NOVEMBER 2025

PAOLA TRANSPORTATION SAFETY ACTION PLAN

CITY OF Paola KANSAS

Kimley»Horn

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Introduction

Between 2014 and 2023, there was one fatality and eight people seriously injured on city-owned streets in Paola, KS. Each one of these people was someone's parent, child, sibling, or friend. All of these deaths and injuries were preventable. This Transportation Safety Action Plan is a recognition that these traffic crashes are unacceptable. This plan was developed by the City of Paola to eliminate fatal and serious injury crashes over the next 10 years.

The Paola Transportation Safety Action Plan aims to:

- ✔ Develop a **comprehensive strategy** to address roadway safety challenges focused on **City roadways**
- ✔ Apply a USDOT-endorsed **Safe Systems approach** to roadway planning and design
- ✔ **Build on existing efforts** to improve roadway safety
- ✔ **Partner with key stakeholders** to combat safety challenges
- ✔ **Prioritize projects and strategies tailored toward safety** funding programs and implementation by the City and its partners

Eliminating traffic deaths will not be easy, and it will take time. Some roads in Paola were designed to move large numbers of vehicles at high speeds, with limited accommodations for bicyclists and pedestrians. All streets cannot be redesigned at once, and the City must use the available resources, including grant funding, to make strategic safety improvements. Paola will need to continue collaborating with other agencies including Miami County and the Kansas Department of Transportation (KDOT) to improve roads.

Our Goal

In response to these traffic fatalities and injuries, the City of Paola is creating the City of Paola Transportation Safety Action Plan to eliminate fatal and serious injury crashes by 2035, with a 50 percent reduction in injury crashes.

SAFE SYSTEM APPROACH

The Safe System approach was initially developed by the US Department of Transportation (USDOT) and takes a holistic view of traffic safety. The approach focuses on five critical elements:

- **Safer Roads:** Roadways are designed or redesigned to reduce conflict points and control vehicle speeds to limit the severity of collisions.
- **Safer Speeds:** Speed limits and traffic-calming measures are implemented to ensure that in the event of a crash, the impact is survivable.
- **Safer Vehicles:** Advancements in vehicle technology are used to prevent collisions or reduce their severity.
- **Safer People:** Educational campaigns and enforcement efforts encourage responsible behavior, while also acknowledging the inherent unpredictability of human actions.
- **Post-Crash Care:** Emergency response systems are optimized to provide quick and effective care, reducing the severity of injuries

All five of these elements need to be targeted in a collaborative approach to make progress towards the vision of zero traffic deaths in Paola.

The Safe System Approach: Eliminating Traffic Deaths

Figure 1: The safe system approach

WHY NOW?

Nationally, the number of serious crashes has been on the rise. While crashes were on a declining trend before 2020, crashes have increased for all modes of transportation during and after the COVID-19 pandemic.

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with funding available starting in fiscal year 2022. $5 billion in grant funding is available from 2022 to 2026 in order to support planning, demonstration projects, and implementation of projects to improve safety. This Action Plan will support eligibility for SS4A Implementation Grant funding, as well as other state and regional grant sources to fund safety improvements.

This plan supports the goals and recommendations of previous planning efforts in Paola, Miami County, the Mid-America Regional Council (MARC) and in the state of Kansas. Examples include:

Planning Paola 2050 Comprehensive Plan (2022)

- Strategic Opportunity: "Select corridors in Paola experience the greatest safety challenges to residents and visitors alike. Identifying corridors to implement strategic safety improvements should be prioritized."

KSDOT Drive to Zero Strategic Highway Safety Plan (2025-2029)

- "The fact remains: between 2014 and 2018 in Kansas, 2,032 people took the last drive of their lives."

MARC ConnectedKC 2050 (2020)

- Policy Goal: "Foster healthy communities and individuals by providing safe and secure places to live, walk, bike, ride the bus and drive with clean air to breathe."

PROJECT MANAGEMENT TEAM AND TECHNICAL WORKING GROUP

To develop the plan, a Project Management Team and Technical Working group were formed. The Project Management team performed the work of developing the plan directly, while the Technical Working Group provided input to the Project Management Team on the plan process. The Technical Working Group included members from a variety of organizations, all listed below. The group's responsibilities included reviewing work from the project management team such as verifying crash trends, refining public input, identifying safety concerns, steering plan recommendations, and providing general plan oversight.

Project Management Team:

- City of Paola
  - Randi Shannon, City Manager
  - Mitch Gabbert, Zoning Administrator
  - Brett Marler, Assistant Public Works Director
  - Stephanie Marler, City Clerk
- Kimley-Horn
  - Anthony Gallo
  - Ray Hayhurst
  - Riley Mitts
  - Andrew Moore

Technical Working Group:

- Bruce Hartig, Paola Fire Chief
- Chad Corbin, Paola Police Chief
- JR McMahon, Paola City Council
- Matt Meek, USD 368 Superintendent
- Mark Whelan, Miami County Emergency Management Coordinator
- Eric Sandberg, Miami County Road and Bridge

Safety Analysis

The following section summarizes the broader safety challenges across the City of Paola based on crash data from 2014 to 2023. Crash data is from KDOT and does not include near misses, crashes occurring on private property, and crashes not reported to the police.

30% of historical crashes within Paola City boundaries occur on US-169. Crashes on US-169 were excluded from this plan's analysis because the facility is owned by KDOT with grade-separated interchanges with Paola streets. Appendix A provides a summary of historical crashes occurring on US-169.

CRASH TRENDS AND PATTERNS

Crashes by year in Paola are shown in Figure 2, the maroon bars represent crashes that resulted in injuries, while the navy blue bars represent non-injury (property damage only) crashes. In the past ten years, there have been 562 crashes, with 70 of those crashes resulting in an injury to a person. The number of crashes dropped in 2020 and 2021, likely a result of COVID-19 pandemic measures leading to fewer drivers on the road. Crashes resumed to pre-COVID-19 levels in 2022. Injury crashes follow a similar year to year trend.

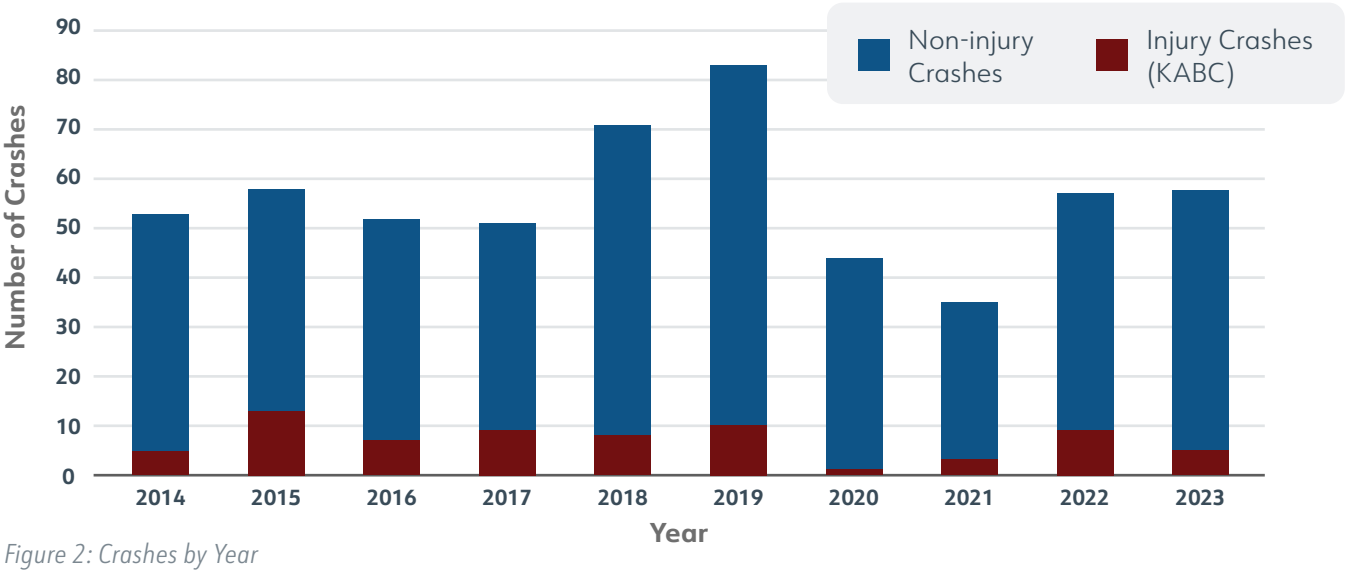

Figure 2: Crashes by Year

Figure 3 shows a heat map of all the crashes in Paola. Areas in yellow and pink are areas with a concentration of crashes. Noticeable hot spots are at intersections along Baptiste Drive, the intersection of Peoria Street, and Hospital Drive, and the intersection of Peoria Street and Silver Street.

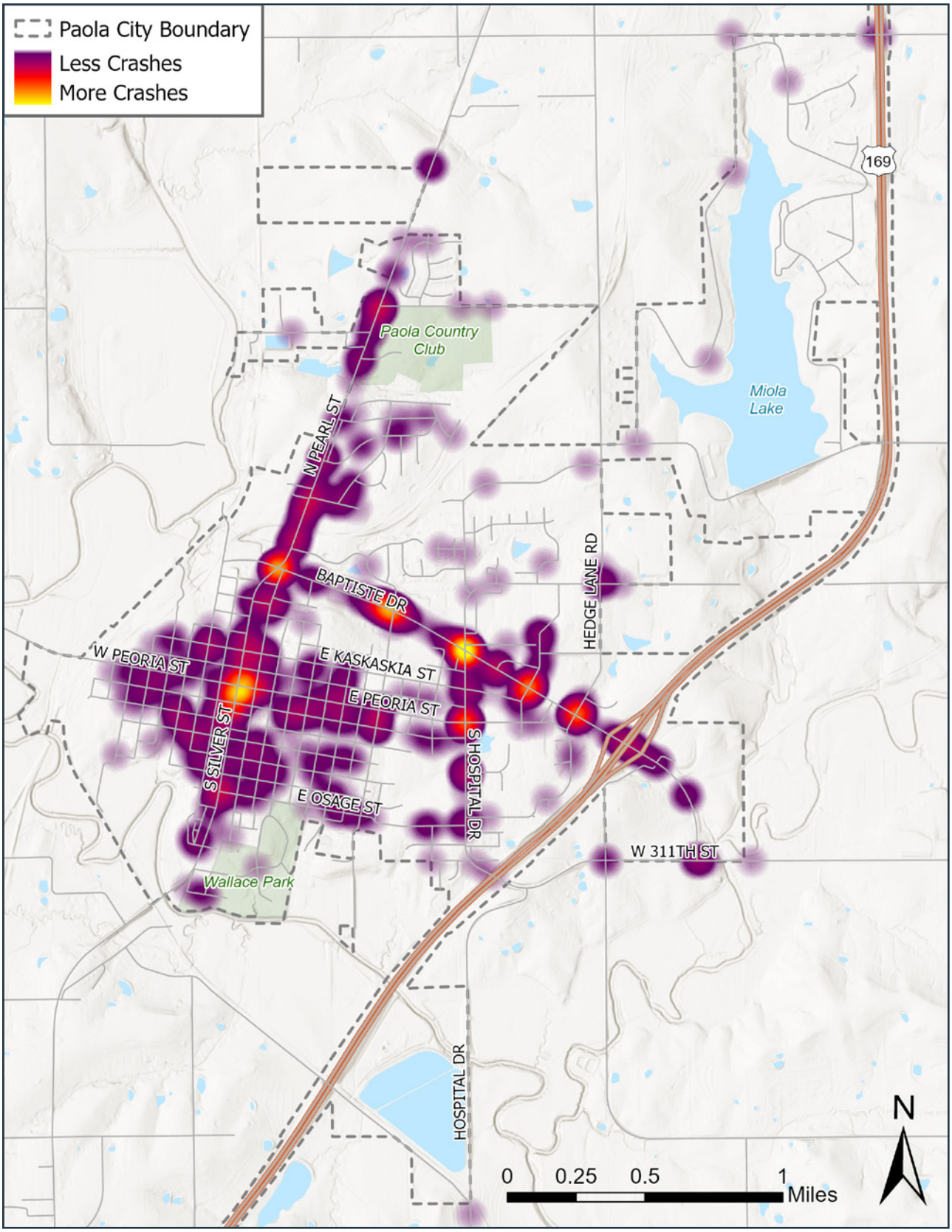

Figure 3: Heat Map of Crashes in Paola (2014-2023)

CRASH SEVERITY

Figure 4 shows all the injury crashes in Paola from 2014 to 2023. During that time period, one fatal and eight serious injury crashes occurred. The fatality occurred along Lake Miola Drive and is shown in red below. The serious injury crashes occurred primarily within the Paola historic grid, south of Baptiste Drive.

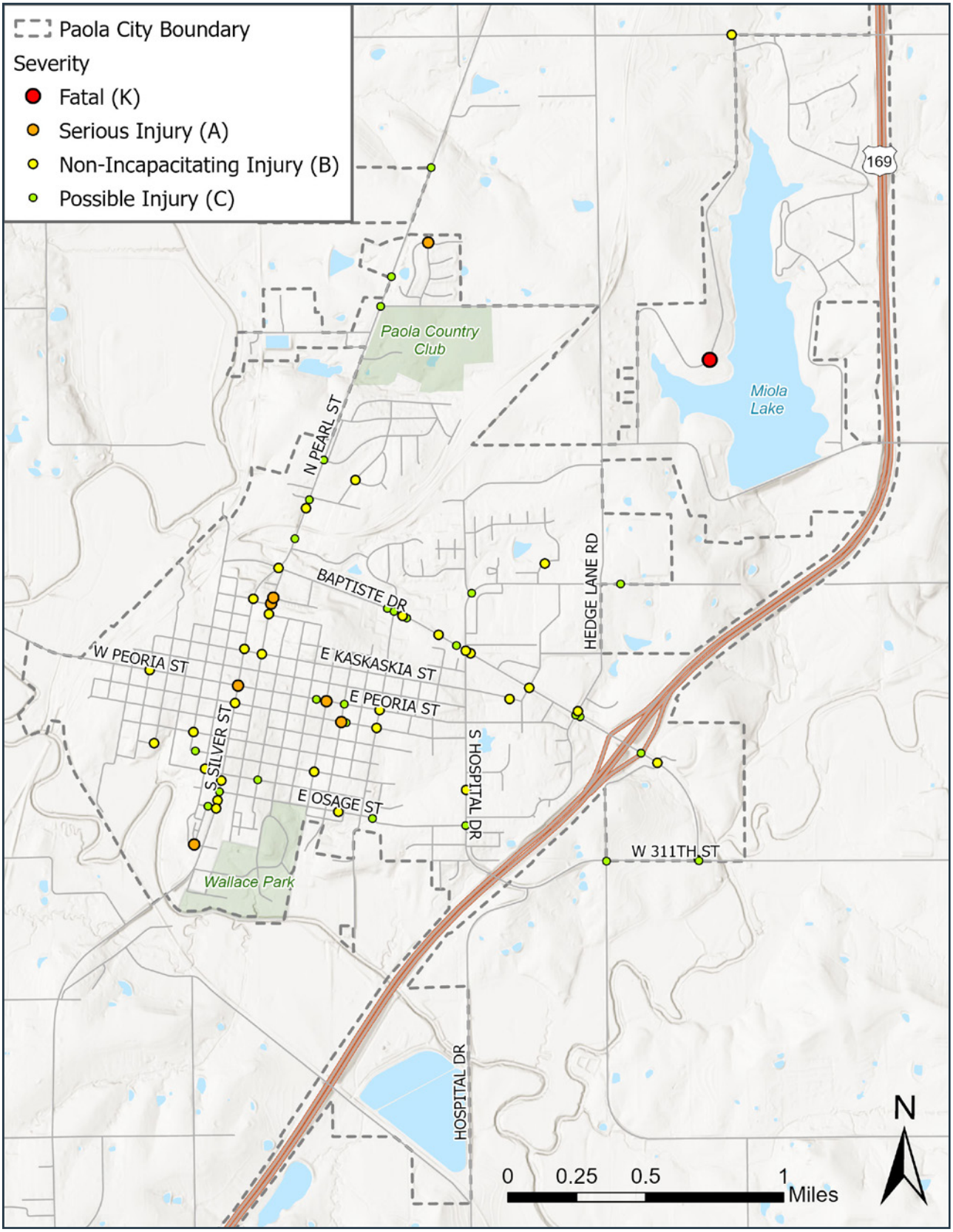

Figure 4: Injury Crashes in Paola (2014-2023)

CRASH TYPE AND CONTRIBUTING FACTORS

Figure 5 shows the types of crashes occurring in Paola from 2014 to 2023 broken down between injury and non-injury crashes. With the focus of this plan being on eliminating fatalities and reducing injury crashes, the focus on this graph should be injury crashes (shown in maroon). The most common crash types that contribute to injuries in Paola are roadway departures, angle crashes, and rear ends. Another key focus of this graph are crash types that have a larger proportion of injury crashes when compared to non-injury crashes, this indicates a crash type that has a higher likely hood to result in an injury. Roadway departure, head on, and vulnerable road user crashes are all crash types that are more likely to result in an injury.

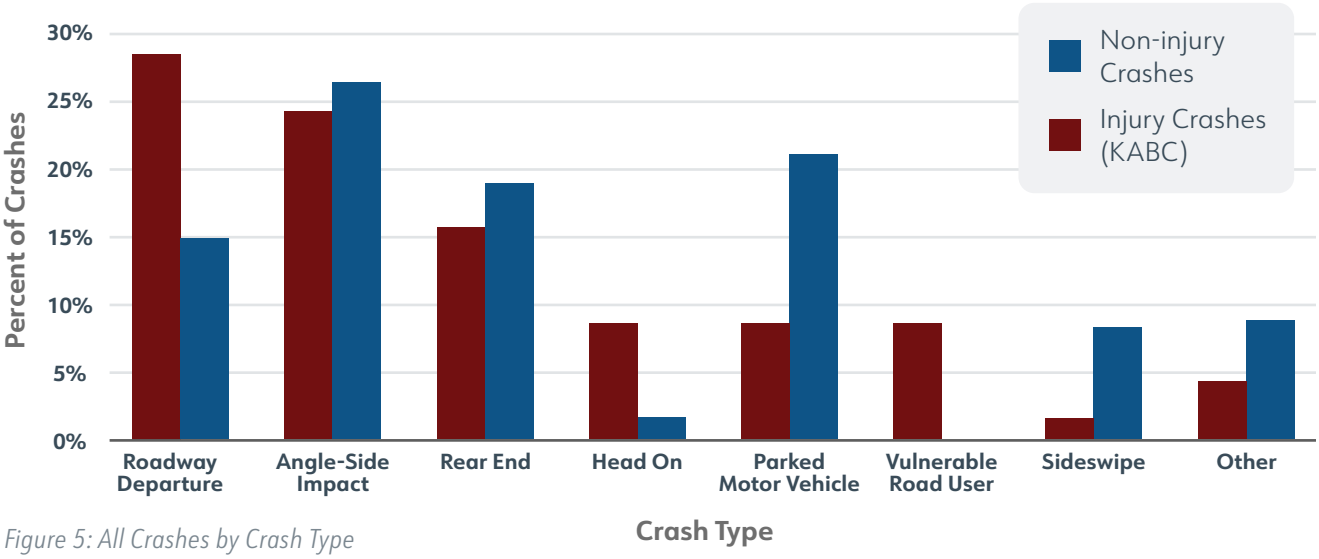

Figure 5: All Crashes by Crash Type

A wide variety of factors influence why crashes occur and the injury outcomes of a crash. Figure 6 shows common factors of crashes occurring in Paola. It is important to note that crashes can have more than one contributing circumstance, so the data shows a total percentage of crashes higher than 100. In Paola, young drivers (25 and younger) and distracted drivers were the most commonly occurring factors in crashes, accounting for 52% and 47% of non-injury crashes, respectively. Despite occurring for 3% and 2% of all crashes, respectively, speeding and lack of seatbelt accounted for 14% and 24% of injury crashes, respectively. This highlights how critical it is for traffic safety to reduce speeding and increase seatbelt compliance.

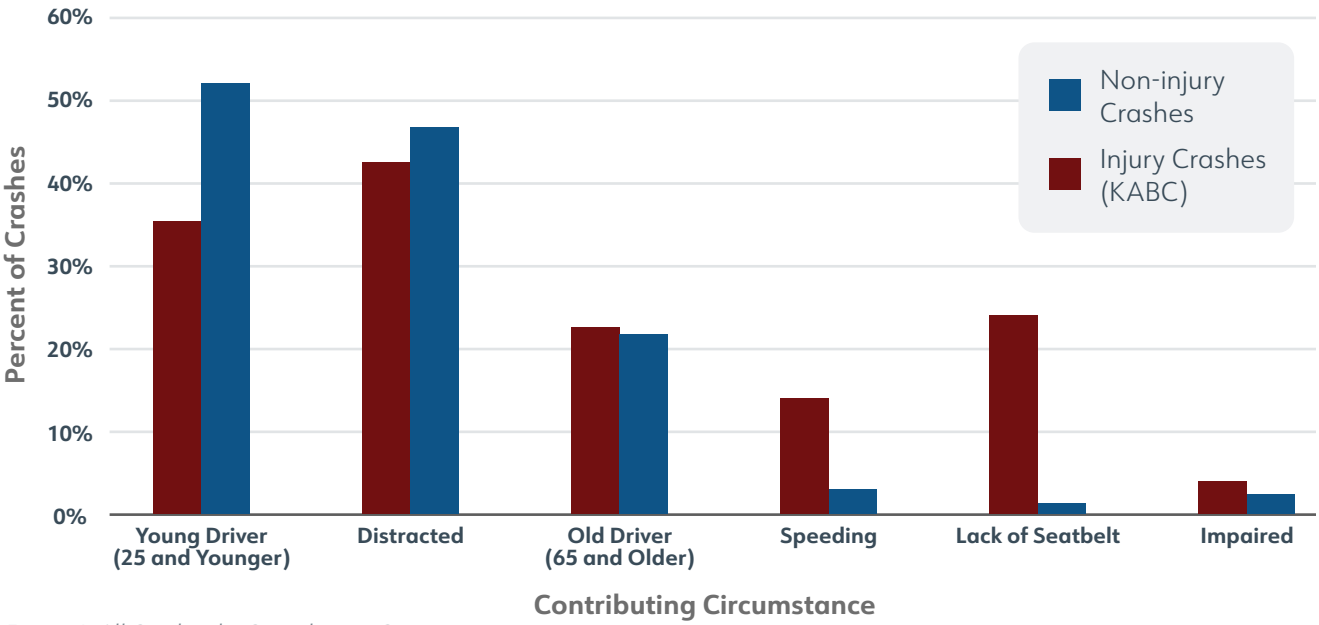

Figure 6: All Crashes by Contributing Circumstance

SAFETY FOCUS AREAS

The project team developed seven safety focus areas, defined as any common theme or attribute leading to unsafe roadway conditions. Focus areas were chosen based on crash data, public comments, and stakeholder feedback. Further in this document, there is a toolbox of countermeasures for each focus area.

Intersections

Intersections represent conflict points between vehicles traveling different directions and reducing and increasing travel speed. Half of all injury crashes in Paola occurred at intersections.

Behaviors (seatbelt usage, speeding, distraction, younger drivers)

Behaviors based focus areas can increase the likelihood and severity of crashes. Non-engineering strategies emphasize the Safe Road Users component of the Safe Systems Approach by encouraging safe behavior. The following four behaviors or demographics were identified as focus areas:

Seatbelt Usage

Speeding

Distracted Driving

Young Drivers

Roadway Departures

Roadway departures are incidents where a vehicle leaves its designated lane or the roadway entirely, often resulting in collisions with fixed objects or head-on crashes. Over half of all fatal and serious injury crashes in Paola involve roadway departures.

Vulnerable Road Users

Vulnerable Road Users, including pedestrians and bicyclists, are at a higher risk of being involved in more serious crashes, especially when comparing the severity of crashes involving each mode with the percentage of total trips involving that mode.

HIGH INJURY NETWORK

APPROACH

To identify areas of safety concern, a High-Injury Network was created for Paola. This network helps prioritize locations where historical crash data indicates a significant safety concern. Crashes from 2014 to 2023 were assigned to roadways or intersections based on the location of the crash then the intersections and roadway segments with the highest number of crashes, weighted for crash severity, were prioritized.

Roadways and intersections were ranked by a scoring system based on crash severity. A weighted scoring system consistent with other Kansas SS4A plans and the Kansas Statewide VRU Assessment was used. The following values were used to rank each roadway and intersection:

CRASH TYPE	VALUE
Fatal Crash **(K)**	15
Serious Injury Crash **(A)**	5
Minor Injury Crash **(B)**	2
Possible Injury Crash **(C)**	2
No Injury/Possible Damage Only Crash **(O)**	1

Table 1: Crash Type Values

PAOLA HIGH INJURY NETWORK

The HIN consists of intersections and segments on notable corridors in Paola such as Baptiste Drive, Peoria Street, and Pearl Street. These are several of the higher-speed corridors in the city, with all three being at least 30 miles per hour.

Table 2: Top Scoring Intersections

RANK	INTERSECTION	CRASHES
1	Baptiste Dr & N Hospital Dr	26
2	Baptiste Dr & N Pearl St	19
3	Peoria St & Silver St	15
4	Baptiste Dr & Hedge Lane Rd	15
5	Peoria St & S Hospital Dr	15
6	Baptiste Dr & Angela St	14
7	Silver St & Wea St	12

Table 3: Top Scoring Roadway Segments

RANK	ROAD	FROM	TO	CRASHES
1	Baptiste Dr	N East St	US-169	42
2	Baptiste Dr	N Silver St	N East St	20
3	Angela St	Main St	E Peoria St	9
4	N Pearl St	W 295th St	Baptiste Dr	24
5	S Silver St	W Peoria St	Virginia St	8

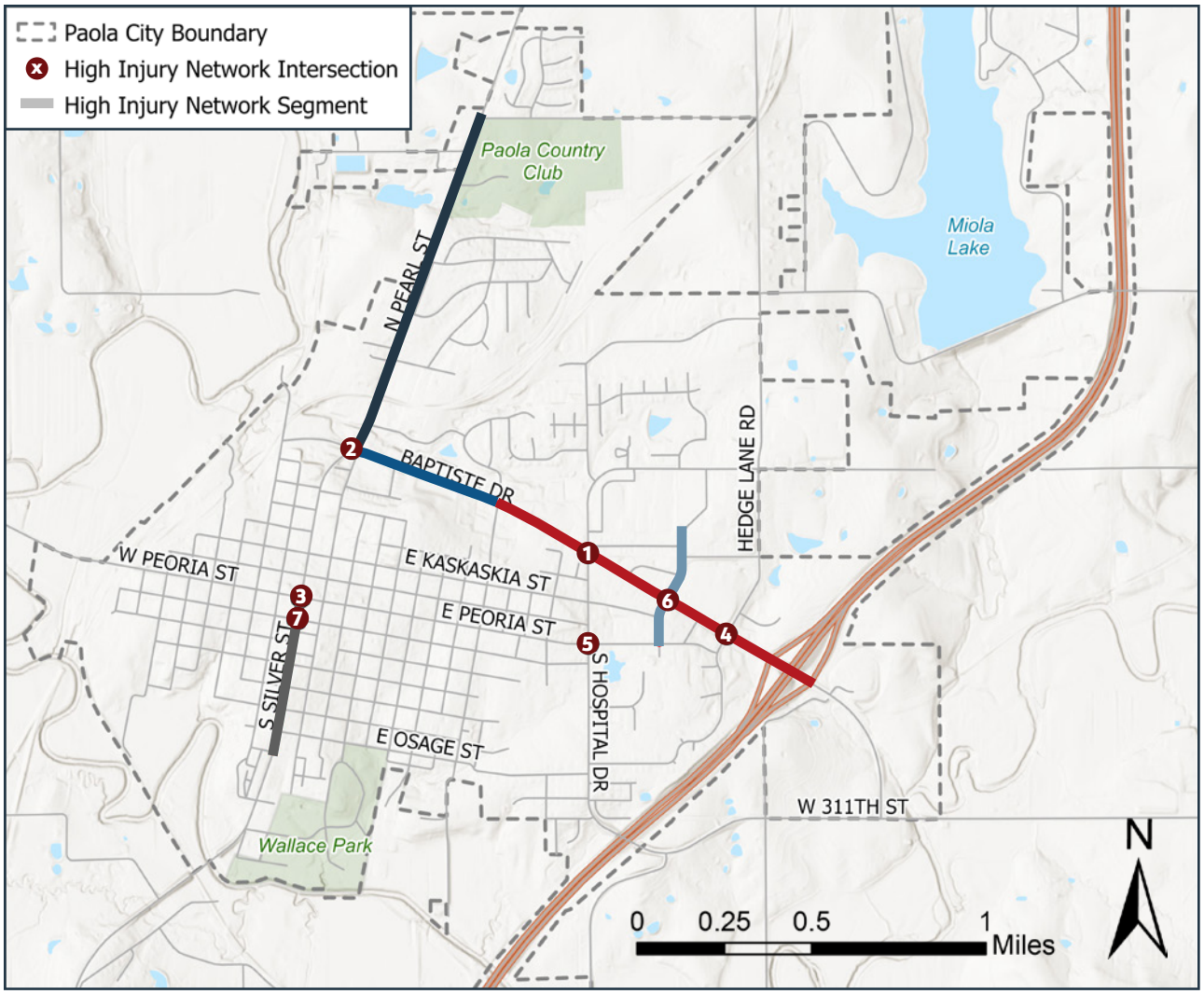

Figure 7: High Injury Network

Note: No high injury intersections or segments were identified outside of this area

Community Engagement

COMMUNITY ENGAGEMENT FOCUSED ON FOUR GOALS:

- ✔ **Gathering** community input
- ✔ **Building** public support
- ✔ **Identifying** safety concerns
- ✔ **Informing** the plan's safety strategies

ENGAGEMENT STRATEGIES

Public engagement occurred throughout plan development, kicking off with a project website, a one pager distributed at kiosks at community facilities, and social media posts. As the plan progressed further, participants were able to contact project staff or take an online survey and leave location-specific comments on an online map. The final phase of engagement included an open house hosted at the Paola Fire Station on September 24, 2025.

Engagement Methods:

Public Engagement

- Project Website
- Online Comment Map
- Online Survey
- Social Media Posts
- Kiosks
- Open House

Stakeholder Engagement

- Technical Working Group
- Project Management Team
- 1-on-1 Stakeholder Interviews

Figure 8: One-pager distributed at kiosks

PUBLIC ENGAGEMENT - WHAT WE HEARD

Engagement
By the Numbers

22
open house attendees

119
open house comments

49
website poll responses

70
public comment map responses

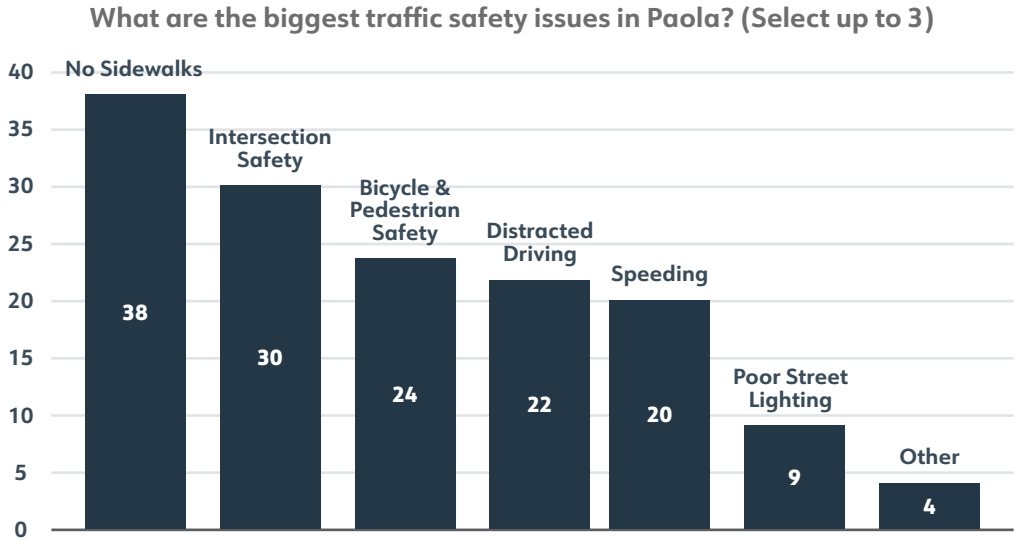

Figure 9: What are the biggest traffic safety issues in Paola?

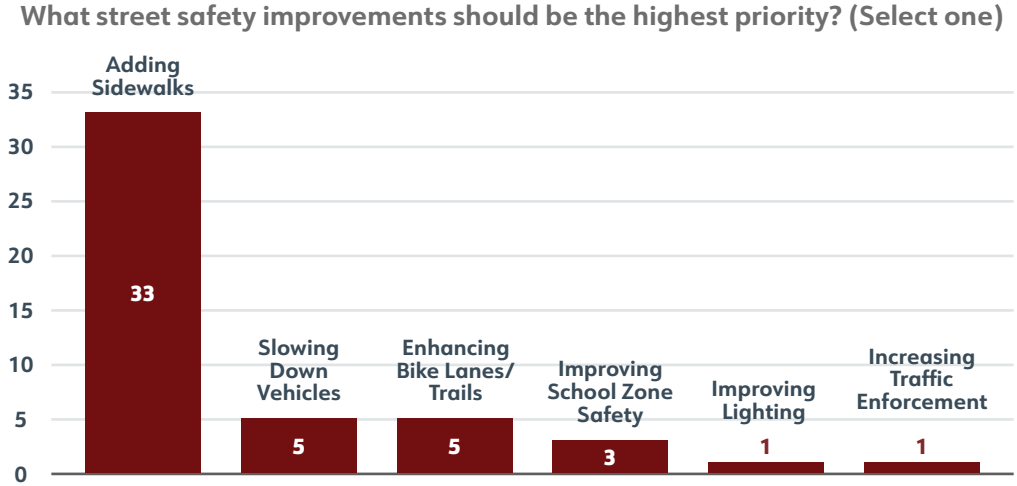

Figure 10. What Street Safety Improvements should be the highest priority?

OPEN HOUSE – KEY TAKEAWAYS

The project open house was held in September 2025 at the Paola Fire Station. Display boards were used to share information on the project, and attendees could write comments, chat with project staff, and vote on the boards using colored dots to provide input. Project staff collected input on the three proposed catalyst projects and the project focus areas. The response to the catalyst projects was largely positive, with the Osage Street and Baptiste Drive proposals receiving strong community approval at 84% and 88%, respectively. While the Silver Street proposal received the most mixed response, it received the smallest number of dots compared to the other two projects. Osage Street, Baptiste Drive, and Silver Street. Proposed changes as Osage Street and Baptiste Drive were the most popular, each having an over 80% positive response. Regarding the plan's seven safety focus areas, open house attendees identified speeding and distracted driving as on the highest concern, with vulnerable road users and young drivers having less responses.

Figure 11. Attendees at the September 2025 Open House

PUBLIC COMMENT MAP – KEY TAKEAWAYS

In total, the public comment map received 70 responses, as displayed in Figure 12. Key themes included:

- Low visibility of lights/signage
- Traffic control needing improvement
- Lack of sidewalks/pedestrian infrastructure
- Parking obstructing visibility in some places
- Speeding in residential/pedestrian areas

Figure 12 displays the distribution of comment types inserted in the map, highlighting the top areas of concern expressed by City of Paola residents. 'Driving' received the majority of comments at 46%, followed by 'Walking' at 41%.

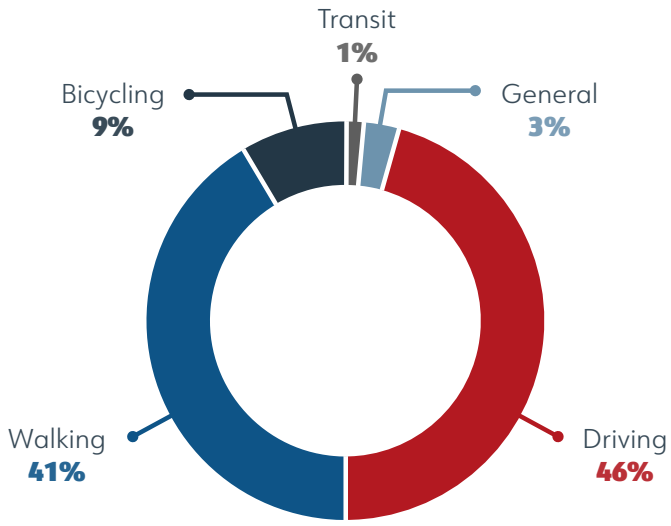

Figure 12. SocialPinpoint Comment Type Distribution

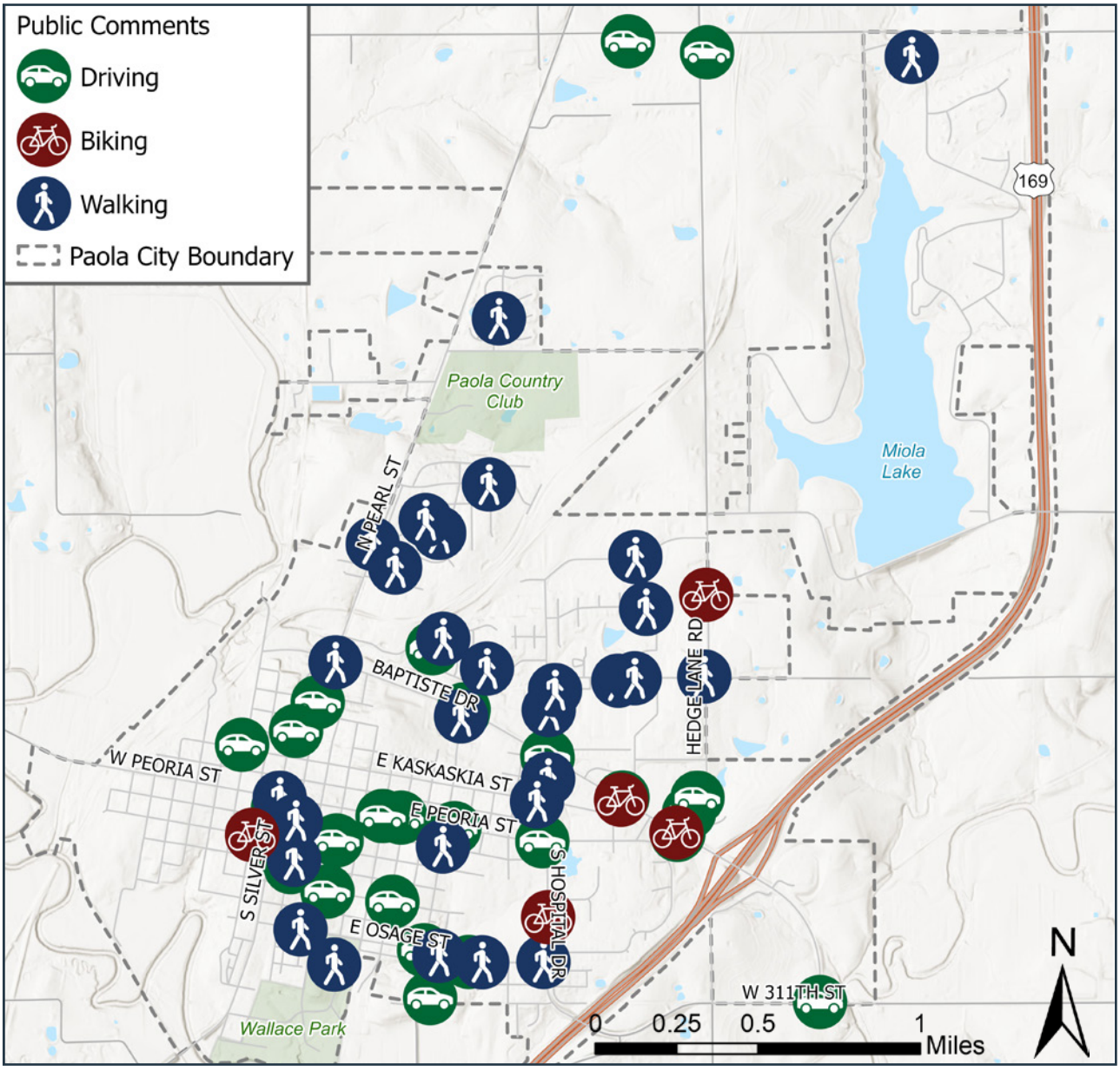

Figure 13: SocialPinpoint Public Comment Map

Note: No comments were received outside of this area.

STAKEHOLDER ENGAGEMENT - WHAT WE HEARD

In addition to engagement with the public, the project team engaged with key stakeholders who represented community leaders, government staff, and partner agencies relevant to the TSAP process. These stakeholders represent City departments, schools, Miami county, or other key groups. Stakeholders were engaged in two primary ways: a Technical Working Group (TWG) and 1-on-1 targeted conversations.

TECHNICAL WORKING GROUP

The TWG met three times throughout the throughout the project. These meetings were dedicated time for discussion about how to best engage with the public, vetting of crash data trends, community priorities, critical issues, and general project updates.

Figure 14: TWG Presentation

TWG #1 – April 2025

- Project Introduction
- Crash Analysis
- Public Engagement Introduction
- Previous Planning Review
- Next Steps

TWG #2 – June 2025

- Engagement Update
- Crash Analysis Update
- Focus Area Discussion
- Project Prioritization
- Action Items

TWG #3 – September 2025

- Engagement Update
- Safety Countermeasures
- Catalyst Projects
- Next Steps

The TWG provided essential guidance to the plan document and added local context that is key to understanding traffic safety in Paola.

1-ON-1 CONVERSATIONS

1-on-1 conversations were held with key stakeholders throughout the project to better understand:

- Specific safety concerns
  - Locations
  - Behaviors
  - Trends
- Internal processes
- Current safety initiatives
- Opportunities to improve transportation safety
- Interest in and feasibility of plan recommendations

Throughout the project the following four agencies were engaged in a 1-on-1 setting:

- City of Paola – Public Works Department
- City of Paola – Police Department
- City of Paola – Fire Department
- Unified School District #368

These conversations provided a more holistic picture of the state of traffic safety in Paola that added critical context to crash trends. For more information on the TWG and 1-on-1 stakeholder conversations, visit Appendix B.

Plan and Policy Analysis

The effectiveness of the Paola Transportation Safety Action Plan relies on robust policies and programs that guide traffic safety initiatives. This chapter summarizes Paola's existing policies and identifies opportunities for alignment with the USDOT Safe Systems Approach. By assessing local and state policy frameworks, the plan ensures that safety interventions are comprehensive and data driven.

Updates to City policies and procedures provide a critical opportunity to make Paola safer while requiring minimal upfront investment. Changing things like how maintenance is prioritized, street design guidance, or City code requirements can make major improvements to traffic safety by best utilizing existing City resources.

REVIEW OF EXISTING PLANS

A good planning document is based in data and provides a clear vision for change and detailed interim steps to move towards the overall goals and visions of the community. They are rooted in engagement of the community and balance cutting edge practices and community appetite for change.

The plan review was conducted to understand previous public engagement and sentiment and to inventory previously identified projects and goals that Paola is moving towards so this plan can intentionally align with previous planning efforts.

JURISDICTION	PLAN DOCUMENT
City of Paola	Planning Paola 2050 Comprehensive Plan (2022)
	Water and Sewer Master Plan (2022)
	Neighborhood Revitalization Plan (2004)
Miami County	Miami County Comprehensive Plan (2004)
	Comprehensive Transportation Plan (1995)
State of Kansas (KDOT)	Kansas Strategic Highway Safety Plan 2025-2029
	Kansas Vulnerable Road Users Safety Assessment (2023)
	Kansas Active Transportation Plan (2023)
Mid-America Regional Council (MARC)	ConnectedKC 2050 (2020)
	Regional Bikeway Plan (2014)

Table 4: Existing Plans Reviewed

Plans were reviewed from a range of jurisdictions and organizations, such as the City of Paola, Miami County, KDOT, and MARC. KDOT and MARC plans were reviewed because they both allocate funds to localities so it is important to understand their priorities and vision for the area. As safety is a multi-faceted issue, it can be approached through many different lenses; thus, the plan team reviewed a variety of plan types from a variety of jurisdictions. Table 4 provides the previous planning efforts that were reviewed.

REVIEW OF EXISTING POLICIES

In addition to physical projects that address safety and improve on-the-ground infrastructure, policies are important for improving safety because they shift the way that the City implements change and prioritizes projects. Improving road safety while maintaining the status quo is difficult.

A policy review of existing documents identified opportunities to amend existing policies and introduce new policies that can help Paola design, build, and maintain safe streets in a systemic, policy based approach. As safety is a multi-faceted issue, it can be approached through many different lenses; thus, the plan team reviewed a wide variety of policy documents and standards and supplemented written policy review with stakeholder discussions to understand non-documented processes. Table 5 provides a list of existing policies that were reviewed.

More details on the policy and plan review are provided in Appendix C.

EXISTING POLICIES REVIEWED
✔ Paola Street Maintenance Policy
✔ Paola Street and Access Standards
✔ Paola Traffic Regulations and Ordinances
✔ Paola Pedestrian Right of Way Code
✔ Paola Street Tree Code
✔ Paola Snow Removal Policy
✔ Paola Sign Regulations
✔ Miami County Street and Storm Drainage Standards
✔ ConnectedKC 2050 (2020)
✔ Regional Bikeway Plan (2014)

Table 5: Existing Policies Reviewed

KEY POLICY OPPORTUNITIES

Based on this review, there are several opportunities for the City of Paola to institutionalize practices and policies that will lead to better safety outcomes within the transportation system, including:

- **Complete Streets approach and multimodal intersection design.** Complete Streets is a transportation planning and design approach that aims to create streets that are safe, accessible, and convenient for all users, including pedestrians, bicyclists, and motorists of all ages and abilities. While not all streets can accommodate every type of road user, a Complete Streets approach looks to create a connected network that provides safe and accessible route options for all modes. Many communities maintain a Complete Streets Policy that guides new and improved roadways in providing facilities for all appropriate modes.
- **Continue to emphasize bicyclist and pedestrian safety in planning, policy, and design efforts.** The City and many nearby jurisdictions already have several mechanisms in place for this work to progress, including Comprehensive Plans and bicycle and pedestrian plans.
- **Review project and program funding streams** and identify any new funding streams that may be needed as the City of Paola implements more safety interventions. Ensure that funding streams align with City and stakeholder safety goals and priorities.
- **Continue to coordinate with other jurisdictions on safety projects and programs.** Coordination with Miami County and KDOT to open the door for additional funding and resources.
- **Sidewalk funding mechanism** - Currently Paola uses a 50% cost share program to support residential sidewalks. The program is under utilized as it is a resident initiated process. There may be opportunities to reroute this funding mechanism towards sidewalk gaps or maintenance that is either City led or to decouple this funding source from local property owners.

Safety Strategies and Projects

The first few chapters of this report document the transportation safety issues in the City of Paola based on a detailed analysis of historic crash data and input from stakeholders and the public. This chapter shifts the discussion from problems to solutions. The following pages describe a toolbox of safety countermeasures to serve as a "menu" of strategies that can be applied systematically throughout the City, as well as recommendations for catalyst projects at key targeted locations most in need of safety improvements.

COUNTERMEASURE TOOLBOX

The countermeasure toolbox provides a menu of strategies that are proven to reduce fatal and serious injuries from traffic crashes. These countermeasures include infrastructure-based strategies – changes to the roadway – as well as behavioral strategies aimed at modifying the behavior of road users. The toolbox was developed in coordination with the project Technical Working Group and is based on the following national guidance, such as the FHWA's Proven Safety Countermeasures (focused on infrastructure strategies) and the National Highway Traffic Safety Administration's (NHTSA's) Countermeasures That Work (focused on behavioral strategies).

The following sections share the evaluation criteria used to identify the countermeasures in the toolbox and provide an overview of the countermeasures by categorizing them into infrastructure and behavior-based strategies. Appendix D provides a more detailed version of this toolbox for reference.

COUNTERMEASURE EVALUATION CRITERIA

After an initial list of strategies was identified through a review of best practices, a framework of criteria was developed to determine which strategies would be most appropriate and effective in Paola. Strategies were scored and prioritized according to several factors:

- Focus areas addressed
- Level of safety impact
- Ease of implementation

FOCUS AREAS ADDRESSED

Strategies were evaluated according to their alignment with the seven focus areas identified in the safety analysis. These focus areas included:

- Vulnerable Road Users
- Roadway Departures
- Intersections
- Speeding
- Distracted Driving
- Seatbelts
- Young Drivers

LEVEL OF SAFETY IMPACT

Strategies were evaluated by the potential level of safety impact. A heavier weight was placed on strategies that are proven to significantly reduce overall or fatal and serious crashes. While experimental strategies have a role to play in improving safety, proven safety countermeasures were weighted more heavily as priorities.

EASE OF IMPLEMENTATION

Strategies with a lower cost and effort to implement were given a heavier weight in prioritization. High-cost or higher-effort strategies can be important in key areas, but low-cost or lower-effort strategies may be implemented more quickly and easily in many different locations to provide safety benefits sooner.

INFRASTRUCTURE STRATEGIES

The following section provides an overview of the infrastructure strategies in the countermeasure toolbox. These strategies are considered proven safety countermeasures that could be implemented strategically in Paola to address safety concerns through physical infrastructure design (Figure 15). Strategies are often complementary, and multiple engineering strategies may be implemented together to improve safety. Education and targeted enforcement may also be used to support physical road safety improvements.

VRUs

- High visibility crosswalks
- Raised crosswalks
- Pedestrian hybrid beacon (PHB)
- Lighting
- Daylighting
- Pedestrian refuge islands
- Sidewalks
- Protected bike lanes

Intersections

- Retroreflective traffic signal backplates
- All way stop control conversion
- Dotted turn path markings
- Slip lane removal
- Reduced corner turning radii
- Protected left turn phases
- Convert solid green left turn yield to yellow flashing arrow
- Roundabouts

Speeding

- Curb extensions
- Lane width reduction
- Speed humps
- Pavement reallocation
- Chicanes
- Raised intersection

Roadway Departures

- Widen edge lines
- Curve delineation
- Clear zones
- Rumble strip
- Retroreflective center and edge lines

Figure 15. Infrastructural Strategies

BEHAVIORAL STRATEGIES

The following priority enforcement and education strategies are identified to improve transportation safety in Paola through behavior modification. Non-engineering strategies emphasize the Safe Road Users element of the Safe Systems Approach by encouraging safe behavior. Figure 16 displays how each behavioral countermeasure is associated with each identified focus area.

Young Drivers

- Mothers Against Drunk Driving (MADD) Program
- Students Against Destructive Decisions (SADD) program
- Impact Teen Drivers Program
- Targeted peer-to-peer education campaigns

Seatbelts

- Short term, high visibility seatbelt law enforcement
- Seatbelts Are For Everyone (SAFE) program

Distracted Driving

- Short term, high visibility cell phone enforcement
- End Distracted Driving (EndDD) program

VRUs

- Lower speed limits
- Safe Routes to School (SRTS) Program
- Elementary age child bike training

Speeding

- Speed feedback signs
- Speeding camera
- Drivers Education
- Strategic law enforcement

Figure 16. Behavioral Strategies

SAFETY PROJECTS

The countermeasure toolbox represents a menu of potential strategies to be applied at spot locations or systematically. There are some locations throughout the city with more complex transportation safety challenges that warrant more substantial project recommendations. The following section provides an overview of the prioritization process for selecting these safety projects, and an overview of each safety project that emerged from the prioritization process.

PROJECT PRIORITIZATION

Six candidate project locations were initially identified through analysis of the previously identified High Injury Network and by incorporating key stakeholder input, as displayed in Figure 17. To evaluate these locations, a prioritization framework was developed in collaboration with the PMT and TWG. This framework, outlined in Table 6, ranked each location using a set of tailored criteria that not only emphasized traffic safety, but also incorporated broader transportation considerations, such as proximity to key destinations. This approach ensures that selected projects are both impactful to roadway safety and also aligned with broader transportation priorities. The resulting methodology offers the City a clear, replicable tool for guiding future investments in transportation safety improvements.

WEIGHT	CRITERIA	MEASURE
Higher Weight	**Effective Practices and Best Strategies**	Promotes safety of VRU's and aligns with one or more focus areas
	Public and Stakeholder Engagement	High number of comments on SocialPinpoint and through stakeholder interviews
	Safety Impact	On the High Injury Network (HIN)
Lower Weight	**Proximity to Destinations**	Close proximity to major employment centers, schools and parks

Table 6. Project Prioritization Methodology

Results of the prioritization process are shown in Table 7, where three corridors emerged with the highest score after an evaluation of the selected criteria.

#	PROJECT NAME	RANK
4	**Baptiste Drive**	1
1	**Osage Street**	2
2	**Silver Street**	3
6	Angela Street	4
3	Downtown Signals	5
5	Pearl Street	6

Table 7. Project Prioritization Results

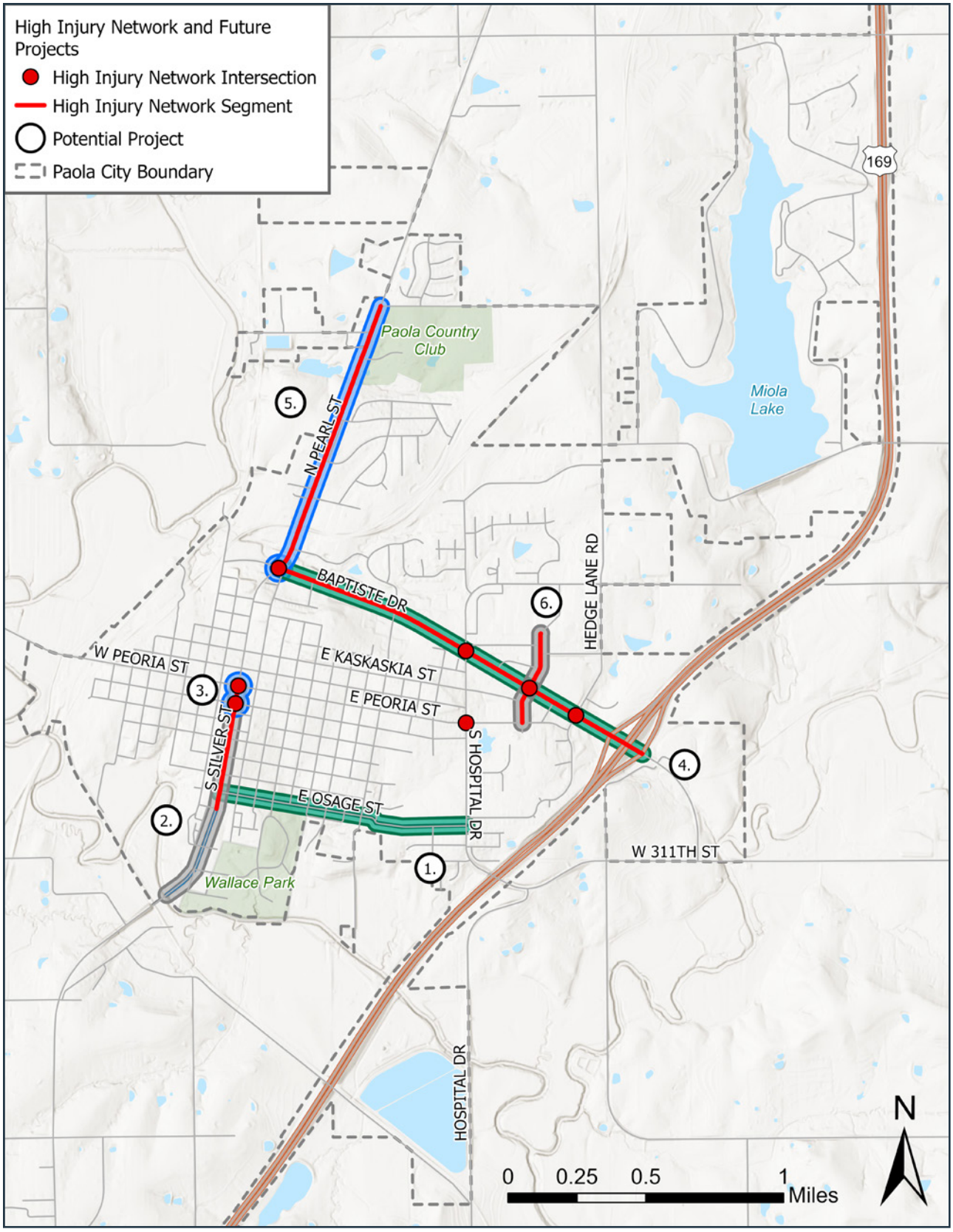

Figure 17. Potential Safety Projects

CATALYST PROJECTS

Following the results of the prioritization process, this plan developed three catalyst projects, described in Table 8, and displayed in Figure 18. These projects are designed to serve as demonstrations in roadway safety, with each project carrying a series of individual safety recommendations tailored to each corridor's individual context. Detailed profiles for each of these projects are provided in Appendix E, including a detailed narrative of crash history and risk, specific locational issues and recommendations, and planning-level cost estimates.

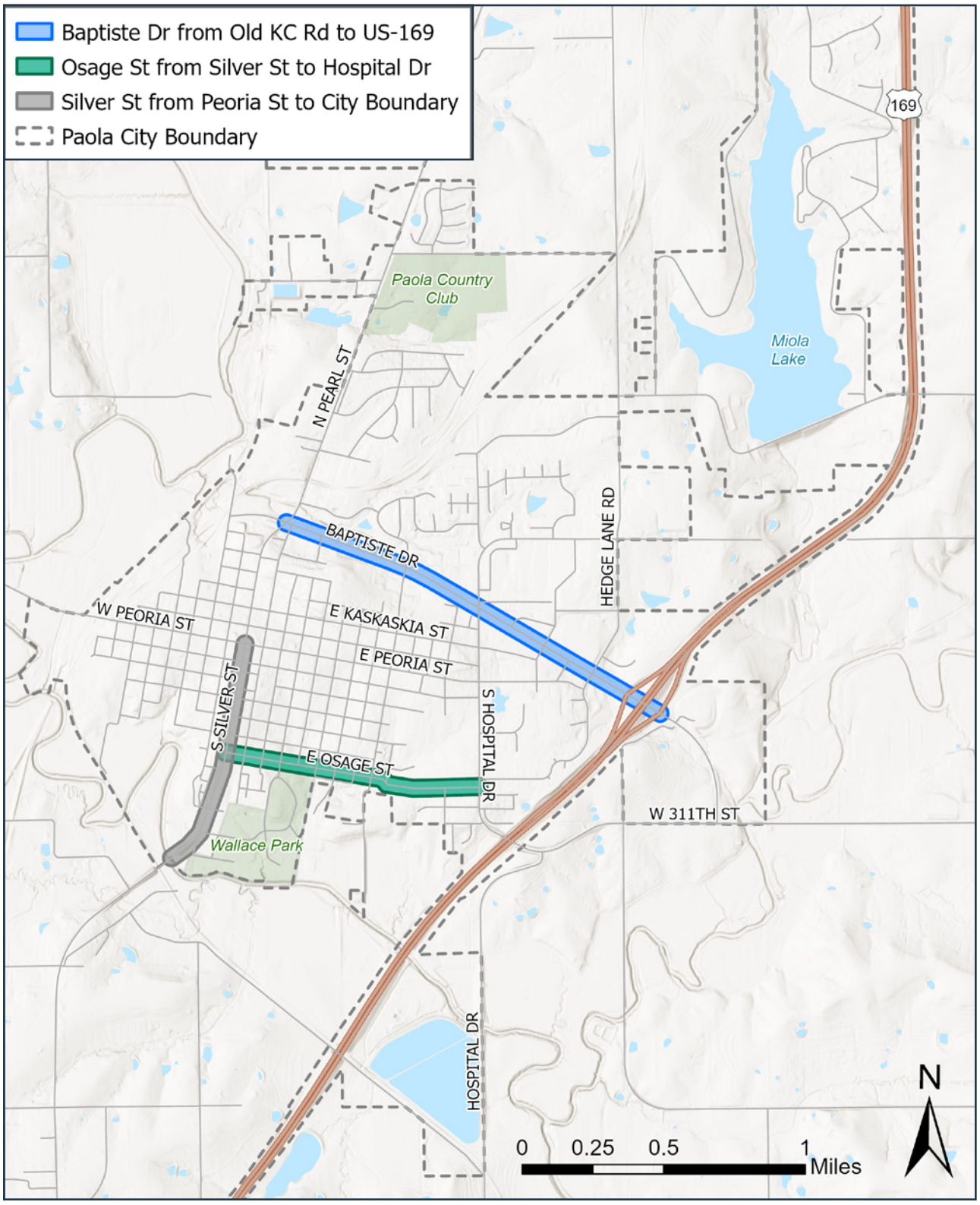

Figure 18. Identified Catalyst Projects

SUMMARY OF RECOMMENDATIONS	PLANNING LEVEL CAPITAL COST ESTIMATE (2025)
Baptiste Dr, from Old Kansas City Rd to US-169	
» Improvements aim to address intersection conflicts affecting pedestrian and vehicular safety » Filling sidewalk gaps and providing consistent, safer crossings will improve pedestrian access to the numerous destinations along the corridor » Vehicle safety should be enhanced by upgrading signal phasing to protect left turns and highlighting signal heads with retroreflective backplates » A 4-to-3 lane pavement reallocation will further enhance safety by reducing potential conflict points	**$2.8M**
Osage St, from Silver St to Hospital Dr	
» Improvements aim to address high reports of speeding and lack of pedestrian access » A raised intersection, combined with curb extensions at Osage St. and Walnut St. is recommended to slow down drivers entering the corridor from the west » Sidewalks with accessible curb ramps should be constructed between Walnut St. and Hospital Dr. to enhance pedestrian access	**$1.7M**
Silver St, from Peoria St to City Boundary	
» Improvements aim to address speeding down the corridor's wide lanes, and documented traffic and pedestrian conflicts downtown » A 2-to-3 lane pavement reallocation is recommended from Wallace St. to Miami St. to calm traffic, reduce lane width, and provide space for center left turns and a pedestrian refuge island » Serving both vehicles and pedestrians, a revitalization of the corridors downtown intersections should include curb extensions, repainted high visibility crosswalks, and accessible curb ramps	**$2.9M**

Table 8. Catalyst Project Recommendations

PRIORITY SIDEWALK NETWORK

The project identified a priority sidewalk network (PSN) to advance the City's desire to enhance pedestrian access and safety throughout the city, not limited to the proposed catalyst projects. Figure 19 displays the PSN, meant to guide both short and long-term enhancements to the existing sidewalk network. This network was informed by the following factors:

- Analysis of existing sidewalk inventory
- Key stakeholder and community feedback
- Connections to community assets
- Identified catalyst project locations

Supporting a long-term vision of walkability in the city, the PSN displays a network of connected pedestrian routes, primarily identified by analyzing efficient, pragmatic connections to common pedestrian destinations. These routes were identified to be incrementally enhanced with safety upgrades over time as funding opportunities arise. Supporting the long-term vision are sections of the connected pedestrian routes identified for immediate improvements. These are areas along the connected route that have been prioritized for short-term improvements by analyzing critical gaps in the existing sidewalk inventory, key community feedback, and previously identified catalyst project locations.

Sections of the PSN designated for immediate improvements include portions of the following corridors:

- Baptiste Drive
- Kaskaskia Street
- Osage Street

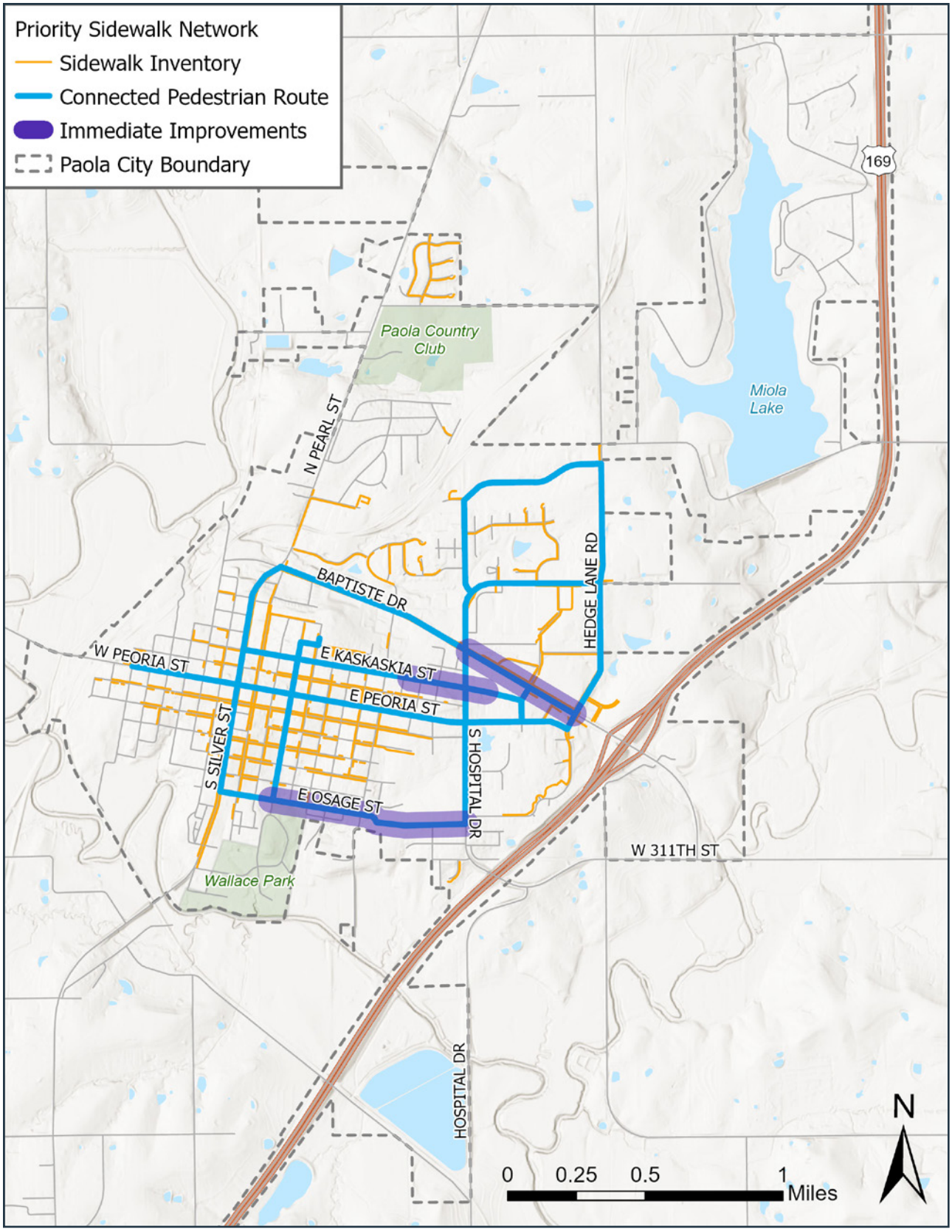

Figure 19. Priority Sidewalk Network (PSN)

Implementation

This final chapter discusses how to move from the strategies and projects identified in the previous chapter forward into implementing these projects, monitoring progress, and ultimately eliminating fatal and serious injury crashes in the City of Paola by 2035, with a 50 percent reduction in injury crashes.

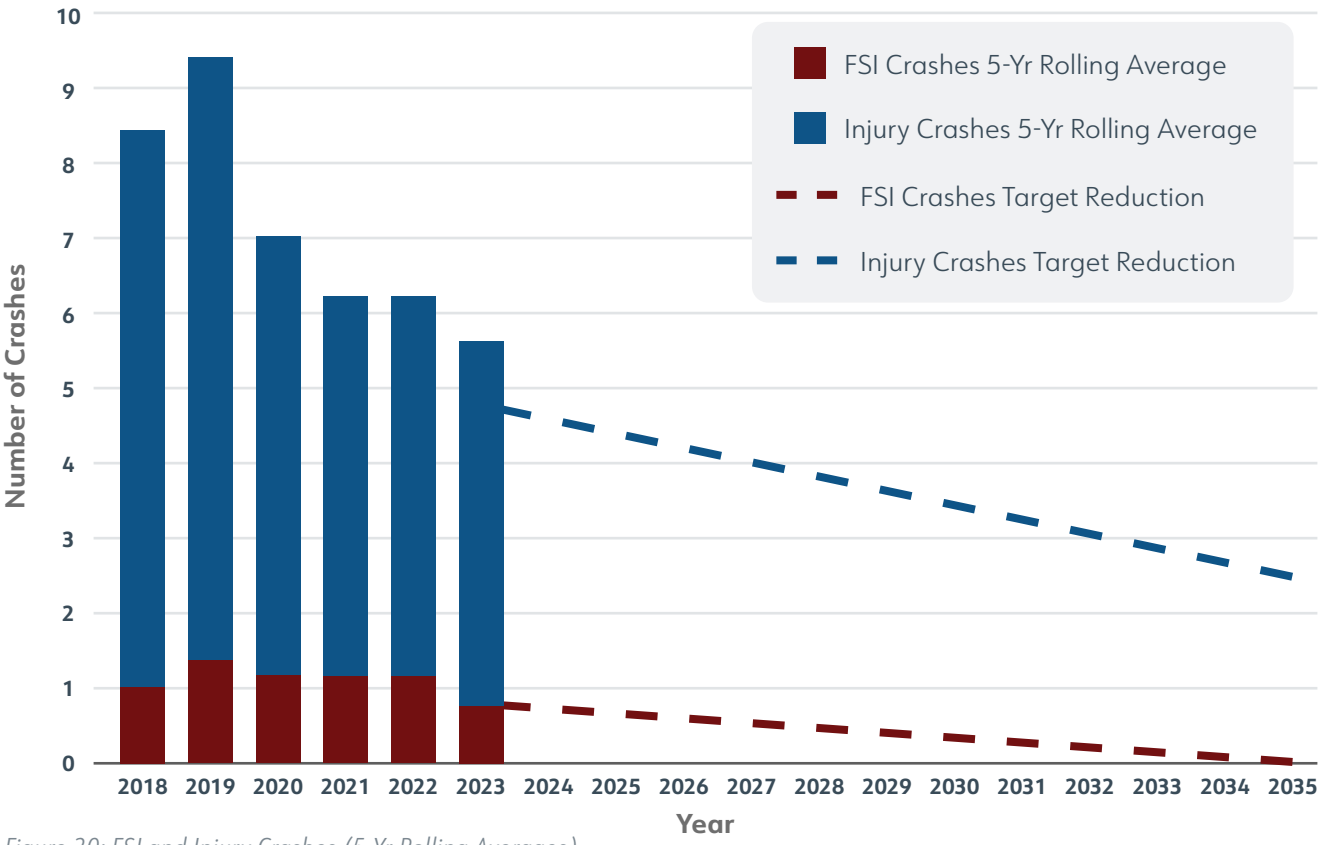

Figure 20: FSI and Injury Crashes (5-Yr Rolling Averages)

PERFORMANCE MEASURES AND PROGRESS REPORTS

Regular data collection, evaluation, and reporting are essential for accountability as the Transportation Safety Action Plan is implemented. The City of Paola should provide annual updates on the progress toward the overall goal of eventually eliminating all traffic deaths and serious injuries. These updates will include progress on projects implemented as well as tracking of fatal and injury crashes. The City should consider potential annual performance measures included in Table 9.

FOCUS AREA	PERFORMANCE MEASURE
All	Total number of traffic fatalities
	Total number of traffic injuries (A, B, and C crashes)
 Vulnerable Road Users	Traffic fatalities and injuries involving pedestrians and bicyclists
	Feet of sidewalk repaired or installed

Table 9: Potential Annual Performance Measures

FUNDING SOURCES

Funding for these projects and strategies can come from a variety of sources, many of which are outside the City. Table 10 outlines available funding options at the regional, state, and federal levels respectively. Much more detailed information on each of these funding sources is provided in Appendix F, including examples of typical projects and local examples, the estimated funding pool and award amounts, match requirements, and other supporting information. The state of Kansas has also established the Kansas Infrastructure Hub to assist communities in accessing federal funding. This resource center offers technical assistance and guidance for identifying and connecting with appropriate funding sources.

PROVIDER	PROGRAM
Regional Level: MARC	Transportation Safety
	Planning Sustainable Places
	Carbon Reduction Program
	Surface Transportation Block Grant (STBG)
	STBG Set-Aside for Transportation Alternatives (TA)
State Level: KDOT This represents funding that KDOT provides for individual projects, including state-funded programs and federal programs that KDOT has discretion to allocate.	Safe Routes to School (SRTS)
	This represents funding that KDOT provides for individual projects, including state-funded programs and federal programs that KDOT has discretion to allocate.
	Cost Share
	Innovative Technology
	High Risk Urban Roads (HRUR)
	Access Management
	Other Highway Safety Improvement Program (HSIP) Programs
	Eisenhower Legacy Transportation Program (IKE) Program - Modernization
	IKE Program - Expansion
	IKE - Preservation
Federal Level: USDOT Competitive Grants Dozens of grants available, including many new programs from BIL	Safe Streets and Roads for All (SS4A) – Supplemental Planning & Demonstration
	USDOT Competitive Grants, including the BUILD grant program

Table 10: Safety Funding Sources

ACTION STEPS

The following tables provide an Action Step Matrix that lists specific actions, lead entities, timeframes, and potential funding sources. Where applicable, action steps are broken out by focus area, although many of these apply to multiple focus areas. These actions consolidate the recommended safety projects, policy updates, and behavioral strategies provided in previous chapters.

Note that an initial step listed is to apply for external funding to fund the three identified catalyst projects. Given the crash history at the three catalyst project locations, these are not anticipated to be competitive for an SS4A implementation grant; however, these projects provide a great opportunity for SS4A Demonstration funding and are applicable for a few different KDOT funding sources.

FOCUS AREA	PROGRAM	DESCRIPTION	ACTION STEP LEAD	COST	FUNDING SOURCE	TIMELINE	
All	Catalyst Projects	Apply for SS4A Demonstration Grant or relevant KDOT funding sources (innovative technology, cost share, or transportation alternatives) to fund all or some of the three catalyst projects identified in this plan.	City Public Works	Varies depending on external funding source, see Appendix X	Varies	Short-Term	Apply for Grant in 2nd Quarter 2026
All	Sign Inspections and Replacement Policy	Establish a clear set of policies for sign inspections and replacement. This includes writing standards for the inspection process done by technicians.	City Public Works	$200,000	SS4A Supplemental Planning & Demonstration Grant	Medium-Term	Apply for Grant in 2026
All	Pavement Marking Maintenance Policy	Adopt a policy or resolution regarding painting after roadway resurfacing and planned maintenance. Create a documented process for the timing and methods for chipping, sealing, and repainting roads. Increase the width of painted edge lines in rural areas from 4 inches to 6 inches for better visibility.	City Public Works	N/A	N/A	Short-Term	Implement by 2nd Quarter 2026
All	City Road Speed Limit Study and Updates	Initiate a City road speed limit study to review existing posted speed limits and recommend any adjustments to those speed limits based on factors provided in the 11th Edition of the MUTCD. A full engineering field study, including field data collection and updates to signage, could be funded through an SS4A Supplemental Planning and Demonstration grant (likely multiple funding windows per year through 2027).	City Public Works	$200,000	SS4A Supplemental Planning & Demonstration Grant	Medium-Term	Apply for Grant in 2026
 Intersections  Speeding  Vulnerable Road Users	Complete Streets Policy	To support safer and more accessible transportation for all users, Paola should adopt and implement the Transportation Safety Action Plan's draft Complete Streets policy. This policy ensures that the planning, design, construction, and maintenance of roadways accommodate all modes of transportation and varying ability levels, including pedestrians, bicyclists, transit riders, and drivers. By embedding Complete Streets principles into city processes, future roadway projects will more consistently include features like sidewalks, bike lanes, crosswalks, lighting, and traffic calming measures. The policy should be supported by staff training, community engagement, and performance metrics to track progress and prioritize equity in transportation investments.	City Public Works	Varies based on policy implementation	N/A	Short-Term	Implement by 2nd Quarter 2026

FOCUS AREA	PROGRAM	DESCRIPTION	ACTION STEP LEAD	COST	FUNDING SOURCE	TIMELINE	
Intersections Speeding Vulnerable Road Users	Quick Build Deployments	Quick-build projects are easily reversible and adjustable safety improvements that can be designed and installed within months or even weeks and are intended for evaluation within the first 24 months of construction. These projects typically use bollards, paint, parking stops, planters, and other widely available, low-cost materials. The City of Paola should consider implementing low-cost, quick-build safety countermeasures. Examples of quick-build projects include intersection daylighting, paint-and-post curb extensions, mobility (bike) lanes, mini-roundabouts, and pavement reallocation projects.	City Public Works	Varies based on policy implementation	N/A	Short-Term	Implement by 4th Quarter 2026
Intersections	Intersection Lighting Policy	Create a policy for evaluating and installing lighting at intersections.	City Public Works	Varies based on policy implementation	N/A	Short-term	Implement by 2nd Quarter 2026
Intersections	Access Management Policy	Access Management involves the strategic placement and regulation of driveways, side streets, and alley accesses along roadways to enhance safety and efficiency in the transportation network. The City of Paola should modify its access management policy to be more restrictive for city-owned roads. This policy should take into account the context and functional classification of the roadway, similar to approaches used by cities like Overland Park, Kansas, and Lee's Summit, Missouri. Additionally, the Kansas Department of Transportation's Access Management Guidelines may be referenced for additional context. The guidelines should include criteria for driveway throat length, access spacing, access density, access alignment, sight distance, turn lane requirements, median openings, and connection geometry.	City Public Works	Varies based on policy implementation	N/A	Short-term	Implement by 2nd Quarter 2026
Intersections	Intersection Traffic Control Evaluation Policy	All public and private street improvements in the City of Paola should evaluate the need for existing or new traffic signals. Traffic volume warrants should be based on the 8-hour warrants specified in the Manual on Uniform Traffic Control Devices. If a traffic signal is warranted, the intersection should also be assessed for alternative designs such as roundabouts, all-way stop control, or Reduced Left-Turn Conflict Intersections. Signalized intersections should be considered only if the costs of other intersection control types exceed available funds or if the benefits of alternative designs do not justify their costs.	City Public Works	Varies based on policy implementation	N/A	Short-term	Implement by 2nd Quarter 2026

FOCUS AREA	PROGRAM	DESCRIPTION	ACTION STEP LEAD	COST	FUNDING SOURCE	TIMELINE	
Young Drivers Seatbelts	SAFE Program in Paola High School	SAFE (Seatbelts Are For Everyone) is a free, student-led program for high school students focusing on peer-to-peer promotion of traffic safety. Through education, rewards, and enforcement, SAFE highlights the importance of wearing a seatbelt, driving alert, and following traffic laws with the goal of decreasing the number of teen injuries and deaths from vehicle crashes.	Paola Police Department/ USD 368	Free (through KTSRO)	N/A	Short-term	Implement by 2026-2027 School Year
Young Drivers	Graduated Driver Licensing (GDL) Awareness Toolkits	Order and distribute GDL Awareness toolkits to adults of new drivers. The toolkit was designed in partnership with KDOT, Kansas Department of Revenue, Kansas State Department of Education, Safe Kids Kansas and the Kansas Highway Patrol. The kit is used primarily for driver's education parent meetings, presentations at service organization and local community groups.	City Health Department	Free (through KTSRO)	N/A	Short-term	Implement by 4th Quarter 2026
Young Drivers	Kansas Driver Education Reimbursement Grants	KDOT has established a pilot Driver Education Reimbursement Grant program to provide financial assistance (up to $200 per eligible student) to driver's education programs to help individuals who may otherwise not have been able to participate. Promote this grant program to USD 368 and with major employers.	USD 368 / Private Driver's Education Programs	Free (through KTSRO)	N/A	Short-term	Implement by 4th Quarter 2026
Young Drivers	KHP AAA Driver Improvement Program	Coordinate with Kansas Highway Patrol (KHP) and local Public Resource Officers to promote KHP's AAA Driver Improvement Program. This program provides a fresh awareness of driver safety with an emphasis in managing visibility, time, and space. Students and employers may be eligible for discounted insurance premiums upon completion of the program.	USD 368	$20/person	N/A	Short-term	Implement by 4th Quarter 2026
Young Drivers	Annual National Driving Schools in Kansas City Metro Area	Promote and support registration of new drivers to participate in either of the two national driving schools hosted in Kansas City each summer: (1) Ford Driving Skills for Life and (2) B.R.A.K.E.S. Teen Driving School	Major Employers	Free (may require deposit)	N/A	Short-term	Implement by 4th Quarter 2026
Distracted Driving Speeding Seatbelts	High Visibility Enforcement and Education Campaign	Conduct saturation patrols featuring a large number of law enforcement officers patrolling a specific area, looking for drivers who are distracted, excessively speeding, or not wearing seatbelts (including passengers) at predetermined locations. These patrols and checkpoints usually take place at locations where distracted driving and speeding crashes commonly occur. These efforts should be publicized conducted regularly, as part of an ongoing program. Coordinate with Miami County Police department and KHP.	City Police Department	TBD, possible current constraints with staffing	N/A	Medium-term	Implement by 1st Quarter 2027

Table 11: Focus Area Description and Measures


MILOS