Garden City Transportation Safety Action Plan

Prepared by:

WILSON & COMPANY

TRANSYSTEMS

Kimley»Horn

March 2025

Thank you!

Elected Leadership

Roy Cessna, Mayor
Tom Nguyen, Vice Mayor
Bryce Landgraf, Commissioner
Manny Ortiz, Commissioner
Troy Unruh, Commissioner

Task Force

Ingrid Vandervort, KDOT – Bureau of Transportation Safety
Mackenzie Phillips, Finney County
Robert Reece, Finney County
Shane Burns, Garden City Schools
Robin Lujan, Holcomb
Matt Allen, Garden City
Danielle Burke, Garden City
Adam Schart, Garden City / Wilson & Company
Mike Muirhead, Garden City
Tyler Patterson, Garden City
Lisa Mussman, KDOT – Public Affairs
David Sporn, Oberlin – City Administrator
Brock Sloan, Oakley – City Administrator
Bradley Pendergast, Scott City
Katie Eisenhour, Scott City – Economic Development
Gary Bennett, KDOT
C.W. Harper, Finney County, Haskell County, Seward County
Rusty Varnado, Liberal

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Project Introduction

The safety of our communities is of utmost importance, and it is essential that we work together to ensure the well-being of residents, workers, and visitors along the U.S. 83 corridor and throughout the communities along the highway. U.S. 83 serves as major transportation artery, connecting communities and facilitating the movement of goods and people. However, with increased traffic and changing demographics, it is crucial that we proactively address safety issues to prevent crashes, injuries, and loss of life.

Garden City, in collaboration with the U.S. 83 Coalition, completed this Comprehensive Safe Streets for All Action Plan (CSAP) to reduce fatalities and serious injuries. This CSAP fits within a family of plans that cover six counties and six cities along the U.S. 83 corridor (Figure 1), as well as a plan for the corridor itself. This plan was funded through a federal Safe Streets and Roads for All (SS4A) grant, with the ultimate intent of eliminating fatalities and serious injuries from vehicular crashes. This plan incorporates comprehensive data analysis to identify high-risk areas, assess traffic patterns, and evaluate existing infrastructure in Garden City. With this information, evidence-based strategies have been identified that focus on education, enforcement, and infrastructure improvements to address the specific safety challenges faced in our community.

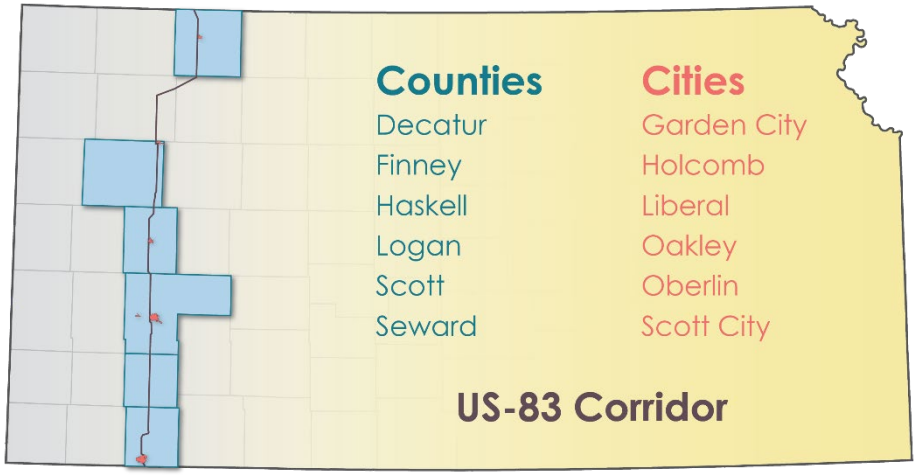


Figure 1 - U.S. 83 Corridor Communities

Commitment to Collaboration and Safety

By collaborating and pooling our resources, we are addressing the unique challenges and concerns faced in Garden City while implementing cohesive strategies to enhance safety along U.S. 83 and in partner communities along the corridor. The U.S. 83 Coalition recognizes the need for a coordinated effort to identify and prioritize safety concerns, and to develop strategies that will mitigate risks and improve overall safety along U.S. 83 and within the communities along the route.

The success of this Safety Action Plan relies on the commitment and active participation of all stakeholders in the US. 83 Safety Coalition. Through this Safety Action Plan, the Coalition fosters collaboration among the counties and cities along the corridor. By bringing together local government officials, law enforcement agencies, transportation authorities, and community organizations, we can leverage our collective expertise and resources to implement targeted safety initiatives.

By working together, we can promote a culture of safety and ensure that our communities are safe places to live, work, and visit. Through regular communication, sharing of best practices, and ongoing evaluation of our initiatives, we will continuously strive to improve safety in Garden City. The city is dedicated to fostering collaboration, innovation, and a proactive approach to addressing safety concerns, and we look forward to making a positive impact on the well-being of our community.

Safe System Approach

The Safe System Approach (Figure 2) is a framework that addresses roadway safety through principles established by the U.S. Department of Transportation (USDOT). These principles are grounded in innovative ideas and approaches aimed at eliminating fatal and serious roadway injuries. The Safe System Approach principles include:

- Deaths and serious injuries are unacceptable;
- Humans make mistakes;
- Humans are vulnerable;
- Responsibility is shared;
- Safety is proactive;
- And redundancy is crucial

Figure 2 - Safe System Approach

Vision Zero Concept

Vision Zero is a multidisciplinary approach aimed at eliminating all traffic fatalities and serious injuries on transportation networks while increasing safety, health, and equitable mobility for all (detailed in Figure 3). Vision Zero supports the USDOT's National Roadway Safety Strategy and the Kansas Strategic Highway Safety Plan's Drive to Zero campaign.

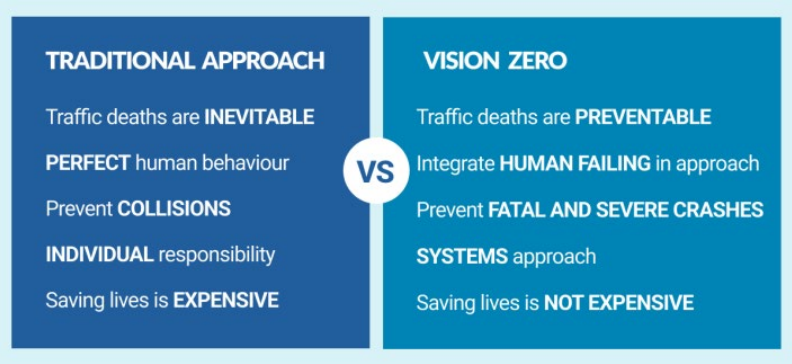


Figure 3 - Vision Zero Concept

Plan Organization

The recommendations and strategies in the *Garden City Transportation Safety Action Plan* are the result of in-depth analysis and extensive community outreach. The project team began by reviewing existing conditions and prior planning efforts in Garden City, with a detailed summary available in *Appendix B: Existing Conditions Report*.

Once a comprehensive understanding of current plans and demographics was established, the data was verified and supplemented through input from community members and a Task Force consisting of city staff from municipalities along the U.S. 83 corridor. Additional insights were gathered through surveys and in-person engagement events, which helped refine the final recommendations of this plan. A full record of these engagement activities and survey results is available in *Appendix A: Public Involvement Report*.

These efforts were further combined with crash data analysis and on-the-ground verification to develop road safety audits (RSA) for the highest-risk roadway segments and intersections, the locations of which shown in Figure 4. RSAs were developed for the following locations:

1. Mary Street (*Appendix C*)
2. Kansas Avenue (*Appendix D*)
3. Intersections - Leslie Road & Lareu Road; Schulman Avenue & Lareu Road; U.S. 83 & Schulman Avenue; and U.S. 83 & Spruce Street (*Appendix E*)
4. Talley Trail (*Appendix F*)

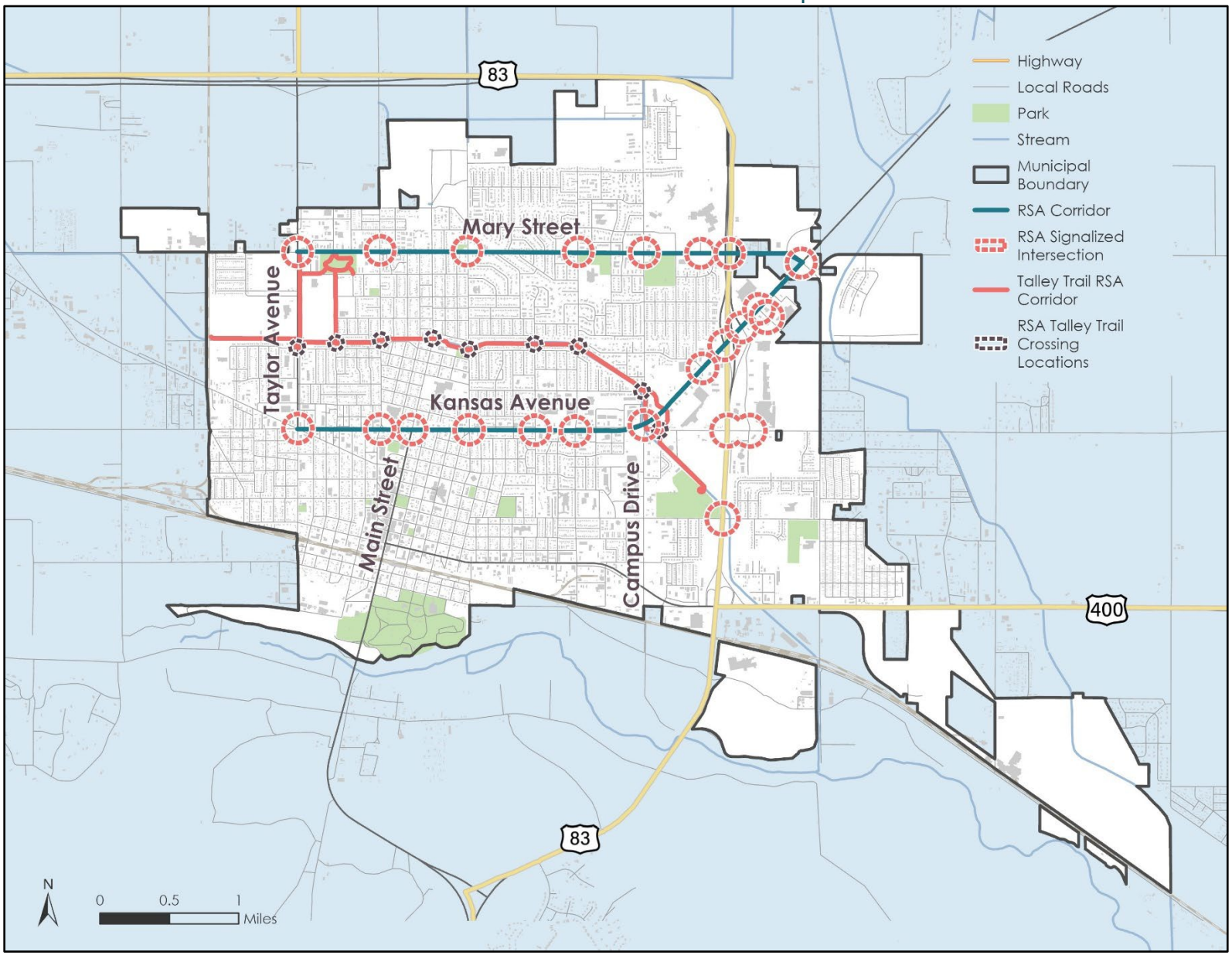


Figure 4 - Road Safety Audit (RSA) locations within Garden City

This 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 Action Plan development, implementation, and monitoring.
3. ***Safety Analysis*** – A comprehensive analysis of existing conditions, historical trends, and risk attributes that provides a baseline level of fatal and serious injuries across Garden City.
4. ***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 Action Plan.
5. ***Equity Considerations*** – Plan development using an inclusive and representative process. 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/or standards to identify opportunities to improve how processes prioritize transportation safety.
7. ***Strategy and Project*** – Identification of a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan.
8. ***Progress and Transparency*** – Method to measure progress over time after an Action Plan is developed or updated.

Leadership Commitment & Goal Setting

(Published in the Garden City Telegram on the 8th day of April, 2025)

RESOLUTION NO. 3175, 2025

A Resolution of the Governing Body of the City of Garden City, Kansas, adopting a Vision Zero Policy, proclaiming Garden City's commitment to end traffic fatalities and serious injury accidents in Garden City, and implementation of a safe streets and roads for all action 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 the City of Garden City joined the cities of Oberlin, Oakley, Scott City, Holcomb, and Liberal and the counties of Decatur, Logan, Scott, Finney, Haskell and Seward 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, Garden City supports the Kansas Department of Transportation's Drive to Zero program and the goals of the Kansas Strategic Highway Safety Plan; and,

WHEREAS, individuals have been tragically killed and injured on the Garden City area roadways; and,

WHEREAS, Garden City recognizes the need for action to increase safety and to prevent deaths and injuries on Garden City 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, Garden City'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,

WHEREAS, Garden City recognizes the need to prioritize hearing from the entire community and supports Vision Zero efforts to address inequities by prioritizing interventions in areas most in need of safety improvements; and,

WHEREAS, Garden City's participation in US-83 Communities Roadway Safety Plan Task Force recognizes the need for action to increase safety and to prevent deaths and injuries on Garden City streets; and,

WHEREAS, Garden City commits to the ongoing collaboration of the US-83 Communities Roadway Safety Plan Task Force to advance a shared vision and future for safety improvements along US-83 and within the individual communities comprising the task force; and,

WHEREAS, Garden City commits to build and sustain leadership, collaboration and accountability in partnership with public health, law enforcement, policy makers, elected officials, and community members in traffic safety work to advance the strategies of the SS4A plan and the Vision Zero policy; and,

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

NOW, THEREFORE, BE IT RESOLVED by the Governing Body of the City of Garden City, Kansas:

1. The City of Garden City commits to Vision Zero by working to address and mitigate the high rate of pedestrian and vehicular fatalities and injuries on Jurisdiction roadways, with the goal of achieving zero fatalities and serious injuries by the year 2045.

2. The Garden City Safe Streets for All Action Plan, attached hereto as Exhibit A, is adopted.

PASSED, APPROVED AND ADOPTED by the Governing Body of the City of Garden City, Kansas, on this 1st day of April, 2025.

CITY OF GARDEN CITY, KANSAS

[Seal]

By Roy Cessna
Roy Cessna, Mayor

ATTEST:

By Celyn N Hurtado
Celyn N. Hurtado, City Clerk

Planning Structure

Planning Structure

The U.S. 83 Communities Roadway Safety Task Force served as the backbone for community engagement during the creation of all the plans within the U.S. 83 Communities Roadway Safety Plan project. The task force consisted of staff and representatives of the participating jurisdictions, including Garden City. The task force met three times throughout the course of the project to share issues in their communities and to discuss solutions to reach the goal of eliminating serious injury and fatal traffic crashes.

U.S. 83 Communities Roadway Safety Task Force		
Meeting Date	**Subject**	**Location**
May 1, 2024	Project Kick-off	Virtual
June 12, 2024	U.S. 83 Summit	Scott City
August 7, 2024	Countermeasures	Virtual

Issues identified by Garden City members of the task force include:

- Concerns about truck traffic, especially at the U.S. 83/54 bypass
- Impacts created by new dairies and feed lots
- Rapid population growth and added traffic
- Specific concerns about roads including Mary St., Kansas Ave., and Schulman Avenue
- Desire for four-lanes on U.S. 83

We strengthen communities, businesses, and families by reducing transportation fatalities and serious injuries.

\- U.S. 83 Communities Roadway Safety Task Force Member

Safety Analysis

Safety Analysis

About Garden City

Garden City, Kansas is one of the largest communities in western Kansas and the seat of Finney County with a population of 28,151. The city is known for vibrant annual events like the Southwest Pro-Am, Kansas' longest-running professional golf tournament, and the Beef Empire Day event that includes activities such as a rodeo, carnival, and parade.

Garden City's transportation network includes a series of U.S. and state highways managed by the Kansas Department of Transportation (KDOT). U.S. 83 is one of the most impactful roadways affecting the city in two key ways: first, by serving as a bypass route that ensures convenient travel, and second, by functioning as a business route that runs through the city, serving as a major commercial corridor. In the southern part of Garden City, U.S. 50 serves as a business route along another significant commercial corridor, joining U.S. 400 at the city's eastern limits. Additionally, Garden City also features the 3.5-mile Talley Trail, which links neighborhoods with key destinations, including two elementary schools and several commercial centers.

Crash Safety Analysis

KDOT data from 2018 to 2022 was used to conduct a safety analysis of Garden City. This analysis assessed various roadway safety conditions and crash trends. Upon completion, the project team reviewed the findings with the Task Force, incorporating their feedback to identify the most vulnerable locations within Garden City.

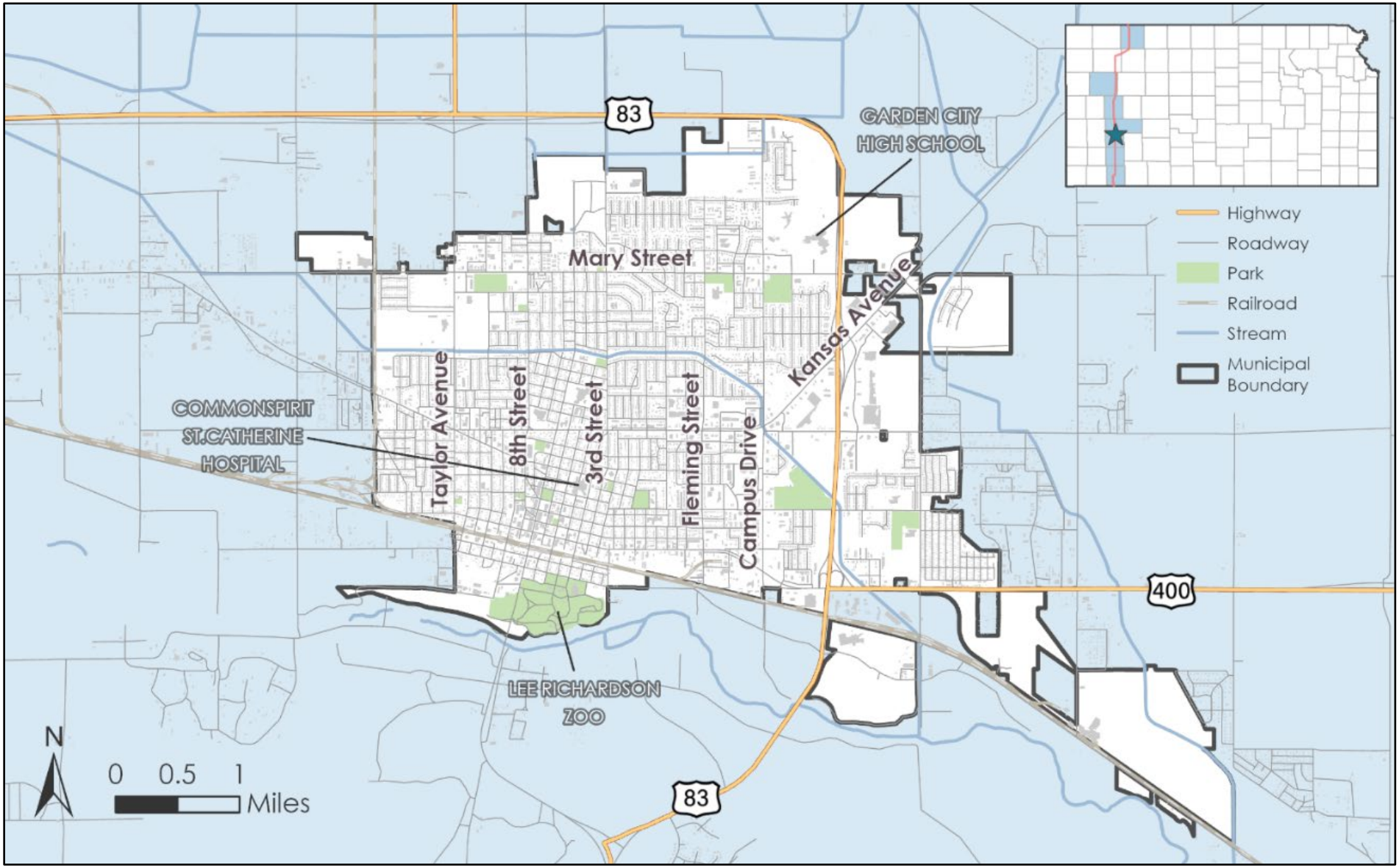


Figure 5 - Garden City Context Map

Crash Summary

Between 2018-2022, Garden City recorded 1,915 crashes, the majority of which were property damage only (81%), followed by injury crashes (17%), and fatal or serious injury (KSI) crashes (2%). The overall number of crashes declined by nearly 50 percent between 2019 and 2020 but increased in the following two years. Notably, 2019 saw the highest total number of crashes, while 2020 saw the lowest. Despite the drop in overall crashes, 2020 accounted for the highest proportion of fatal crashes, with 50 percent of the four fatal crashes occurring that year. Fatal crashes then decreased to zero in both 2021 and 2022. Since the completion of this crash analysis, two additional fatalities have occurred in Garden City. One bicycle and one vehicular. Both incidents occurred on U.S. 83, with one occurring at the intersection of U.S. 83 and Schulman Ave. One of these crash locations was identified on the HIN. These incidents were not included in the original analysis. Table 1 and Figure 6 provide a detailed overview of these crash statistics while Figure 7 shows the concentrations of crashes.

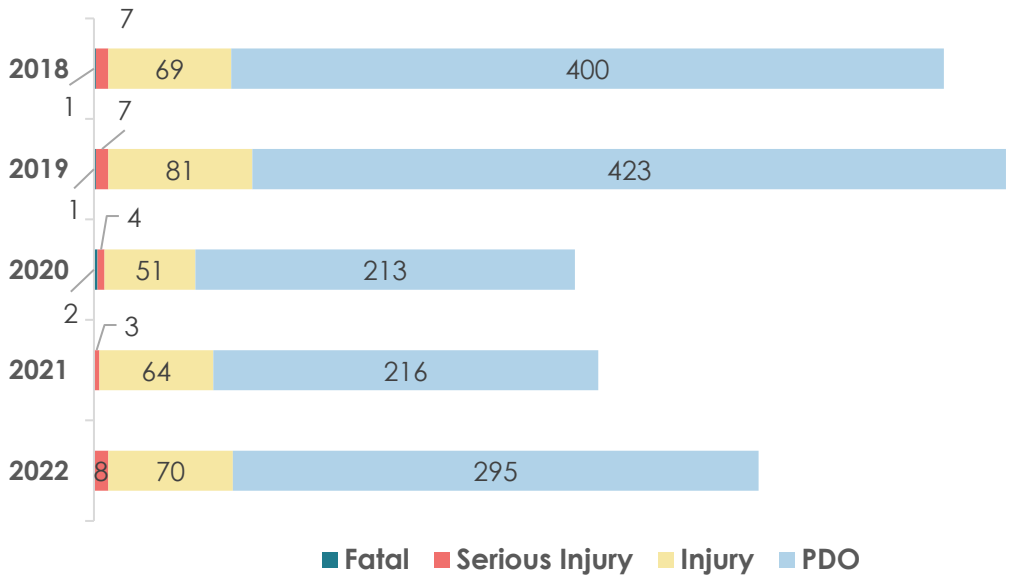


Figure 6 - Garden City Crashes by Severity (2018-2022)

Table 1 - Garden City Crash Summary 2018-2022

Crashes by Year	Fatal Crashes	Serious Injury Crashes	Other Injury Crashes	Property Damage Only Crashes	**Total**
2018	1	7	69	400	**477**
2019	1	7	81	423	**512**
2020	2	4	51	213	**270**
2021	0	3	64	216	**283**
2022	0	8	70	295	**373**
All Crash Totals	**4**	**29**	**335**	**1,547**	**1,915**

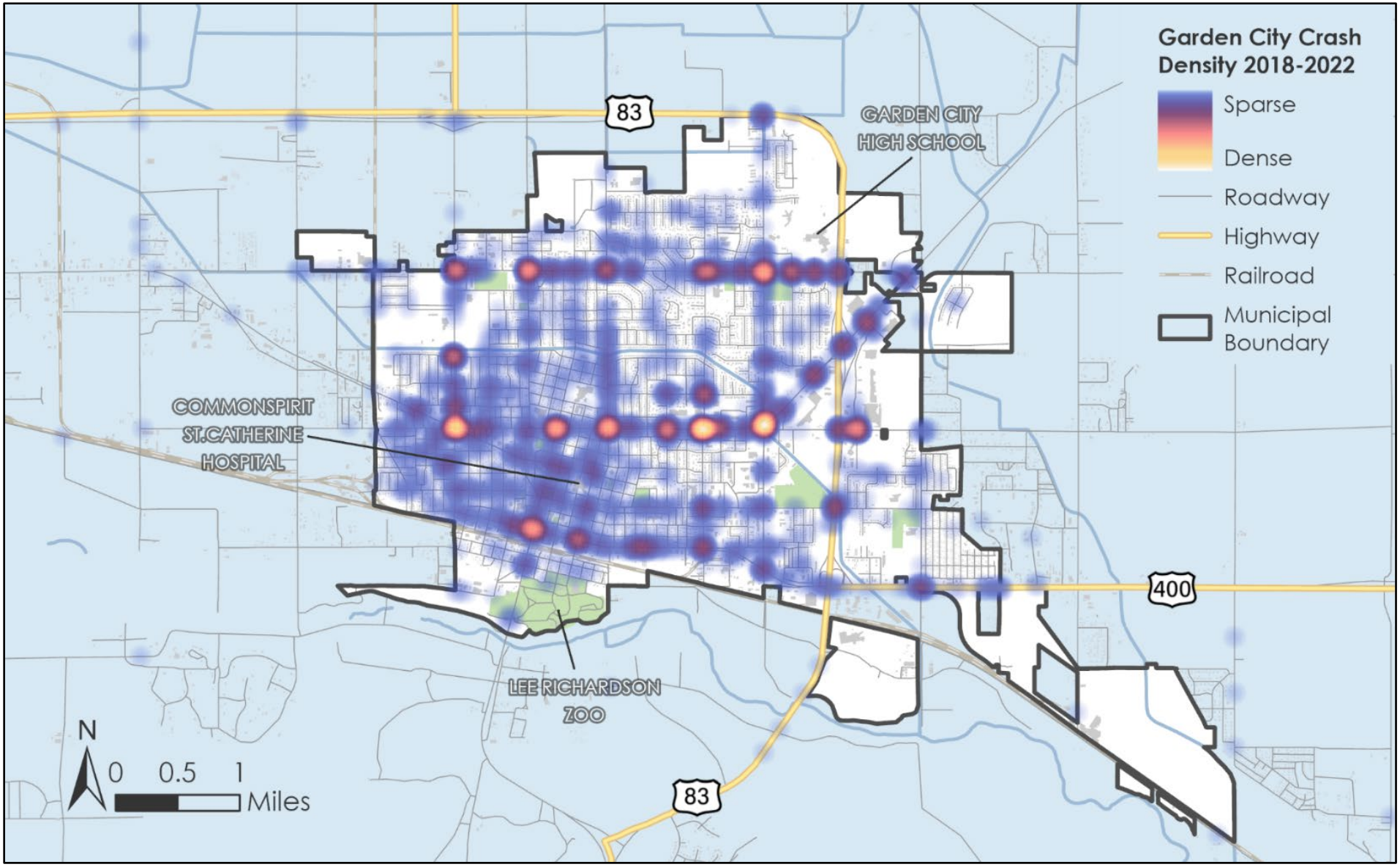


Figure 7 - Crash Density (2018-2022)

Crash Severity

Crashes in Garden City accounted for 65 percent of all crashes in Finney County between 2018-2022. Out of Garden City's 1,915 crashes, 33 resulted in fatal or serious injuries or 2 percent of all crashes. Figure 8 breaks down all crashes during this period by severity for both Garden City and Finney County. A serious injury crash is one that results in disabling injuries, or injuries that prevent walking, driving, or performing activities a person could do prior to the crash. An injury crash involves a non-disabling injury.

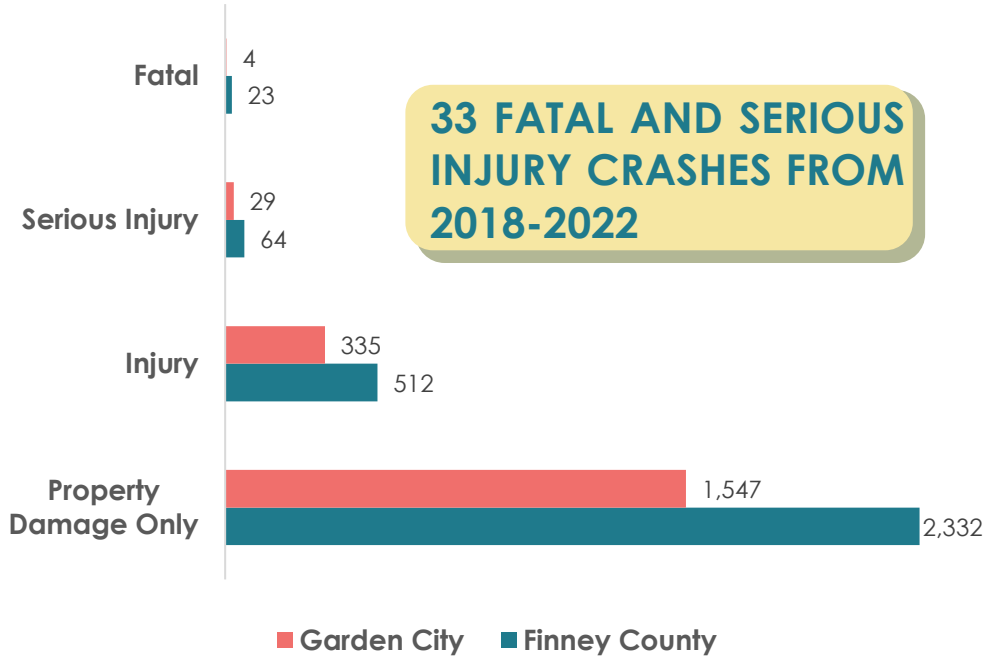


Figure 8 - Garden City vs Finney County Crash Breakdown

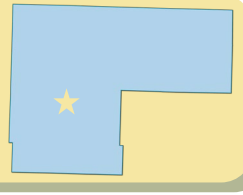
While more than half of all crashes occurred in Garden City, they were less severe compared to Finney County. Almost five times more fatal crashes occurred in Finney County than in Garden City. Similarly, Serious Injury crashes were greater in Finney County (2.2%) than in Garden City (1.5%). While Garden City experiences a higher volume of crashes, they tend to be less severe but still represent a significant burden on road safety. Figure 9 shows the concentrations of crashes that resulted in either serious injury or a fatality.

73% OF THE FINNEY COUNTY POPULATION LIVES IN GARDEN CITY AND 65% OF FINNEY COUNTY CRASHES OCCURRED IN GARDEN CITY

45% OF SERIOUS INJURY CRASHES IN FINNEY COUNTY OCCURRED IN GARDEN CITY

17% OF FATAL CRASHES IN FINNEY COUNTY OCCURRED IN GARDEN CITY

GARDEN CITY MAKES UP 0.8% OF FINNEY COUNTY'S LAND AREA



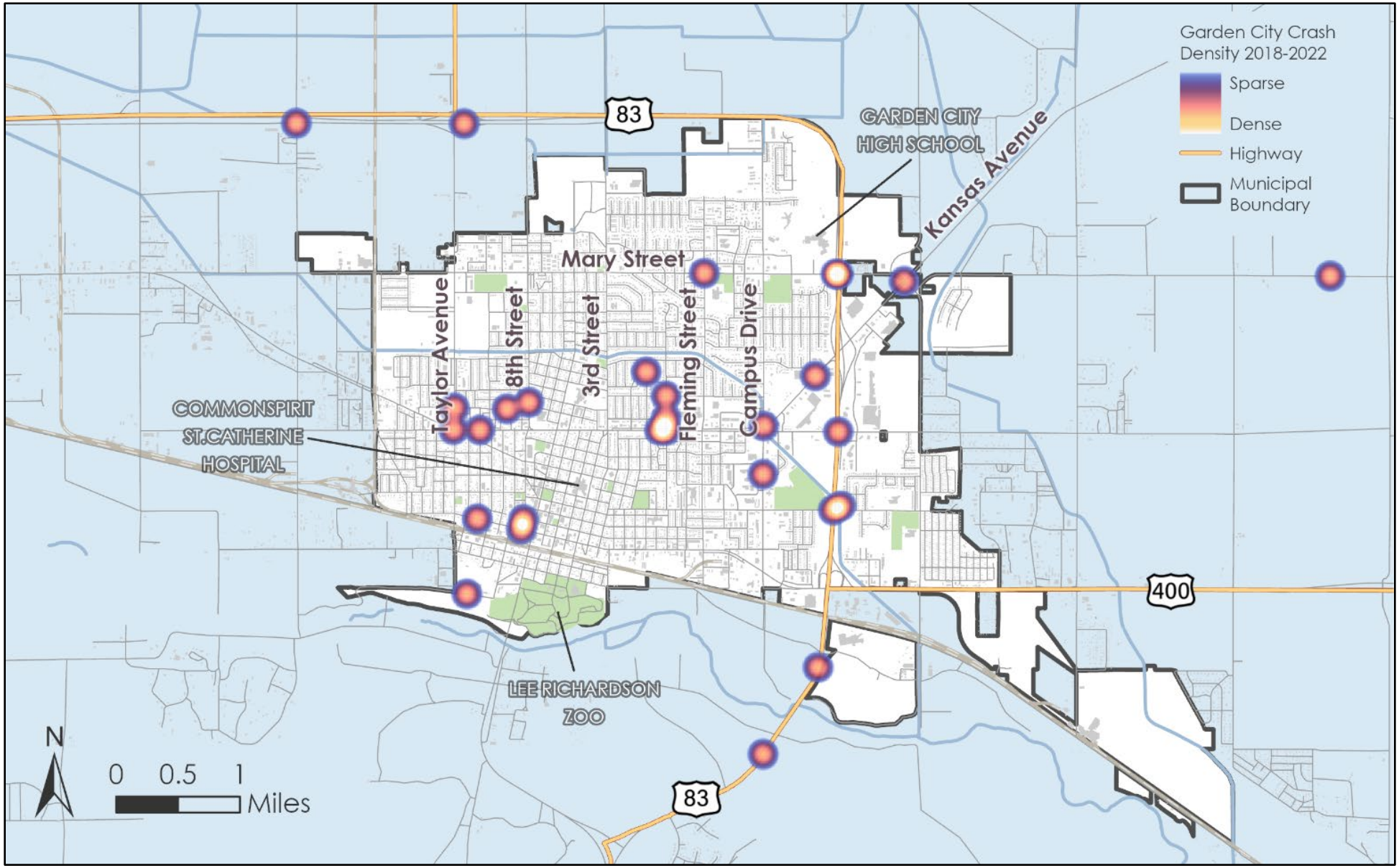


Figure 9 - Garden City Fatal and Serious Injury (KSI) Crash Map (2018-2022)

Crashes by Location

The most severe crashes are concentrated along the U.S. 83 corridor where three of the four fatal incidents occurred during the study period. In 2023, two additional fatal crashes occurred on U.S. 83; however, these crashes were not included in the analysis. The Kansas Avenue corridor, the hub of commercial activity in Garden City, had a high concentration of severe crashes over the five-year period. This may partly be due to the numerous access points serving businesses along the avenue. A more detailed analysis of Kansas Avenue can be found in *Appendix D*. Notably, 76 percent of crashes resulting in fatal or serious injuries occurred on local roads during the five-year period. Figure 10 shows the locations of fatal and serious injury crashes.

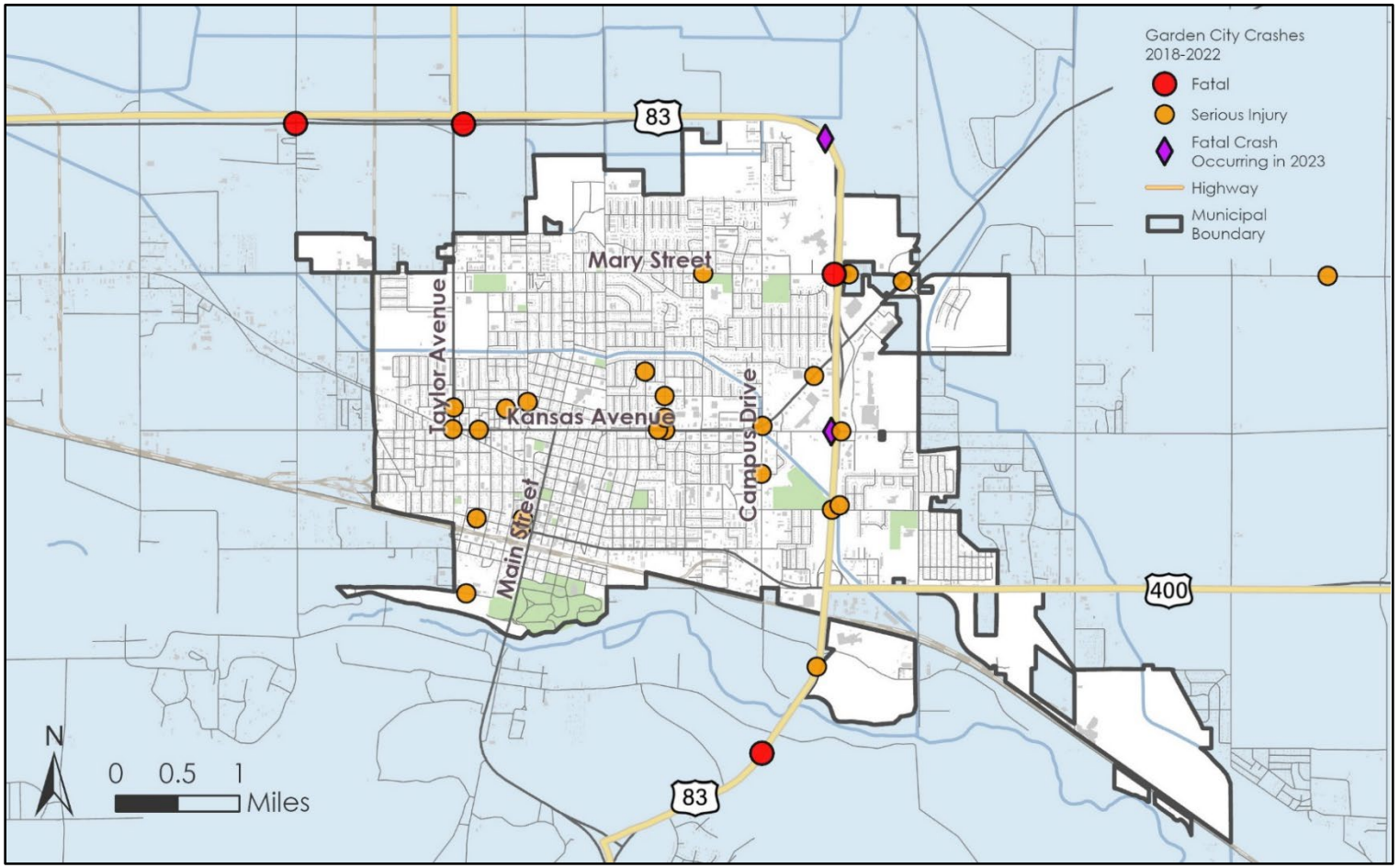


Figure 10 - Garden City Fatal and Serious Injury (KSI) Crash Locations (2018-2022)

Crashes by Crash Type

Two types of crashes dominate both injury and non-injury occurrences, angle-side Impact and single car crashes. Combined these two categories account for 60 percent of all crashes, 100 percent of all fatal crashes, and 76 percent of all serious injuries. Mitigating the risks of these two crash types will have the greatest impact on lowering rates of serious injury and fatalities. More details about the frequency of crash types in Garden City is provided in Table 2 and Figure 11.

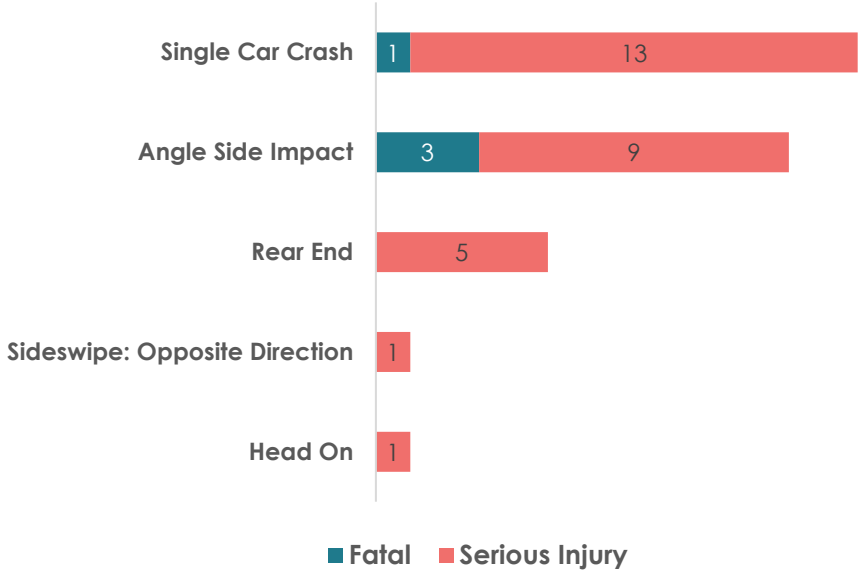


Figure 11 – Fatal and Serious Injury (KSI) Crashes by Type (2018-2022)

Table 2 - Garden City Crashes by Type (2018-2022)

Crash Type	Fatal		Serious Injury		KSI Total		All Crashes	
	#	%	#	%	#	%	#	%
Angle-Side Impact	3	75%	9	31%	12	36.4%	**645**	**33.7%**
Single Car Crash	1	25%	13	44.8%	14	42.4%	**526**	**27.5%**
Rear End	0	0%	5	17.2%	5	15.2%	**460**	**24%**
Sideswipe: Same Direction	0	0%	0	0%	0	0%	**131**	**6.8%**
Head On	0	0%	1	3.5%	1	3%	**65**	**3.4%**
Backed Into	0	0%	0	0%	0	0%	**48**	**2.5%**
Sideswipe: Opposite Direction	0	0%	1	3.5%	1	3%	**36**	**1.9%**
Unknown	0	0%	0	0%	0	0%	**3**	**0.2%**
Other	0	0%	0	0%	0	0%	**1**	**0.1%**
All Crash Totals	**4**	**100%**	**29**	**100%**	**33**	**100%**	**1,915**	**100%**

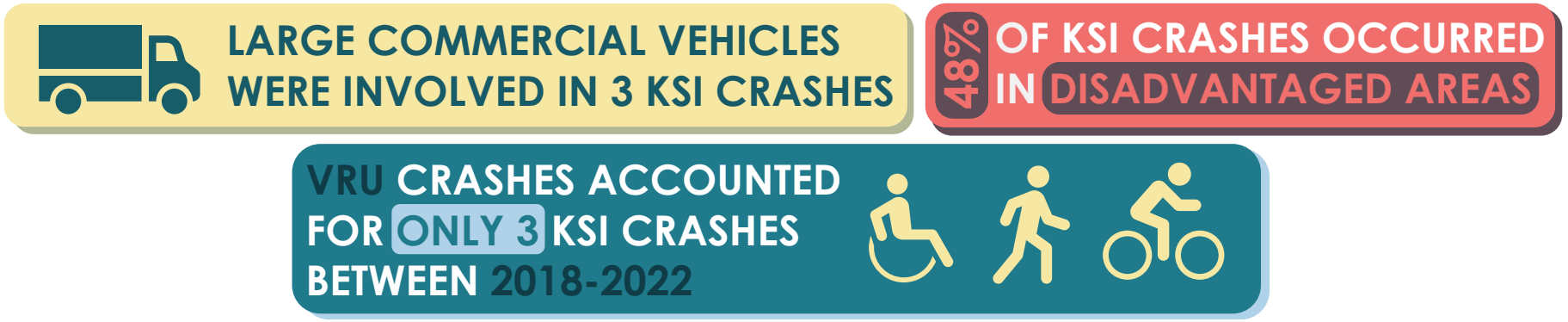
Crashes by Contributing Circumstances

Contributing circumstances are factors or conditions that play a role in causing or exacerbating a crash. These circumstances can involve driver behavior, environmental conditions, vehicle conditions, or roadway features that contribute to the frequency and severity of crashes. It is important to understand these contributing factors so interventions that have the greatest impact on reducing crashes and improving road safety can be implemented.

Table 3 - Garden City KSI Crashes by Contributing Circumstance

Contributing Circumstances	Fatal		Serious Injury		KSI Total	
	#	%	#	#	%	#
Intersections	1	25%	18	62.1%	19	57.6%
Teen Driver Involved	0	0%	10	34.5%	10	30.3%
Older Driver Involved	1	25%	6	20.7%	7	21.2%
Occupant Protection Issue	4	100%	3	10.3%	7	21.2%
Roadway Departures	2	50%	5	17.2%	7	21.2%
Impaired Driving Related	1	25%	3	10.3%	4	12.1%
Large Commercial Vehicle	1	25%	2	6.9%	3	9.1%
VRU	0	0%	3	10.3%	3	9.1%
Pedestrian Involved	0	0%	2	6.9%	2	6.1%

**There is an overlap between these factors, the total is not 100%*



Crashes by Mode

Three of the most common types of vehicles on roadways—automobiles, SUVs, and pickup trucks—are also the most frequently involved in KSI (Killed or Seriously Injured) crashes, collectively accounting for 75.8 percent of all such incidents. Pickup trucks, while involved in 21.1 percent of all crashes, are responsible for 50 percent of fatalities. In contrast, automobiles are involved in over twice as many crashes as pickup trucks but have resulted in no fatalities and only four serious injuries. Although motorcycles, tractor-trailers, and ATVs are involved in fewer crashes overall, they have significantly higher rates of fatal and serious injuries.

Table 4 - Crashes by Mode of Transportation (2018-2022)

Transportation Mode	Fatal		Serious Injury		KSI Total		All Crashes	
	#	%	#	%	#	%	#	%
Automobile	0	0%	11	37.9%	11	33.3%	**860**	**44.9%**
Pickup Truck	2	50%	7	24.1%	9	27.3%	**404**	**21%**
SUV	1	25%	4	13.8%	5	15.2%	**361**	**18.8%**
Motorcycle	0	0%	3	10.3%	3	9.1%	**13**	**0.7%**
Tractor-Trailer	1	25%	1	3.5%	2	6.1%	**19**	**1%**
ATV	0	0%	1	3.5%	1	3%	**2**	**0.1%**
Van	0	0%	1	3.5%	1	3%	**100**	**5.2%**
Unknown	0	0%	1	3.5%	1	3%	**113**	**5.9%**
Camper - RV	0	0%	0	0.00%	0	0.00%	**1**	**0.1%**
Other Bus	0	0%	0	0.00%	0	0.00%	**1**	**0.1%**
School Bus	0	0%	0	0.00%	0	0.00%	**1**	**0.1%**
Single Large Truck	0	0%	0	0.00%	0	0.00%	**19**	**1%**
Train	0	0%	0	0.00%	0	0.00%	**1**	**0.1%**
Transit Bus	0	0%	0	0.00%	0	0.00%	**3**	**0.2%**
Truck and Trailer	0	0%	0	0.00%	0	0.00%	**17**	**0.9%**
All Crash Totals	**4**	**100%**	**29**	**100%**	**33**	**100%**	**1,915**	**100%**

Vulnerable Road Users

A Vulnerable Road User (VRU) is anyone at higher risk on the road who is not in a motor vehicle, such as pedestrians, bicyclists, and other non-motorized users like scooter or skateboard riders. Motorcyclists are not included in this definition. Among VRUs, bicyclists and pedestrians are particularly vulnerable, with a significantly higher likelihood of sustaining serious or fatal injuries in crashes. Table 5 illustrates the proportion of VRU crashes relative to overall crash severity. In Garden City, VRUs accounted for approximately 1.3 percent of all crashes but represented 9 percent of fatal or serious injury crashes. Figure 13 shows the location of all VRU involved crashes between 2018 and 2022.

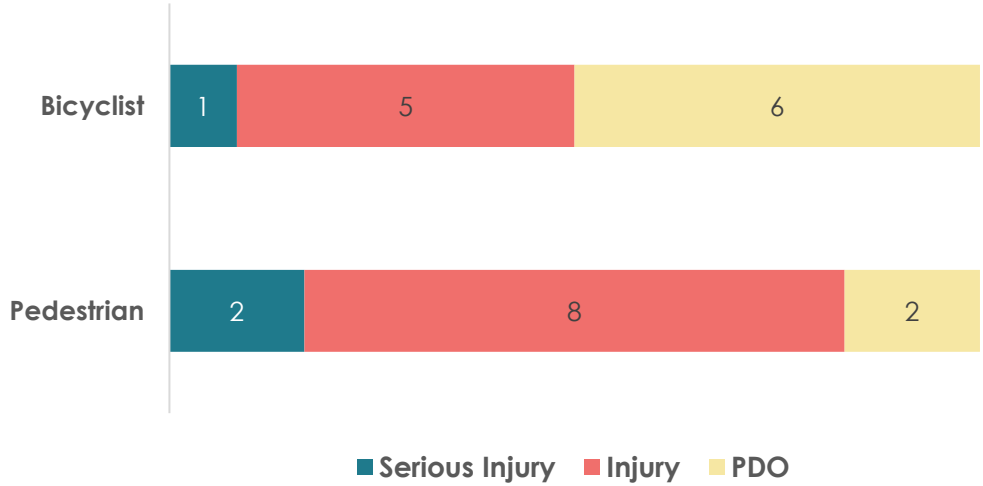


Figure 12 - VRU Crash Summary (2018-2022)

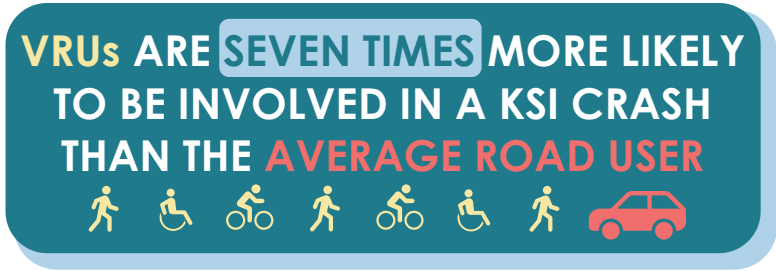


Table 5 - VRU Crash Summary (2018-2022)

VRU	Fatal		Serious Injury		KSI Total		All Crashes	
	#	%	#	%	#	%	#	%
Pedestrian	0	0%	2	6.9%	2	6.1%	**12**	**0.6%**
Bicyclist	0	0%	1	3.5%	1	3%	**12**	**0.6%**
All VRU	**0**	**0%**	**3**	**10.3%**	**3**	**9.1%**	**24**	**1.3%**
All Crash Totals	**4**	**100%**	**29**	**100%**	**33**	**100%**	**1,915**	**100%**

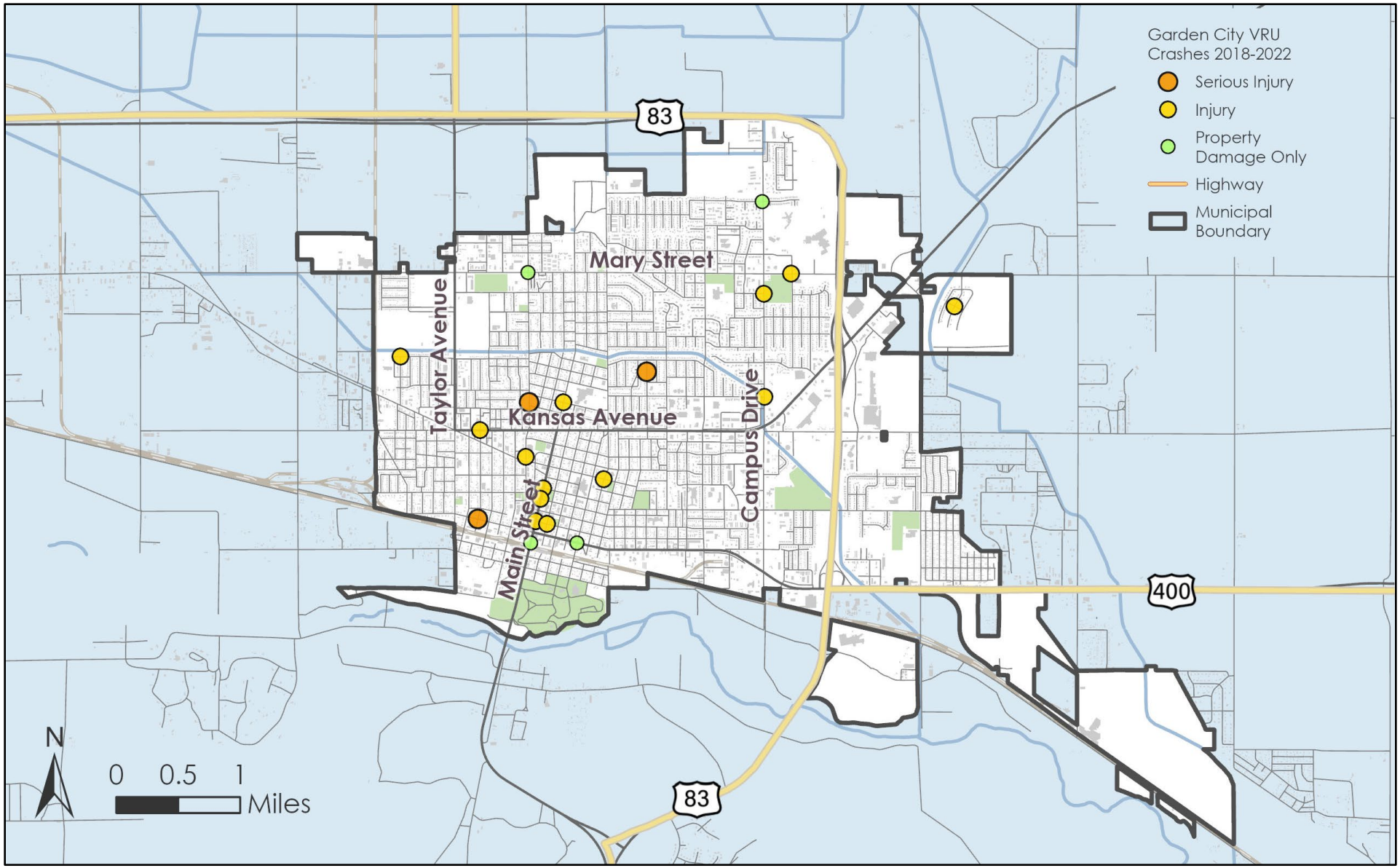


Figure 13 - Garden City VRU Involved Crash Map (2018-2022)

Priority Network (High Injury and High-Risk Network)

What is a High Injury Network (HIN)?

The HIN identifies high injury road segments and intersections based on a crash severity weighting formula which weights injury, serious injury, and fatal crashes progressively more heavily than property-damage only crashes. This analysis is based on a ten year data set from 2013 through 2022. The High-Risk Network (HRN) identifies road segments and intersections with a higher likelihood of fatal or serious injury crashes. This analysis is influenced by various risk factors such as road conditions, traffic congestion, environmental conditions, etc.

The Priority Network was created by integrating findings from two key safety analyses—the HIN and HRN—along with community feedback. It categorizes road segments and intersections into various priorities based on data from the HIN and HRN analyses, where priority 1 is the **highest priority** and priority 4 is the **lowest priority**. These findings are further cross-referenced with locations highlighted by the community during public engagement. The priority categories are defined as follows:

- **Priority 1** includes corridors and intersections that scored level 5 on both the HIN and HRN and identified by the community
- **Priority 2** includes corridors and intersections identified as level 5 on either the HIN or the HRN and identified by the community
- **Priority 3** includes corridors and intersections identified as level 4 on both the HIN and HRN and identified by the community
- **Priority 4** includes corridors and intersections identified as level 4 or higher on the HIN or the HRN

The Garden City Priority Network

The Priority Network analysis revealed that a significant proportion of crashes in Garden City occurred on a small percentage of roads within what has been designated as the priority network. Specifically, 25 percent of VRU crashes, 15 percent of fatal and serious injury crashes, and 17 percent of all crashes during the study period in Garden City occurred in this network. Therefore, investing in safety improvements along the priority network is likely to have the greatest impact on the overall safety of travelers in Garden City.

The priority network, shown in Figure 14, consists of both corridors and intersections. A total of 13 corridors were identified, spanning local roads as well as state and U.S. highways. These corridors have speed limits ranging from 25 mph to 55 mph, with an average of 30 mph. A majority are on the state highway system, either managed by the Kansas Department of Transportation (KDOT) or by the City as a City Connecting Link. Additionally, ten intersections were identified, seven of which (70%) are located on a priority network corridor.

Additional information about the methodology for how the HIN, HRN, and Priority Network were developed is available in *Appendix G, Network Methodology*.

Table 6 - Garden City Priority Corridor Summary

Garden City Priority Corridors				
Corridor Name	**Priority Level**	**Length (Miles)**	**Start**	**Stop**
Mary Street	Level 1	0.5	U.S. 83	Koster Street
W Kansas Avenue	Level 2	0.3	10th Street	Taylor Avenue
Buffalo Jones Avenue	Level 2	0.4	9th Street	Kansas Avenue
E Fulton Plaza	Level 2	0.4	E Fulton Plaza	Fleming Street
Fulton Street	Level 2	0.6	Campus Drive	Fleming Street
Old Lovers Lane	Level 2	0.3	Heritage Avenue	JC Street
U.S. 83	Level 3	0.3	Mary Street	On-Ramp
U.S. 83	Level 4	0.6	Mary Street	Kansas Avenue
Kansas Avenue	Level 4	0.6	Fleming Street	Campus Drive
4th Street	Level 4	0.4	Cedar Street	Pony Street
Walnut Street	Level 4	0.6	7th Street	Evans Street

Table 7 - Garden City Priority Intersection Summary

Garden City Priority Intersections	
Intersection Name	**Priority Level**
U.S. 83 SB Ramps & Mary Street	Level 2
Kansas Avenue & Mildred Street	Level 2
Buffalo Jones Avenue & Herald Avenue	Level 2
Kansas Avenue & Fleming Street	Level 2
Kansas Avenue & Campus Drive	Level 2
U.S. 83 Bypass & Schulman Avenue	Level 2
4th Street & Walnut Street	Level 2
U.S. 83 Bypass & Spruce Street	Level 2
Taylor Avenue & Mary Street	Level 3
U.S. 83 NB Ramps & Mary Street	Level 3

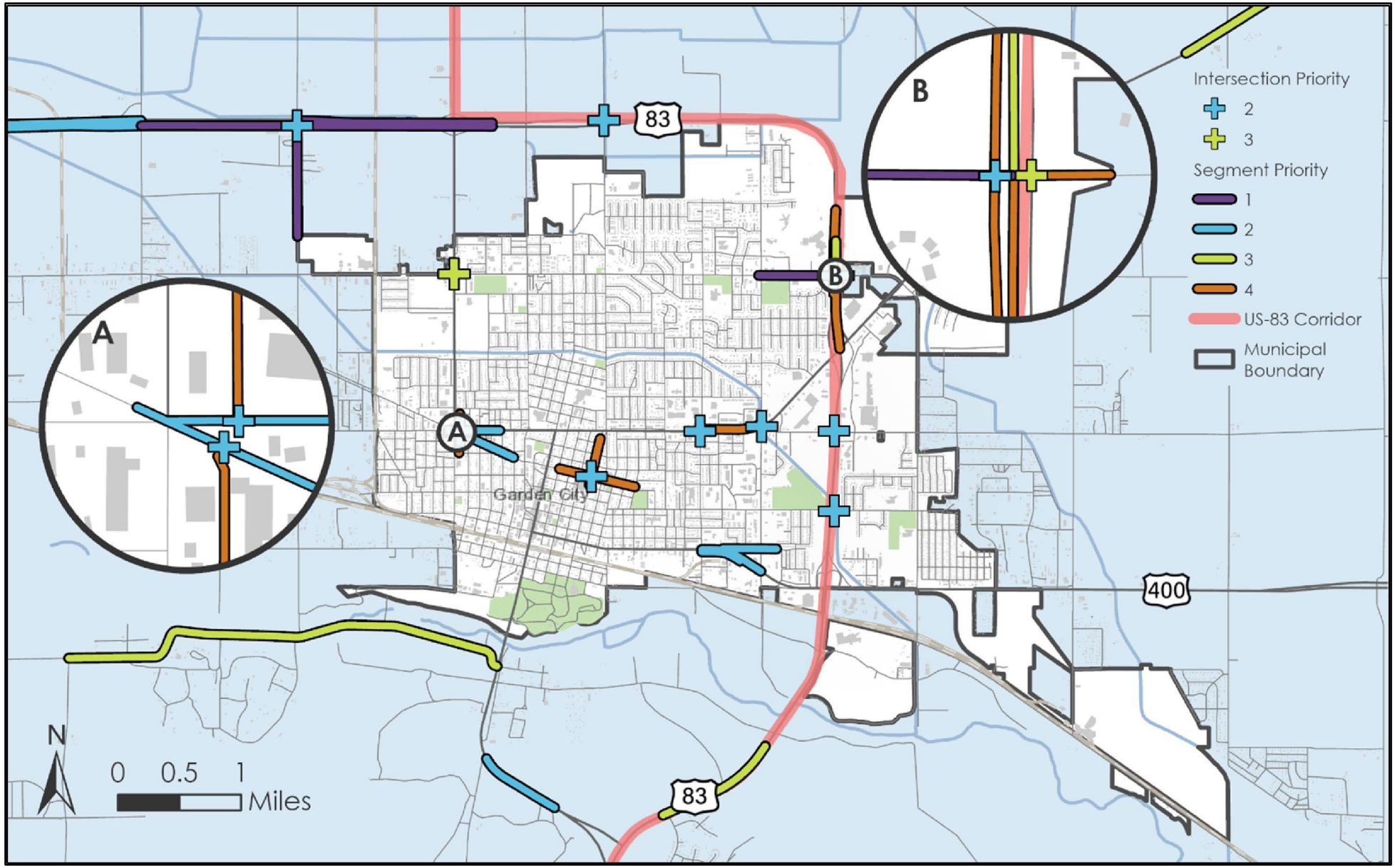


Figure 14 - Garden City Priority Network Map

Priority Emphasis Areas

Contributing Circumstance Matrix (Fatal + Serious Injury Crashes, 2018-2022)													
Garden City	*Mid-Sized Communities*	*Finney County*	*Garden City*	*Study Area Total*	*State*	*Intersections*	*Roadway Departures*	*Occupant Protection Issue*	*Older Driver Involved*	*Teen Driver Involved*	*Impaired Driving Related*	*Pedestrian Involved*	*Cyclist Involved*
KSI Crash Count	65	87	33	202	7787	19	7	7	7	10	4	2	1
Intersections	35	31	19	73	2383	19	0	4	6	6	1	1	1
Roadway Departures	15	31	7	98	3407	0	7	5	1	2	1	0	0
Occupant Protection Issue	17	24	7	82	2233	4	5	7	2	2	2	0	0
Older Driver Involved	10	11	7	25	1433	6	1	2	7	1	1	0	0
Teen Driver Involved	18	17	10	42	1123	6	2	2	1	10	1	1	0
Impaired Driving Related	6	10	4	24	1433	1	1	2	1	1	4	0	0
Pedestrian Involved	4	4	2	9	776	1	0	0	0	1	0	2	0
Cyclist Involved	2	2	1	6		1	0	0	0	0	0	0	1

Figure 15 - Garden City Contributing Circumstances Matrix

Emphasis Areas

Intersections

Intersection crashes are the most frequent and hazardous type of collision in Garden City. From 2018 to 2022, 19 fatal and serious injury (KSI) crashes occurred at intersections, underscoring the significant risks associated with these locations. The complex nature of intersections, where multiple travel paths intersect, makes them especially prone to crashes. This high rate of occurrence emphasizes the need for improved safety measures. Potential improvements include adding traffic control devices, enhancing signage, and making design adjustments to reduce conflict points.

Older and Younger Drivers

Crashes involving young drivers (18 years and younger) and older adults (65 years and older) represent a significant portion of crashes in Garden City. Specifically, 10 KSI crashes involved young drivers, and seven KSI crashes involved older drivers. Younger drivers, due to inexperience and often limited driving education, are at a higher risk of being involved in crashes. Conversely, as drivers age, their reaction times, vision, and cognitive abilities can decline, increasing the likelihood of a crash. Both age groups face unique challenges that contribute to their vulnerability on the road. Implementing targeted education and training programs and designing roadways that account for these drivers' needs can help mitigate the risks they face.

Roadway Departures

In Garden City, seven KSI crashes were caused by roadway departures, making it one of the most common contributing factors to severe collisions. These crashes occur when a vehicle leaves its designated lane, crossing either the edge line or centerline. Contributing factors often include excessive speed, roadway design elements such as narrow shoulders and sharp curves, impaired or distracted driving, and failure to wear seatbelts. These behaviors not only increase the likelihood of a crash but also heighten the severity of injuries and fatalities. Addressing these risk factors has strong potential to significantly reduce both the frequency and impact of roadway departure crashes in Garden City.

Occupant Protection Issues

Wearing a seatbelt is one of the simplest and most effective ways to reduce the risk of death or serious injury in a crash. However, seven KSI crashes in Garden City were linked to occupant protection issues, primarily due to the failure to wear seatbelts. This is particularly concerning in severe roadway departures and intersection crashes, where unrestrained occupants face a much higher risk of catastrophic outcomes. Encouraging consistent

seatbelt use across all demographics and implementing policies that penalize non-compliance could significantly reduce the severity and frequency of these incidents.

Post Crash Care

Post Crash Care is a critical component of reducing fatalities on the City's transportation network. Approximately 40% of fatal crash victims survive the impact of a crash but die afterwards[1]. Post Crash Care consists of 911 services, first responders (police, fire, and EMS), and emergency medical care. Emergency response in Garden City is performed by Finney County Emergency Medical Services (EMS). Hospital emergency care is provided at St. Catherines Hospital, located in Garden City. St. Catherines is not a designated trauma center, but provides initial trauma response, with flights to Level 1 trauma care in Wichita. In 2025 St. Catherine Hospital is set to become the base for a new CommonSpirit Flight for Life helicopter service. While unlikely to respond to crashes within Garden City, this new service should have a positive impact on post crash care throughout Finney County and Southwest Kansas.

A thorough review of post crash care in Garden City is not undertaken as part of this Action Plan. A review, including but not limited to EMS staffing levels and response times, 911 and first responder training, 911 protocols, ACS trauma care registry participation, and total trauma care, should be conducted to identify opportunities to improve post crash care. While post crash care is primarily outside the direct purview of the City, opportunities may exist for the City to advocate or help advance post crash care.

One step the City could take within its organization is to provide training in 'Stop the Bleed'. The number one cause of preventable death after injury is bleeding, as someone who is bleeding can bleed to death in as little as five minutes[2]. Stop the Bleed is a training anyone can take to learn how to provide life saving care until EMS arrives. Police officers especially should be trained as they are often the first responders on the scene of a crash, however all staff and members of the public have the potential to save a life.

Footnotes: 1. Post Crash Care, FHWA, viewed 08 March 2025, www.transportation.gov/safe-system-approach/post-crash-care
2. FAQ, American College of Surgeons, viewed 08 March 2025, www.stopthebleed.org/frequently-asked-questions/

Engagement & Collaboration

Engagement and Collaboration

The *Garden City Transportation Safety Action Plan* prioritizes projects that tackle critical safety challenges faced by local travelers. To build a comprehensive understanding of these issues, the project team implemented an extensive public engagement approach, gathering valuable insights from community stakeholders, first responders, and city leaders. This diverse range of perspectives was crucial for validating safety data, identifying community priorities, and developing a strategic framework focused on achieving zero traffic fatalities and serious injuries. The following strategies and resources played a key role in shaping the *Garden City Transportation Safety Action Plan.*

Public Engagement Process

- Two online surveys were conducted in the summer of 2024 that were promoted via Garden City's social media and targeted Facebook ads. These surveys helped garner community insights on road safety that complemented the ongoing data analysis.

- An interactive map was active on the project website and encouraged users to comment on specific locations where safety was a concern. Participants used a variety of icons to share their experiences along the corridor. Of the responses received, the most frequent mentioned the number of near crashes experienced as well as opportunities for improvements.

- A pop-up engagement event was held at the Garden City Fall Fest on September 21, 2024, attracting around 140 participants. Those who visited the booth had the opportunity to learn about the study and share input on how to best improve roadway safety. The project team provided summary poster boards about the Safe Streets for All program, along with maps that allowed visitors to pinpoint specific locations they thought were unsafe.

Key Takeaways from Public Engagement

Online Survey #1

An online survey was held from May to August 2024. The survey was advertised on Garden City social media channels and through targeted Facebook advertising. A total of 284 survey responses were received from the entire U.S. 83 corridor – 95 of which were members of the Garden City community. Major themes from the survey included:

- *Road Safety Concerns*: Many respondents expressed concerns about inattentive drivers, dangerously high speeds in school zones, and risky intersections. While most respondents said they generally felt safe on Garden City roadways, these factors were identified as a priority for improvements.

- *Impact of Heavy Vehicles*: The presence of heavy trucks is a significant concern, indicating a need for better management of large vehicles on roadways to enhance safety.

- *Infrastructure Needs*: Respondents expressed support to improve U.S. 83 to four lanes that would better facilitate the safe passing of semi-trucks. Beyond U.S. 83, there is a desire for improved road design and infrastructure that will accommodate various vehicle types and users.

- *Paradox of Safety*: While respondents have experienced close calls, their overall feeling of safety on city streets suggests a complex relationship between personal lived experience and perception of community safety.

- *Community Awareness and Engagement*: The responses imply a need for increased community dialogue and engagement around road safety issues, particularly in areas that are perceived as hazardous.

75 percent of survey respondents have been, or have almost been, in a crash in Garden City.

Almost hit multiple times by people not paying attention, attempting to change lanes or turning into oncoming traffic.

Multiple close calls on my motorcycle.

– Survey Respondent

Drivers have concerns about heavy trucks on the roadway.

We really need four lanes as there are so many semi-trucks and people don't like to follow them and will pass them when the road is not clear.

– Survey Respondent

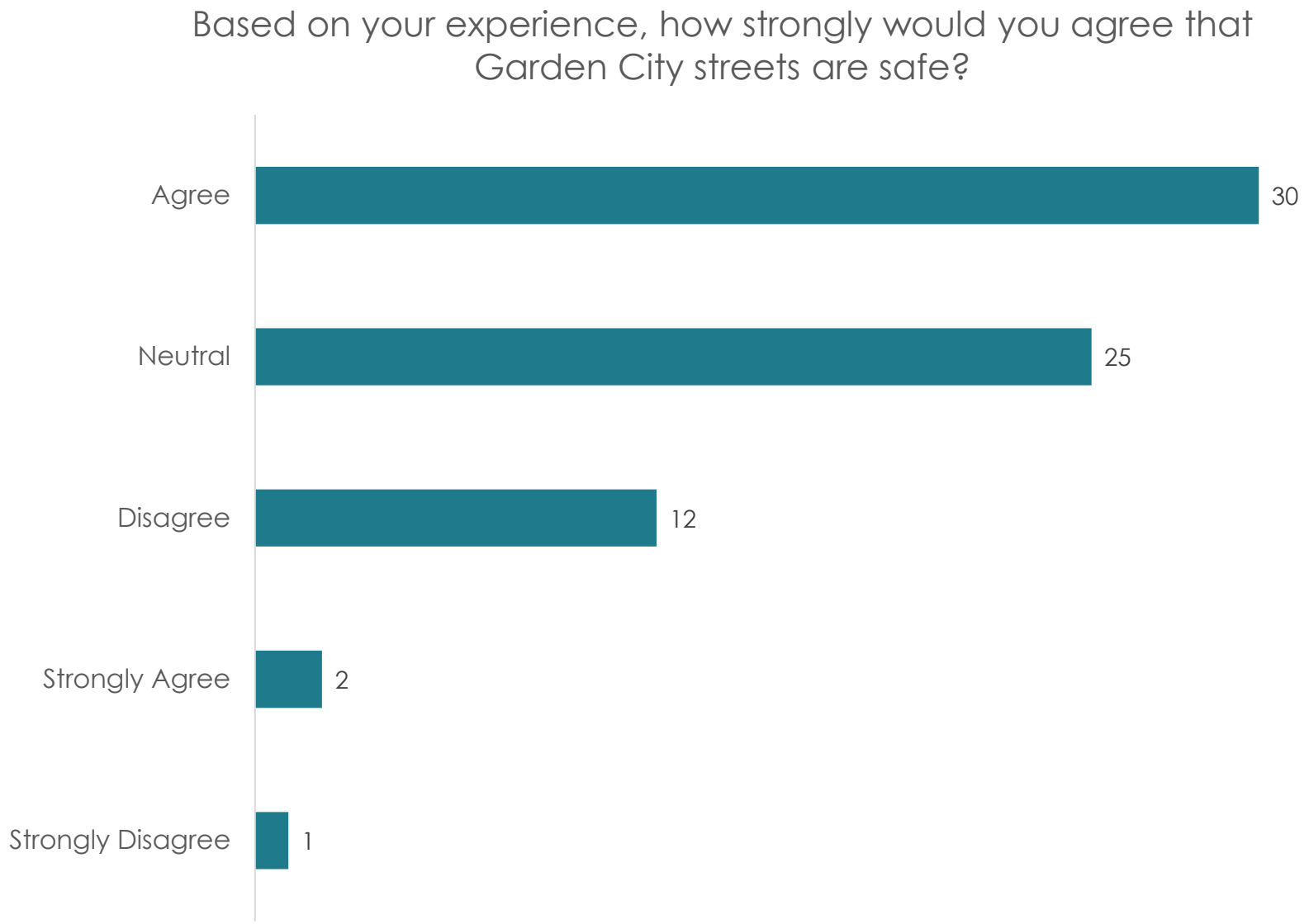
An out of state truck sideswiped us and pushed us off the road due to them not paying attention to the road.

– Survey Respondent

So many large trucks, very dangerous school zones, scary intersections.

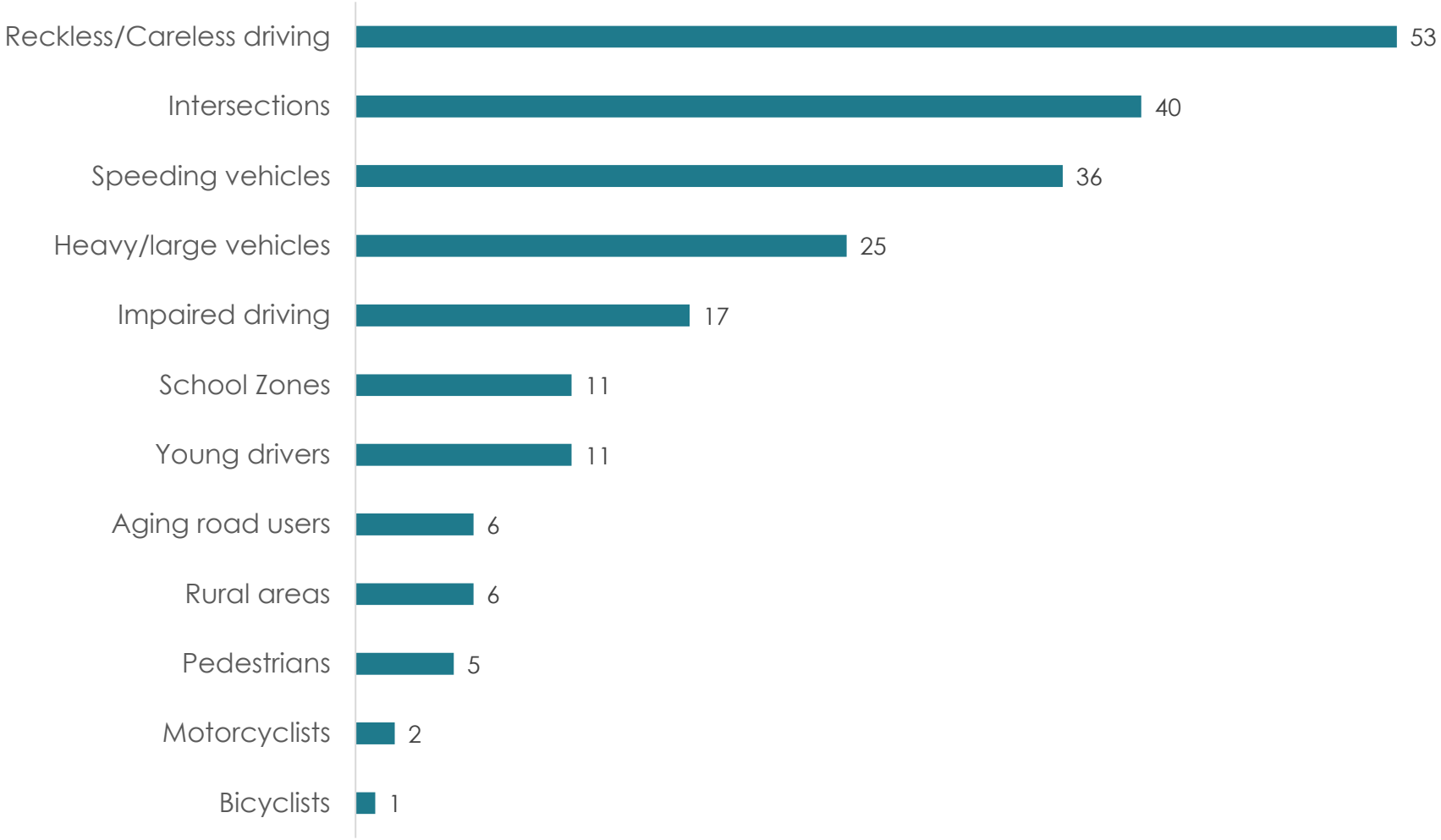
– Survey Respondent

People generally feel safe on Garden City streets.



Garden City community members are most concerned about reckless/careless driving, intersections, speeding vehicles, and heavy/large vehicles.

What is most important to you in addressing street safety?



Interactive Map

There were 15 comments posted on the interactive map on the U.S. 83 Communities Safety Plan website. The most common comment type was for Driver Concern or Opportunity (orange circle with a white car), as 53 percent of the comments. The second most common theme was Near Crash (yellow circle with a white exclamation mark), followed by Bicyclist and Pedestrian Safety Concern or Opportunity (blue circle with a white bicycle).

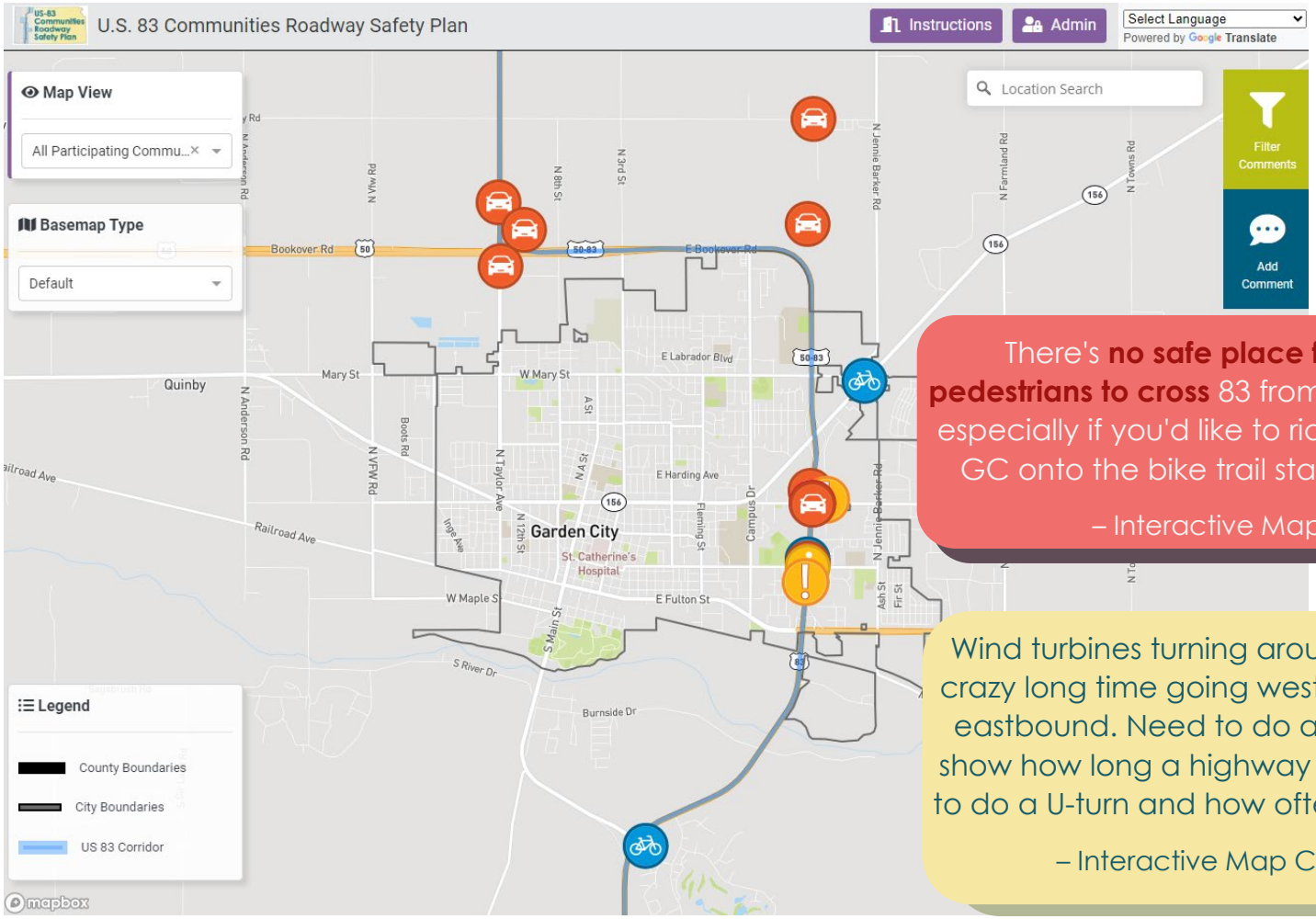


Figure 16 - Interactive Map

Pop-Up Event

A pop-up booth event held at the Garden City Fall Fest on September 21, 2024, identified the following opportunities:

- 10 intersections identified as needing improvement
- Pedestrian and bicyclist improvements at 5 locations
- Speeding and traffic control compliance are major concerns

Figure 17 - Pop-up event at Garden City Fall Fest 2024

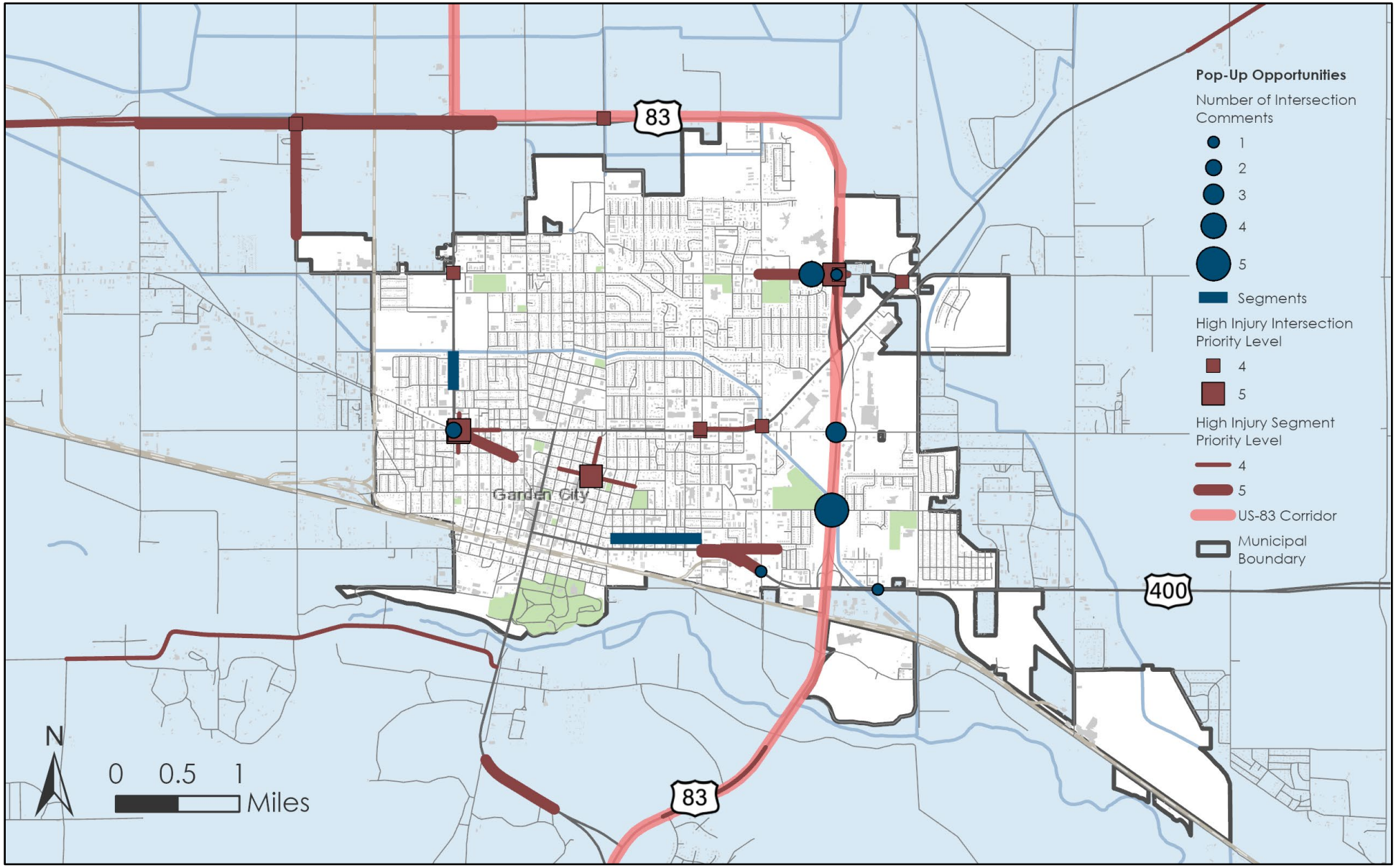


Figure 18 - Pop-Up Event Community Identified Opportunities

Overall themes resulting from comments heard at the Pop-Up Event were:

Infrastructure Improvements: A common theme at the pop-up event was the need for enhanced pedestrian and bicyclist facilities. Suggested improvements—such as safer crossings, wider sidewalks, and dedicated bike infrastructure—are examples of solutions that should be considered.

Roadway Conditions: Concerns about narrow shoulders on U.S. 83 and maintenance issues, such as dips in the road and bumps affecting traffic flow were mentioned by several people.

Traffic Safety and Control: Respondents highlight issues with speeding, drivers running traffic signals, and inadequate traffic control signage in neighborhoods.

Hazardous Intersections: Comments about specific intersections being difficult to navigate - especially at night or during school drop-off and pick-up times were common - improvements to address visibility and signage should be considered.

Traffic Patterns and Confusion: Concerns about unexpected traffic patterns, such as at Mary & Buffalo and confusing signage at interchanges, suggest that clearer traffic management is necessary to enhance driver awareness.

Community Feedback on New Signals: Team members heard positive comments about the new signal at K-156 & Jennie Barker Road.

Overall Maintenance Needs: General maintenance issues with local roads and specific concerns point to a broader theme of the need for ongoing upkeep and safety measures throughout the area.

Online Survey #2

A second online survey was held from September to November 2024. The survey was advertised through targeted Facebook advertising. A total of 91 responses were received from across the U.S. 83 corridor with about 17 percent of responses coming from Garden City. Major themes from the survey included:

- *Transportation Safety Issues*: The safety issue identified as most important, by a significant margin, was the presence of large commercial vehicles, such as semi-trucks. An overwhelming 87 percent of respondents ranked this as either their first or second priority. **Roadway departures** and **intersections** were the second and third highest-ranked safety concerns, with 17 percent and 11 percent of respondents, respectively, selecting them as their top priority. Additionally, a substantial portion of participants identified these issues as their second-largest safety concern.

- *Where Safety Improvements Should be Prioritized*: The survey asked participants to identify the two locations where they believed safety improvements should be prioritized. The top responses were "roads with heavy truck traffic" (69%) and "highways" (46%), reflecting the concerns about large commercial vehicles highlighted in a previous question. The next most common responses were "roads with the most vehicles or highest speeds" (38%) and "roads with the most crashes" (22%).

  Highways, such as U.S. 83, often meet all these criteria, combining heavy truck traffic, high speeds, and frequent crashes. These roads are consistently identified by nearby communities as priority areas for interventions to improve safety and convenience.

- *What Improvements does the Community Want Most*: Survey respondents were asked to identify the three types of safety improvements they most wanted to see implemented in their communities. **Infrastructure maintenance**, such as street repairs, was the top choice, selected by 62 percent of respondents, followed by **intersection improvements**, chosen by 51 percent.

  Many of the top priorities are interconnected. For instance, maintaining road infrastructure and improving intersection safety go hand-in-hand, as well-maintained roads reduce hazards at intersections. Similarly, effective traffic enforcement is more successful on well-maintained roads with clear signage, which helps deter speeding. Improvements to pedestrian crossings and infrastructure accessibility often require road maintenance and design upgrades to create safer, more inclusive spaces for all users. Finally, enhancing

emergency response capabilities relies on accessible, well-maintained roads to ensure quick and efficient access in critical situations.

- *What Else Should We Know*: The final section of the survey invited respondents to share additional thoughts on traffic safety in their communities. A total of 60 comments were received, highlighting heavy truck traffic, the need for passing lanes, and highway widening as primary concerns.

  Heavy truck traffic emerged as the most significant issue, mentioned in 29 comments. Respondents expressed frustration with the impact of large trucks on traffic flow, road conditions, and safety. This concern is closely linked to the identified need for passing lanes and highway expansion, which were cited in 27 comments. Many respondents noted that the lack of safe passing opportunities on two-lane roads leads to congestion and risky driving behaviors, emphasizing the importance of addressing these issues to improve traffic flow and safety.

  While truck traffic and road expansion were the most frequently mentioned concerns, other issues were also raised, albeit less often. These included dangerous intersections, pedestrian safety, poor road conditions, insufficient signage, and traffic law enforcement.

  Overall, the survey underscores the community's view that reducing heavy truck traffic and expanding road infrastructure are critical steps toward enhancing safety, alleviating congestion, and improving overall traffic conditions.

Highway 83 needs widened to 4 lanes or passing lanes added. Too many trucks are impatient and run cars off the road or pass on the shoulder.

Truckers will often make dangerous passing decisions on 83 between Garden & Scott, passing lanes have been something we've been advocating for years.

Equity Considerations

Equity Considerations

In the context of transportation planning and infrastructure projects, equity analysis plays a crucial role in ensuring that resources and interventions are distributed fairly and address the needs of all communities. Equity analysis involves identifying and addressing disparities and inequities in access, mobility, and safety across different demographic groups. Through an equity analysis, areas and populations that may be disproportionately impacted by transportation challenges or have higher rates of traffic crashes were identified.

Several sources of data and information can be used for equity analysis – mainly, demographic data and transportation data. Demographic data includes information on individuals' race, income, age, and disability status. Transportation data includes information on individuals travel patterns, access to transit, and crash data. It is important to gather comprehensive and accurate data to understand the unique challenges faced by different communities.

What constitutes a disadvantaged community can be defined by a variety of attributes, including disparities in employment, access to green space, poverty levels, and homeownership, among others. These attributes are often correlated with other characteristics, such as educational attainment and the percentage of people with low English proficiency in an area. Multiple federal agencies provide tools to assess the level of disadvantage or equity needs facing a community. These tools all rely primarily on census data to identify disadvantaged populations. It is important to note that these tools place emphasis on different attributes depending on the agency's mission.

By integrating equity considerations into the prioritization process, we can help create a more equitable and inclusive transportation system. This approach ensures that interventions are targeted toward areas with the greatest need, while also addressing the specific challenges faced by different communities.

Disadvantaged Census Tracts

The City of Garden City is comprised of 11 Census Tracts, eight of which are considered "disadvantaged" by the Climate and Economic Justice Screening Tool (CJEST), shown in Figure 19. The CJEST tool was created by the Council on Environmental Quality and shows information about the burdens that communities experience at the Census Tract level. A community is disadvantaged if the tract meets the threshold for at least one of eight categories as well as an associated socioeconomic threshold. Those categories include climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

Among the eight census tracts identified as disadvantaged, five meet the low-income socioeconomic threshold. Notably, all census tracts in Garden City—whether classified as disadvantaged or not—face challenges with high school education attainment. Beyond socioeconomic factors, the disadvantaged tracts are affected by five of the eight burden categories: workforce development, legacy pollution, water and wastewater, climate change, and housing. These areas should be prioritized for targeted improvements, especially those that support VRUs.

73%

of Garden City census tracts are considered to be disadvantaged

55%

of Garden City census tracts are considered to be low-income

100%

of Garden City census tracts do not meet high school education attainment standards

Potential impacts of being a disadvantaged tract

- More likely to not have access to a vehicle
- More likely to be reliant on public transport or non-vehicular modes of transportation
- More likely to have longer commute times
- More likely to have adverse health outcomes
- More likely to be exposed to environmental factors and air pollutants

- More likely to have higher rates of poverty, lower wages, or lower educational attainment

How SS4A projects and recommendations can impact those who live in a disadvantaged tract or community

- Potential improvement in access to jobs and daily needs when transportation systems better serve all users
- Potential reduction in air pollution and reduction in vehicle miles traveled
- Improved safety for all users at the most dangerous segments/intersections
- Potential to reduce reliance on an automobile
- Better health outcomes from mode shift

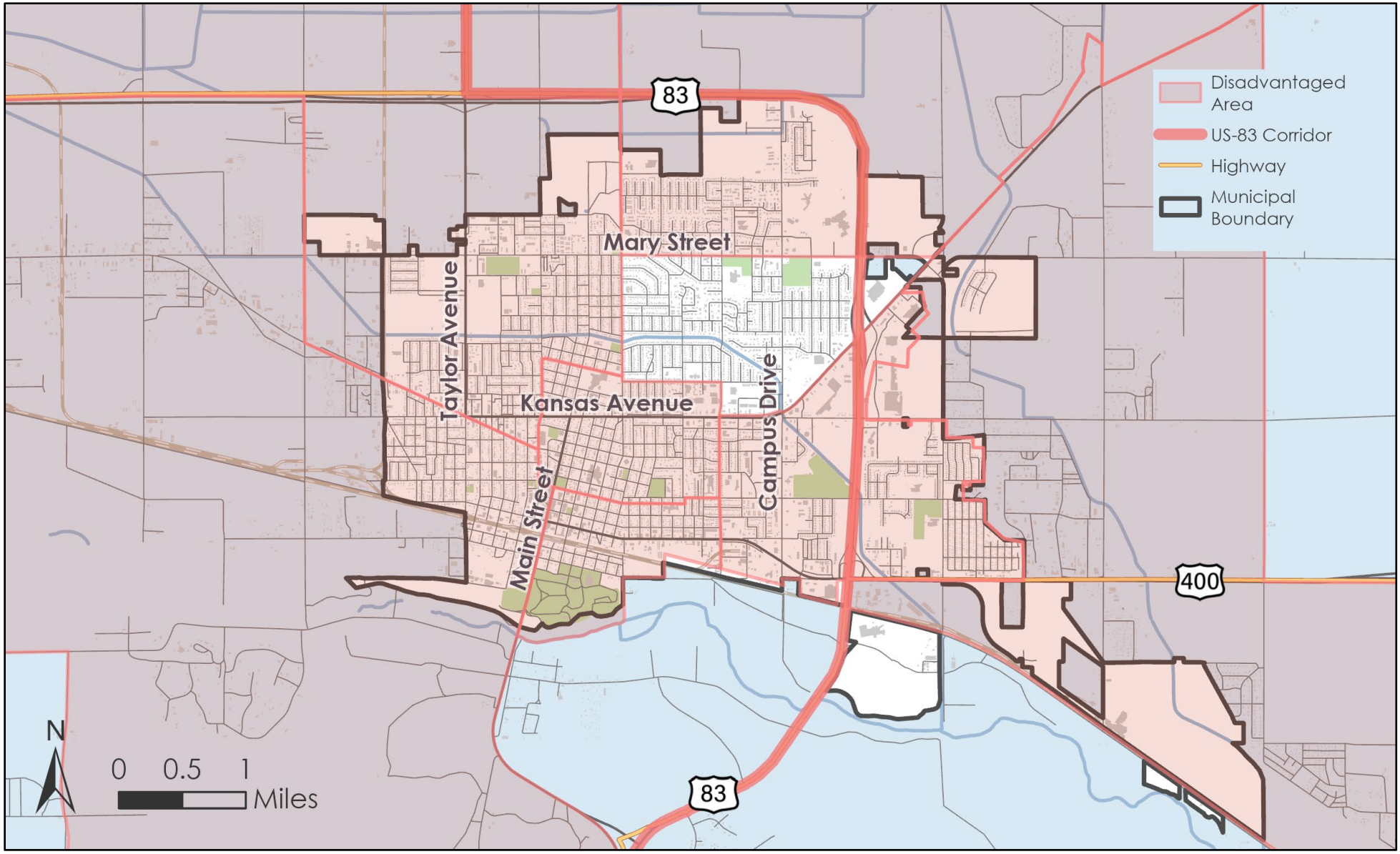


Figure 19 - Garden City Disadvantaged Census Tracts

Policy and Process

Policy and Process Review

Garden City residents have been concerned about roadway safety well before the introduction of the *Garden City Transportation Safety Action Plan*. During the update of the *Garden City Comprehensive Plan*, creating connections emerged as a key topic throughout the public engagement process. The final plan includes a range of recommendations aimed at improving roadway safety, enhancing access to community amenities, and using the City's roadways to foster a stronger sense of place. Other previous planning initiatives have also incorporated safety elements that align with the *Garden City Transportation Safety Action Plan*. Summaries of recent major planning efforts can be found on the following pages.

Garden City Comprehensive Plan

The *Garden City Comprehensive Plan* serves as a strategic guide for community development over the next 20 years. It outlines anticipated city growth, addresses challenges in housing supply and affordability, and plans for land use in industrial and retail sectors. The plan also focuses on enhancing transportation networks and improving public health metrics throughout the community.

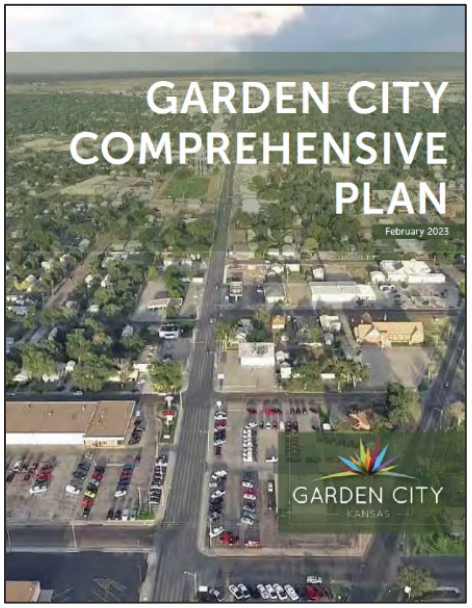


Figure 20 - Garden City Comprehensive Plan

Overlap with the HIN:

Transportation Action 1: Along with other cities and counties in Southwest Kansas and Southeast Kansas and Southeast Colorado, advocate for completion of a corridor study for upgrades of U.S. 50 to four-lane between Garden City and Pueblo, Colorado.

Transportation Action 2: Establish a working group with other jurisdictions to advocate for the upgrading of the entire U.S. 83 corridor to four-lane or interstate status, from Liberal to I-70.

Transportation Action 9: Complete a new corridor plan for the bypass route to identify improvements, including: expansion of capacity, including a four-lane section; improved access for people walking and biking across the bypass corridor; and improved traffic flow, including new grade separations.

Garden City Downtown Master Plan

In 2013, Garden City set out to create a vision for its downtown that would complement the work done on the Comprehensive Plan. The *Garden City Downtown Master Plan* identified policies and priorities to transform downtown into a vibrant place featuring mixed-use retail and residential spaces. Most pertinent to the *Garden City Transportation Safety Action Plan* is the goal to *"design streetscape improvements and standards that ensure consistency and minimize conflicts between pedestrians and vehicles, incorporating principles from the Complete Streets program."*

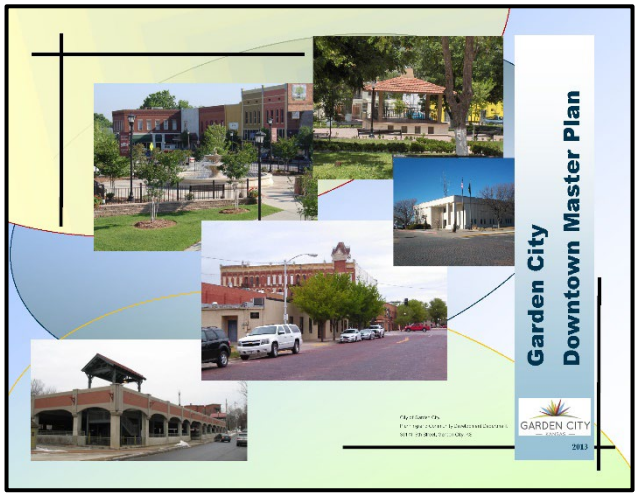


Figure 21 - Garden City Downtown Master Plan

Overlap with the HIN:

One recommendation from the plan was to designate the 8th Street portion of downtown as a "Cultural District" to enhance and promote the city's cultural character. The boundaries of this proposed district intersect with the HIN at two locations.

Walnut Street and Buffalo Jones Avenue

- Identified as the northern boundary of the Downtown Area and proposed Cultural District (p. 5 & 15)

Fulton Street

- Identified as the primary southern boundary of the Downtown Area (p. 5)

Garden City Downtown Plan

The *2023 Garden City Downtown Plan* complements the comprehensive plan and focuses on the development and improvement of Garden City's Central Business District over the next 10-20 years. The downtown plan envisions improvements in land uses, streetscapes, economic development, and public gathering spaces. Plan recommendations include:

- Increased participation in Main Street America/Kansas Main Street program
- Increased awareness of the city's Neighborhood Revitalization Tax Rebate among business and property owners

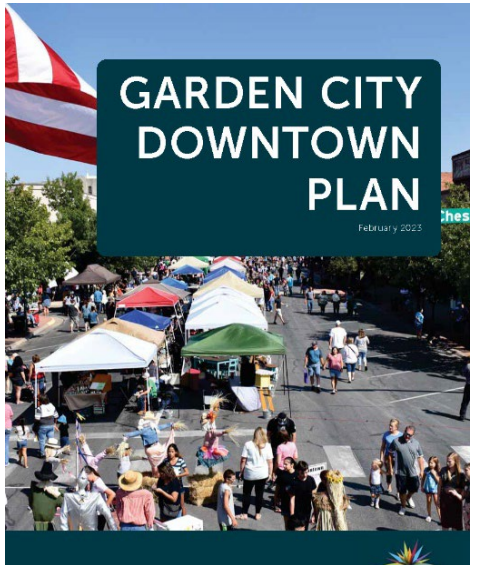


Figure 22 - Garden City Downtown Plan

- Providing incentives to downtown business owners to expand onto sidewalks with outdoor dining and temporary pop-up retail
- Complete streetscape improvements
- Improvements in pedestrian crosswalks and signals

Overlap with the HIN:

4th Street

- Identified as a location for pedestrian improvements - "*Consider ways to enhance the pedestrians' experience crossing railroad tracks at street intersections within the Downtown district at 4th Street to include improvements to signage, street trees, lighting, and other beautification efforts*" (p. 36)

Garden City Parks and Recreation Master Plan

The 2022 *Garden City Parks and Recreation Master Plan* set forth guiding principles to shape investments in park programming and services. Key improvements include investments in shelters, sports and entertainment facilities, parks, and both on-street and off-street sidewalks.

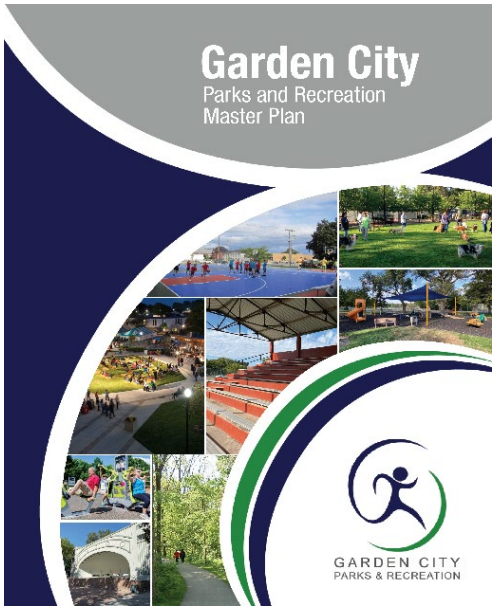


Figure 23 - Garden City Parks and Recreation Master Plan

This planning effort aligns with Goal 3 of the *Garden City Transportation Safety Action Plan* by recommending expanded walking and biking trail amenities and enhancements to existing sidewalk infrastructure. These upgrades aim to strengthen connections between park facilities across the city, making active transportation safer and more accessible for residents. Examples of these improvements include:

- Evaluate opportunities to incorporate sharrows (Figure 24), bicycle boulevards, or other active transportation improvements
- A connected trail system in the city that ties to the airport and Holcomb
- Park enhancements

Figure 24 - Sharrow

The *Garden City Parks and Recreation Master Plan* includes two areas that intersect the HIN. The following facilities were assessed based on

the available amenities and activities, their location, condition, accessibility, and potential for future enhancements or expansion. Each site received an accessibility rating of a scale of 1 to 5, where 1 indicates a site with limited accessibility and no connections to city infrastructure, and 5 indicates a highly accessible site with connections throughout the area and to existing infrastructure (p. 19)

Overlap with the HIN:

E Walnut Street

- Harold Long Park / 1001 East Spruce Street – Current accessibility park rating of 3 out of 1-5 scale (p. 123)

"Rating: 3 – The park is limited on the accessible entry points to the four corners of the site and one accessible access point along Gardendale Drive. The loop trail provides good access to most of the park, however the majority of the playground apparatus are not adjacent to a trail and the sand surfacing and majority of equipment are not fully accessible."

Figure 25 - Harold Long Park

E Fulton Street

- City Dog Park / 2186 East Fulton Street #2080 – Current accessibility park rating of 1 out of 1-5 scale (p. 113)

"Rating: 1 - The park is surrounded primarily by light industrial uses and does not have any sidewalks from the adjacent uses. Users typically park on the loop road adjacent to the access points and there are no walkways from the road to the entry gates."

Figure 26 - City Dog Park

Sidewalk and/or Driveway Approach Program

The Approach Program offered by the Public Works Department provides assistance of up to $1,000 to fix existing sidewalk and driveway approaches. The program supports Goal 3 with the following recommendations:

- Bringing infrastructure up to city adopted standards via the assistance funding
- Filling gaps in the sidewalk network

Capital Improvement Plan

The *Capital Improvement Plan* (CIP) summarizes potential projects with a short description, justification, and budget impact. The project summaries are a variety of city-identified infrastructure projects that include everything from electrical work, drainage improvements, public works projects, water, and even recreation items. The CIP supports Goal 3.

Access Management

The City has limited access management regulations. Current regulations are found in the Zoning and Subdivision Regulations and provides only that "lots shall not, in general, derive access exclusively from an arterial or collector street" and that arterial streets are "subject to necessary control of entrances and exits". A review of the current standards should be completed and a new access management policy should be developed to require best practices.

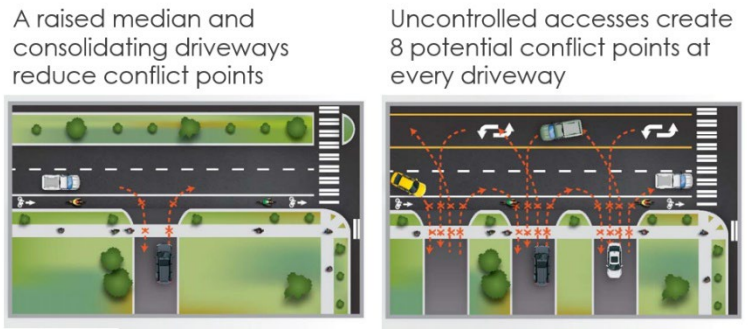


Figure 27 - Access Management example

Road Design Standards

Road design standards should be updated based on current urban design standards from AASHTO, ITE, and NACTO. One of the five pillars of the Safe System Approach is Safer Speeds; and road design and other infrastructure play a significant role in managing speeds and can deter excessive speeding behaviors from occurring in the first place. Road and pedestrian facility design also has a major impact on vulnerable road user experience and safety. The City's current roadway standards include 26' wide (31' b-b) residential streets, within the recommended width range to encourage safer speeds in residential neighborhoods. However, the standards for arterials and collectors include12 foot travel lanes, 4-lane arterials, and curbside sidewalks (Figure 28).

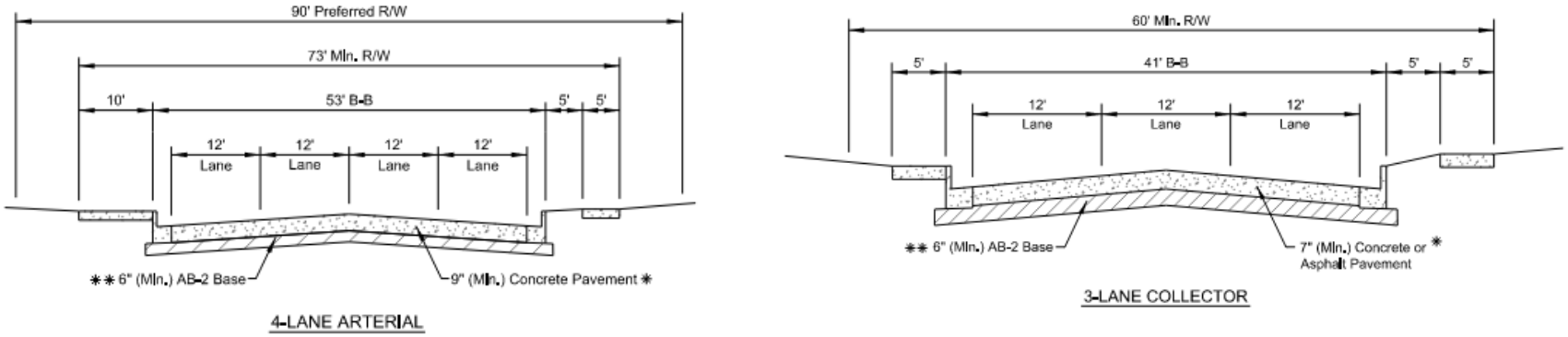


Figure 28 - Current Arterial and Collector Roadway Design Standards

The following modifications to the Road Design Standards are recommended:

- Reduce the standard lane widths on urban arterials and collectors to 11 feet to reduce speeds, with variability permitted between 10' and 11' depending on the desired speed of the corridor.
- Detach all sidewalks on arterials and collectors where the travel lane is adjacent to the curb to provide safer sidewalks for pedestrians and other vulnerable road users.
- Eliminate the 4 lane undivided roadway section
- Revise 5 lane section to include a median
- Include bike lane options
- Consider a tiered residential street width section for large subdivisions

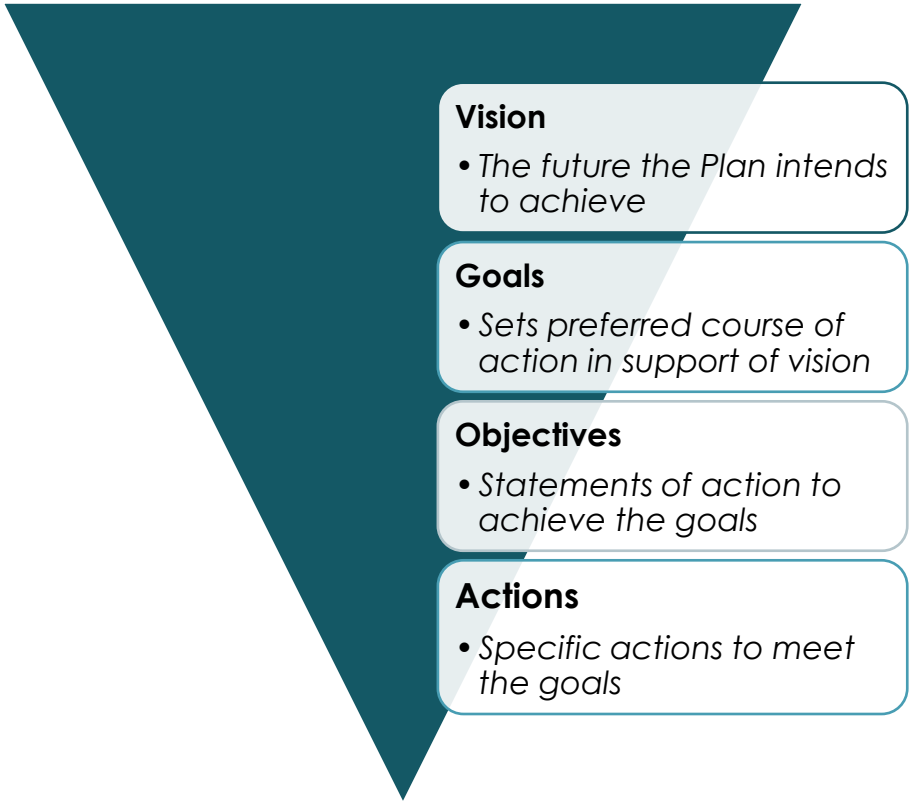
Action Plan (Strategy and Project Selections)

Implementation

The *Garden City Transportation Safety Action Plan* is structured around a vision with supporting goals, policies, actions, and objectives. The vision, goals, objectives and actions work together to implement the Safe System Approach and provide a foundation for change that prioritizes human life on roadways.

The vision, goals, objectives and actions were developed using feedback from the U.S. 83 Communities Roadway Safety Taskforce and community engagement efforts.

Garden City Transportation Safety Action Plan Framework



Project Vision

Communities and commerce in Garden City are strengthened by eliminating fatal and serious injury crashes by 2044.

The actions listed in this plan are recommendations for projects and programs that, when realized, achieve the ultimate goal of eliminating fatal and serious injury crashes in Garden City. Actions may be dependent on funding, further analysis, engineering design, environmental assessment, and/or policy changes. Prioritization recommendations are provided to determine how to best implement the plan in consideration of constraints such as staffing and funding. Actions may be implemented out-of-order to respond to opportunities not anticipated at the time of this plan.

This plan also corresponds with the U.S. 83 Corridor Roadway Safety Plan. Actions listed with an ** in this plan are cross referenced with the U.S. 83 Corridor Roadway Safety Plan.

Timeframes:

- Near-term: within the next 5 years
- Mid-term: 5-10 years
- Long-term: 10 years and over

Goal 1: Invest in interventions targeting crash types resulting in fatalities and serious injuries

Supporting Objective: Go beyond the traditional means of engineering to employ a Safe System approach that is targeted, responsive, and proactive.

Table 8 - Goal 1 Implementation Actions

Implementation Action		Partners & Funding Sources	Timeframe	Cost
1.1	Advance projects on the High Injury Network for HSIP funding through KDOT or other funding opportunities.	Local, KDOT	Near-term	$$
1.2	**Expand Safety Corridor Program along U.S. 83, north of Garden City.	KDOT	Mid-term	$$
1.3	Partner with KDOT on the targeted media campaign directed toward pickup drivers.	KDOT	Long-term	$$
1.4	Collaborate with state and local partners, including employers, to promote seat belt usage through education and incentive programs.	KDOT	Near-term	$
1.5	Promote countermeasures at intersections that reduce conflicts between high-speed traffic and turning vehicles that focus on spatial separation.	Local, KDOT	Mid-term	$$
1.6	Use resources such as Traffic Engineering Assistance Program (TEAP) for further investigation of high-risk locations.	Local, KDOT	Mid-term	$
1.7	Promote and implement systemic low-cost countermeasures for reducing crashes at intersections.	Local, KDOT	Near-term	$$
1.8	Conduct evaluations to determine the success of implemented countermeasures.	Local, KDOT	Long-term	$
1.9	Implement recommendations outlined in the Mary Street, Kansas Avenue, Talley Trail, and Intersection RSAs developed in conjunction with this plan.	Local, KDOT	Long-term	$$$
1.10	Revise access management policies to reduce access points on arterial and collector streets.	Local, KDOT	Near-term	$
1.11	Revise roadway design standards to incorporate transportation safety best practices.	Local	Near-term	$

Goal 2: Reduce other types of crashes

Supporting Objective: Aim to eliminate other types of common crashes, including impaired and distracted driving, age-related, rear-ends, parked vehicles, and fixed object related crashes.

Table 9 - Goal 2 Implementation Actions

Implementation Action		Partners & Funding Sources	Timeframe	Cost
2.1	Promote CarFit as an important training opportunity for older drivers.	AAA, KDOT	Near-term	$
2.2	Seek local roadway safety training and technical assistance from state resources.	KDOT	Mid-term	$
2.3	Ensure adequate pedestrian and cyclist accommodations for navigating roadways (sidewalks, trails, etc.).	Local	Long-term	$$$
2.4	Continue collaboration with the U.S. 83 Corridor Coalition to advocate for safety improvements along U.S. 83.	Local	Near-term	$
2.5	Prioritize safety criteria in local funding decision-making processes.	Local	Near-term	$
2.6	Collaborate with KDOT to promote a campaign to increase seatbelt usage in western Kansas.	KDOT	Near-term	$
2.7	Work with freight operators to equip drivers with the knowledge and skills needed to transport cargo while maintaining a safe environment for all road users.	KDOT, freight community	Near-term	$
2.8	Support a campaign raising awareness of the technologies employed by the U.S. 83 Technology Corridor and encourage usage to reduce interactions between oversized loads and passenger vehicles.	KDOT, Local	Near-term	$$

Goal 3: Improve travel comfort and security

Supporting Objective: Prioritize the safety of people using the corridor first and foremost including those who walk, bike, or roll.

Table 10 - Goal 3 Implementation Actions

Implementation Action		Partners & Funding Sources	Timeframe	Cost
3.1	Improve public awareness of non-motorized road users.	Local	Near-term	$
3.2	Promote strategic enforcement at intersections with safety issues.	Local Law Enforcement	Mid-term	$$
3.3	Enhance lighting and visibility for vulnerable road users.	Local, KDOT	Long-term	$$$

Goal 4: Collaborate with communities along the U.S. 83 corridor

Supporting Objective: Develop strategic partnerships to collaborate on the approach to safety improvements within and between the communities along U.S. 83.

Table 11 - Goal 4 Implementation Actions

Implementation Action		Partners & Funding Sources	Timeframe	Cost
4.1	Create standardized traffic calming policies for adoption by corridor communities.	Local, KDOT	Near-term	$
4.2	Expand multi-modal connectivity along the corridor.	Local, KDOT	Mid-term	$$
4.3	Integrate corridor-wide safety improvement strategies.	Local, KDOT	Long-term	$$$

Goal 5: Utilize data and be transparent

Supporting Objective: Provide clear, straightforward data in a timely manner to help decision makers understand how and where crashes occur and how to prevent them from happening.

Table 12 - Goal 5 Implementation Actions

Implementation Action		Partners & Funding Sources	Timeframe	Cost
5.1	Create and deliver education campaigns that target factors in roadway departure crashes.	KDOT	Near-term	$
5.2	Improve non-motorized data collection and analysis.	Local Law Enforcement	Mid-term	$$
5.3	Review crash data on an annual basis to understand fatal and serious injury crash hot spots.	Local	Near-term	$
5.4	Conduct simple roadway safety audits (RSAs)at crash hotspots and systemic risk areas.	Local, KDOT	Mid-term	$
5.5	Standardize law enforcement coding of reports to improve reporting format and accuracy for crash analysis. Provide officer trainings on how crash data is used for safety analyses.	Local	Near-term	$

Goal 6: Create a safety culture

Supporting Objective: Reaching zero deaths is dependent on implementation of the Safe System approach – often requiring a culture shift for agencies, communities and the public.

Table 13 - Goal 6 Implementation Actions

Implementation Action		Partners & Funding Sources	Timeframe	Cost
6.1	Promote the initiation of teen road safety audits.	Schools, Grant Programs, KDOT RSA Training	Near-term	$
6.2	Provide Stop the Bleed training for staff	FC EMS, Hospital, Grow Well, GCCC	Near-term	$
6.3	Educate members of the community about how physical and cognitive issues facing older drivers can affect their driving ability.	KDOT	Mid-term	$$
6.4	Provide local roadway safety training and resources through LTAP and direct technical assistance from LTAP's Local Field Liaison Program.	LTAP, KDOT	Long-term	$$$
6.5	Promote education material for new intersection types and new traffic control devices relevant to intersections.	KDOT	Mid-term	$$
6.6	Support the improvement post-crash care through improved transport to Level 1 trauma centers and the advancement of trauma care at the local hospital.	Local, County, Private, Grant Programs	Long-term	$$$

Proven Safety Countermeasures

Proven Safety Countermeasures are strategies shown to effectively reduce roadway fatalities and serious injuries. These interventions, backed by extensive research and real-world success, are key to building safer transportation systems. The Federal Highway Administration (FHWA) and other agencies have identified 28 countermeasures that can be adapted to different road environments based on local needs.

Implementing these countermeasures not only improves safety but also boosts community benefits by enhancing walkability, cutting down vehicle emissions, and creating healthier, more livable spaces. They can be applied quickly for immediate improvements or integrated into longer-term infrastructure projects. By adopting these evidence-based solutions, cities can reduce traffic-related injuries and deaths, ensuring both immediate and lasting safety improvements.

COUNTERMEASURES

Source: FHWA

Corridor

Road Safety Audit

Road Safety Audits (RSAs) are roadway assessments that consider safety all road users. An independent, multidisciplinary team usually performs them. RSAs identify potential road safety issues early, preventing fatalities due to safety flaws.

Benefits:

- 10-60% reduction in total crashes

Source: FHWA

Corridor

Corridor Access Management

Access management is the application and design of vehicle access points in and out of adjacent properties along a roadway. It can enhance safety for all modes of transport, including biking. Access management can also reduce congestion and improve traffic flow.

Benefits:

- 5-23% Reduction in total crashes along 2-lane rural roads
- 5-31% reduction in fatal and injury crashes along urban/ suburban arterials

Source: FHWA

Corridor

Appropriate Speed Limits for All Road Users

Speed control is one of the most important methods of reducing fatalities on the roadway. Everyone on the roadway is exposed to dangerous speeding conditions, especially vulnerable road users. Managing and/or reducing speed can have significant safety benefits and promote safer driving habits.

Source: FHWA

Corridor

Lighting

Providing continuous lighting throughout intersections and pedestrian crossings can lead to a decrease in night crashes. Lighting at intersections can directly reduce night crashes. At nighttime, vehicles traveling at higher speeds might not be able to see the hazards or changed road conditions ahead with just their headlights.

Benefits:

- 42% reduction for nighttime injury pedestrian crashes at intersections
- 33-38% reduction for nighttime crashes at a rural and urban intersection
- 28% reduction for nighttime injury crashes on the rural-urban highways

COUNTERMEASURES

Source: FHWA

Pedestrian/Bicyclist

Median and Pedestrian Refuge Island

A median is the physical separation between vehicles and pedestrians at a crossing. The median refuge creates two stages of crossing for pedestrians, where they must cross multiple lanes of traffic. The median allows pedestrians to cross safely, protecting them from vehicles.

Benefits:

- Median marked with crosswalks can reduce 46% of pedestrian crashes
- Pedestrian refuge island can reduce up to 56% of pedestrian crashes

Source: FHWA

Pedestrian/Bicyclist

Walkways

Walkways or sidewalks are any type of pathway used by people walking, or using a wheelchair. They provide a safe space away from vehicle traffic, reducing conflict. Walkways, shared paths, and sidewalks can improve safety and promote mobility in communities.

Benefits:

- Sidewalks can reduce 65-89% reduction of crashes involving pedestrians walking along a roadway
- Paved shoulders can reduce 71% of crashes involving pedestrians walking along roadways

Source: FHWA

Pedestrian/Bicyclist

Bike Lanes (Shared Use Path)

Most fatal and severe injury bicyclist crashes occur at non-intersectional locations, usually without bike lanes. The difference in size and speed between bicyclists and motor vehicles creates an unsafe environment for bicyclists. Bike lane facilities are marked separate lanes solely for bicyclists. Bike lanes are usually installed in city streets, where traffic is high. Bike lanes are designated with striping, signage and pavement making. Protected bike lanes are preferred by bicyclists because they are fully enclosed and separate from motorists. Protected bike lanes enable bicyclists to ride freely at their preferred speed without interference with motor vehicles.

Benefits:

- 10% reduction in fatal and injury crashes at all location types
- 15% reduction of nighttime crashes at all location types
- 27% reduction of fatal and injury crashes at rural intersections
- 19% reduction of fatal and injury crashes at 2-lane by 2-lane intersections

COUNTERMEASURES

Source: FHWA

Pedestrian/Bicyclist

Multiple Low-cost Countermeasures at SCIs

Low-cost countermeasures are a systemic approach to intersection safety that involves a series of low-cost improvements, including pavement marking, enhanced signing, flashing beacons, speed limit warnings, and retroreflective sheeting.

Benefits:

- 10% reduction in fatal and injury crashes at all location types
- 15% reduction of nighttime crashes at all location types
- 27% reduction of fatal and injury crashes at rural intersections
- 19% reduction of fatal and injury crashes at 2-lane by 2-lane intersections

Source: FHWA

Pedestrian/Bicyclist

Rectangular Rapid Flashing Beacon (RRFB)

RRFB is a marked crosswalk or pedestrian warning sign that increases pedestrian presence in unsignalized crossings and improves pedestrian safety. RRFBs, at times, can be insufficient for drivers to see the pedestrian ahead, so to enhance yielding rate, crosswalk marking should be visible for drivers to see ahead of them.

Benefits:

- RRFBs can reduce crashes up of 47% for pedestrian crashes
- RRFBs can increase motorist yielding rate up to 98%

Source: FHWA

Pedestrian/Bicyclist

Crosswalk Visibility Enhancement

Inadequate lighting, obstacles like parked cars, and curved roadways can make crosswalks less visible and contribute to safety problems. When more than 10,000 vehicles pass through a multi-lane crossing each day, having a marked crosswalk is usually not enough. In such cases, additional improvements are needed to reduce the risk of pedestrian accidents. There are three main ways to improve crosswalk visibility and make pedestrians, cyclists, wheelchair users, and public transit passengers more noticeable to drivers. These include using high-visibility crosswalks, proper lighting, and clear signage and pavement markings.

Benefits:

- High-visibility crosswalks can reduce pedestrian injury crashes up to 40%
- Intersection lighting can reduce pedestrian crashes up to 42%
- Advance yield or stop marking and signs can reduce pedestrian crashes up to 25%

COUNTERMEASURES

Source: FHWA

Pedestrian/Bicyclist

Pedestrian Hybrid Beacon

A pedestrian hybrid beacon (PHB) or HAWK is a device that controls traffic at unsignalized intersections. PHB is usually dark until a pedestrian activates it. When it is blank, drivers have the right of way. Once initiated, the light flashes yellow for 3-6 seconds. Then it goes steady yellow for another 3-6 seconds, then goes steady red for pedestrian's interval, allowing pedestrians to cross, back to flashing red for pedestrians to clear the intersection, and finally back to blank for drivers.

Benefits:

- 55% reduction in pedestrian crashes
- 29% reduction in total crashes
- 15% reduction in severe injury and fatal crashes

Source: FHWA

Intersection

Yellow Changes Interval

At a signalized intersection, the yellow change interval is the length of time that the yellow signal indication is displayed following a green signal indication. The yellow signal confirms to motorists that the green has ended and a red will soon follow.

Benefits:

- 36-50% reduction in red-light running
- 8-24% reductions in total crashes
- 12% reduction in injury crashes

Source: FHWA

Intersection

Dedicated Left and Right Lanes at Intersections

Auxiliary turning lanes allow vehicles to turn left and right without conflicting through traffic. Roads with high traffic volumes are great candidates for dedicated left and right turn lanes. It reduces right and left turn crashes by a considerable amount. Crashes at intersections two intersections often occur from turning maneuvers; turning lanes allow one to slow down and proceed when it is safe to do so.

Benefits:

- Left-turn lanes can reduce 28-48% of total crashes
- Positive offset left turn lanes can reduce 36% in fatal and severe injury crashes
- Right-turn lanes can reduce total crashes by 14-26%

COUNTERMEASURES

Source: FHWA

Intersection

Reduced Left-Turn Conflict Intersections

Reduced left-turn conflict intersections are geometric designs that transform how left-turn activities happen. These intersections make it easier for drivers to make judgments and reduce the potential for more severe crashes, such as head-on and angle. Two efficient designs that use U-turns to complete specific left-turn movements are called the Restricted Crossing U-turn (RCUT) and the Median U-turn (MUT).

Benefits:

- RCUT Two-Way Stop-Controlled to RCUT can reduce 54% in fatal and injury crashes
- Signalized Intersection to Signalized RCUT can reduce 22% in fatal and injury crashes
- Unsignalized Intersection to Unsignalized RCUT can reduce 63% reduction in fatal and injury crashes
- MUT can reduce 30% in intersection-related injury crash rate

Source: FHWA

Intersection

Backplates with Retroreflective Borders

Backplates added to the traffic signal are yellow and reflected around the signal head. This approach improves the visibility of the illuminated face of the signal by introducing a controlled-contrast background. This approach also enhances the visibility, noticeability, and orientation of traffic signals for older drivers and those with color vision deficiencies. It is also helpful during power outages when the signals would otherwise be dark, providing a clear indication for drivers to stop at the upcoming intersection.

Benefits:

- 15% reduction in total crashes
- Low-cost countermeasures
- Visible during power outages

COUNTERMEASURES

Source: FHWA

Corridor

Road Diet (Roadway Reconfiguration)
Road diets typically involve converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL). This approach calms traffic, provides better mobility and access for all road users, improves safety, and enhances overall quality of life.

Benefits:

- 19-47% reduction in total crashes
- Fewer lanes for pedestrians to cross
- More consistent speeds
- Complete Streets environment

Project Selections & Recommendations

The following recommendations were developed through a detailed crash analysis of the highest-ranking corridors and intersections identified in the High Injury Network. Recommendations below do not include portions of the High Injury Network that were assessed through an RSA. A detailed account of all RSA recommendations can be found in *Appendices C, D, E,* and *F*.

Buffalo Jones Ave Corridor

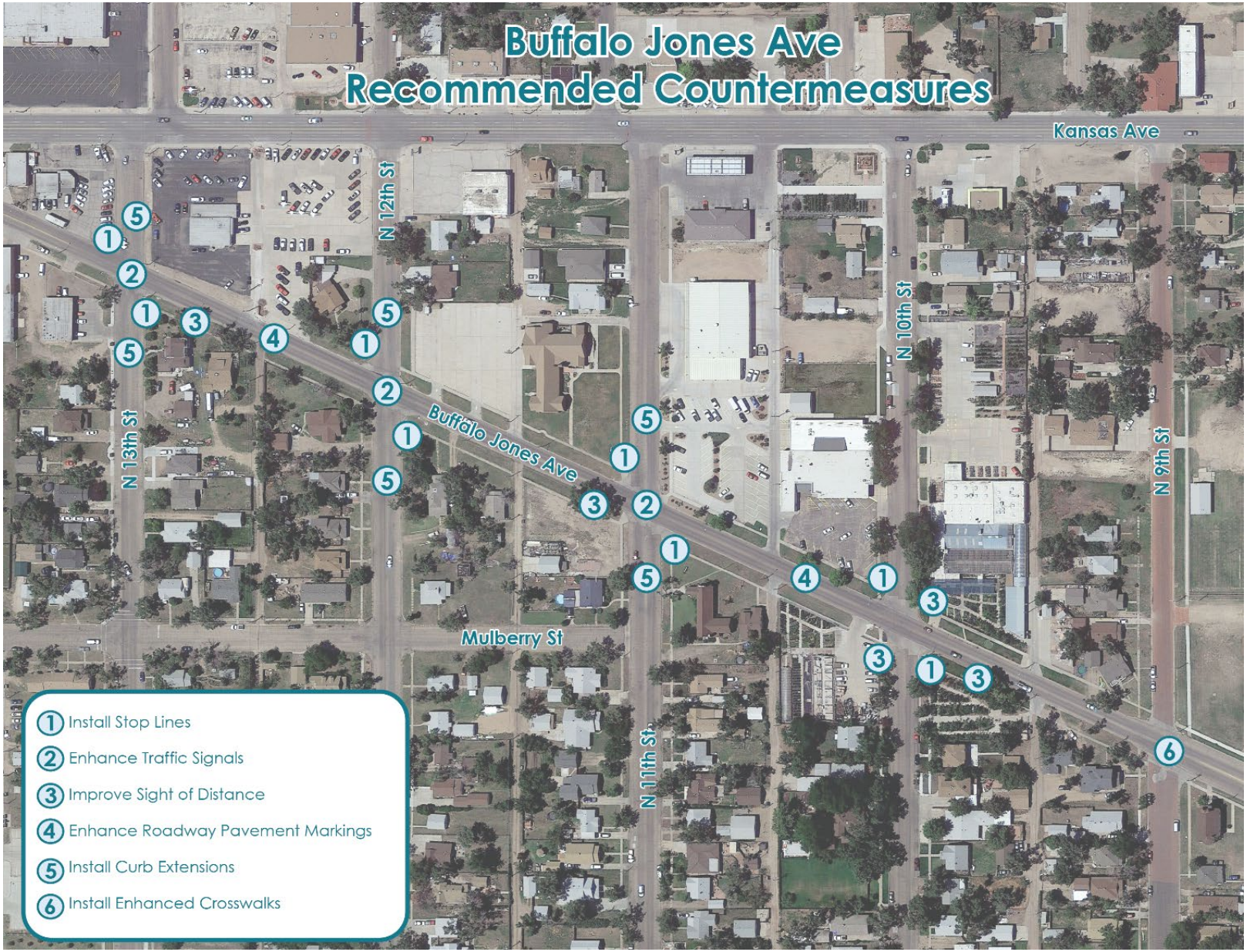


Figure 29 - Buffalo Jones Ave Corridor Recommendations Map

Buffalo Jones Ave Corridor Recommendations

- 15 Crashes
- 0 KSI Crashes
- 0 VRU Crashes
- Majority Crash Type: Angle-Side Impact (7)

Recommended Corridor-wide Countermeasures

- Install stop bars
- Enhance traffic signals
- Improve sight distance
- Enhance roadway pavement markings
- Install curb extensions
- Install traffic calming measures
- Install enhanced crosswalks

Fulton St Corridor

Figure 30 - Fulton St Corridor Recommendation Map

Fulton St Corridor Recommendations

- 14 Crashes
- 0 KSI Crashes
- 0 VRU Crashes
- Majority Crash Type: Rear End (8)

Recommended Corridor-wide Countermeasures

- Install retro-reflective backplates on traffic signals
- Evaluate signal timing
- Install protected-permissive or fully protected left-turn signal

Old Lovers Rd Specific Countermeasures

- Enhance roadway pavement markings
- Install "T-Intersection Ahead" warning sign (W2-4)
- Install stop bars
- Improve sight distance

3rd St & U.S. 83 Intersection

Figure 31 - 3rd St Intersection Recommendations

3rd St Intersection Recommendations

- 9 Crashes
- 1 Fatal Crash
- 0 VRU Crashes
- Majority Crash Type: Angle - Side Impact (6)

Recommended Intersection Countermeasures

- Install stop bars on 3rd St and the median
- Install warning and regulatory signage in the median
- Install larger stop signs and/or add perimeter LEDs or flashing beacons
- Install required "Divided Highway" signage per MUTCD standards
- Implementing an Intersection Conflict Warning System
- Construct channelizing islands to improve sight distance and reduce crossing distance

Long-term Intersection Recommendations

- Initiate planning efforts amongst KDOT, City, and County regarding implementation of grade separation and frontage road improvements as specified in the *Phase I US-83 Master Plan* (1999)

Spruce St/Schulman Ave Grade Separation

Figure 32 - Spruce St Grade Separation Recommendation Concept

Spruce St/Schulman Ave Grade Separation Recommendation

A grade separated crossing has been recommended at U.S. 83 between Spruce Street and Schulman Avenue since 1999 in the *Phase 1 U.S. 83 Master Plan*. The city is seeking funding through the FY 2025 Better Utilizing Investments to Leverage Development (BUILD)Planning grant program to support necessary preconstruction activities. Both an underpass and overpass are being considered, however current city plans identify an overpass. The planning process will determine the location and crossing method.

The grade separated crossing will be a critical trail extension of the Talley Trail along the west side of the highway to existing and near-future multimodal infrastructure on the east side. The crossing will prioritize safety, accessibility, and convenience for all users. This recommendation furthers the city's goals and commitment to removing barriers, enhancing connectivity, and strengthening community cohesion.

Figure 33 - Grade Separation Concept

U.S. 83 Systemic

Advance the planned U.S. 50/400 bypass, Figure 34, to reduce the volume of trucks and through-traffic on the urban corridor through a preliminary alignment study and the National Environmental Policy Act (NEPA) Process. An interchange along the northeast edge of U.S. 83 is a potential realignment, shown in Figure 35.

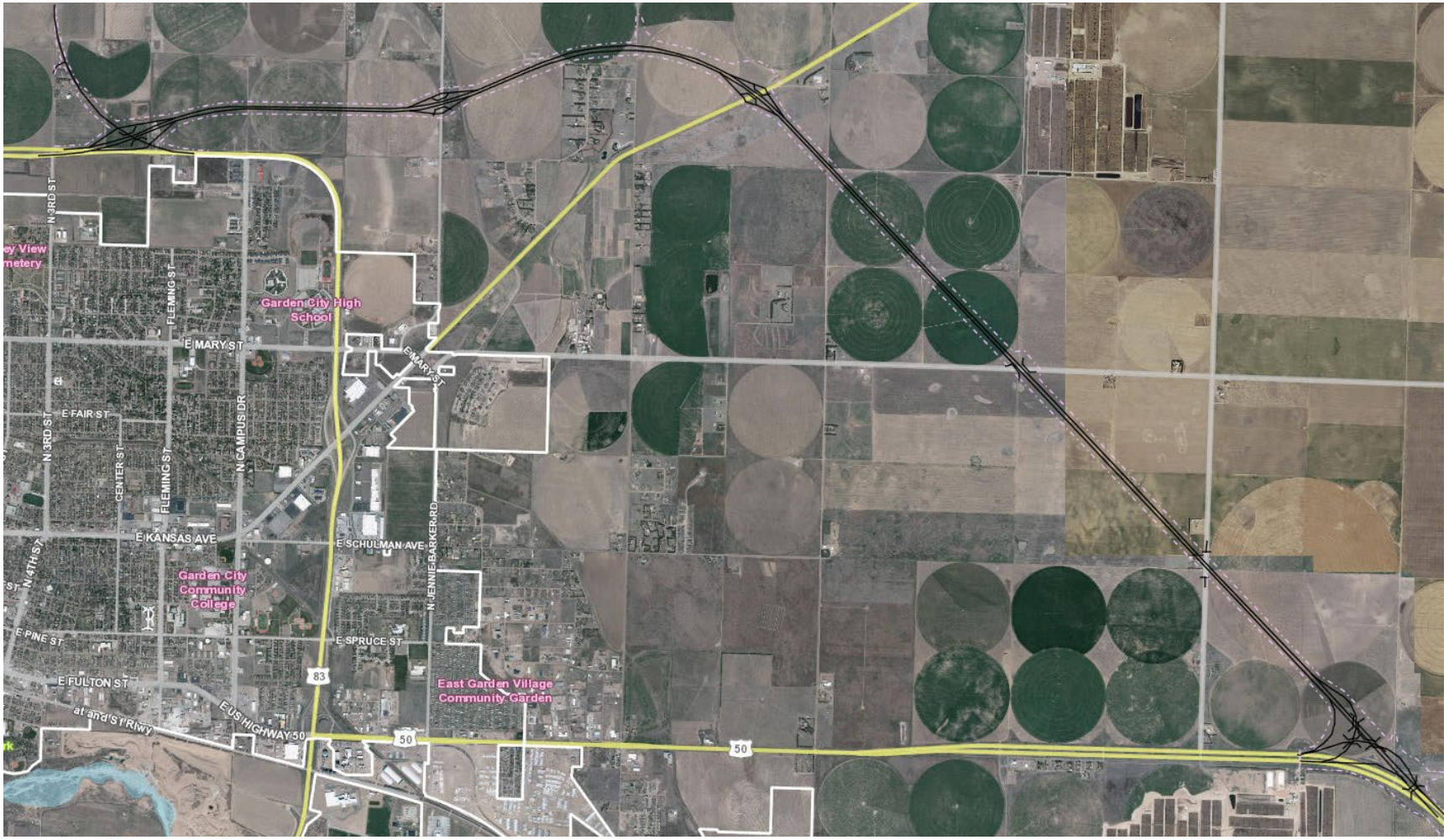


Figure 34 - U.S. 50/400 Bypass Report Concept

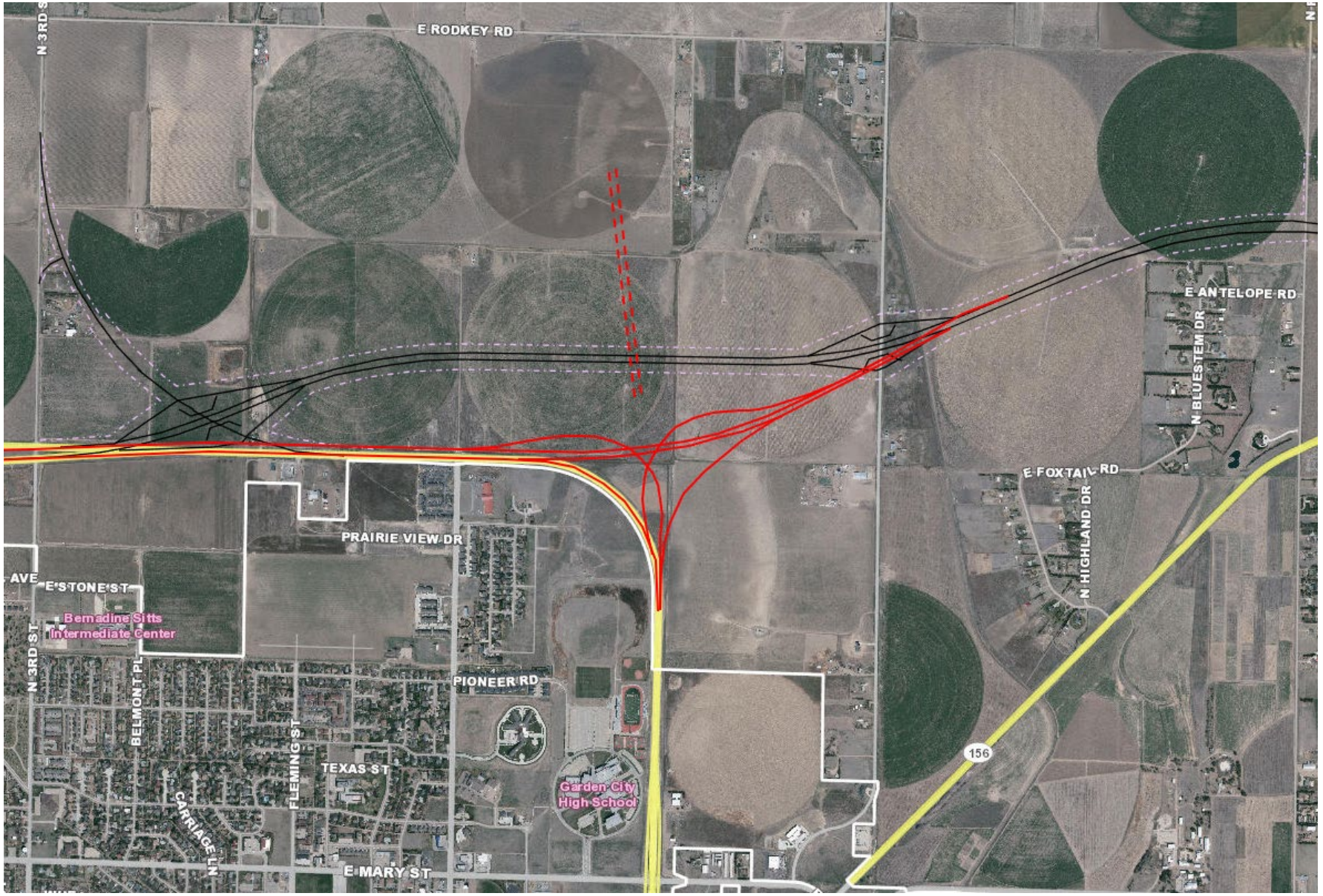


Figure 35 - U.S. 50/400 Alignment with U.S. 83 Interchange Concept

Begin planning efforts for an alternative U.S. 83 corridor as per *Phase I US-83 Master Plan (1999)* and *US-83 Projects Identification & Needs Study (2010)*.

Figure 36 - U.S. 83 Corridor Freeway Concept

Source: 83-106 KA-1008-01 US-83 Projects Identification & Needs Study. Volume 2, Plate 16.001 and 17.001.

Progress and Transparency

Progress and Transparency

Implementation Framework

The success of the *Garden City Transportation Safety Action Plan* depends on a collaborative framework that tackles long-standing infrastructure challenges to create safer, more accessible streets for everyone.

Key Insights from Public Engagement

The public engagement process offered valuable guidance on prioritizing efforts to reduce fatalities and serious injuries. A full summary of these efforts and feedback is available in *Appendix A*. Key insights include:

- **Collaboration and Funding**: Safety improvements require coordination among multiple stakeholders, but limited funding and community buy-in often pose challenges.
- **Economic and Community Resistance**: Concerns about economic impacts, customer access during construction, and resistance to change frequently hinder progress.

Recommended Implementation Categories

Safety recommendations are categorized by timeframe:

- **Near-term/Quick Build**: Implemented within 5 years.
- **Mid-term/Partial Build**: Targeted for 5–10 years.
- **Long-term/Full Build**: Envisioned for 10 years or more.

Future Road Safety Approach

The task force and public feedback provided valuable input on future road safety projects in Garden City. Key takeaways include:

- **Comprehensive, Forward-Thinking Planning**: Develop detailed plans that account for future growth, technological advancements, and evolving traffic patterns.
- **Policy and Infrastructure Futureproofing**: Balance high-cost, high-impact safety improvements with quicker, lower-cost solutions, such as lane restriping, to address immediate needs.
- **Flexibility and Transparency**: Keep decision-making adaptable, track the impacts of development changes, and maintain open communication with the community.

Balanced Strategy for Immediate and Long-Term Benefits

A phased approach will allow Garden City to balance immediate safety solutions with long-term infrastructure improvements.

Benefits of Near-Term Interventions

Immediate, lower-cost measures, such as enhanced signage, lane adjustments, and improved pedestrian crossings, provide:

- Quick, tangible safety improvements
- Increased community trust and momentum
- Opportunities to test different approaches to roadway safety

Long-Term Goals

Developing comprehensive, future-focused plans ensures alignment with the city's growth and evolving needs. Long-term objectives include:

- Infrastructure redesigns
- Complete street transformations

Conclusion

By addressing critical safety concerns now and laying the groundwork for lasting improvements, Garden City can achieve its goal of eliminating serious injuries and fatalities while fostering a safer, more connected community.

Appendices

Appendix A – Public Involvement Report

Appendix B – Existing Conditions Report

Appendix C – Mary Street RSA

Appendix D – Kansas Ave RSA

Appendix E – Intersections RSA

Appendix F – Talley Trail RSA

Appendix G – Network Methodology

Appendix A – Public Involvement Report

Appendix B – Existing Conditions Report

Appendix C – Mary St. Road Safety Audit

Appendix D – Kansas Ave. Road Safety Audit

Appendix E – Intersections Road Safety Audit

Appendix F – Talley Trail Road Safety Audit

Appendix G – Network Methodology

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