	Moderate
S State St & US Hwy 54	0	0	0	1	1	1	Moderate
130th Rd & US Hwy 54	0	0	0	2	2	2	Moderately-High
Quail Rd & US Hwy 54	0	0	0	3	3	2	Moderately-High
S Naylor St & US Hwy 54	0	0	0	1	1	1	Moderate
110th Rd & US Hwy 54	0	0	0	20.37	5	4	Higher
US Hwy 54	0	0	0	1	1	1	Moderate

Intersection Name	Fatalities	Serious Injuries	Pedestrians	EPDO Sum	Crashes	HIN Score	HIN Ranking
Violet Rd & US Hwy 54	0	0	0	1	1	1	Moderate
Osage Rd & US Hwy 54	0	0	0	1	1	1	Moderate
Ute Rd & US Hwy 54	0	0	0	1	1	1	Moderate
Longhorn Rd & US Hwy 54	0	0	0	1	1	1	Moderate
Apache Rd & US Hwy 54	0	0	0	1	1	1	Moderate
Deer Rd & US Hwy 54	0	0	0	1	1	1	Moderate
Kanza Rd & US Hwy 54	0	0	0	1	1	1	Moderate
100th Rd & US Hwy 54	0	0	0	2	2	2	Moderately-High
Sumac Rd & US Hwy 54	0	0	0	2	2	2	Moderately-High
W Skinner St & N Fry St	0	0	0	1	1	1	Moderate
US Hwy 54	0	0	0	18.37	3	4	Higher
100th Rd & US Hwy 54	0	0	0	1	1	1	Moderate
80th Rd & US Hwy 54	0	0	0	16.37	1	3	High
S East St & E Mary St	0	0	0	1	1	1	Moderate
US Hwy 75	0	0	0	18.37	3	4	Higher
US Hwy 75	0	0	0	1	1	1	Moderate
60th Rd & US Hwy 75	1	1	0	1213.83	2	4	Higher
40th Rd & US Hwy 75	0	0	0	17.37	2	4	Higher
90th Rd & US Hwy 75	0	0	0	2	2	2	Moderately-High
120th Rd & US Hwy 75	0	0	0	2	2	2	Moderately-High
US Hwy 75	0	0	0	1	1	1	Moderate
160th Rd & US Hwy 75	0	0	0	6	6	3	High
50th Rd & US Hwy 75	0	2	0	64.05	1	4	Higher
200th Rd & US Hwy 75	0	0	0	18.37	3	4	Higher
US Hwy 75	0	0	0	1	1	1	Moderate
190th Rd & US Hwy 75	0	0	0	3	3	2	Moderately-High
US Hwy 75 & Oriole Rd	0	0	0	3	3	2	Moderately-High
130th Rd & US Hwy 75	1	1	0	1199.46	3	4	Higher
180th Rd & US Hwy 75	0	0	0	3	3	2	Moderately-High
US Hwy 75	0	0	0	2	2	2	Moderately-High
US Hwy 75	0	0	0	2	2	2	Moderately-High
Osage Rd & US Hwy 75	0	0	0	2	2	2	Moderately-High
US Hwy 75	0	0	0	1	1	1	Moderate
80th Rd & US Hwy 75	0	0	0	2	2	2	Moderately-High
State Hwy 105	0	0	0	1	1	1	Moderate
Antler Rd & State Hwy 105	0	0	0	1	1	1	Moderate
State Hwy 105	0	0	0	1	1	1	Moderate
Coyote Rd & State Hwy 105	0	0	0	1	1	1	Moderate
Washington St & State Hwy 105	0	0	0	1	1	1	Moderate
W Main St & State Hwy 105	0	0	0	1	1	1	Moderate
Woodson Acres Rd & State Hwy 105	0	0	0	1	1	1	Moderate
60th Rd & State Hwy 105	0	0	0	2	2	2	Moderately-High
Broad St & State Hwy 105	0	0	0	1	1	1	Moderate
S Stockton St & State Hwy 105	0	0	0	1	1	1	Moderate
W Park St & S Fry St	0	0	0	1	1	1	Moderate
W Washington St & S Fry St	0	0	0	1	1	1	Moderate
Grouse Rd & Hwy 54	0	0	0	2	2	2	Moderately-High
Broad St & E Main St	0	0	0	1	1	1	Moderate
Washington St & W Main St	0	0	0	1	1	1	Moderate
Broad St & W Main St	0	0	0	1	1	1	Moderate
S Stockton St & W Main St	0	0	0	1	1	1	Moderate
W Main St & W Main St	0	0	0	1	1	1	Moderate
S Stockton St & Stockton St	0	0	0	1	1	1	Moderate
W Main St & Stockton St	0	0	0	1	1	1	Moderate

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
S FRY ST	1	Rural	Two-Way	Major Arterial	2	1.822157637	1	0	0	9	1205.46	5	Highest
S FRY ST	1	Rural	Two-Way	Major Arterial	2	1.004453503	1	1	0	7	1203.46	5	Highest
S FRY ST	0	Rural	Two-Way	Major Arterial	2	1.017716706	1	1	0	15	1226.83	5	Highest
S FRY ST	1	Rural	Two-Way	Major Arterial	2	1.0099438	1	0	0	12	1208.46	5	Highest
S FRY ST	1	Rural	Two-Way	Major Arterial	2	1.010507302	1	1	0	9	1236.2	5	Highest
S FRY ST	1	Rural	Two-Way	Major Arterial	2	1.208374869	1	1	0	7	1218.83	5	Highest
S FRY ST	1	Rural	Two-Way	Major Arterial	2	0.367038728	0	2	0	4	67.05	5	Highest
S FRY ST	1	Rural	Two-Way	Major Arterial	2	0.846092043	0	2	0	8	71.05	5	Highest
S FRY ST	1	Rural	Two-Way	Major Arterial	2	0.809426731	0	1	0	12	90.42	5	Highest
S FRY ST	1	Rural	Two-Way	Major Arterial	2	0.185656659	1	2	0	3	1199.46	5	Highest
E MARY ST	1	Rural	Two-Way	Major Arterial	2	1.171960184	0	1	0	8	101.79	5	Highest
S FRY ST	1	Rural	Two-Way	Major Arterial	2	0.849801933	1	1	0	7	1203.46	5	Highest
E MARY ST	0	Rural	Two-Way	Major Arterial	2	1.002649093	1	1	0	12	1223.83	5	Highest
200TH RD	1	Rural	Two-Way	Major Collector	2	1.298768862	1	0	0	1	1197.46	5	Highest
LONGHORN RD	1	Rural	Two-Way	Major Collector	2	0.237301005	1	1	0	2	1213.83	5	Highest
130TH RD	1	Rural	Two-Way	Minor Collector	2	1.017176656	1	1	0	3	1199.46	5	Highest
10 RD	1	Rural	Two-Way	Local	2	0.076994408	1	2	0	2	1198.46	5	Highest
10 RD	1	Rural	Two-Way	Local	2	1.133731077	1	2	0	2	1198.46	5	Highest
W BUTLER ST	0	Rural	Two-Way	Local	2	0.070460114	0	1	0	2	65.05	5	Highest
N GREEN ST	0	Rural	Two-Way	Local	2	0.071697874	0	1	0	2	65.05	5	Highest
E MAIN ST	1	Rural	Two-Way	Major Collector	2	1.018815422	0	0	0	6	52.11	4	Higher
E MAIN ST	1	Rural	Two-Way	Major Collector	2	1.012178825	0	0	0	8	23.37	4	Higher
E MAIN ST	1	Rural	Two-Way	Major Collector	2	0.258995132	0	0	0	2	17.37	4	Higher
S FRY ST	1	Rural	Two-Way	Major Arterial	2	0.173116156	0	0	0	3	18.37	4	Higher
S FRY ST	1	Rural	Two-Way	Major Arterial	2	1.009642083	0	0	0	10	40.74	4	Higher
S FRY ST	1	Rural	Two-Way	Major Arterial	2	1.01587462	0	0	0	18	18	4	Higher
S FRY ST	1	Rural	Two-Way	Major Arterial	2	1.002915743	0	0	0	10	25.37	4	Higher
S FRY ST	1	Rural	Two-Way	Major Arterial	2	1.13137266	0	0	0	10	25.37	4	Higher
S FRY ST	1	Rural	Two-Way	Major Arterial	2	0.98930772	0	0	0	13	28.37	4	Higher
S FRY ST	1	Rural	Two-Way	Major Arterial	2	0.497495698	0	0	0	7	22.37	4	Higher
S FRY ST	1	Rural	Two-Way	Major Arterial	2	0.486039233	0	0	0	6	21.37	4	Higher
E MARY ST	1	Rural	Two-Way	Major Arterial	2	1.014952462	0	0	0	4	19.37	4	Higher
E MARY ST	1	Rural	Two-Way	Major Arterial	2	1.634836561	0	0	0	12	27.37	4	Higher
E MARY ST	1	Rural	Two-Way	Major Arterial	2	0.18877848	0	0	0	6	21.37	4	Higher
E MARY ST	0	Rural	Two-Way	Major Arterial	2	0.578220471	0	0	0	8	23.37	4	Higher
E MARY ST	0	Rural	Two-Way	Major Arterial	2	0.456170196	0	0	0	6	21.37	4	Higher
E MARY ST	1	Rural	Two-Way	Major Arterial	2	0.88909036	0	0	0	7	37.74	4	Higher
E MARY ST	1	Rural	Two-Way	Major Arterial	2	2.632527951	0	0	0	16	31.37	4	Higher
E MARY ST	1	Rural	Two-Way	Major Arterial	2	0.587455746	0	0	0	1	16.37	4	Higher
E MARY ST	1	Rural	Two-Way	Major Arterial	2	0.958924594	0	0	0	3	18.37	4	Higher
E MARY ST	1	Rural	Two-Way	Major Arterial	2	1.500032726	0	0	0	9	24.37	4	Higher
E MARY ST	0	Rural	Two-Way	Major Arterial	2	0.029578412	0	0	0	5	20.37	4	Higher
E MARY ST	1	Rural	Two-Way	Major Arterial	2	0.058335544	0	0	0	1	16.37	4	Higher
S FRY ST	0	Rural	Two-Way	Major Arterial	2	0.071113727	0	0	0	5	20.37	4	Higher
S FRY ST	0	Rural	Two-Way	Major Arterial	2	0.07203755	0	0	0	4	19.37	4	Higher
E MARY ST	0	Rural	Two-Way	Major Arterial	2	0.068951685	0	0	0	4	19.37	4	Higher
E MARY ST	0	Rural	Two-Way	Major Arterial	2	0.058549045	0	0	0	5	20.37	4	Higher
200TH RD	1	Rural	Two-Way	Major Collector	2	0.995859787	0	0	0	2	17.37	4	Higher
140TH RD	1	Rural	Two-Way	Major Collector	2	0.085414081	0	0	0	1	16.37	4	Higher
140TH RD	1	Rural	Two-Way	Major Collector	2	0.025354571	0	0	0	1	16.37	4	Higher
140TH RD	1	Rural	Two-Way	Major Collector	2	0.031742302	0	0	0	1	16.37	4	Higher
140TH RD	0	Rural	Two-Way	Major Collector	2	0.152479562	0	0	0	5	20.37	4	Higher
INDIAN RD	1	Rural	Two-Way	Major Collector	2	2.014118901	0	0	0	1	16.37	4	Higher
70TH RD	1	Rural	Two-Way	Major Collector	2	0.684481704	0	0	0	3	18.37	4	Higher
110TH RD	1	Rural	Two-Way	Major Collector	2	0.065470957	0	0	0	1	16.37	4	Higher
110TH RD	1	Rural	Two-Way	Major Collector	2	0.394687338	0	0	0	1	16.37	4	Higher
110TH RD	1	Rural	Two-Way	Major Collector	2	0.89159758	0	0	0	5	35.74	4	Higher
110TH RD	1	Rural	Two-Way	Major Collector	2	0.503722492	0	0	0	2	17.37	4	Higher
QUAIL RD	1	Rural	Two-Way	Major Collector	2	1.981402505	0	0	0	1	16.37	4	Higher
VIOLET RD	1	Rural	Two-Way	Major Collector	2	0.060824982	0	0	0	1	16.37	4	Higher
80TH RD	1	Rural	Two-Way	Minor Collector	2	1.011406474	0	0	0	1	16.37	4	Higher
80TH RD	1	Rural	Two-Way	Minor Collector	2	1.982258954	0	0	0	1	16.37	4	Higher
KANZA RD	1	Rural	Two-Way	Minor Collector	2	1.003886059	0	0	0	1	16.37	4	Higher
LONGHORN RD	1	Rural	Two-Way	Minor Collector	2	1.024930209	0	0	0	1	16.37	4	Higher
LONGHORN RD	1	Rural	Two-Way	Minor Collector	2	0.245697553	0	0	0	1	16.37	4	Higher
200TH RD	1	Rural	Two-Way	Minor Collector	2	1.00057884	0	0	0	3	18.37	4	Higher
220TH RD	1	Rural	Two-Way	Minor Collector	2	2.021787157	0	0	0	1	16.37	4	Higher
220TH RD	1	Rural	Two-Way	Minor Collector	2	0.99442559	0	0	0	1	16.37	4	Higher
130TH RD	1	Rural	Two-Way	Local	2	0.949934292	0	0	0	3	18.37	4	Higher
140TH RD	1	Rural	Two-Way	Local	2	1.515046424	0	1	0	1	64.05	4	Higher
140TH RD	1	Rural	Two-Way	Local	2	0.45700383	0	1	0	1	64.05	4	Higher
140TH RD	1	Rural	Two-Way	Local	2	0.051055444	0	0	0	1	16.37	4	Higher
140TH RD	1	Rural	Two-Way	Local	2	0.986739368	0	0	0	1	16.37	4	Higher
150TH RD	1	Rural	Two-Way	Local	2	1.00004852	0	0	0	1	16.37	4	Higher
165TH RD	1	Rural	Two-Way	Local	2	1.454207725	0	0	0	1	16.37	4	Higher
165TH RD	1	Rural	Two-Way	Local	2	0.058358337	0	0	0	1	16.37	4	Higher
200TH RD	1	Rural	Two-Way	Local	2	0.24223889	0	0	0	1	16.37	4	Higher
20TH RD	1	Rural	Two-Way	Local	2	0.209432367	0	0	0	1	16.37	4	Higher
KELP RD	1	Rural	Two-Way	Local	2	0.235829233	0	0	0	1	16.37	4	Higher
40TH RD	1	Rural	Two-Way	Local	2	0.96968544	0	0	0	2	17.37	4	Higher

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
40TH RD	1	Rural	Two-Way	Local	2	0.998381893	0	0	0	2	17.37	4	Higher
50TH RD	1	Rural	Two-Way	Local	2	0.667268168	0	2	0	1	64.05	4	Higher
50TH RD	1	Rural	Two-Way	Local	2	0.30754694	0	2	0	1	64.05	4	Higher
60TH RD	1	Rural	Two-Way	Local	2	0.251355039	0	0	0	1	16.37	4	Higher
60TH RD	1	Rural	Two-Way	Local	2	0.966479187	0	0	0	1	16.37	4	Higher
70TH RD	1	Rural	Two-Way	Local	2	0.079343712	0	0	0	1	16.37	4	Higher
OTTER RD	1	Rural	Two-Way	Local	2	1.002504706	0	1	0	1	64.05	4	Higher
80TH RD	1	Rural	Two-Way	Local	2	1.495243522	0	0	0	1	16.37	4	Higher
PRAIRIE RD	1	Rural	Two-Way	Local	2	1.006112365	0	0	0	1	16.37	4	Higher
80TH RD	1	Rural	Two-Way	Local	2	0.939069552	0	0	0	1	16.37	4	Higher
ROCK RD	1	Rural	Two-Way	Local	2	0.99223453	0	0	0	2	17.37	4	Higher
ROCK RD	1	Rural	Two-Way	Local	2	0.820388921	0	0	0	2	17.37	4	Higher
COYOTE RD	1	Rural	Two-Way	Local	2	0.198658154	0	0	0	1	16.37	4	Higher
COYOTE RD	1	Rural	Two-Way	Local	2	0.17035889	0	0	0	1	16.37	4	Higher
UTE RD	1	Rural	Two-Way	Local	2	1.002328117	0	0	0	1	16.37	4	Higher
CURVE	1	Rural	Two-Way	Local	2	0.036005099	0	0	0	1	16.37	4	Higher
VIOLET RD	1	Rural	Two-Way	Local	2	0.500498388	0	0	0	1	16.37	4	Higher
VIOLET RD	1	Rural	Two-Way	Local	2	0.054270522	0	0	0	1	16.37	4	Higher
VIOLET RD	1	Rural	Two-Way	Local	2	0.068472456	0	0	0	1	16.37	4	Higher
140TH RD	1	Rural	Two-Way	Major Collector	2	0.023284295	0	0	0	1	16.37	4	Higher
W BUTLER ST	0	Rural	Two-Way	Local	2	0.067095918	0	1	0	1	64.05	4	Higher
N GREEN ST	0	Rural	Two-Way	Local	2	0.066312107	0	1	0	1	64.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.071236369	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.071236369	0	1	0	2	65.05	4	Higher
N SENECA ST	1	Rural	Two-Way	Local	2	0.071236369	0	1	0	2	65.05	4	Higher
S FRY ST	1	Rural	Two-Way	Major Arterial	2	0.99981349	0	0	0	16	16	3	High
E MARY ST	1	Rural	Two-Way	Major Arterial	2	0.998757207	0	0	0	7	7	3	High
E MARY ST	1	Rural	Two-Way	Major Arterial	2	0.982322814	0	0	0	11	11	3	High
E MARY ST	0	Rural	Two-Way	Major Arterial	2	0.668624753	0	0	0	8	8	3	High
E MARY ST	1	Rural	Two-Way	Major Arterial	2	1.009106149	0	0	0	9	9	3	High
S FRY ST	0	Rural	Two-Way	Major Arterial	2	1.487007633	0	0	0	7	7	3	High
E MARY ST	0	Rural	Two-Way	Major Arterial	2	0.752289622	0	0	0	7	7	3	High
160TH RD	1	Rural	Two-Way	Minor Collector	2	1.003720198	0	0	0	7	7	3	High
E MARY ST	1	Rural	Two-Way	Major Arterial	2	0.313881651	0	0	0	2	2	2	Moderate-High
E MAIN ST	1	Rural	Two-Way	Major Collector	2	0.295985626	0	0	0	3	3	2	Moderate-High
E MAIN ST	1	Rural	Two-Way	Major Collector	2	0.362099489	0	0	0	3	3	2	Moderate-High
E MAIN ST	1	Rural	Two-Way	Major Collector	2	1.040470426	0	0	0	2	2	2	Moderate-High
S FRY ST	0	Rural	Two-Way	Major Arterial	2	0.377577178	0	0	0	5	5	2	Moderate-High
S FRY ST	1	Rural	Two-Way	Major Arterial	2	1.805768953	0	0	0	3	3	2	Moderate-High
E MARY ST	1	Rural	Two-Way	Major Arterial	2	1.030157787	0	0	0	6	6	2	Moderate-High
E MARY ST	1	Rural	Two-Way	Major Arterial	2	0.641516888	0	0	0	3	3	2	Moderate-High
E MARY ST	1	Rural	Two-Way	Major Arterial	2	0.391021643	0	0	0	3	3	2	Moderate-High
E MARY ST	1	Rural	Two-Way	Major Arterial	2	0.513124007	0	0	0	4	4	2	Moderate-High
E MARY ST	1	Rural	Two-Way	Major Arterial	2	0.132515567	0	0	0	2	2	2	Moderate-High
E MARY ST	1	Rural	Two-Way	Major Arterial	2	0.210355136	0	0	0	4	4	2	Moderate-High
E MARY ST	1	Rural	Two-Way	Major Arterial	2	1.078968327	0	0	0	6	6	2	Moderate-High
E MARY ST	1	Rural	Two-Way	Major Arterial	2	0.116389711	0	0	0	3	3	2	Moderate-High
E MARY ST	1	Rural	Two-Way	Major Arterial	2	0.119145508	0	0	0	2	2	2	Moderate-High
E MARY ST	1	Rural	Two-Way	Major Arterial	2	0.25700042	0	0	0	2	2	2	Moderate-High
E MARY ST	1	Rural	Two-Way	Major Arterial	2	0.754114657	0	0	0	4	4	2	Moderate-High
E MARY ST	1	Rural	Two-Way	Major Arterial	2	0.193788801	0	0	0	2	2	2	Moderate-High
E MAIN ST	1	Rural	Two-Way	Major Collector	2	0.325927688	0	0	0	3	3	2	Moderate-High
E MAIN ST	1	Rural	Two-Way	Major Collector	2	0.06544783	0	0	0	2	2	2	Moderate-High
E MAIN ST	1	Rural	Two-Way	Major Collector	2	0.061889787	0	0	0	3	3	2	Moderate-High
S FRY ST	0	Rural	Two-Way	Major Arterial	2	0.128303192	0	0	0	3	3	2	Moderate-High
S FRY ST	0	Rural	Two-Way	Major Arterial	2	0.09322539	0	0	0	2	2	2	Moderate-High
E MARY ST	0	Rural	Two-Way	Major Arterial	2	0.247884799	0	0	0	2	2	2	Moderate-High
50TH RD	1	Rural	Two-Way	Major Collector	2	0.528145882	0	0	0	2	2	2	Moderate-High
180TH RD	1	Rural	Two-Way	Major Collector	2	0.975938421	0	0	0	3	3	2	Moderate-High
180TH RD	1	Rural	Two-Way	Major Collector	2	1.007483777	0	0	0	3	3	2	Moderate-High
140TH RD	1	Rural	Two-Way	Major Collector	2	0.999477406	0	0	0	2	2	2	Moderate-High
140TH RD	1	Rural	Two-Way	Major Collector	2	0.98273662	0	0	0	2	2	2	Moderate-High
WILLOW RD	1	Rural	Two-Way	Major Collector	2	0.061840863	0	0	0	2	2	2	Moderate-High
WILLOW RD	1	Rural	Two-Way	Major Collector	2	1.004372062	0	0	0	3	3	2	Moderate-High
100TH RD	1	Rural	Two-Way	Major Collector	2	0.09510643	0	0	0	2	2	2	Moderate-High
110TH RD	1	Rural	Two-Way	Major Collector	2	0.404597714	0	0	0	3	3	2	Moderate-High
110TH RD	1	Rural	Two-Way	Major Collector	2	1.00307946	0	0	1	5	5	2	Moderate-High
110TH RD	1	Rural	Two-Way	Major Collector	2	0.50092642	0	0	0	3	3	2	Moderate-High
200TH RD	1	Rural	Two-Way	Major Collector	2	0.989628404	0	0	0	2	2	2	Moderate-High
VIOLET RD	1	Rural	Two-Way	Major Collector	2	1.003659873	0	0	0	3	3	2	Moderate-High
80TH RD	1	Rural	Two-Way	Minor Collector	2	1.874957098	0	0	0	2	2	2	Moderate-High
130TH RD	1	Rural	Two-Way	Minor Collector	2	1.858782095	0	0	0	4	4	2	Moderate-High
130TH RD	1	Rural	Two-Way	Minor Collector	2	1.004339858	0	0	0	2	2	2	Moderate-High
160TH RD	1	Rural	Two-Way	Minor Collector	2	0.836511072	0	0	0	6	6	2	Moderate-High
120TH RD	0	Rural	Two-Way	Local	2	0.256856557	0	0	0	2	2	2	Moderate-High
120TH RD	0	Rural	Two-Way	Local	2	0.244815249	0	0	0	2	2	2	Moderate-High
130TH RD	1	Rural	Two-Way	Local	2	0.032980186	0	0	0	2	2	2	Moderate-High
190TH RD	1	Rural	Two-Way	Local	2	0.988266572	0	0	0	3	3	2	Moderate-High
190TH RD	1	Rural	Two-Way	Local	2	0.969758958	0	0	0	3	3	2	Moderate-High
LONGHORN RD	0	Rural	Two-Way	Local	2	1.000754944	0	0	0	2	2	2	Moderate-High

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
60TH RD	1	Rural	Two-Way	Local	2	0.503954256	0	0	0	2	2	2	Moderate-High
ORIOLE RD	1	Rural	Two-Way	Local	2	0.564124207	0	0	0	3	3	2	Moderate-High
80TH RD	1	Rural	Two-Way	Local	2	1.500633953	0	0	0	2	2	2	Moderate-High
90TH RD	1	Rural	Two-Way	Local	2	0.74707386	0	0	0	2	2	2	Moderate-High
90TH RD	1	Rural	Two-Way	Local	2	2.042144995	0	0	0	2	2	2	Moderate-High
QUAIL RD	1	Rural	Two-Way	Local	2	1.016333887	0	0	0	4	4	2	Moderate-High
QUAIL RD	1	Rural	Two-Way	Local	2	1.001526723	0	0	0	2	2	2	Moderate-High
SUMAC RD	1	Rural	Two-Way	Local	2	0.190835552	0	0	0	2	2	2	Moderate-High
SUMAC RD	1	Rural	Two-Way	Local	2	0.819724194	0	0	0	2	2	2	Moderate-High
UTE RD	1	Rural	Two-Way	Local	2	0.990200727	0	0	0	2	2	2	Moderate-High
VIOLET RD	1	Rural	Two-Way	Local	2	0.499927682	0	0	0	2	2	2	Moderate-High
GROUSE RD	1	Rural	Two-Way	Local	2	0.886181041	0	0	0	2	2	2	Moderate-High
GROUSE RD	1	Rural	Two-Way	Local	2	0.113866423	0	0	0	2	2	2	Moderate-High
200 ST	1	Rural	Two-Way	Minor Collector	2	1.014402819	0	0	0	1	16.37	2	Moderate-High
W BELL ST	0	Rural	Two-Way	Local	2	0.076861172	0	0	0	2	2	2	Moderate-High
W BUTLER ST	0	Rural	Two-Way	Local	2	0.071585518	0	0	0	2	2	2	Moderate-High
N MAIN ST	0	Rural	Two-Way	Local	2	0.07127501	0	0	0	2	2	2	Moderate-High
W SANDERSON ST	0	Rural	Two-Way	Local	2	0.072225989	0	0	0	2	2	2	Moderate-High
S STATE ST	0	Rural	Two-Way	Local	2	0.06876554	0	0	0	2	2	2	Moderate-High
N WASHINGTON ST	1	Rural	Two-Way	Local	2	0.066920272	0	0	0	2	2	2	Moderate-High
N WASHINGTON ST	1	Rural	Two-Way	Local	2	0.066448987	0	0	0	2	2	2	Moderate-High
E MAIN ST	1	Rural	Two-Way	Major Collector	2	0.028421762	0	0	0	1	1	1	Moderate
E MAIN ST	1	Rural	Two-Way	Major Collector	2	0.594795993	0	0	0	1	1	1	Moderate
E MAIN ST	1	Rural	Two-Way	Major Collector	2	0.598786643	0	0	0	1	1	1	Moderate
E MAIN ST	1	Rural	Two-Way	Major Collector	2	0.528013184	0	0	0	1	1	1	Moderate
E MAIN ST	1	Rural	Two-Way	Major Collector	2	0.357766847	0	0	0	1	1	1	Moderate
E MARY ST	1	Rural	Two-Way	Major Arterial	2	1.022811274	0	0	0	1	1	1	Moderate
E MARY ST	1	Rural	Two-Way	Major Arterial	2	0.266875348	0	0	0	1	1	1	Moderate
E MARY ST	1	Rural	Two-Way	Major Arterial	2	0.223563282	0	0	0	1	1	1	Moderate
E MAIN ST	1	Rural	Two-Way	Major Collector	2	0.067766961	0	0	0	1	1	1	Moderate
E MAIN ST	1	Rural	Two-Way	Major Collector	2	0.065881282	0	0	0	1	1	1	Moderate
S FRY ST	0	Rural	Two-Way	Major Arterial	2	0.071082586	0	0	0	1	1	1	Moderate
S FRY ST	0	Rural	Two-Way	Major Arterial	2	0.068803881	0	0	0	1	1	1	Moderate
S FRY ST	0	Rural	Two-Way	Major Arterial	2	0.070139134	0	0	0	1	1	1	Moderate
E MARY ST	0	Rural	Two-Way	Major Arterial	2	0.072291632	0	0	0	1	1	1	Moderate
E MARY ST	0	Rural	Two-Way	Major Arterial	2	0.070142321	0	0	0	1	1	1	Moderate
E MARY ST	0	Rural	Two-Way	Major Arterial	2	0.058924505	0	0	0	1	1	1	Moderate
E MARY ST	0	Rural	Two-Way	Major Arterial	2	0.053359283	0	0	0	1	1	1	Moderate
WILLOW RD	1	Rural	Two-Way	Major Collector	2	0.845988234	0	0	0	1	1	1	Moderate
170TH RD	1	Rural	Two-Way	Local	2	1.024332818	0	0	0	1	1	1	Moderate
50TH RD	1	Rural	Two-Way	Major Collector	2	1.012339899	0	0	0	1	1	1	Moderate
50TH RD	1	Rural	Two-Way	Major Collector	2	0.996094562	0	0	0	1	1	1	Moderate
50TH RD	1	Rural	Two-Way	Major Collector	2	1.006399246	0	0	0	1	1	1	Moderate
50TH RD	1	Rural	Two-Way	Major Collector	2	0.792101915	0	0	0	1	1	1	Moderate
50TH RD	1	Rural	Two-Way	Major Collector	2	0.678389474	0	0	0	1	1	1	Moderate
140TH RD	1	Rural	Two-Way	Major Collector	2	0.937982265	0	0	0	1	1	1	Moderate
WILLOW RD	1	Rural	Two-Way	Major Collector	2	0.084251504	0	0	0	1	1	1	Moderate
WILLOW RD	1	Rural	Two-Way	Major Collector	2	0.062600407	0	0	0	1	1	1	Moderate
WILLOW RD	1	Rural	Two-Way	Major Collector	2	0.316055556	0	0	0	1	1	1	Moderate
PRAIRIE RD	1	Rural	Two-Way	Major Collector	2	0.992945838	0	0	0	1	1	1	Moderate
PRAIRIE RD	1	Rural	Two-Way	Major Collector	2	1.004648881	0	0	0	1	1	1	Moderate
170TH RD	1	Rural	Two-Way	Local	2	1.002307884	0	0	0	1	1	1	Moderate
PRAIRIE RD	1	Rural	Two-Way	Major Collector	2	1.007126503	0	0	0	1	1	1	Moderate
100TH RD	1	Rural	Two-Way	Major Collector	2	0.502825193	0	0	0	1	1	1	Moderate
INDIAN RD	1	Rural	Two-Way	Major Collector	2	1.529877362	0	0	0	1	1	1	Moderate
INDIAN RD	1	Rural	Two-Way	Major Collector	2	0.043124981	0	0	0	1	1	1	Moderate
INDIAN RD	1	Rural	Two-Way	Major Collector	2	0.168333976	0	0	0	1	1	1	Moderate
INDIAN RD	1	Rural	Two-Way	Major Collector	2	0.085271949	0	0	0	1	1	1	Moderate
INDIAN RD	1	Rural	Two-Way	Major Collector	2	0.912549541	0	0	0	1	1	1	Moderate
70TH RD	1	Rural	Two-Way	Major Collector	2	0.228505636	0	0	0	1	1	1	Moderate
110TH RD	1	Rural	Two-Way	Major Collector	2	1.001932729	0	0	0	1	1	1	Moderate
110TH RD	1	Rural	Two-Way	Major Collector	2	0.496786741	0	0	0	1	1	1	Moderate
200TH RD	1	Rural	Two-Way	Major Collector	2	0.868497347	0	0	0	1	1	1	Moderate
200TH RD	1	Rural	Two-Way	Major Collector	2	0.061079125	0	0	0	1	1	1	Moderate
200TH RD	1	Rural	Two-Way	Major Collector	2	0.133513639	0	0	0	1	1	1	Moderate
200TH RD	1	Rural	Two-Way	Major Collector	2	1.007774759	0	0	0	1	1	1	Moderate
ROCK RD	1	Rural	Two-Way	Major Collector	2	1.508996573	0	0	0	1	1	1	Moderate
ROCK RD	1	Rural	Two-Way	Major Collector	2	0.512035803	0	0	0	1	1	1	Moderate
ROCK RD	1	Rural	Two-Way	Major Collector	2	0.02011332	0	0	0	1	1	1	Moderate
LONGHORN RD	1	Rural	Two-Way	Major Collector	2	0.959628576	0	0	0	1	1	1	Moderate
LONGHORN RD	1	Rural	Two-Way	Major Collector	2	3.250511729	0	0	0	1	1	1	Moderate
LONGHORN RD	1	Rural	Two-Way	Major Collector	2	0.475474405	0	0	0	1	1	1	Moderate
UTE RD	1	Rural	Two-Way	Major Collector	2	1.007599821	0	0	0	1	1	1	Moderate
VIOLET RD	1	Rural	Two-Way	Major Collector	2	0.418986753	0	0	0	1	1	1	Moderate
VIOLET RD	1	Rural	Two-Way	Major Collector	2	1.000782934	0	0	0	1	1	1	Moderate
APACHE RD	1	Rural	Two-Way	Minor Collector	2	0.996639597	0	0	0	1	1	1	Moderate
APACHE RD	1	Rural	Two-Way	Minor Collector	2	0.495844849	0	0	0	1	1	1	Moderate
25TH RD	1	Rural	Two-Way	Minor Collector	2	0.035233923	0	0	0	1	1	1	Moderate
25TH RD	1	Rural	Two-Way	Minor Collector	2	1.214368354	0	0	0	1	1	1	Moderate
80TH RD	1	Rural	Two-Way	Minor Collector	2	0.881858581	0	0	0	1	1	1	Moderate

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
80TH RD	1	Rural	Two-Way	Minor Collector	2	0.254060967	0	0	0	1	1	1	Moderate
130TH RD	1	Rural	Two-Way	Minor Collector	2	0.068766161	0	0	0	1	1	1	Moderate
130TH RD	0	Rural	Two-Way	Minor Collector	2	0.289215758	0	0	0	1	1	1	Moderate
130TH RD	1	Rural	Two-Way	Minor Collector	2	1.00266445	0	0	0	1	1	1	Moderate
200TH RD	1	Rural	Two-Way	Minor Collector	2	1.002344242	0	0	0	1	1	1	Moderate
TURKEY RD	1	Rural	Two-Way	Minor Collector	2	0.93621467	0	0	0	1	1	1	Moderate
VIOLET RD	1	Rural	Two-Way	Minor Collector	2	1.001525679	0	0	0	1	1	1	Moderate
100TH RD	1	Rural	Two-Way	Local	2	0.808811817	0	0	0	1	1	1	Moderate
100TH RD	0	Rural	Two-Way	Local	2	0.059736965	0	0	0	1	1	1	Moderate
100TH RD	0	Rural	Two-Way	Local	2	0.100412677	0	0	0	1	1	1	Moderate
118TH RD	0	Rural	Two-Way	Local	2	0.546221398	0	0	0	1	1	1	Moderate
120TH RD	1	Rural	Two-Way	Local	2	0.363864798	0	0	0	1	1	1	Moderate
120TH RD	1	Rural	Two-Way	Local	2	0.104589603	0	0	0	1	1	1	Moderate
120TH RD	1	Rural	Two-Way	Local	2	1.005750041	0	0	0	1	1	1	Moderate
120TH RD	1	Rural	Two-Way	Local	2	0.976159905	0	0	0	1	1	1	Moderate
130TH RD	1	Rural	Two-Way	Local	2	0.589007749	0	0	0	1	1	1	Moderate
145TH RD	1	Rural	Two-Way	Local	2	0.047265621	0	0	0	1	1	1	Moderate
150TH RD	1	Rural	Two-Way	Local	2	1.023053675	0	0	0	1	1	1	Moderate
150TH RD	1	Rural	Two-Way	Local	2	1.999840504	0	0	0	1	1	1	Moderate
190TH RD	1	Rural	Two-Way	Local	2	0.958044111	0	0	0	1	1	1	Moderate
190TH RD	1	Rural	Two-Way	Local	2	2.008001538	0	0	0	1	1	1	Moderate
195TH RD	1	Rural	Two-Way	Local	2	0.747479101	0	0	0	1	1	1	Moderate
195TH RD	1	Rural	Two-Way	Local	2	0.405729945	0	0	0	1	1	1	Moderate
200TH RD	1	Rural	Two-Way	Local	2	1.000764702	0	0	0	1	1	1	Moderate
KANZA RD	1	Rural	Two-Way	Local	2	0.787274887	0	0	0	1	1	1	Moderate
208TH RD	1	Rural	Two-Way	Local	2	0.336122735	0	0	0	1	1	1	Moderate
KANZA RD	1	Rural	Two-Way	Local	2	2.01345686	0	0	0	1	1	1	Moderate
KANZA RD	1	Rural	Two-Way	Local	2	0.215630675	0	0	0	1	1	1	Moderate
LONGHORN RD	0	Rural	Two-Way	Local	2	0.993157697	0	0	0	1	1	1	Moderate
MINK RD	0	Rural	Two-Way	Local	2	0.499694645	0	0	0	1	1	1	Moderate
MINK RD	0	Rural	Two-Way	Local	2	0.998950524	0	0	0	1	1	1	Moderate
S NAYLOR ST	0	Rural	Two-Way	Local	2	0.068892861	0	0	0	1	1	1	Moderate
S NAYLOR ST	0	Rural	Two-Way	Local	2	0.07239157	0	0	0	1	1	1	Moderate
NIGHTHAWK RD	1	Rural	Two-Way	Local	2	0.195432751	0	0	0	1	1	1	Moderate
OSAGE RD	0	Rural	Two-Way	Local	2	0.538678104	0	0	0	1	1	1	Moderate
OSAGE RD	0	Rural	Two-Way	Local	2	1.00056582	0	0	0	1	1	1	Moderate
70TH RD	1	Rural	Two-Way	Local	2	1.247304953	0	0	0	1	1	1	Moderate
90TH RD	1	Rural	Two-Way	Local	2	0.99340801	0	0	0	1	1	1	Moderate
QUAIL RD	1	Rural	Two-Way	Local	2	2.012956615	0	0	0	1	1	1	Moderate
ANTLER RD	1	Rural	Two-Way	Local	2	0.494404994	0	0	0	1	1	1	Moderate
S RIDGE ST	0	Rural	Two-Way	Local	2	0.071390114	0	0	0	1	1	1	Moderate
S RIDGE ST	0	Rural	Two-Way	Local	2	0.069210097	0	0	0	1	1	1	Moderate
SQUIRREL RD	1	Rural	Two-Way	Local	2	1.002297851	0	0	0	1	1	1	Moderate
SQUIRREL RD	1	Rural	Two-Way	Local	2	1.011171683	0	0	0	1	1	1	Moderate
SQUIRREL RD	1	Rural	Two-Way	Local	2	0.491950314	0	0	0	1	1	1	Moderate
SQUIRREL RD	1	Rural	Two-Way	Local	2	0.248348021	0	0	0	1	1	1	Moderate
COYOTE RD	1	Rural	Two-Way	Local	2	1.009374379	0	0	0	1	1	1	Moderate
COYOTE RD	1	Rural	Two-Way	Local	2	0.885363852	0	0	0	1	1	1	Moderate
COYOTE RD	1	Rural	Two-Way	Local	2	0.21475946	0	0	0	1	1	1	Moderate
TURKEY RD	1	Rural	Two-Way	Local	2	2.007650363	0	0	0	1	1	1	Moderate
N TURNER ST	0	Rural	Two-Way	Local	2	0.084223336	0	0	0	1	1	1	Moderate
COYOTE RD	1	Rural	Two-Way	Local	2	1.560919424	0	0	0	1	1	1	Moderate
UTE RD	1	Rural	Two-Way	Local	2	0.824829063	0	0	0	1	1	1	Moderate
UTE RD	1	Rural	Two-Way	Local	2	0.178194355	0	0	0	1	1	1	Moderate
DEER RD	1	Rural	Two-Way	Local	2	0.662439391	0	0	0	1	1	1	Moderate
DEER RD	1	Rural	Two-Way	Local	2	0.994052807	0	0	0	1	1	1	Moderate
VIOLET RD	1	Rural	Two-Way	Local	2	0.528053939	0	0	0	1	1	1	Moderate
WILLOW RD	1	Rural	Two-Way	Local	2	1.015568766	0	0	0	1	1	1	Moderate
WILLOW RD	1	Rural	Two-Way	Local	2	1.003091759	0	0	0	1	1	1	Moderate
GROUSE RD	1	Rural	Two-Way	Local	2	1.010338667	0	0	0	1	1	1	Moderate
GROUSE RD	1	Rural	Two-Way	Local	2	0.99751662	0	0	0	1	1	1	Moderate
WOODSON ACRES RD	1	Rural	Two-Way	Local	2	0.227626949	0	0	0	1	1	1	Moderate
HAWK RD	1	Rural	Two-Way	Local	2	0.461154914	0	0	0	1	1	1	Moderate
XYLAN RD	1	Rural	Two-Way	Local	2	1.01252142	0	0	0	1	1	1	Moderate
HEREFORD RD	1	Rural	Two-Way	Local	2	1.246238862	0	0	0	1	1	1	Moderate
XYLAN RD	1	Rural	Two-Way	Local	2	1.010888795	0	0	0	1	1	1	Moderate
220TH RD	1	Rural	Two-Way	Local	2	0.925010587	0	0	0	1	1	1	Moderate
220TH RD	1	Rural	Two-Way	Local	2	0.090108745	0	0	0	1	1	1	Moderate
LONGHORN RD	1	Rural	Two-Way	Major Collector	2	0.026664759	0	0	0	1	1	1	Moderate
W 7TH ST	1	Rural	Two-Way	Local	2	0.068780322	0	0	0	1	1	1	Moderate
W 8TH ST	1	Rural	Two-Way	Local	2	0.072030231	0	0	0	1	1	1	Moderate
W 8TH ST	1	Rural	Two-Way	Local	2	0.067924844	0	0	0	1	1	1	Moderate
N BROAD ST	1	Rural	Two-Way	Local	2	0.067805568	0	0	0	1	1	1	Moderate
N BROAD ST	1	Rural	Two-Way	Local	2	0.066500729	0	0	0	1	1	1	Moderate
W BUTLER ST	0	Rural	Two-Way	Local	2	0.067278919	0	0	0	1	1	1	Moderate
W BUTLER ST	0	Rural	Two-Way	Local	2	0.091556428	0	0	0	1	1	1	Moderate
W BUTLER ST	0	Rural	Two-Way	Local	2	0.068485997	0	0	0	1	1	1	Moderate
N GREEN ST	0	Rural	Two-Way	Local	2	0.072573255	0	0	0	1	1	1	Moderate
N GREEN ST	0	Rural	Two-Way	Local	2	0.069979443	0	0	0	1	1	1	Moderate
N GREEN ST	0	Rural	Two-Way	Local	2	0.069656123	0	0	0	1	1	1	Moderate

Road Name	Equity Area	Area Type	Road Type	Functional Classification	Number of Lanes	Miles	Fatalities	Serious Injuries	Pedestrians	Crashes	EPDO Sum	HIN Score	HIN Ranking
N KALIDA ST	0	Rural	Two-Way	Local	2	0.066595111	0	0	0	1	1	1	Moderate
E MADISON ST	0	Rural	Two-Way	Local	2	0.069919523	0	0	0	1	1	1	Moderate
E MADISON ST	0	Rural	Two-Way	Local	2	0.072567485	0	0	0	1	1	1	Moderate
E MADISON ST	0	Rural	Two-Way	Local	2	0.06432293	0	0	0	1	1	1	Moderate
E MADISON ST	0	Rural	Two-Way	Local	2	0.12501841	0	0	0	1	1	1	Moderate
W MAIN ST	1	Rural	Two-Way	Local	2	0.081975922	0	0	0	1	1	1	Moderate
W MAIN ST	1	Rural	Two-Way	Local	2	0.119485619	0	0	0	1	1	1	Moderate
N MAIN ST	0	Rural	Two-Way	Local	2	0.067953808	0	0	0	1	1	1	Moderate
N MAIN ST	0	Rural	Two-Way	Local	2	0.065205075	0	0	0	1	1	1	Moderate
N MAIN ST	0	Rural	Two-Way	Local	2	0.070659694	0	0	0	1	1	1	Moderate
N MAIN ST	0	Rural	Two-Way	Local	2	0.069062857	0	0	0	1	1	1	Moderate
N MAIN ST	0	Rural	Two-Way	Local	2	0.062982051	0	0	0	1	1	1	Moderate
N MAIN ST	0	Rural	Two-Way	Local	2	0.069104023	0	0	0	1	1	1	Moderate
E PARK ST	0	Rural	Two-Way	Local	2	0.060030142	0	0	0	1	1	1	Moderate
E PARK ST	0	Rural	Two-Way	Local	2	0.068424898	0	0	0	1	1	1	Moderate
S PRAIRIE ST	0	Rural	Two-Way	Local	2	0.068707999	0	0	0	1	1	1	Moderate
S PRAIRIE ST	0	Rural	Two-Way	Local	2	0.071099622	0	0	0	1	1	1	Moderate
W RUTLEDGE ST	0	Rural	Two-Way	Local	2	0.067840081	0	0	0	1	1	1	Moderate
W RUTLEDGE ST	0	Rural	Two-Way	Local	2	0.070549882	0	0	0	1	1	1	Moderate
W RUTLEDGE ST	0	Rural	Two-Way	Local	2	0.071235983	0	0	0	1	1	1	Moderate
W SANDERSON ST	0	Rural	Two-Way	Local	2	0.06982933	0	0	0	1	1	1	Moderate
W SANDERSON ST	0	Rural	Two-Way	Local	2	0.06942693	0	0	0	1	1	1	Moderate
W SKINNER ST	0	Rural	Two-Way	Local	2	0.075342376	0	0	0	1	1	1	Moderate
W SKINNER ST	0	Rural	Two-Way	Local	2	0.045114378	0	0	0	1	1	1	Moderate
W SKINNER ST	0	Rural	Two-Way	Local	2	0.071273674	0	0	0	1	1	1	Moderate
W SOUTH ST	0	Rural	Two-Way	Local	2	0.069717342	0	0	0	1	1	1	Moderate
W SOUTH ST	0	Rural	Two-Way	Local	2	0.067187829	0	0	0	1	1	1	Moderate
W SOUTH ST	0	Rural	Two-Way	Local	2	0.070587425	0	0	0	1	1	1	Moderate
W SOUTH ST	0	Rural	Two-Way	Local	2	0.064864914	0	0	0	1	1	1	Moderate
E STATE ST	1	Rural	Two-Way	Local	2	0.062244616	0	0	0	1	1	1	Moderate
E STATE ST	1	Rural	Two-Way	Local	2	0.061554996	0	0	0	1	1	1	Moderate
S STATE ST	0	Rural	Two-Way	Local	2	0.071072401	0	0	0	1	1	1	Moderate
S STATE ST	0	Rural	Two-Way	Local	2	0.067094732	0	0	0	1	1	1	Moderate
S STATE ST	0	Rural	Two-Way	Local	2	0.068370127	0	0	0	1	1	1	Moderate
S STATE ST	0	Rural	Two-Way	Local	2	0.071527939	0	0	0	1	1	1	Moderate
S STATE ST	0	Rural	Two-Way	Local	2	0.074136514	0	0	0	1	1	1	Moderate
S STATE ST	0	Rural	Two-Way	Local	2	0.072122356	0	0	0	1	1	1	Moderate
S STOCKTON ST	1	Rural	Two-Way	Local	2	0.066788097	0	0	0	1	1	1	Moderate
N WASHINGTON ST	1	Rural	Two-Way	Local	2	0.060464764	0	0	0	1	1	1	Moderate
W WASHINGTON ST	0	Rural	Two-Way	Local	2	0.069368196	0	0	0	1	1	1	Moderate
W WASHINGTON ST	0	Rural	Two-Way	Local	2	0.069470583	0	0	0	1	1	1	Moderate
W WASHINGTON ST	0	Rural	Two-Way	Local	2	0.068898526	0	0	0	1	1	1	Moderate
W WASHINGTON ST	0	Rural	Two-Way	Local	2	0.069537984	0	0	0	1	1	1	Moderate
W WASHINGTON ST	0	Rural	Two-Way	Local	2	0.064833705	0	0	0	1	1	1	Moderate

Appendix F
Countermeasures

COUNTERMEASURES for moving toward Vision Zero goals

Intersections

Roundabouts

Roundabouts can safely and efficiently move traffic. They reduce vehicle speed, provide entry yield control, and minimize conflict points.

Consistent Yellow & All-Red Timings

Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.

Improved Geometry

Positive offset of left turn lanes, skew elimination, or sight distance improvements can decrease the number of crashes in an intersection.

Improved Signal Phasing/ Timing Plans

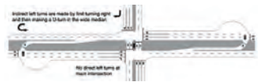
Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.

Reduced Conflict U-Turn (RCUT)

Cross-street traffic makes a right turn followed by a U-turn at a designated location—either signalized or unsignalized—to continue in the desired direction.

Median U-Turn (MUT)

Vehicles proceed through the main intersection, make a U-turn a short distance downstream, followed by a right turn at the main intersection.

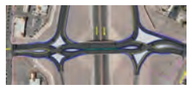


Turbo Roundabouts

Turbo roundabouts utilize different geometrics to address the conflicts associated with the common crash types in multilane roundabouts.

Diverging Diamond Interchange (DDI)

The crossing (or channelizing) of traffic on the crossroad to the left side between the ramp terminals is a variation of the diamond interchange.



Rectangular Rapid Flashing Beacon

Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.

Traffic Calming

Reduces vehicle speeds or volumes to improve quality of life by increasing the safety and comfort of walking and bicycling.

Backplates with Retroreflective Borders

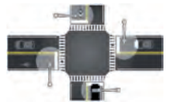
Backplates improve the visibility of a traffic signal with a controlled-contrast background. A 1-3 inch yellow retroreflective border makes it even more conspicuous.

Intersection Conflict Warning System

Drivers are informed of available gaps for turning or crossing. Vehicle detectors alert motorists of conflicting vehicles on an adjacent approach.

Street Lighting

At nighttime, lighting can be applied continuously along segments and at spot locations to increase visibility.



Flashing Beacons on Warning Signs

Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.

Dedicated Turn Lanes

Auxiliary turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.

Curves

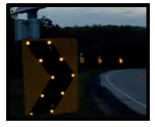
Advanced Warning Signs

Advanced warning signs around curves or other sight-limiting areas or where crash problems exist allow drivers time to make decisions based on changing conditions.

Install or Update Signage & Chevron Placement

Enhanced delineation and signage at horizontal curves can be implemented in advance of or within curves.

Speed Activated Flashers



Speed activated flashers on chevrons in a curve have shown huge decreases in crashes.

Retroreflective Strips on Signposts

Increasing the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increases viewability.

Superelevation Correction

Correcting and reshaping the roadway superelevation allows increased friction with the pavement.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Roadway Departures

Transverse Rumble Strips

Transverse rumble strips alert drivers to slow down, stop, or adjust to upcoming changes that may not be anticipated by an inattentive driver.

Clear Zones

These zones are unobstructed, traversable roadside areas that allow drivers to stop safely or regain control of a vehicle that has left the roadway.

High Friction Surface Treatment

Higher pavement friction helps motorists maintain better control in both wet and dry conditions.

Enhanced Signing & Delineation

Enhanced delineation treatments can alert drivers to upcoming curves, the direction and sharpness of the curve, and the appropriate operating speed.

Road Safety Audits (RSAs)

RSAs consider all road users, account for human factors and road user capabilities, are documented in a formal report, and require a formal response from the road owner.

6" Retroreflective Edgeline

Wider edge lines enhance the visibility of travel lane boundaries compared to traditional edge lines.

Flattening & Widening Foreslopes

Flattening and widening foreslopes allows a more recoverable slope and potentially can decrease the clear zone distance required.

Paved Shoulders

Paved shoulders allow better recovery for roadway departures and are often combined with edgeline rumble strips.

Median Barrier

Median barriers redirect vehicles striking either side of the barrier. They significantly reduce the number of cross-median crashes.

2' Paved Shoulder with Safety Edge

Eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability.

6" Retroreflective Centerline

Wider centerlines enhance the visibility of travel lane boundaries compared to traditional edge lines.

On-Pavement Markings for Speed Control

Transverse pavement markings or chevrons placed progressively closer provide a visual illusion of increased speed causing drivers to slow down.

Post-Mounted Delineators

Improving curve delineations helps prevent roadway departures from the mainline pavement.

Improved Pavement Markings

Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.

Access Management

The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.

Longitudinal Rumble Strips

Milled or raised elements on the pavement alert drivers through vibration and sound that their vehicle has left the travel lane.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Pedestrians & Bicycles

Leading Pedestrian Intervals (LPI)

LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.

High-visibility Crosswalks

Patterns and reflective materials visible to both drivers and pedestrians from farther away, as well as lighting, signs, and pavement markings, improve visibility.

Vehicles Yield to Pedestrian Signage

Signage to increase driver awareness of high volume pedestrian movements works in a similar manner to LPIs.

Curb Extensions/Bulb Outs & Refuge Islands

These decrease the time pedestrians are in the roadway and increase pedestrian visibility.

Complete Streets/Designing for All Users

An approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people using them.

Pedestrian Crossing Signals

Pedestrians crossing signals allow traffic gaps to be forced by stopping traffic and allowing pedestrians to cross.

Raised Crosswalk/Raised Intersection/ Speed Table

These allow pedestrians to cross at grade with the sidewalk, reducing vehicle speeds and enhancing the pedestrian crossing environment.

Pedestrian Hybrid Beacons (PHB)

PHBs are traffic control devices that help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.

Multi-Use Paths

Shared-use paths supplement a system of on-road bike lanes, wide outside lanes, paved shoulders, and bike routes.

Shared Lane Markings

Sharrows are road markings that designate a space to be shared by both motorists and bicyclists.

Road Diet

A Road Diet reconfigures traditional four-lane undivided highways for improved safety, traffic calming, and better access for all road users.

Back-In Angle Parking

Back-in angle parking provides motorists with better vision of pedestrians, bicyclists, motor vehicles, and other road users as they exit a parking space and enter moving traffic.

Bike Lanes & Buffered Bike Lanes

Bike lanes can mitigate or prevent interactions between bicyclists and motor vehicles, and create a network of safer roadways for bicycling.

Bike Boulevards

Signs and pavement markings indicate that a roadway is intended as a shared, slow street, and reinforce the intention of priority for bicyclists along a given route.

Calibrated Bike Detection for Bike Lanes

Bicycle detection occurs either through the use of push buttons or by automated means. Inductive loop vehicle detection can be adjusted for bicycle metallic mass.

Access Control Through Medians

Management of the entry and exit points along a corridor can enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.

Cycle Tracks

Cycle tracks are bikeways that are at street level and use a variety of methods for physical protection from passing traffic.

Vulnerable Road User (VRU) Education

Share the Road programs aim to increase drivers' awareness of the rights of VRUs to improve the safety of all road users.

TRANSYSTEMS

COUNTERMEASURES for moving toward Vision Zero goals

Improved ADA Accessibility

Curb Ramps

These provide access between the sidewalk and roadway for people using wheelchairs/wheeled devices and pedestrians with limited mobility.

Countdown Signals

These signals provide pedestrians with more information on the remaining crossing time.

Audible Pedestrian Signals

These devices provide auditory information to pedestrians who are blind or have low vision by signaling when it is safe to cross the roadway.

Education

Safe Routes to School (SRTS)

SRTS programs increase the amount of bicycling and walking to and from school while improving safety for children bicycling or walking to school.

Pedestrian Safety Zones

These zones target engineering, education, and enforcement measures to geographic areas and audiences where significant pedestrian crash problems exist.

Enforcement Communications & Outreach

Effective, high-visibility communications and outreach are an essential part of successful seat belt law High Visibility Enforcement programs.

Outreach Strategies for Low-Belt Use Groups

Communications and outreach directed at low-belt-use groups can be effective for targeted programs that support and are supported by enforcement.

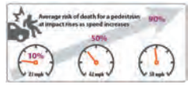
Enforcement

Reduce & Enforce Speed Limits

Reducing travel speeds increases reaction time for drivers and pedestrians to avoid crashes, as well as reduces the severity of pedestrian injuries when these crashes occur.

Communication & Outreach Supporting Enforcement

Effective, high-visibility communications and outreach are essential parts of successful speed and aggressive-driving enforcement programs.



High-Visibility Cell Phone/Text Messaging Enforcement

HVE can effectively deter cell phone use by increasing the perceived risk of a ticket.

Short Term, High-Visibility Seat Belt Law Enforcement

High-visibility seat belt law enforcement consists of short, intense, highly-publicized periods of increased enforcement using checkpoints, saturation patrols, or enforcement zones.

TRANSYSTEMS

Countermeasure	Description	CMF
Roadway Departure		
Advanced Warning Signs	Advanced warning signs around curves or other sight limiting areas or where crash problems exist all drivers more time to make decisions based on changing conditions.	0.65
Improved Pavement Markings	Clearly delineating travel lanes and high retroreflectivity allows drivers to better understand where they are located within the roadway.	0.64-0.88 (6” edge line), 0.76 (4” edge line)
Longitudinal Rumble Strips	Longitudinal rumble strips are milled or raised elements on the pavement intended to alert drivers through vibration and sound that their vehicle has left the travel lane. They can be installed on the shoulder, edge line, or at or near the center line of an undivided roadway.	Varies
Transverse Rumble Strips	Transverse rumble strips are used to alert drivers of a need to slow down or stop, or to other upcoming changes that may not be anticipated by an inattentive driver. These rumble strips are placed in the travel lane perpendicular to the direction of travel.	0.66-0.73
Flattening and widening foreslopes	Flattening and widening foreslopes allows a more recoverable slope , and potentially can decrease the clear zone distance required. Often combined with culvert extensions or other clear zone work.	Varies
2' paved shoulder with safety edge	The SafetyEdge^{SM} technology shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process. This safety practice eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability by reducing edge raveling of asphalt.	0.65 – 0.9

Relocating/Moving/shielding Fixed objects	Roadside Design Improvements to Provide for a Safe Recovery such as providing a clear zone that is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway.	0.56
Superelevation Correction	Correcting and reshaping the roadway superelvation to meet posted speed, or where crashes have occurred allows an increased friction with pavement.	Varies: Formula based
High Friction Surface Treatment	Pavement friction treatments, such as High Friction Surface Treatment (HFST), can be better targeted and result in more efficient and effective installations when using continuous pavement friction data along with crash and roadway data.	0.37
Post mounted delineators	Improving curve delineations helps prevent roadway departures from the mainline pavement by showing drivers where the edge of shoulder is. This is also helpful at night.	0.72 – 0.82
Access Management	The design, application, and control of entry and exit points along a roadway, including intersections that serve adjacent properties.	.77 to .95
Reflective Strips on Posts	Retroreflective Strips on signposts increase the retroreflectivity of the signpost, as well as changing the height and angle of the retroreflectivity, increase viewability.	No yet determined

Countermeasure	Description	CMF
Intersection Related		
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	0.79
Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	0.86
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more conspicuous.	0.85
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	.6 (for LT) .75 (all)
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	.30 (for LT)
Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	0.9
Improved Geometry	Geometry improvements can have great effects on the safety of an intersection, positive offset of left turn lanes, Skew elimination, sight distance improvements all can have great effects on the number of crashes in the intersection.	Varies
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	0.4
Enhanced Stop Signs	Larger stop signs, use of flasher on sign or use of retroreflective markings to increase visibility of stop signs.	0.9

Countermeasure	Description	CMF
Vulnerable Road Users		
Rectangular Rapid Flashing Beacon	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	.53 (Ped)
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	.45 (Ped)
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	.92 (Ped)
Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	0.87
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	.11-.35 (Ped)
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	.60 (Ped)
Advance Yield or Stop markings	YIELD Here to Pedestrians" or "STOP Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk.	0.62 (Ped)
SRTS Program	The goal of Safe Routes to School programs is to increase the amount of bicycling and walking trips to and from school while simultaneously improving safety for children bicycling or walking to school.	***

Countermeasure	Description	NHTSA Star Rating
Unrestrained Occupant		
High Visibility Enforcement of Seatbelt	Both Short Term and Sustained Seat Belt Enforcement, including child passenger safety.	*****
Education Strategies	Employer based and Older Children programs.	***
Child Restraint Inspection Stations	Child Passenger Safety (CPS) Technician staffed Inspection Stations.	***

Countermeasure	Description	NHTSA Star Rating
Distracted Driving		
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.	Needs further evaluation
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

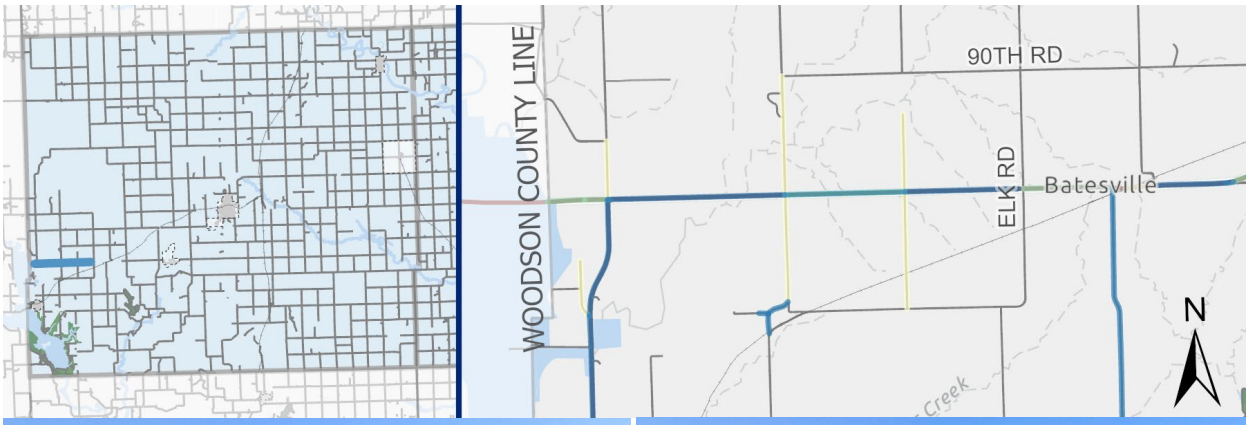
Countermeasure	Description	NHTSA Star Rating
Alcohol or Drug Related		
Enforcement of Drug and Alcohol Impaired Driving	Increased enforcement of impaired-driving laws can be a major factor in reducing impaired-driving deaths.	***
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	**

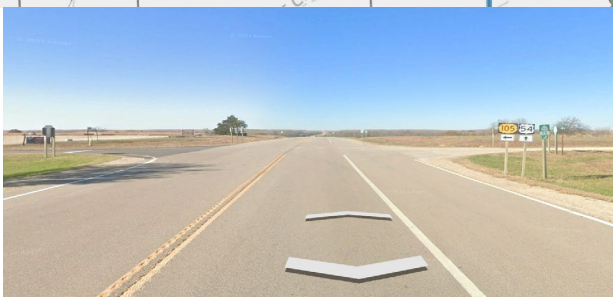
Appendix G
Project Locations

West U.S. 54 | *Woodson County*

Location:
U.S. 54 from Woodson County Line to Elk Rd. (4 miles)

Project Images:





Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	There were no serious injuries and fatalities at this site, however, there were 2 minor injuries and 20 property damage only (PDO) crashes
Description	Systemic Roadway Improvements, Location-Specific Improvements
Project Selection Criteria	Crash Data Analysis, High Injury Network (HIN), KDOT Drive to Zero Crash Data Dashboard, Public Input, Driver Distraction Emphasis Area, Roadway Departure Emphasis Area
Short-Term Improvements	Systemic Application of Multiple Low-Cost Countermeasures for Stop-Controlled Intersections, Shoulder rumble strips, Paved Shoulder with SafetyEdge, Clear Zones, Wider Edge Lines, Widening Shoulders, Improved Pavement Markings, Distracted Driving Education, Phone/Text Messaging Enforcement
Long-Term Improvements	Pavement Friction Management, Install Lighting (connect to existing power) /or Install Lighting (solar powered LED)

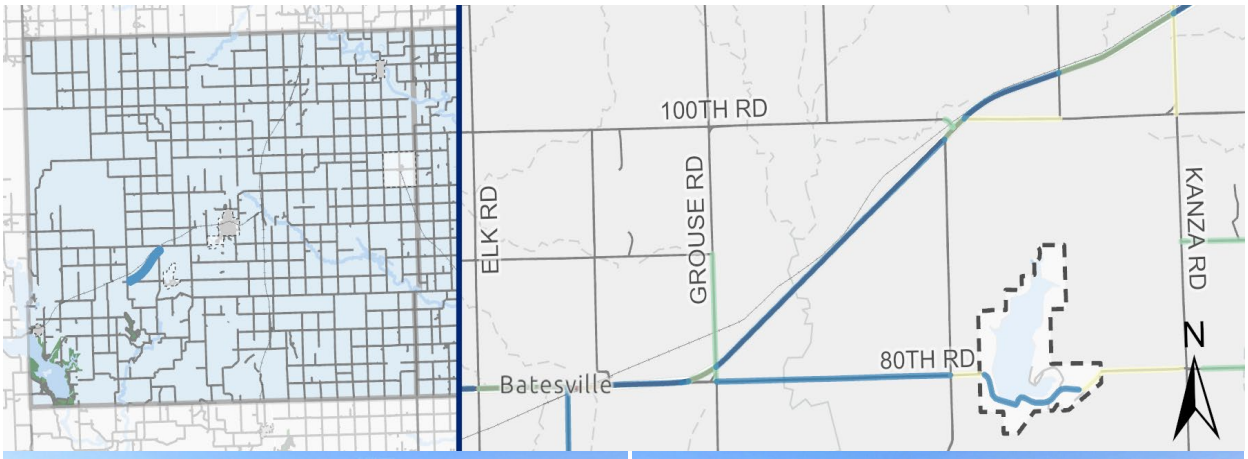
Project Cost:

Short-Term Improvements	$ 422,000
Long-Term Improvements	$ 359,450 $ 351,000 / $ 15,000

West U.S. 54 | *Woodson County*

Location:
U.S. 54 from Grouse Rd. to 100th Rd. (2.87 miles)

Project Images:



Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	There were no serious injuries and fatalities at this site, however, there was 1 minor injury and 17 PDO crashes
Description	Systemic Roadway Improvements, Location-Specific Improvements
Project Selection Criteria	Crash Data Analysis, High Injury Network (HIN), KDOT Drive to Zero Crash Dashboard, Public Input, Horizontal Curve Adjacent Emphasis Area, Driver Distraction Emphasis Area
Short-Term Improvements	Systemic Application of Multiple Low-Cost Countermeasures for Stop-Controlled Intersections, Shoulder rumble strips, Paved Shoulder with SafetyEdge, Clear Zones, Wider Edge Lines, Widening Shoulders, Improved Pavement Markings, Enhanced delineation for horizontal curves, Distracted Driving Education, Phone/Text Messaging Enforcement
Long-Term Improvements	Pavement Friction Management

Project Cost:

Short-Term Improvements	$ 367,360
Long-Term Improvements	$ 359,450

South U.S. 75 | *Woodson County*

Location:
U.S. 75 from 90th Rd to 60th Rd (2.06 miles)

Project Images:

Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	2 Fatalities
Description	Systemic Roadway Improvements, Location-Specific Improvements
Project Selection Criteria	Crash Data Analysis, High Injury Network (HIN), KDOT Drive to Zero Crash Data Dashboard, Public Input, Roadway Departure and Intersection Related Emphasis Areas, Unrestrained Occupant Emphasis Area, Driver Distraction Emphasis Area
Short-Term Improvements	Systemic Application of Multiple Low-Cost Countermeasures for Stop-Controlled Intersections, Enforcement of Seatbelt Safety, Education Strategies, Child Restraint Inspections, Wider Edge Lines, Transverse rumble strips, Improved Pavement Markings, Double arrow warning sign at stem of T-intersections, Dynamic curve warning signs, Distracted Driving Education, Phone/Text Messaging Enforcement
Long-Term Improvements	Pavement Friction Management

Project Cost:

Short-Term Improvements	$ 148,320
Long-Term Improvements	$ 359,450

South U.S. 75 | *Woodson County*

Location:
U.S. 75 from Nighthawk Rd to Oriole Rd (2.32 miles)

Project Images:

Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	3 Serious Injuries
Description	Systemic Roadway Improvements, Location-Specific Improvements
Project Selection Criteria	Crash Data Analysis, High Injury Network (HIN), KDOT Drive to Zero Crash Data Dashboard, Public Input, Roadway Departure Emphasis Area, Older Driver (65+) Emphasis Area, Unrestrained Occupant Emphasis Area
Short-Term Improvements	Systemic Application of Multiple Low-Cost Countermeasures for Stop-Controlled Intersections, Paved Shoulder with SafetyEdge, Clear Zones, Wider Edge Lines, Transverse rumble strips, Improved Pavement Markings, Double arrow warning sign at stem of T-intersections, Dynamic curve warning signs, Enforcement of Seatbelt Safety, Education Strategies, Child Restraint Inspections
Long-Term Improvements	Pavement Friction Management

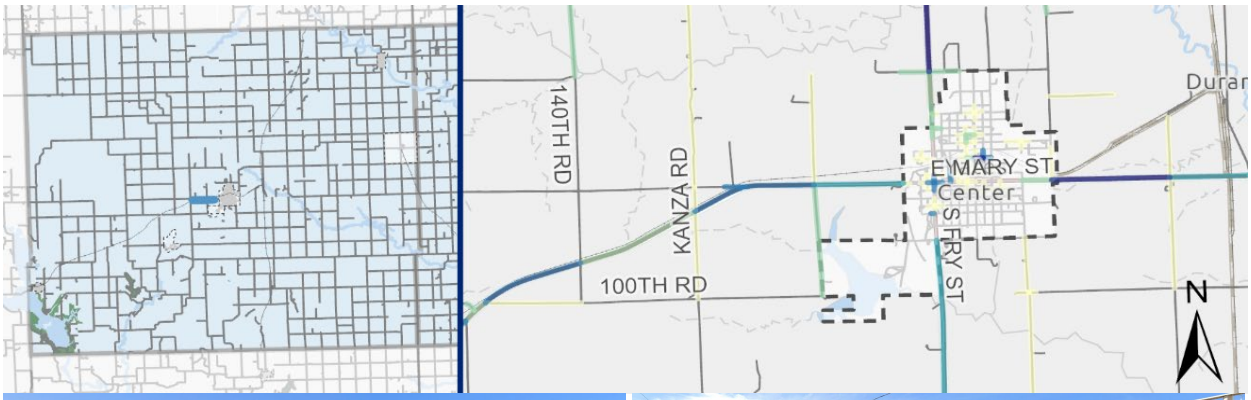
Project Cost:

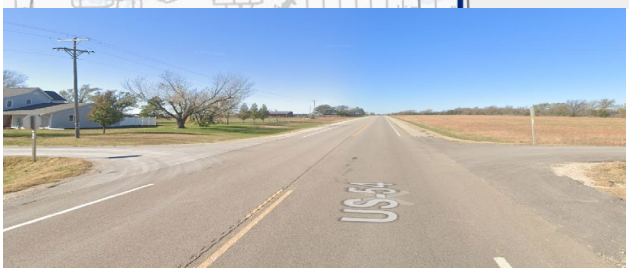
Short-Term Improvements	$ 344,984
Long-Term Improvements	$ 359,450

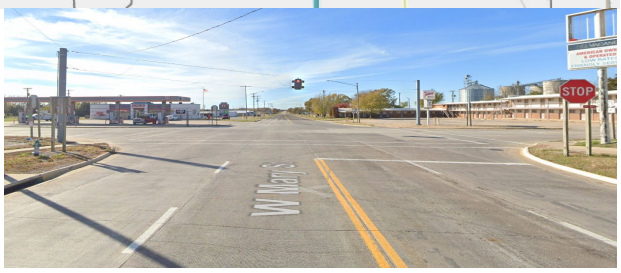
U.S. 54 | *Woodson County*

Location:
U.S. 54 Longhorn Rd to S Fry St (1 mile)

Project Images:







Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	There were no serious injuries and fatalities at this site, however, there was 1 minor injury and 11 PDO crashes
Description	Systemic Roadway Improvements, Location-Specific Improvements
Project Selection Criteria	Crash Data Analysis, High Injury Network (HIN), KDOT Drive to Zero Crash Data Dashboard, Public Input, Driver Distraction Driving Emphasis Area, Roadway Departure Emphasis Area
Short-Term Improvements	Systemic Application of Multiple Low-Cost Countermeasures for Stop-Controlled Intersections, Shoulder rumble strips, Wider Edge Lines, Dynamic curve warning signs, Double arrow warning sign at stem of T-intersections, Improved Pavement Markings, Distracted Driving Education, Phone/Text Messaging Enforcement
Long-Term Improvements	Pavement Friction Management, Install Lighting (connect to existing power) /or Install Lighting (solar powered LED), Roundabout and/or Traffic Signalization

Project Cost:

Short-Term Improvements	$ 70,000
Long-Term Improvements	$ 359,450 $ 351,000 / $ 15,000 $ 1,970,000 Roundabout / $485,000 Traffic Signal

U.S. 54 | *Woodson County*

Location:
U.S. 54 from Prairie Road to Sumac Rd (1.30 miles)

Project Images:

Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	1 Serious Injury
Description	Systemic Roadway Improvements, Location-Specific Improvements
Project Selection Criteria	Crash Data Analysis, High Injury Network (HIN), KDOT Drive to Zero Crash Data Dashboard, Public Input, Roadway Departure Emphasis Area, Unrestrained Occupant Emphasis Area
Short-Term Improvements	Systemic Application of Multiple Low-Cost Countermeasures for Stop-Controlled Intersections, Transverse Rumble Strip, Improved Pavement Markings, Double arrow warning sign at stem of T-intersections, Chevrons, Dynamic Warning Signs, In-lane Curve Warning Pavements Markings, Widening shoulders, Enforcement of Seatbelt Safety, Education Strategies, Child Restraint Inspections
Long-Term Improvements	Pavement Friction Management

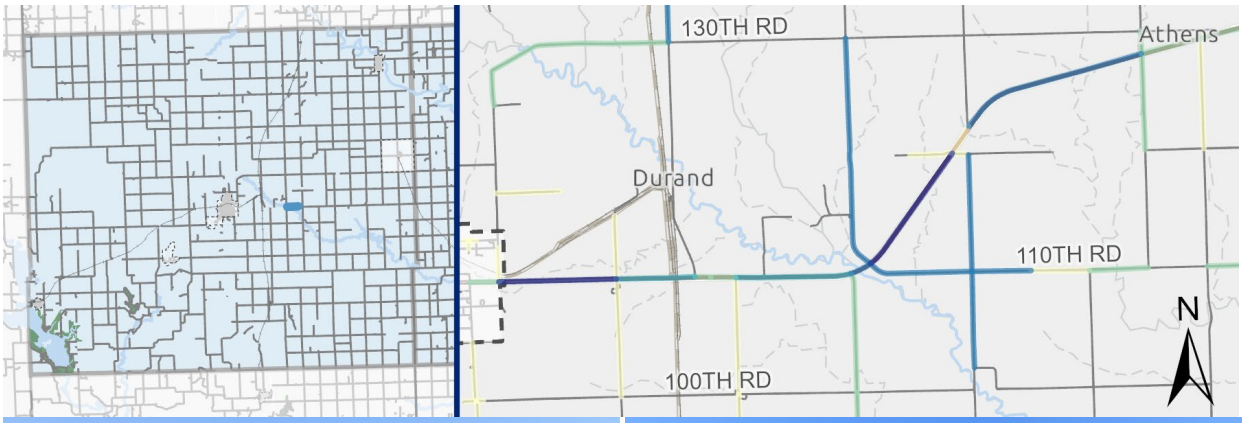
Project Cost:

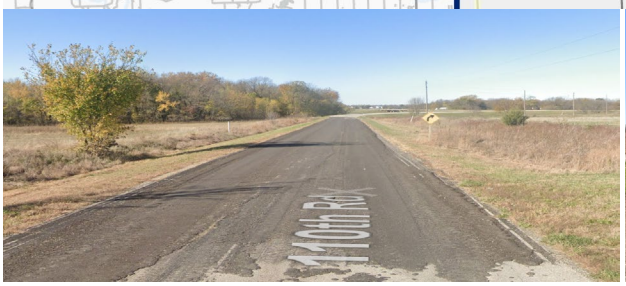
Short-Term Improvements	$ 513,500
Long-Term Improvements	$ 359,450

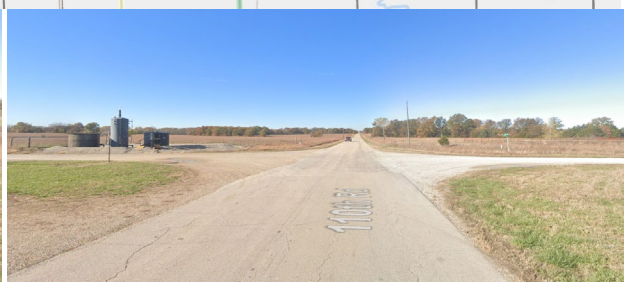
U.S. 54 | *Woodson County*

Location:
110th Rd at U.S. 54 to Rock Rd (1.5 miles)

Project Images:







Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	There were no serious injuries and fatalities at this site, however, there were 2 minor injury and 3 PDO crashes
Description	Systemic Roadway Improvements, Location-Specific Improvements
Project Selection Criteria	Priority Emphasis Area, Secondary Emphasis Area, Crash Data Analysis, Stakeholder Input, Public Input, Driver Distraction Driving Emphasis Area, Roadway Departure Emphasis Area
Short-Term Improvements	Systemic Application of Multiple Low-Cost Countermeasures for Stop-Controlled Intersections, Center and Longitudinal Rumble Strips, Improved Pavement Markings, Paved Shoulder with SafetyEdge, Wider Edge Lines, Widening Shoulders, Double arrow warning sign at stem of T-intersections, Dynamic Curve Warning Signs, Distracted Driving Education, Phone/Text Messaging Enforcement
Long-Term Improvements	Pavement Friction Management

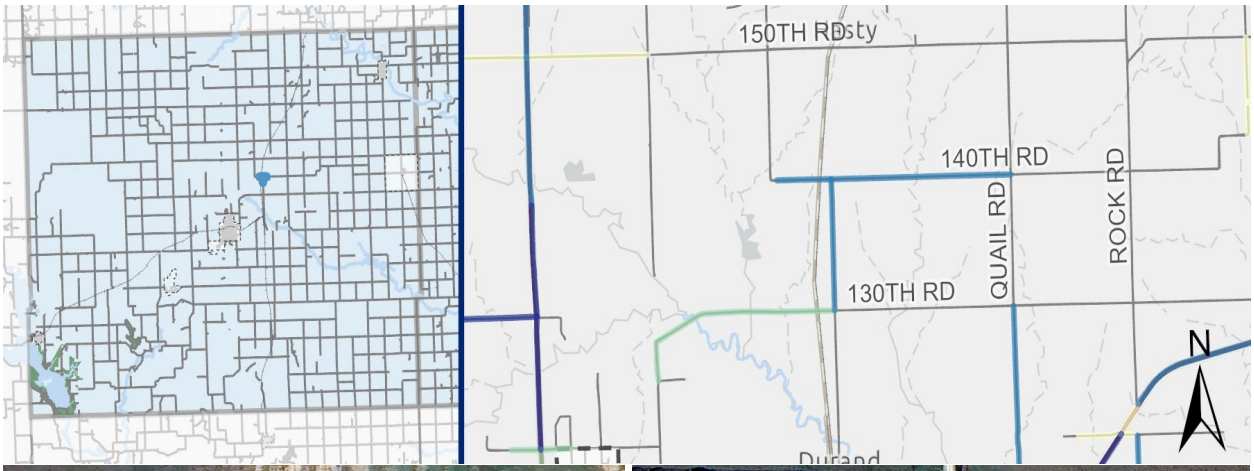
Project Cost:

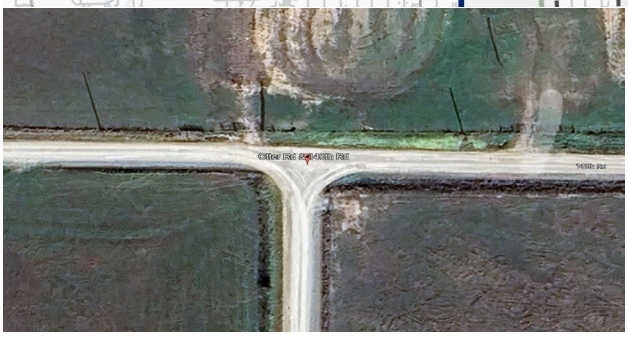
Short-Term Improvements	$ 579,000
Long-Term Improvements	$ 359,450

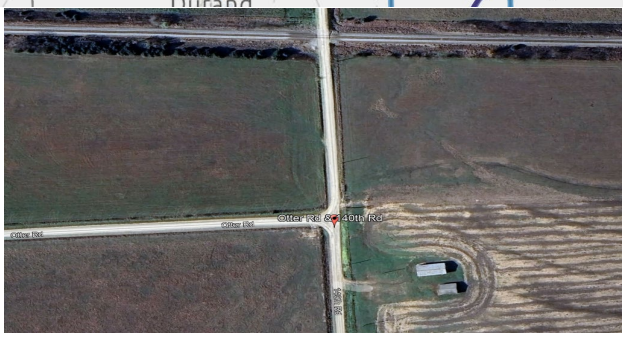
Otter Rd | *Woodson County*

Location:
Otter Rd and 140th Rd (0.05 mile)

Project Images:







Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	1 Serious Injury
Description	Systemic Roadway Improvements, Location-Specific Improvements
Project Selection Criteria	Crash Data Analysis, High Injury Network (HIN), KDOT Drive to Zero Crash Data Dashboard, Public Input, Roadway Departure Emphasis Area, Teen Driver (14-19) Emphasis Area
Short-Term Improvements	Systemic Application of Multiple Low-Cost Countermeasures for Stop-Controlled Intersections, Center and Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Improved Pavement Markings, Widening Shoulders, Double arrow warning sign at stem of T-intersections
Long-Term Improvements	Pavement Friction Management

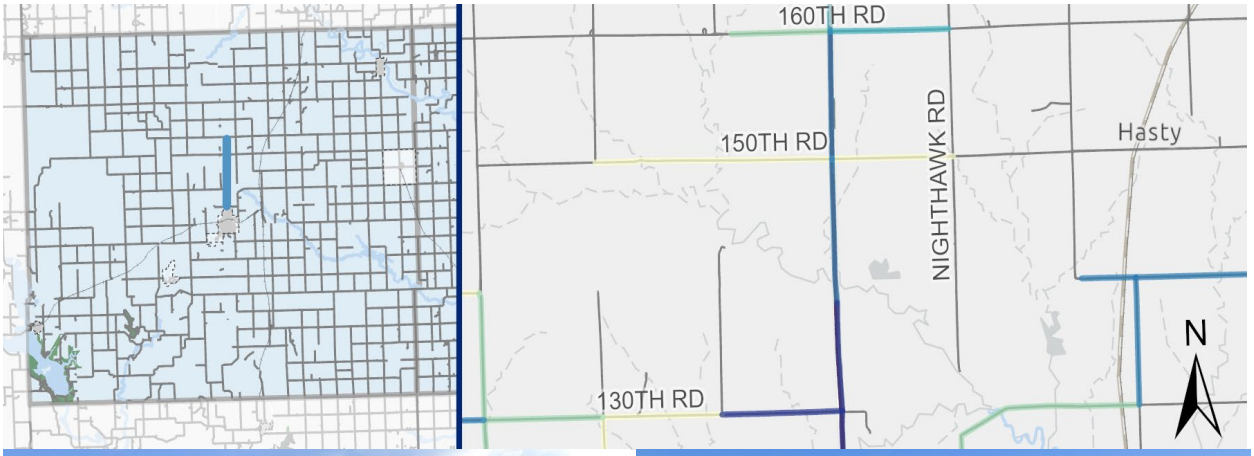
Project Cost:

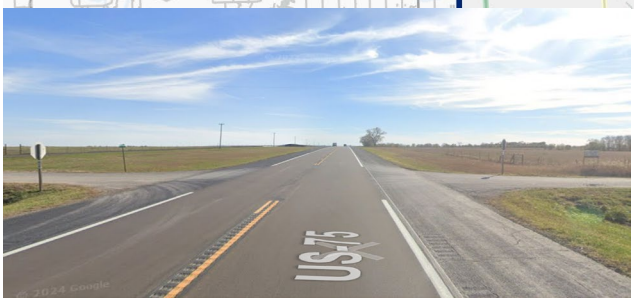
Short-Term Improvements	$ 367,770
Long-Term Improvements	$ 359,450

U.S. 75 | *Woodson County*

Location:
U.S. 75 from 160th Rd to 130th Rd (3 miles)

Project Images:





Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	1 Fatality and 1 Serious Injury
Description	Systemic Roadway Improvements, Location-Specific Improvements
Project Selection Criteria	Crash Data Analysis, High Injury Network (HIN), KDOT Drive to Zero Crash Data Dashboard, Public Input, Intersection Related Emphasis Area, Impaired Driving Emphasis Area, Older Driver (65+) Emphasis Area
Short-Term Improvements	Systemic Application of Multiple Low-Cost Countermeasures for Stop-Controlled Intersections, Enforcement of Seatbelt Safety, Education Strategies, Child Restraint Inspections, Enforcement of Drug and Alcohol Impaired Driving, Impaired Driving Education, Improve edge drop-off, Wider Edge Lines, Median Barriers, Widening Shoulders, Double arrow warning sign at stem of T-intersections
Long-Term Improvements	TBD

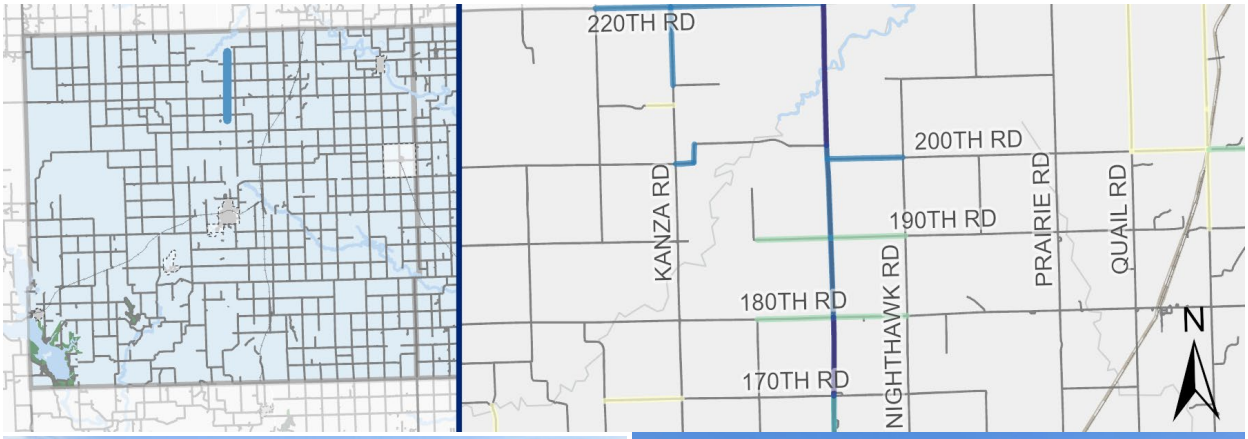
Project Cost:

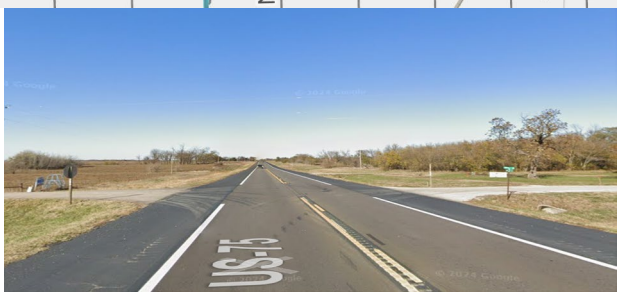
Short-Term Improvements	$ 1,425,000
Long-Term Improvements	$ TBD

North U.S. 75 | *Woodson County*

Location:
U.S. 75 from 200th Rd to 170th Rd. (3.78 miles)

Project Images:





Project Information:

Killed and Seriously Injured (KSI) Count 2019-2023	2 Fatalities and 1 Serious Injury
Description	Systemic Roadway Improvements, Location-Specific Improvements
Project Selection Criteria	Crash Data Analysis, High Injury Network (HIN), KDOT Drive to Zero Crash Data Dashboard, Public Input, Roadway Departure Related, Older Driver (65+) Emphasis Area, Unrestrained Occupant Emphasis Area
Short-Term Improvements	Systemic Application of Multiple Low-Cost Countermeasures for Stop-Controlled Intersections, Enforcement of Seatbelt Safety, Education Strategies, Child Restraint Inspections, Improve edge drop-offs, Wider Edge Lines, Median Barriers, Widening Shoulders, Double arrow warning sign at stem of T-intersections
Long-Term Improvements	TBD

Project Cost:

Short-Term Improvements	$ 1,795,500
Long-Term Improvements	$ TBD

Southeast Kansas Comprehensive Safety Action Plan

Woodson County

SEKRPC
SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION

Safe Streets and Roads for All (SS4A) Program

VISION ZERO RESOLUTION

RESOLUTION NO. 2025-01

A RESOLUTION BY THE GOVERNING BODY OF THE SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION (SEKRPC), CHANUTE, KANSAS, ADOPTING A VISION ZERO POLICY AND PROCLAIMING THE SEKRPC'S COMMITMENT TO END TRAFFIC FATALITIES AND SERIOUS INJURY ACCIDENTS IN THE REGION BY 2032 AND IMPLEMENTATION OF A SAFE STREETS AND ROADS FOR ALL PLAN.

WHEREAS, in 2021, the Bipartisan Infrastructure Law established the Safe Streets and Roads for All {SS4A) discretionary program which funds regional, local and Tribal initiatives to prevent roadway deaths and serious injuries; and,

WHEREAS, in 2022, the Southeast Kansas Regional Planning Commission (SEKRPC) made an application for a SS4A planning grant from the U.S. Department of Transportation to create SS4A compliant action plans for member counties; and,

WHEREAS, the SS4A program supports the U.S. Department of Transportation's National Roadway, Safety Strategy and the goal of zero roadway deaths using a Safe System Approach; and,

WHEREAS, SEKRPC'S Vision Zero policy supports the Kansas Department of Transportation's Drive to Zero program and the goals of the Kansas Strategic Highway Safety Plan; and,

WHEREAS, individuals were needlessly killed, and individuals were injured on the REGION roadways between 2014 and 2023; and,

WHEREAS, SEKRPC recognizes the need for action to increase safety and to prevent deaths and injuries on REGION streets; and,

WHEREAS, Vision Zero is a proven framework for eliminating traffic deaths and serious injuries through intergovernmental and community partnerships, leveraging resources and funds to ensure safe and efficient transportation for all roadway users; and,

WHEREAS, A comprehensive Vision Zero policy unifies existing safety efforts and elevates improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis, updated policies and practices, and equity; and,

WHEREAS, WOODSON recognizes the need to prioritize engagement with the entire community about the Vision Zero initiative, and supports Vision Zero efforts to address inequities by prioritizing interventions in areas most in need of safety improvements; and,

WHEREAS, REGION'S participation in the SEKRPC Safety Task Force recognizes the need for action to increase safety and to prevent deaths and injuries on REGION streets; and,

WHEREAS, REGION commits to the ongoing collaboration of the SEKRPC Safety Task Force to advance a shared vision and future for improvements along U.S. and State highways in the SEKRPC region, and on streets and roads within the individual communities comprising the task force; and,

WHEREAS, SEKRPC commits to build and sustain leadership, collaboration and accountability in partnership with public health, law enforcement, policymakers, elected officials, and community members to advance the strategies of the SS4A plan and the Vision Zero policy; and,

WHEREAS, SEKRPC recognizes the need for action to increase safety and to prevent deaths and injuries on REGION streets; and,

NOW, THEREFORE, BE IT RESOLVED BY THE EXECUTIVE COMMITTEE OF THE SOUTHEAST KANSAS REGIONAL PLANNING COMMISSION THAT:

1. Adopt the Vision Zero policy with the goal of achieving zero fatalities and serious injuries by the year 2032.

2. Adopt the Regional Comprehensive Safety Action Plan, attached hereto as Exhibit A.

PASSED, APPROVED AND ADOPTED by the Executive Committee of the Southeast Kansas Regional Planning Commission this 18th day of December 2025.

12/18/2025
Date

Terry Weidert, Chairperson

Anthony C. Mersman
Anthony Mersman, Secretary/Treasurer