





THE CITY OF

# SpringHill

KANSAS



## LETTER FROM THE MAYOR

THE CITY OF

# SpringHill

KANSAS

June 12, 2025

Dear Residents of Spring Hill,

Our city is a growing and vibrant community that has earned an excellent reputation in the Kansas City Metropolitan Area and surrounding areas. We have remained the fastest-growing city in the State of Kansas for a third year in a row as of 2025. Maintaining this growth and reputation has been achieved through the hard work and dedication of many in our community, enabling us to meet our goals and priorities. Improving the safety and well-being of everyone who drives, rides a motorcycle, walks, or rides bicycles in Spring Hill has always been one of my top priorities.

I've worked hard to upgrade our roads, and we are in the process of expanding our sidewalk and trail network. Additionally, I've advocated for improvements on US-169 highway with the state government, including projects such as the improvements currently under review at the 191<sup>st</sup> Street intersection and the KDOT planning study to envision the highway's future. Several of these efforts have already been completed or are currently underway. We have a lot to be proud of, but we're not done yet.

As the city continues to grow, so does our need for proactive planning and strategic investment. The **Safe Streets for All** Comprehensive Safety Action Plan will provide the road map for the next twenty years of activities to continue improving safety in Spring Hill. With this plan, **Spring Hill is committing to reducing fatal and serious injury crashes by 50% every decade, with an eventual goal of eliminating roadway fatalities and serious injuries**. The actions outlined in this plan encompass investments in transportation infrastructure, public education, and support for our first responders and the Police Department in their mission to protect and serve the community.

The excellent people serving on the City Council, committees, commissions, and boards in Spring Hill, along with our professional and hard-working city staff, will be called upon to advance this plan. But accomplishing our goals will require the collective effort of everyone. I challenge each member of our community to help advance safety every day. Whether that means serving on the Transportation Safety Board, championing safety projects, or simply slowing down – every action will help us move towards our goal of eliminating severe crashes in Spring Hill.

This plan is a labor of love for our community – one that has required many hours and dedication from community members. But this hard work will pay off: by charting a clear path forward, we are laying the foundation for a city that our families, friends, and future generations can be proud of. This is not just a plan for today, but a legacy for the future.

Sincerely,



Mayor Joe Berkey

# EXECUTIVE SUMMARY



# EXECUTIVE SUMMARY

SS4A

The Spring Hill Safe Streets for All Plan is a comprehensive transportation safety action plan developed to identify a wide range of strategies, policies, and projects that are intended to significantly reduce traffic-related fatalities and serious injuries on Spring Hill's streets. These efforts are based on the Safe System Approach, which acknowledges the need for a more holistic and comprehensive framework for preventing crashes and minimizing the severity of crashes for all road users on all roadways.

The Spring Hill Safe Streets for All Plan was developed through coordinated efforts led by the City of Spring Hill in partnership with local leaders, advocates, and transportation experts. This plan is based on the most current recommended safety best practices and citywide crash data for the years 2013 through 2023. While the goals and actions outlined in the plan are ambitious, they are a necessary step toward creating safer streets for everyone who works, lives, or plays in Spring Hill.

## Guiding Principles

The Spring Hill Safety Action Plan is guided by five principles developed to lead transportation safety decision making processes throughout the community. These principles were crafted by the Spring Hill Safety Action Plan Advisory Committee. The recommended strategies, projects, and action steps were developed with these principles in mind:

- + **SAFETY FOR ALL** – Safety for all people, on all modes, and on all roadways in Spring Hill.
- + **COLLABORATION** – Collaboration is the cornerstone of all successful projects and strategies to increase transportation safety on Spring Hill streets.
- + **PROACTIVE SOLUTIONS** – To prevent more fatal and injury crashes in Spring Hill in the future, the proactive implementation of safety solutions is key.
- + **FOCUSED ACTION** – Specific action items, action champions, and defined time frames clearly define a path towards reducing fatal and injury traffic crashes across Spring Hill.
- + **COMMITMENT AND PROGRESS** – Transportation safety is a long-term commitment that requires continued dedication to make progress.

## Focus Areas

Throughout the development of this plan, several key safety issues were identified based on the transportation safety analysis and feedback from the community. These issues were used to develop the Safe Streets for All Plan's Focus Areas. Targeted strategies are outlined throughout the recommendations of this plan to address these focus areas to increase transportation safety within Spring Hill.



**HIGH INJURY CORRIDORS** – Over 80% of the severe crashes in the Spring Hill area have happened on only approximately 25% of the total road network (also known as the High Injury Network).



**ROADWAY DEPARTURES** – Almost half of the severe crashes involved vehicles leaving the road, particularly on the higher speed rural-style roadways on the edge of town.



**HIGH SPEED INTERSECTIONS** – More than a quarter of severe crashes were right-angle crashes at intersections, particularly the higher speed corridors.



**WALKING AND BICYCLING FACILITIES** – People walking and bicycling have an elevated risk of serious injury or death when involved in a crash.



**SPEEDS** – Speeding was involved in almost 20% of severe crashes by law enforcement, but it isn't viewed by the public as an extremely dangerous behavior.



**TEEN DRIVERS AND OLDER DRIVERS** – Teen and older drivers are involved in almost 40% of the severe crashes, even though they only make up about 15% of the population.



**INTOXICATED AND DISTRACTED DRIVING** – Almost 20% of severe crashes involved intoxication and just over 20% involved distraction.

# Recommended Safety Projects and Action Items

A program of recommended capital infrastructure projects and long-, mid-, and short-term action items were developed to provide Spring Hill with a vision toward implementing projects that deliver safer transportation outcomes for everyone on all roadways. Infrastructure projects located on streets under Spring Hill jurisdiction are prioritized while projects on roadways under Johnson County, Miami County, or Kansas state jurisdiction will involve further coordination and collaboration to implement.

## PRIORITY ONE PROJECTS: CITY STREETS

- + 223<sup>rd</sup> Street from US-169 to Woodland Road
- + Ridgeview Road from 191<sup>st</sup> Street to 199<sup>th</sup> Street
- + Ridgeview Road from 199<sup>th</sup> Street to 207<sup>th</sup> Street
- + 191<sup>st</sup> Street from Lone Elm Road to Ridgeview Road
- + South Street (215<sup>th</sup> Street) from US-169 to Webster Street
- + 199<sup>th</sup> Street from US-169 to Webster Street

## SHORT-TERM ACTION ITEMS

- + Pass a Vision Zero Resolution
- + Establish a Transportation Safety Board
- + Develop an Annual Vision Zero Report and Implementation Plan
- + Pursue Grant Funding Opportunities
- + Partner with KDOT on Priority 1 US-169 Projects
- + Incorporate Safety into Previously Programmed Projects
- + Implement Systemic Speed Reduction Safety Countermeasures
- + Prioritize Sidewalk and Crosswalk Network Expansion
- + Expand Police Enforcement
- + Identify Crash Data Enhancement Opportunities
- + Start a Safety Education Messaging Campaign
- + Include Transportation Safety Projects into the Street Maintenance Program
- + Update the Municipal Code Chapter 18 – Technical Specifications
- + Advocate for Safety on K-7 Corridor Plan
- + Explore Opportunities for Driving Simulators at the Vault

## PRIORITY ONE PROJECTS: COUNTY ROADS

- + 175<sup>th</sup> Street from Lone Elm Road to US-169
- + Lone Elm Road from 191<sup>st</sup> Street to 199<sup>th</sup> Street

## PRIORITY ONE PROJECTS: STATE HIGHWAYS

- + Stop-Controlled Intersections between 223<sup>rd</sup> Street and 199<sup>th</sup> Street on US-169 Highway
- + 191<sup>st</sup> Street Intersection on US-169 Highway



# Acknowledgments

Planning efforts and public engagement events could not have been completed without the support and dedication from community members, city officials, and transportation experts and advocates.

## SAFETY ACTION PLAN ADVISORY COMMITTEE MEMBERS

+ Julie Brewer – Johnson County Commission	+ Sgt. Rob Reinhold – Spring Hill Police Department
+ Kyley Delphia – Spring Hill School District	+ Chief Trig Morley – Fire District #1, Johnson County
+ Tim Meek – Spring Hill School District	+ Samantha Randle – American Family Insurance
+ Kyler Shirley – Spring Hill High School Student	+ Barry Mathia – Cardinal Glass
+ Jake Moore – Spring Hill Recreation Commission	+ Chelsea Harvey – Spring Hill Resident
+ Mike Reinhart – Kansas Dept. of Transportation	+ Alicia Hunter – Mid-America Regional Council
+ Matt Mckeprang – Kansas Dept. of Transportation	

## SPRING HILL CITY STAFF

+ Lane Massey – City Administrator	+ Jacob Speer – Public Works Director
+ Alysen Abel, PE – City Engineer	+ Amy Long – Community Dev. Project Coordinator
+ Kristen Boxman – Public Affairs Specialist	+ Cassidy Bridges – Public Works Staff

## SPRING HILL MAYOR AND CITY COUNCIL

+ Joe Berkey, Mayor	+ Kristin Feeback
+ Chad Young, Council President	+ Phillip Thron
+ Mike Grant	+ Brian Peel

## HDR CONSULTANTS

+ Jay Aber	+ Kylee Gullion
+ Jessica Allen	+ Kate Hamel
+ Maggie Bauer	+ Taylor McHenry
+ Samantha Cicero	+ Mindy Moore
+ Megan Ferguson	+ Maggie Newlin

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**Appendix A: Detailed Action Plan**

**Appendix B: Transportation Safety Analysis**

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# WHY SAFETY?



# SAFETY OVERVIEW

SSAA

In Spring Hill, we recognize that the only acceptable number of fatal crashes we should be experiencing is **zero**. We know that there is also no single department or entity who can achieve this goal alone. Increasing roadway safety in our community will take the work of everyone, because roadway safety is a responsibility that is shared among everyone, including those who use the streets to those who design the streets.

Crashes have had a major impact on our community. Since 2014, there have been 378 total traffic crashes that resulted in an injury or death. In total, these crashes led to 8 fatalities, 42 serious injuries, and 328 minor injuries. These crashes have resulted in an estimated \$205 million in economic cost to society. This cost includes things like lost productivity, insurance claims, health care, and emotional distress.

Of the Spring Hill residents surveyed, 70% of people have been injured or know someone who has been killed or injured in a traffic crash. This startling statistic highlights the tremendous impact that roadway safety has on our community.

Nearly 10,000 people call Spring Hill home. All members of our community deserve access to safe and accessible transportation systems that are planned, designed, maintained, and operated to support their needs. This includes everyone, from those who are just now earning their driver's licenses, those who need to commute to their jobs, children walking and biking to school, retirees wishing to finally ride their motorcycles, and those who don't or can't drive a car and wish to take transit.

All road users are vulnerable to making mistakes. But those mistakes should never cost them their lives on Spring Hill roads. Using the Safe System Approach, we can achieve our goal to reduce the risk of severe crashes and create safer streets for all in Spring Hill.

## SAFE SYSTEM APPROACH

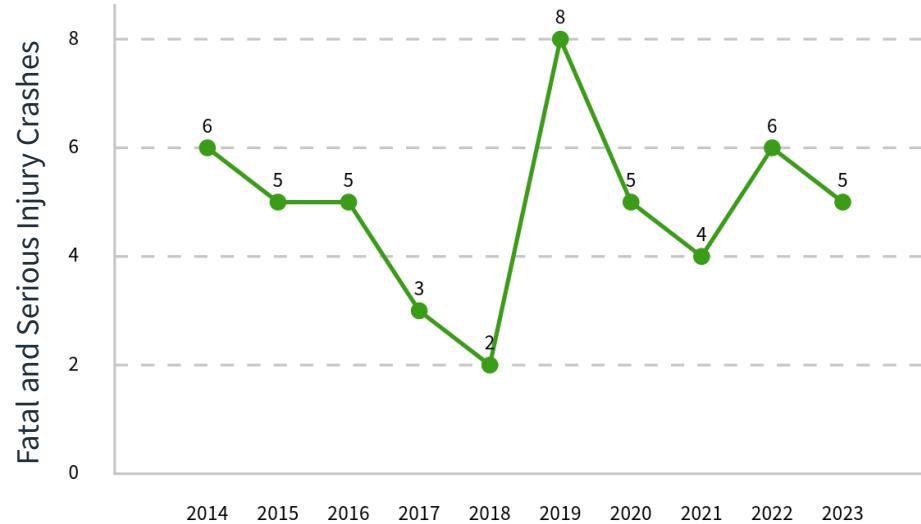
In our current transportation system...

-  People can make mistakes
-  People can get distracted
-  People can drive too fast

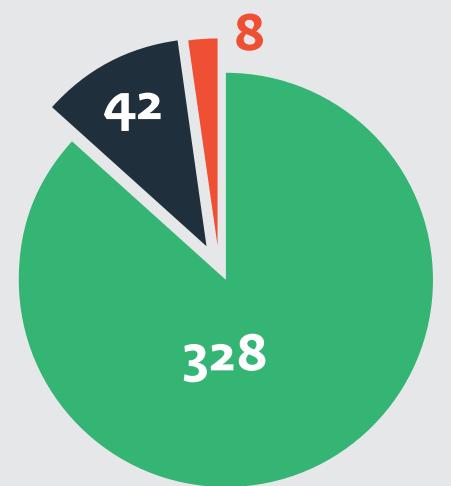
However, the outcome of these actions should never result in death or injury for anyone using our transportation system.

**70%**  
of people in Spring Hill  
know someone who  
has been injured or  
killed in a traffic crash  
or have been injured  
themselves.

## NUMBER OF FATAL AND SERIOUS CRASHES BY YEAR



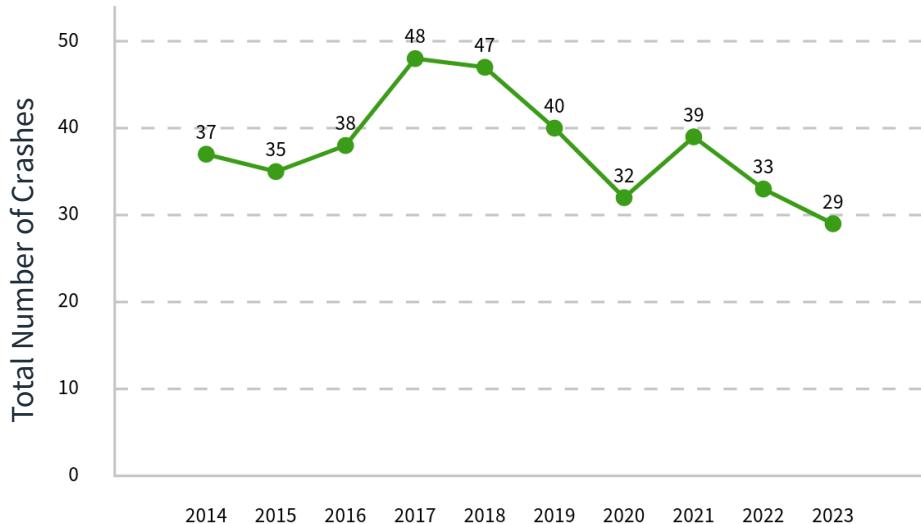
## CRASH STATISTICS



-  FATAL
-  SERIOUS INJURY
-  MINOR INJURY

\*All data is from 2014-2023

## TOTAL NUMBER OF CRASHES BY YEAR



**\$205 M**  
in economic crash  
cost to society.

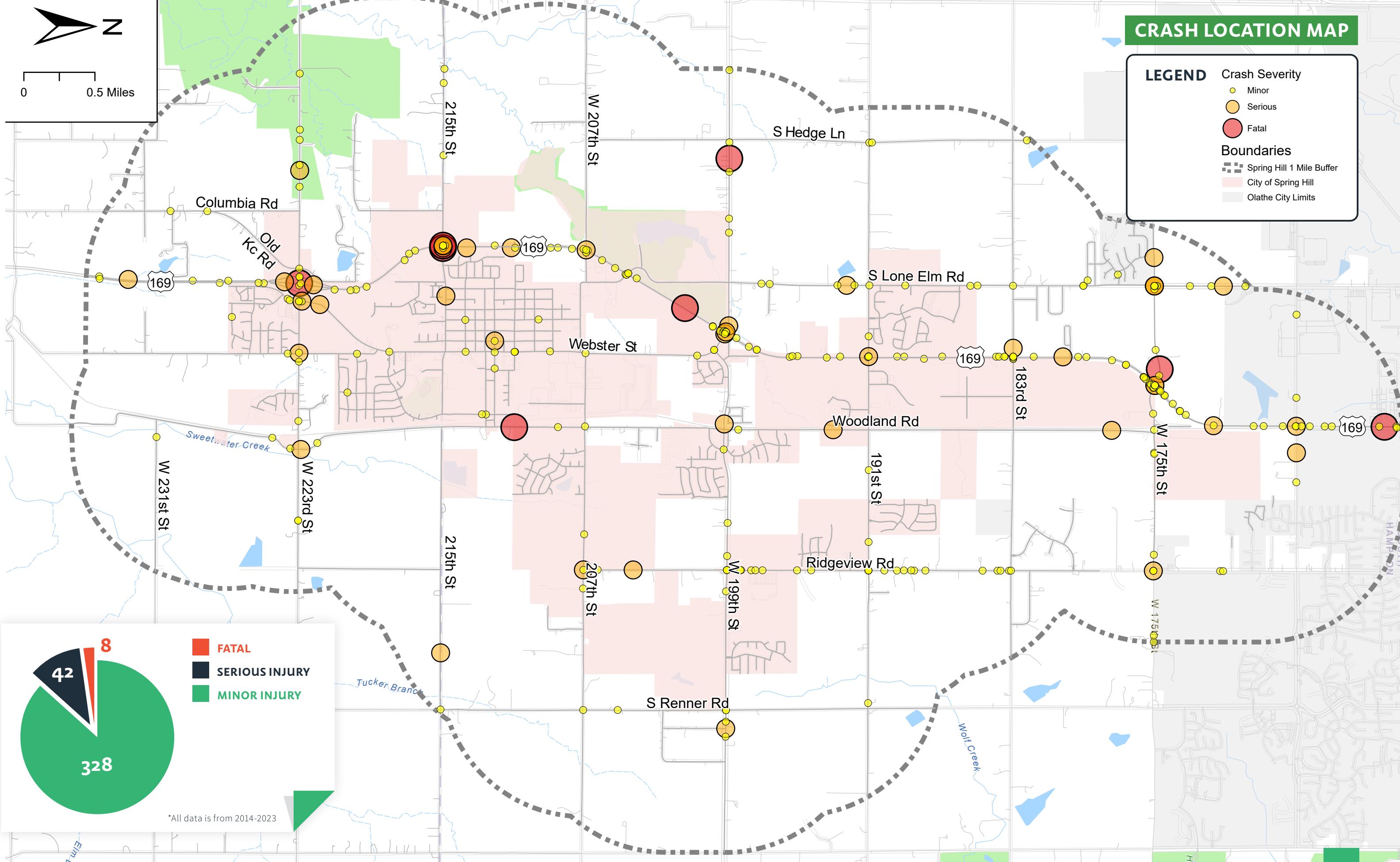
## CRASH LOCATION MAP

### LEGEND Crash Severity

- Minor (Yellow)
- Serious (Orange)
- Fatal (Red)

### Boundaries

- Spring Hill 1 Mile Buffer (Dashed Line)
- City of Spring Hill (Pink)
- Olathe City Limits (Grey)



## The Spring Hill Approach to Safety

The City of Spring Hill, the Kansas Department of Transportation (KDOT), Johnson County, and Miami County have made significant investments in the community through transportation infrastructure projects to enhance vehicular and non-vehicular mobility and safety. While notable progress has been achieved in traffic flow and safety, continued efforts are needed to make streets safer for all. This will remain essential as the city grows and new areas are developed.

Spring Hill recognizes the importance of leadership and goal setting in shaping its transportation safety initiatives. The Spring Hill Safe Streets for All Action Plan is guided by five principles developed by stakeholders to ensure transportation safety is addressed through a shared approach that benefits everyone in Spring Hill.

## Guiding Principles

### SAFETY FOR ALL

Safety is for everyone, regardless of their background, whether they're a resident or visitor, and whether they're traveling by car, motorcycle, public transportation, bicycle, using a mobility device, or on foot. This plan outlines actions that will improve the safety of everyone who travels in and around Spring Hill.

### COLLABORATION

As the fastest-growing city in Kansas, the need for safe transportation in Spring Hill extends beyond the city limits. This plan highlights the need for collaboration between the City of Spring Hill, the Kansas Department of Transportation, and Johnson and Miami Counties.

### PROACTIVE SOLUTIONS

To prevent more fatal and injury crashes in Spring Hill in the future, the proactive implementation of safety solutions is key. This plan includes a broad range of proactive strategies, systemic countermeasures, and policy enhancements developed in collaboration with the public and informed by the Safe System Approach.

### FOCUSED ACTION

Without a focused action plan, an effort as broad-reaching as creating safe streets for all can be overwhelming. This plan outlines specific action items with action champions and defined time frames to clearly define a path towards reducing and eventually eliminating fatal and injury traffic crashes.

### COMMITMENT AND PROGRESS

Traffic safety is a long-term commitment that requires continued dedication to make progress. This plan outlines the development of a Spring Hill Vision Zero resolution, formation of a local Transportation Safety Board, and ongoing annual reporting and implementation planning.

## What is the Safe System Approach?

Spring Hill is taking action to reduce fatal and serious injury crashes using the Safe System Approach. The Safe System Approach is a holistic and comprehensive framework to improve safety and reduce fatalities and serious injuries on all roadways. The goal of the Safe System Approach is to create multiple layers of safety throughout a transportation system to reduce the likelihood of mistakes being made on roadways that can lead to serious injuries or deaths and to minimize the severity of crashes that do occur. For example, new educational programs, updated policies, and better roadway design can work collectively to create safer streets for all. The five Safe System pillars are shown on the inner ring of the image to the right (Safer People, Safer Vehicles, Safer Speeds, Safer Roads, and Safer Post Crash Care). These pillars are supported by the five Safe System principles, shown on the outer ring.



## How Spring Hill Leadership will Apply the Safe System Approach

To support the goal of achieving safer streets using a Safe System Approach, Spring Hill followed a structured planning framework based on a thorough safety analysis and public input and set measurable goals for transportation safety improvements. The Spring Hill Safe Streets for All Plan, funded by the Safe Streets and Roads for All program, aims to enhance traffic safety for all road users by implementing strategies that promote safer streets, responsible user behavior, appropriate speeds, and encourage multimodal mobility. Engagement and collaboration with key stakeholders, including community members, city officials, and transportation experts, was essential in developing the Safe Streets for All Plan.

This plan also provides a comprehensive set of recommended projects, policies, and programs, along with an action plan to successfully implement these recommendations to improve transportation safety and address the community's needs.

However, this plan serves as just the starting point for Spring Hill to begin addressing transportation safety concerns and work towards substantially reducing roadway fatalities and serious injuries. Implementing this plan will take time, additional funding, and dedication among City leaders and the community. Through continued efforts to encourage responsible road user behaviors and design and maintain safer multimodal transportation networks, Spring Hill can create and promote safer streets for all.



# LISTENING TO THE COMMUNITY



DO NOT  
PLEASE  
OUT A BOOK  
DON'T

SPRING HILL, KS  
SAFE STREETS  
FOR ALL

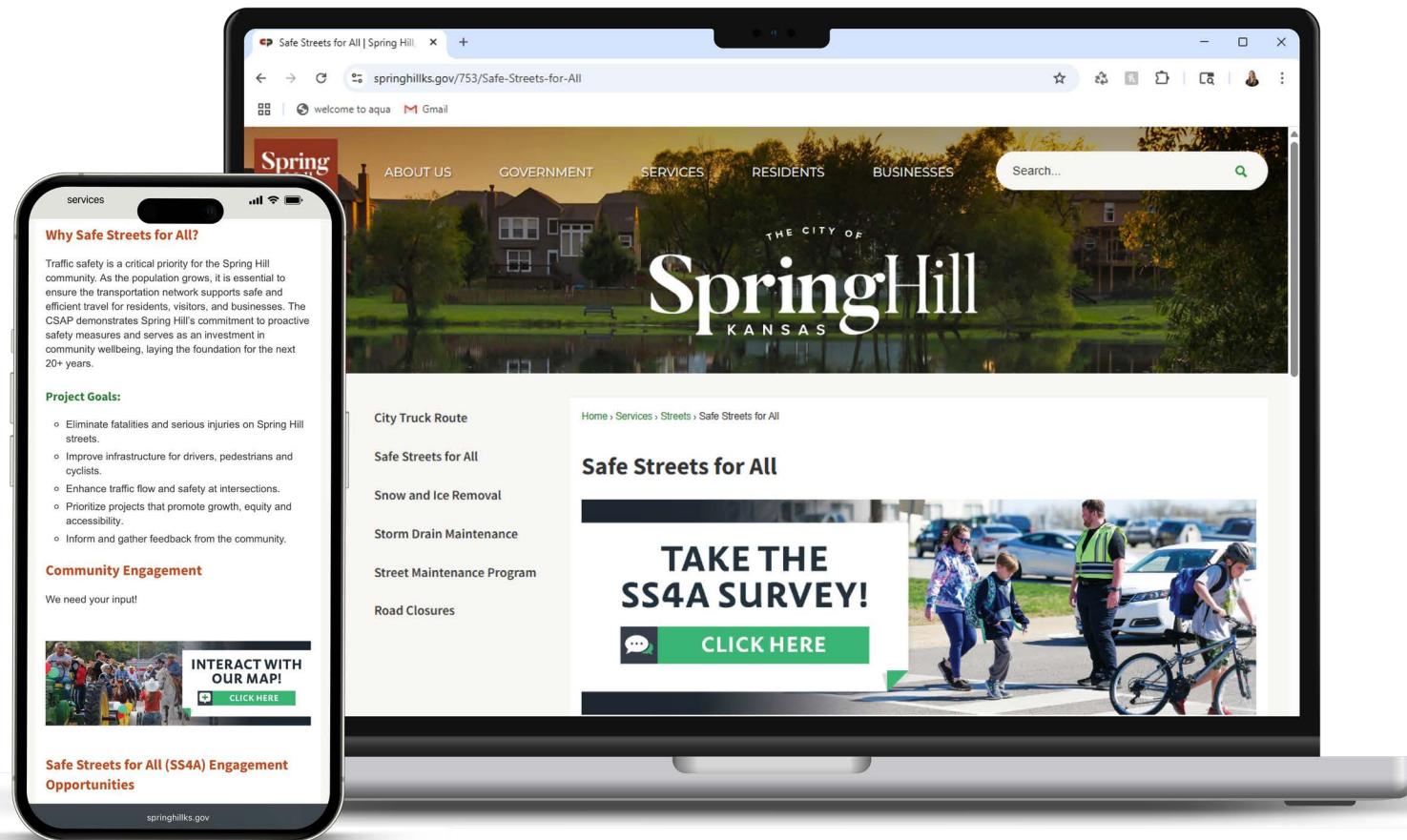
Community engagement played an integral part in the development of the Spring Hill Safe Streets for All Plan. The project team hosted several events, meetings, and online participation opportunities to gather feedback and listen to concerns related to transportation safety and educate the public on the Safe Streets for All initiative and Safe System Approach. A full record of public events and feedback is included in Appendix C of this plan.

## ENGAGEMENT EVENTS

- + Hometown Holidays** - Friday, December 6, 2024
- + Advisory Committee #1** - Monday, January 27, 2025
- + City Hall Coffee Community Event** - Thursday, March 27, 2025
- + Library Social Community Event** - Thursday, March 27, 2025
- + Advisory Committee #2** - Monday, March 31, 2025
- + Daffodil Days** - Saturday, April 26, 2025
- + Advisory Committee #3** - Tuesday, May 6, 2025
- + Public Open House** - Wednesday, May 21, 2025

## Online Engagement

The project team developed a Safe Streets for All project webpage hosted on the City's website from **December 2024 – Present**. This webpage was designed to inform the public about Safe Streets for All planning initiative and to gather community input throughout the project's development. The site includes an overview of the Safe Streets for All project and its importance, explains the goals of the planning effort, outlines the project development process, and shares the anticipated timeline for completion.



Spring Hill residents and stakeholders were invited to participate in two online engagement opportunities. The first was a brief survey that allowed individuals to share their perspectives on safety within Spring Hill's transportation system. The survey was accessible through the Safe Streets for All project webpage.



## Survey Results

The City conducted a community survey to better understand resident travel behavior, safety concerns, and communication preferences to inform the Safe Streets for All Plan. A total of 126 individuals responded to the survey. The survey was available on the website from December 2024 to May 2025.

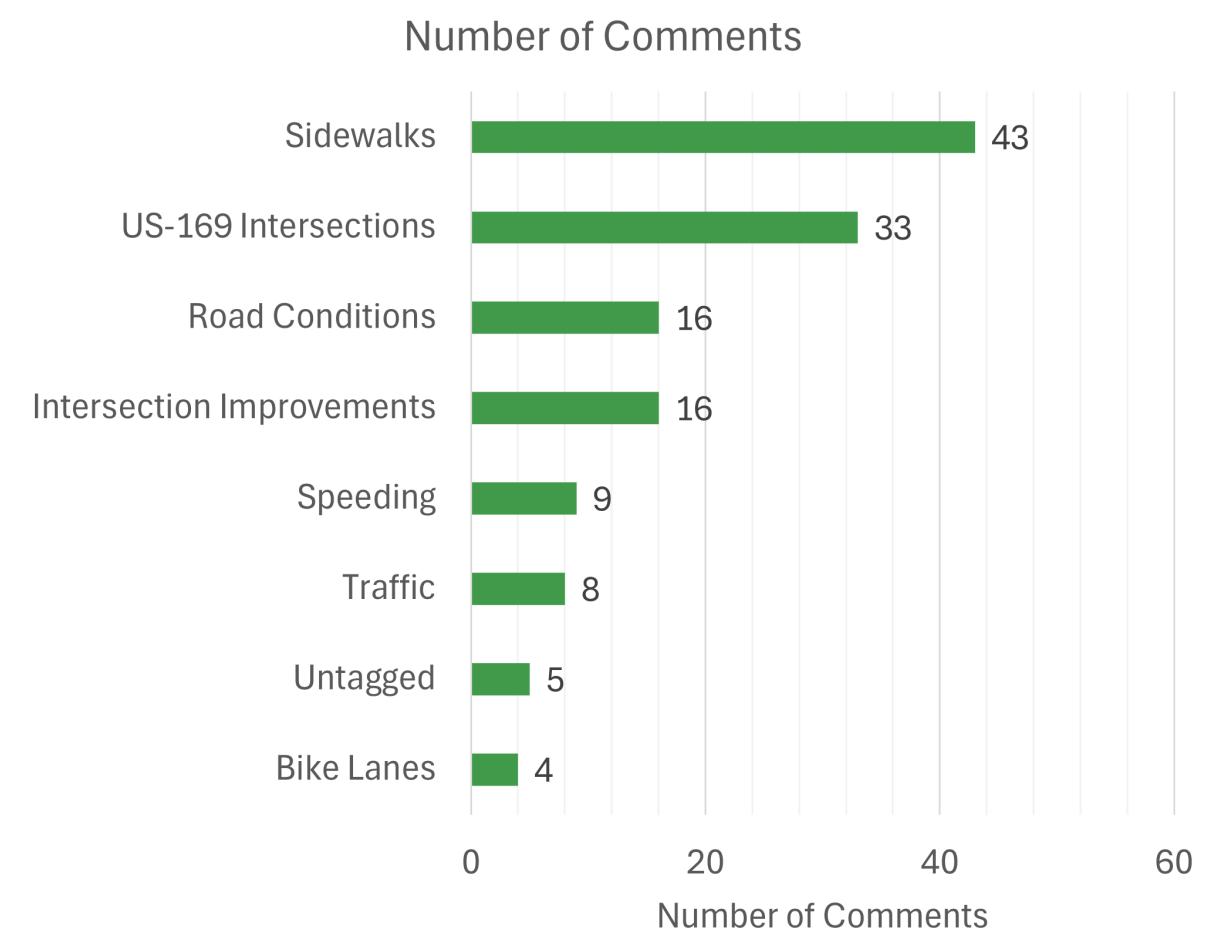
### COMMUNITY EXPOSURE TO TRAFFIC CRASHES

- + 70% of respondents (88 out of 126) reported personal or secondhand experience with traffic injuries or fatalities.

### PRIMARY TRANSPORTATION MODES

- + Driving was overwhelmingly the main mode (97%).
- + Walking and biking were rarely selected.

### TOP SAFETY CONCERN



### TRAVEL FREQUENCY

- + Drive or ride in a vehicle – 86%
- + Walk – 4%
- + Ride a bike/scooter – 4%
- + Public transit – <1%
- + Motorcycle – <1%

### PERSONAL DRIVING BEHAVIORS

- + **Speeding (5 mph over):** 83% admit to doing it at least occasionally.
- + **Speeding (10 mph over on highways):** 61% do this often.
- + **Seatbelt use:** 94% always wear seatbelts.
- + **Phone use while driving:** 6% do it at least half the time.

### PERCEPTIONS OF OTHERS' DRIVING

- + Community members perceive others speed and text while driving frequently, while assuming seatbelt use is common.

### IMPAIRED DRIVING

- + **Self-reported DUI in past month:** 98% never.
- + **Perception of others DUI in past month:** Only 13% believe it “never” happens 12% think it happens more than 4 times a month for some

### PERCEIVED DANGER OF BEHAVIORS

- + **Driving under the influence:** 95% rated as extremely dangerous
- + **Texting while driving:** 84% extremely dangerous
- + **Not wearing a seatbelt:** 68% extremely dangerous
- + **Speeding:** 31% extremely dangerous

### DEMOGRAPHICS

#### Relationship to Spring Hill:

- + 93% live in Spring Hill
- + 38% have children in the school district

#### Age:

- + 31% aged 35–44
- + 22% aged 45–54

#### Gender:

- + 55% female
- + 42% male

#### Race:

- + 96% White

#### Ethnicity:

- + 98% non-Hispanic

### COMMUNICATION PREFERENCES FOR ENGAGEMENT

#### Top Channels:

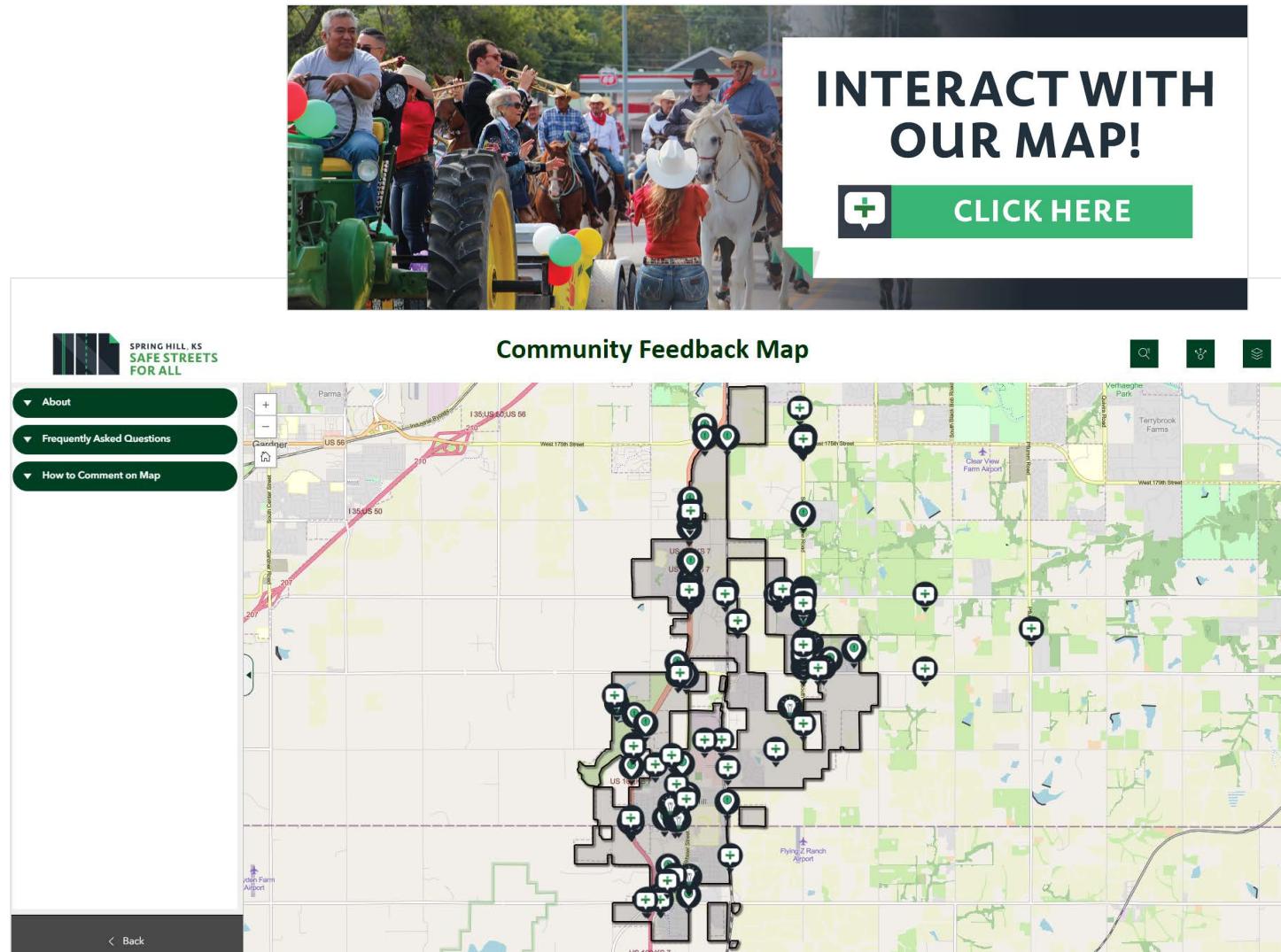
- + Social media – 61%
- + City newsletter – 37%
- + Email listserv – 7%

#### Less effective:

- + In-person events and flyers scored low

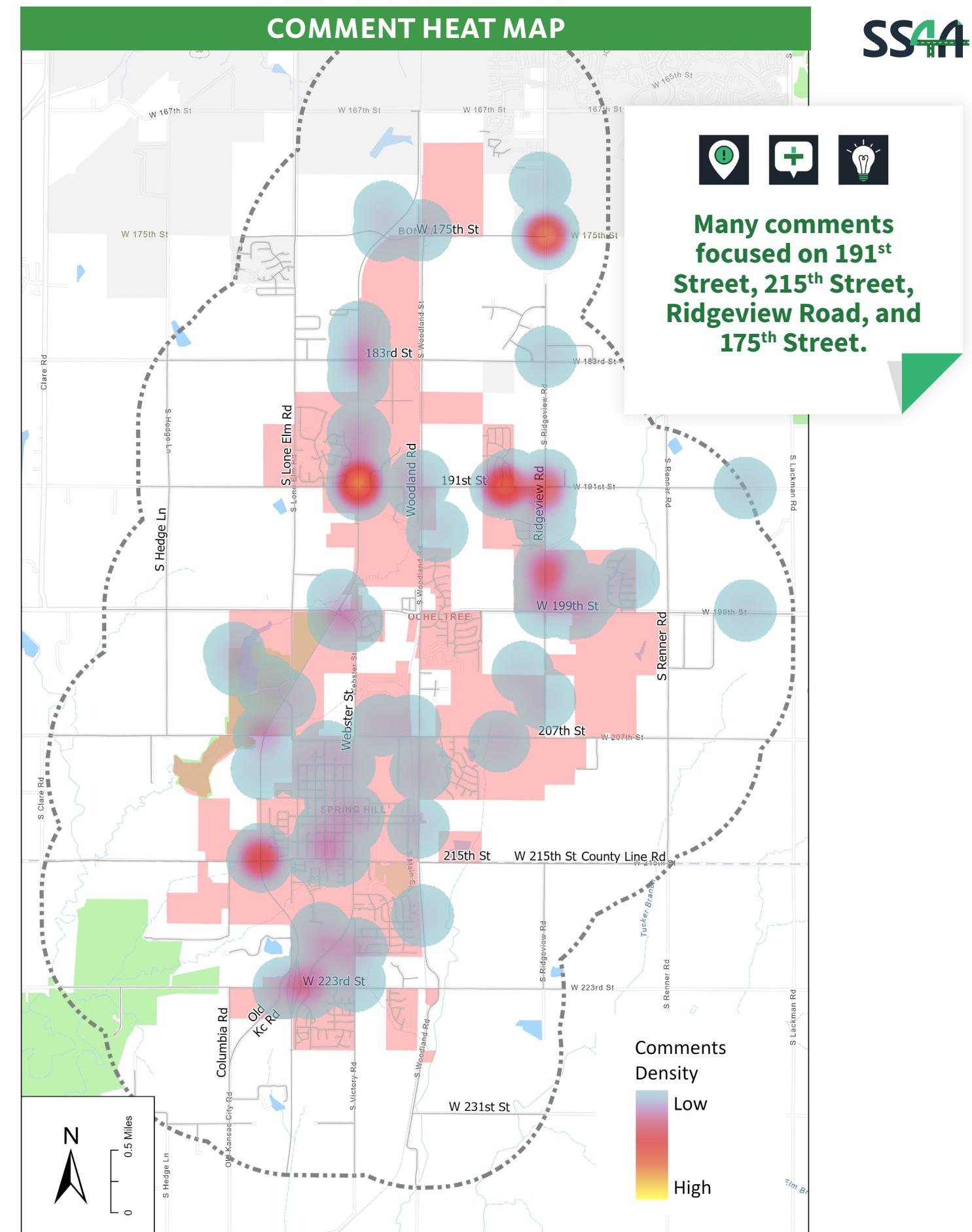
## Comment Map

The community was invited to engage in a virtual mapping exercise. Participants were asked to place comment boxes on a map of the City of Spring Hill in locations where they had safety concerns, ideas, or general comments. The Comment Map was available on the website from December 2024 to May 2025.



## Results

There were roughly 129 unique notations and/or comments placed on various locations across the city on the map. There were 3 different options for residents to choose from, including: Make a Comment, Ideas and Suggestions, and Area of Concern. All together there were **56 Comments, 16 Ideas and Suggestions, and 60 Area of Concern**. The map on the right shows the locations where comments were received.



## Community Event #1 - Hometown Holidays

The project team participated in the annual Spring Hill Hometown Holidays event on Friday, December 6, 2024, at the Spring Hill Civic Center (401 N Madison, Spring Hill, KS 66083) from 6:00 PM to 8:00 PM. Hosted by the City of Spring Hill staff, this community event provided an opportunity to engage with residents and share updates about the Safe Streets for All initiative.

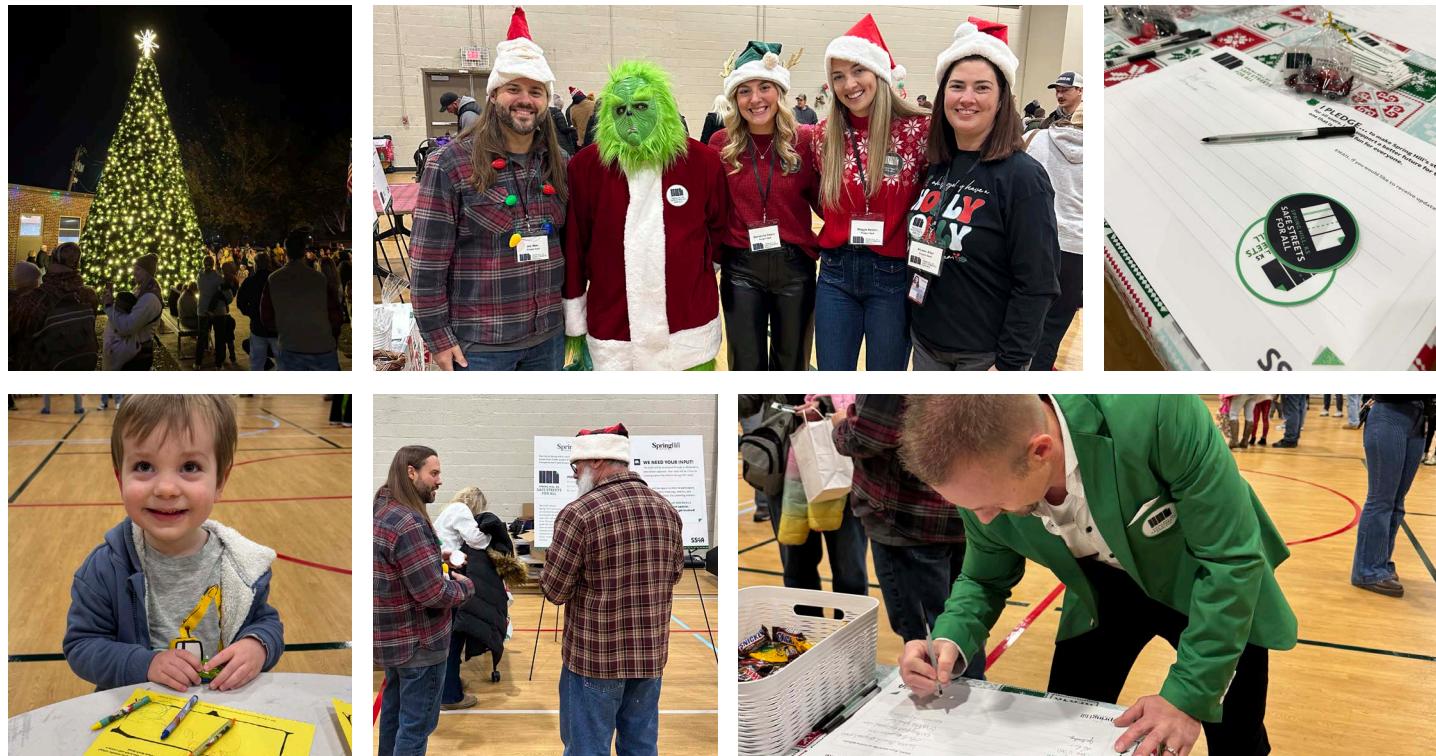
### RESIDENTS WERE INVITED TO STOP BY AND:

- + Learn about the project goals and outcomes, including the development of the project.
- + Sign a pledge to support the initiative and provide their email addresses for future updates.

Additionally, adults were asked if they would like to sign-up for future emails and children were encouraged to color on the Yellow Brick Road safety sheets, promoting the project and safety awareness.

### EVENT HIGHLIGHTS:

- + **31 community members** signed the pledge and email sign-up sheet
- + **43 children participated** in the coloring activity



## Community Event #2 – City Hall Coffee

The project team hosted a public community event at Spring Hill City Hall on Thursday, March 27, 2025, from 8:00 AM to 9:00 AM. Employees from Spring Hill Public Works, Police and Fire attended and provided safety vehicles like police cars for attendees to view and learn more about how the community responds to transportation safety issues like crashes. The project team set up informational boards featuring details about the Safe Streets for All program. Attendees were encouraged to explore the project materials, scan a QR code linking to the project website, complete a community survey, and leave comments on a map highlighting safety concerns around town.

### KEY CONVERSATION POINTS

- + Concerns with traffic on the highway
- + Having sidewalks for children
- + Lack of safety measures at City events (i.e. Spring Hill 5k)



## Community Event #3 – Library Social

On Thursday, March 27th, 2025, the project team hosted a community engagement event at the Spring Hill Public Library from 4:30 PM to 6:30 PM. Inside the library, staff set up a welcoming, table-style booth where community members could sit down, interact with the team, and provide input directly on a physical map. Attendees were encouraged to highlight specific areas in Spring Hill where they had safety concerns, helping to guide future planning efforts. If time permitted, participants were also invited to complete a brief survey to further share their thoughts.

Informational display boards were also available at the booth, along with a QR code linking to the project website for those interested in learning more or staying involved after the event.



# Community Event #4 – Daffodil Days

The project team participated in the Spring Hill Daffodil Days event on Saturday, April 26, 2025, at the Spring Hill Early Learning Academy (300 E. South Street) from 11:00 AM to 2:00 PM. Hosted by the City of Spring Hill staff, this free, family-friendly community event provided an opportunity to engage with residents and share updates about the Safe Streets for All initiative. The event brought together local businesses, community organizations, and vendors to provide carnival-style games and/or nature activities. Hundreds of community members attended this event and stopped by the Safe Streets for All booth!

The Safe Streets for All booth had corn hole with the logo on the game boards, safety ducks and branded stickers, and informational material to showcase this project and efforts.

## KEY CONVERSATION POINTS

- + Visit the website
- + Take the survey
- + Participate in the comment map

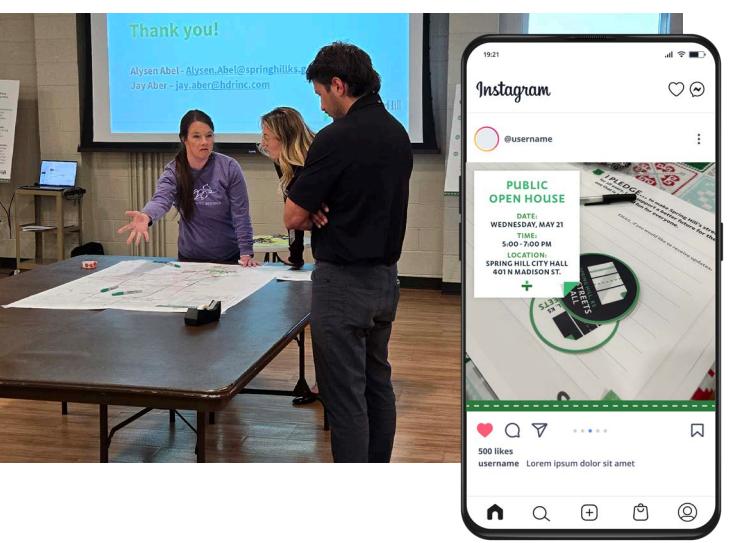


## Public Open House - Wednesday, May 21, 2025

The City of Spring Hill hosted a Public Open House on Wednesday, May 21, 2025. It was held in Spring Hill at the Civic Center, (401 N Madison, Spring Hill, KS 66083) from 5:00 PM – 7:00 PM. This open house showcased the final plan, community involvement, and findings and results throughout the duration of the project. The room was set up with a sign-in table, information boards, an interactive High Injury Network map, a plot map to write on and place sticker dots, and tables with comments cards. Additionally, there were two opportunities for attendees to listen to a 15-minute presentation from Project Representative, Jay Aber.

### KEY CONVERSATION POINTS

- + Broad support for the plan and a desire to move forward with the actions outlined in the plan
- + Sidewalks and roundabouts are top safety countermeasures that people want to implement
- + A focus on safety along US-169 highway and along South Street, Webster Street, and 223rd Street



## Advisory Committee Meeting #1

The City of Spring Hill hosted the first Advisory Committee Meeting on Monday, January 27, 2025. It was held in Spring Hill at the Civic Center, (401 N Madison, Spring Hill, KS 66083) from 12:00 PM – 1:00 PM. The event was attended by 15 members of the committee. The purpose of this initial meeting was to introduce the project, inform the committee of its goals and process, and begin gathering input on priorities to help guide the planning effort.

### KEY DISCUSSION POINTS

While in breakout groups, the members discussed what aspects of the plan should be prioritized. The discussion included infrastructure, programs and policies. The floor was also opened up for discussion amongst the attendees. They mentioned concerns with traffic, sidewalks and areas needing updated infrastructure.

## Advisory Committee Meeting #2

The City of Spring Hill hosted the second Advisory Committee Meeting on Monday, March 31, 2025. It was held in Spring Hill at the Civic Center, (401 N Madison, Spring Hill, KS 66083) from 10:00 AM – 11:30 AM. The event was attended by 12 members of the committee. The purpose of this meeting was to build on the initial discussion, review potential safety strategies, and gather feedback on infrastructure, behavioral, and policy solutions to improve transportation safety in Spring Hill.

### KEY DISCUSSION POINTS

#### Traffic safety improvements such as:

- + Dedicated turn lanes
- + Roundabouts
- + Updated speed limits
- + Infrastructure upgrades including sidewalks, bike lanes, and crosswalks

#### Behavioral strategies including:

- + Driver education
- + Distracted driving prevention

#### Policy suggestions such as:

- + Adopting a Vision Zero resolution
- + Updating local transportation plans and codes

## Advisory Committee Meeting #3

The City of Spring Hill hosted the second Advisory Committee Meeting on Tuesday, May 6, 2025. It was held in Spring Hill at the Civic Center, (401 N Madison, Spring Hill, KS 66083) from 1:30 PM – 3:00 PM. The event was attended by 11 members of the committee. The purpose of this meeting was to review the draft Safety Action Plan, confirm project priorities, and gather final input from the committee before submission and adoption, ensuring alignment with community needs and implementation goals.

### KEY DISCUSSION POINTS

- + Final review of Spring Hill's draft Safety Action Plan before submission and adoption
- + 24 transportation projects identified, prioritized by safety data and public input
- + Emphasis on vulnerable road user safety, intersection improvements, and behavioral countermeasures
- + Support for systemic, low-cost safety measures and coordination with development
- + Recommendation to form a Transportation Safety Board to oversee implementation
- + Upcoming deadlines include grant submission (June 26, 2025) and City Council adoption (June 12, 2025)





# STATE OF SAFETY IN SPRING HILL



SPRING HILL, KS  
SAFE STREETS  
FOR ALL

# SAFETY ANALYSIS

To inform the recommendations outlined in the Spring Hill Safety Action Plan, the project team conducted a *Transportation Safety Analysis*, included as Appendix B, to assess historical crash trends during a ten-year period from 2014 - 2023. This data set represents the most recently available crash data at the time of the plan's development. The Spring Hill crash data includes all crashes where an individual was killed or seriously injured (also known as a KSI crash).

The crash data also includes all roads, regardless of jurisdiction, within Spring Hill and within one mile of city limits. Because Spring Hill is growing quickly, and because many residents and visitors frequently drive along Johnson County roads and Highway US-169, it was important to include these facilities in this safety analysis.

**Since 2014, there have been 378 total traffic crashes. These crashes have resulted in 8 fatalities, 42 serious injuries, and 329 minor injuries. While crashes have declined by 22% over this time period, there are still dozens of KSI crashes occurring in the Spring Hill area each year.**

The *Transportation Safety Analysis* highlighted several trends that were used to guide the development of the Safety Action Plan. These trends are represented as the Focus Areas described below.

## Focus Areas

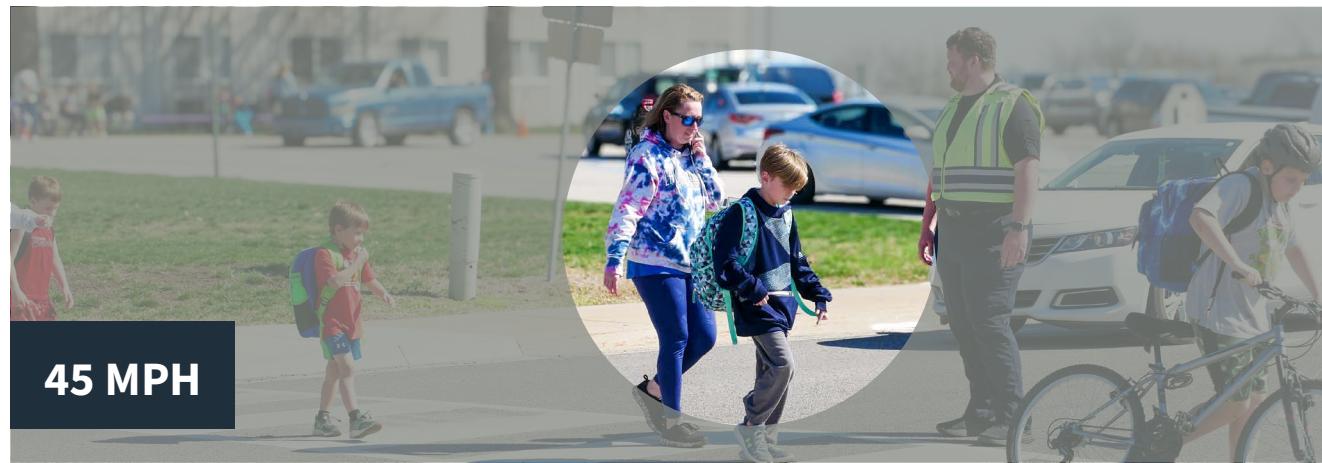
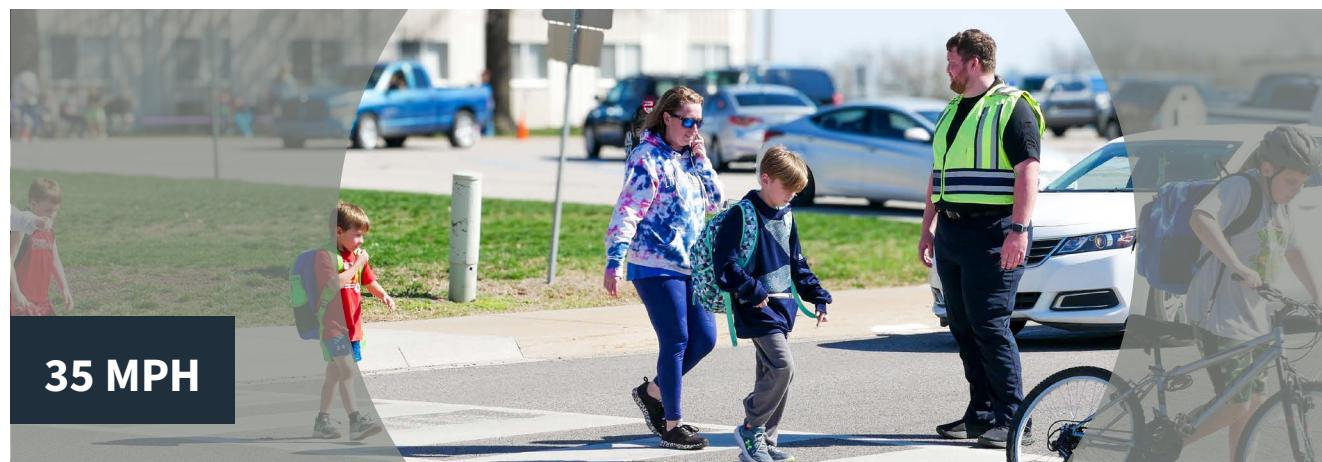
- High Injury Corridors** – Over 80% of the severe crashes in the Spring Hill area happened on the High Injury Network (HIN). However, the HIN only encompasses 25% of the total roadway network
- Roadway Departures** – Almost half of the severe crashes in Spring Hill area involved vehicles leaving the road, particularly on the higher speed rural-style roadways on the edge of town.
- High Speed Intersections** – More than a quarter of severe crashes in the Spring Hill area were right-angle crashes at intersections, particularly the higher speed corridors.
- Walking and Bicycling Facilities** – While there have been eight total fatal crashes in Spring Hill since 2014, the one fatal crash on a roadway under City of Spring Hill jurisdiction involved a pedestrian. People walking and bicycling have an elevated risk of serious injury or death when involved in a crash.
- Speeds** – As vehicle speeds increase, the frequency and severity of crashes increase, especially for people walking and bicycling. Speeding was involved in almost 20% of severe crashes by law enforcement but isn't viewed by the public as an extremely dangerous behavior.
- Teen Drivers and Older Drivers** – Teen and older drivers are involved in almost 40% of the severe crashes in Spring Hill, even though they only make up about 15% of the population.
- Intoxicated and Distracted Driving** – The public understands the dangers of driving while intoxicated or distracted, yet almost 20% of severe crashes involved intoxication and just over 20% involved distraction.



## Safer Speeds Data

Speeding leads to dangerous conditions for everyone. The faster you drive, the less you can see – and the longer it takes to stop. A driver's cone of vision shrinks as speed increases. See how a driver's cone of vision shrinks as speed increases below.

### IMPACT OF DRIVING SPEED ON DRIVER'S CONE OF VISION



## IMPACT OF DRIVING SPEED ON CRASHES INVOLVING PEDESTRIANS



9 out of 10 pedestrians survive being hit by a vehicle traveling at 20 mph.

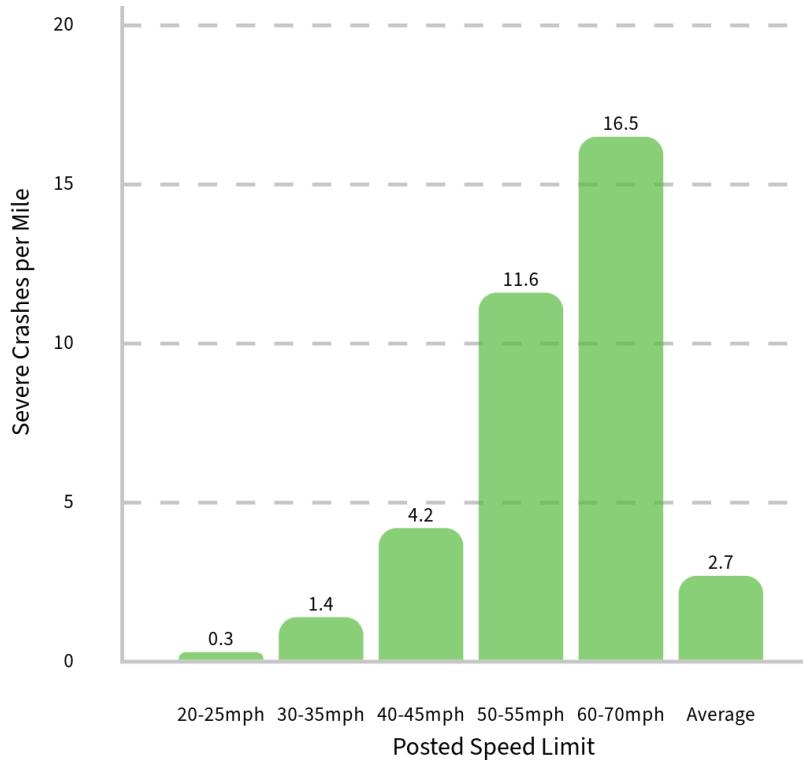


5 out of 10 pedestrians survive being hit by a vehicle traveling at 30 mph.



1 out of 10 pedestrians survive being hit by a vehicle traveling at 40 mph.

## CRASH RATE BY SPEED LIMIT

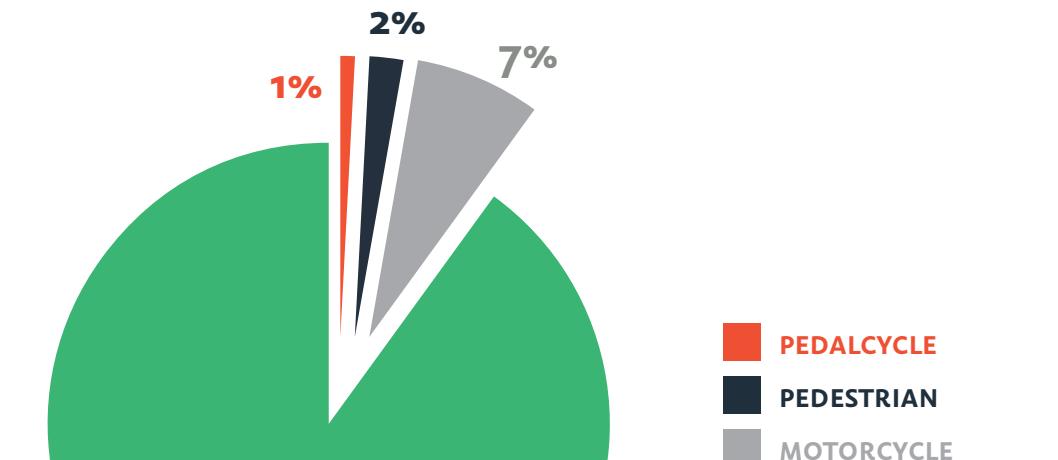


## Safer People Data

Certain road users are at a higher risk of being seriously injured or killed.

- Non-drivers (pedestrians, cyclists and motorcyclists) take very few trips in Spring Hill but are involved in 10% of fatal or serious injury crashes.

## KSI CRASHES BY ROAD USERS



- PEDALCYCLE
- PEDESTRIAN
- MOTORCYCLE
- VEHICLE OCCUPANTS

Most people drive as their primary mode of transportation in Spring Hill. However, many people indicated that they regularly walk in Spring Hill at least once per week. The transportation system should be designed to support all road users and their choice to use any travel mode to move through the community. Survey results indicated that:

- 97% of people drive as their primary mode of transportation
- 30% walk at least 4 times per week



### Older adults and teenagers are overrepresented in Spring Hill crash data:

- Teen drivers (15-19) are 5% of the population but are involved in 14% of fatal or serious injury crashes.
- Older drivers (65+) are 9% of the population but are involved in 25% of fatal and serious injury crashes.



### Safer Roads Data

#### Crashes are concentrated in certain areas.

- More than 80% of life-altering crashes in Spring Hill occurred on the High Injury Network.
- 40% of all crashes occurred on Highway US-169, which only accounts for 6% of road miles in the area.

#### Risk factors for Spring Hill roads to have higher crashes include:

- High traffic volumes
- Faster speed limits
- Near a school, commercial area or industrial area

### Spring Hill's High Injury Network

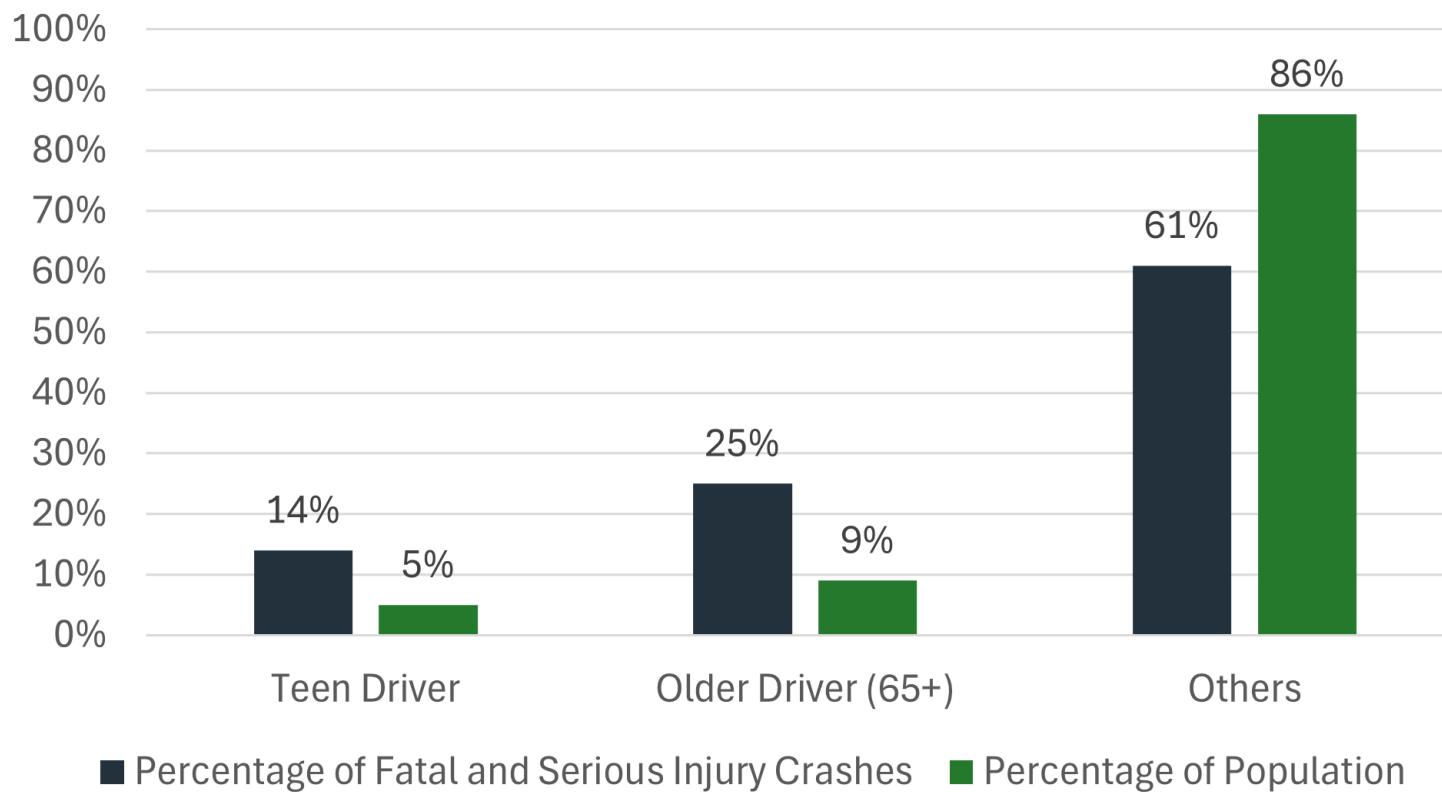
Crashes do not occur consistently throughout the transportation network. They are concentrated on certain roadway corridors at higher levels than others. The High Injury Network (HIN) represents the corridors where there the highest concentration of people who have been killed and injured in traffic crashes exist.

In Spring Hill, these corridors include many of the major arterial roads in the area:

- US-169
- South Ridgeview Road
- West 199th Street
- West 175th Street
- West 223rd Street
- West 215th Street/South Street
- Webster Street

These corridors and others identified on the HIN are represented on page 45. **Over 80% of the fatal and injury crashes in the Spring Hill area occurred on this HIN, which encompasses only approximately 25% of the roadway miles in the area.**

### FATAL AND SERIOUS INJURY CRASHES INVOLVING TEEN AND OLDER DRIVERS COMPARED TO SPRING HILL POPULATION



Most Spring Hill drivers don't engage in reckless or negligent behavior, but some behaviors continue to result in severe crashes.

(!) 22% of crashes involved an alcohol or drug intoxicated driver.

 Distracted driving and speeding are two of the top cited contributing behaviors involved in severe crashes.



## Spring Hill's High Risk Network

Similar to the HIN, the High Risk Network (HRN) is a map (page 49) developed by evaluating the risk of a crash occurring on any given corridor. Following a systemic safety analysis, three factors were selected as primary crash risk factors for Spring Hill streets. These factors showed the greatest variation and were the most independent of each other. These include:

-  Posted speed limit on the road
-  Proximity to schools
-  Proximity to commercial or industrial land uses

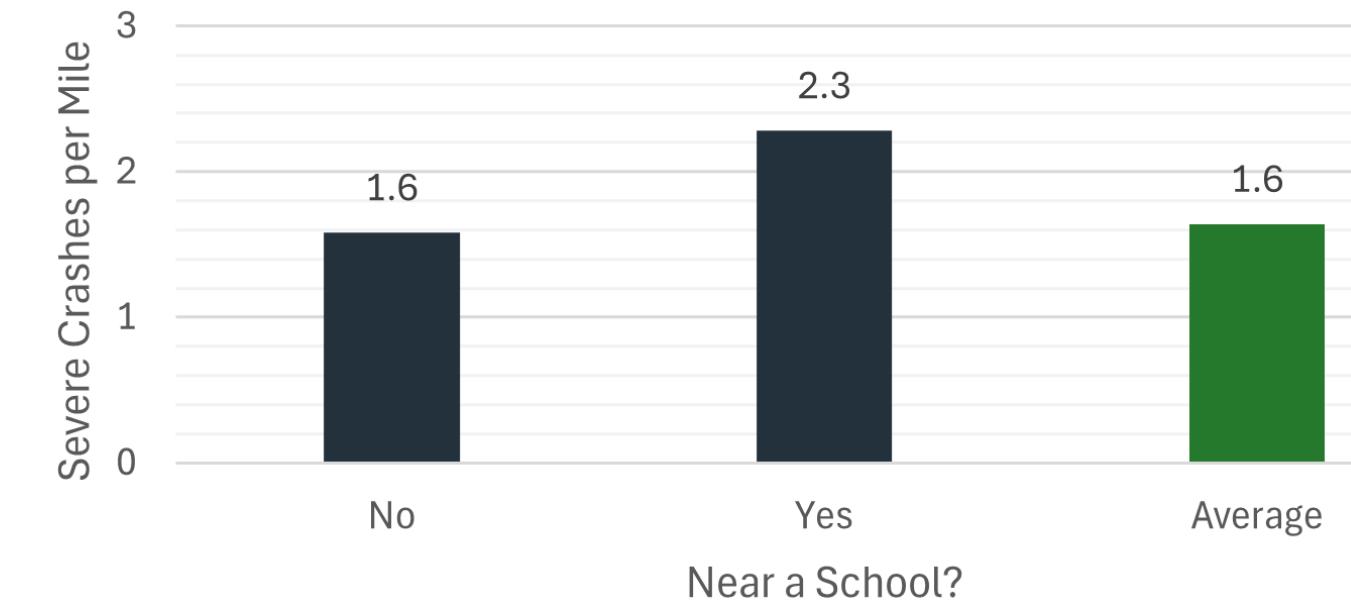
Individuals traveling on streets with these characteristics are at a much higher crash risk compared to driving on roads without these characteristics. **These higher-risk streets have a crash rates that is 5.5x higher than average for the area.**



Segments of South Ridgeview Road are identified on both the HRN and HIN. This city-owned road was also highlighted as a concern by the community during public engagement. The image above shows South Ridgeview Road heading south between 191st Street and 192nd Street near Wolf Creek Elementary School and Forest Spring Middle School.

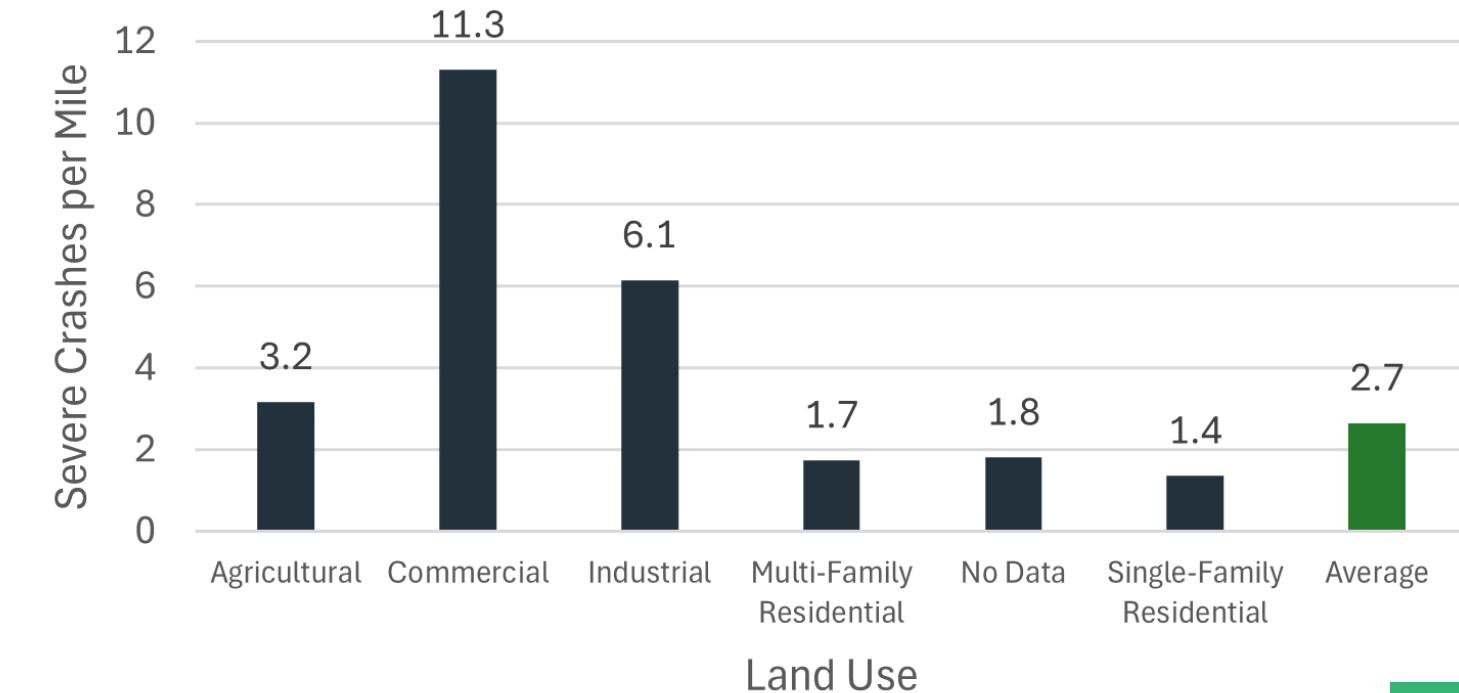
▼ Crashes happen at a more frequent rate on roads near schools. Crashes near schools pose risk for people walking, rolling, and biking, which often includes children in these areas.

### CRASH RATE NEAR SCHOOLS (EXCLUDING US-169)



▼ More crashes occur in areas with commercial and industrial land uses compared to others.

### CRASH RATE BY LAND USE



## HIGH RISK NETWORK MAP

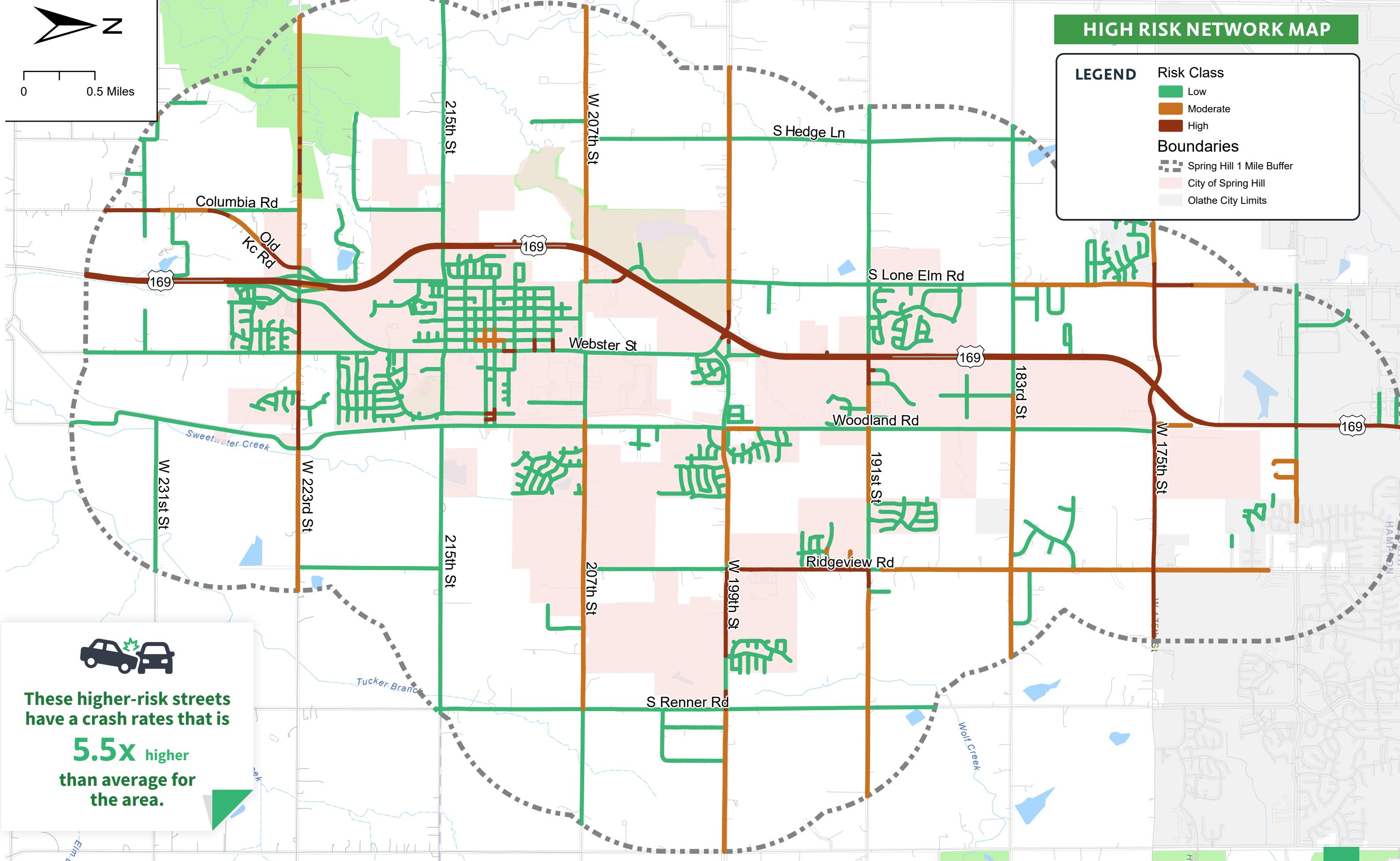
### LEGEND

#### Risk Class

- Low (Green)
- Moderate (Orange)
- High (Red)

#### Boundaries

- Spring Hill 1 Mile Buffer (Dashed)
- City of Spring Hill (Pink)
- Olathe City Limits (Grey)





**MAKING  
SPRING HILL  
SAFER FOR ALL**



SPRING HILL, KS  
SAFE STREETS  
FOR ALL

# STRATEGIES & COUNTERMEASURES

SSAA

Following extensive engagement and a thorough transportation safety analysis, a comprehensive set of strategies, programs, countermeasures, and policy initiatives to increase roadway safety using the Safe System Approach. This approach acknowledges that mistakes are inevitable, however, transportation systems should work to prevent these mistakes and minimize the severity of crashes that do occur. This can be achieved by enhancing safety through all components of a transportation system. Meaning, all elements of the system from the road users to the engineers, planners, operators, maintainers, and designers play a part in creating a safer system for all.

**Each initiative outlined in this section targets different elements contained within the Safe System Approach, but they work together to collectively create a safer system. Additional information is included in the Action Plan (Appendix A).**

## Recommended Policy Initiatives

1. Speed Limit Reductions
2. Driver's Education – Teens and Older Adults
3. Media Campaigns
4. Enforcement – high visibility enforcement, saturation patrols, automated (red-light and speeding cameras)
5. Policy Updates – Municipal Code, Zoning Ordinance, Technical Specifications
6. Continued implementation of the Spring Hill Sidewalk Strategy
7. Adopt a Complete Streets Policy and develop a City of Spring Hill Complete Streets Transportation Management Plan
8. Inclusion of Transportation Safety Projects in the Street Maintenance Program
9. Crash data enhancements
10. Safe Routes to School Programming
11. Expand and promote transit services

## Recommended Capital Infrastructure Countermeasures

These countermeasures involve capital investment by the City and will improve capital assets which can expect to generate safety and economic returns decades into the future. A detailed list of recommended countermeasures is included in Appendix A. This section highlights a few of the highest recommended countermeasures based on their studied crash reduction potential and input from the public and Advisory Committee members. These include:

- + Speed Reduction (Speed feedback signs, curb extensions, speed humps)
- + Sidewalks/Shared Use Paths/Trails
- + Crosswalks (Rectangular Rapid Flashing Beacons, signing)
- + Bike Lanes
- + Roundabouts
- + Reduced Conflict Intersections (RCUT/“J-turn”)
- + Access Management/Raised Medians



Mini, single-lane and multi-lane roundabouts replace typical intersections. Their design lowers the number of conflict points, reduces travel speeds, eliminates angle collisions, and reduces crossing distances for pedestrians and cyclists.

**Expected crash reduction:** Medium to High

**Implementation difficulty:** Medium



Of the 75 street miles in Spring Hill, 52 miles (or 69%) of streets lack sidewalks.

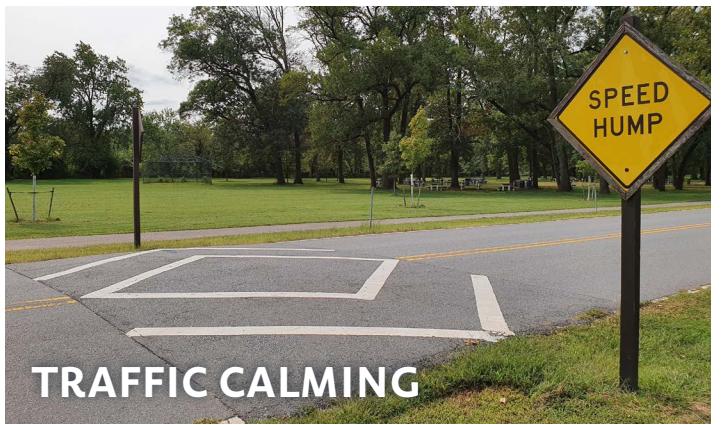
2020 Sidewalk Strategy Report



Investing in a safe, accessible sidewalk network encourages walking and enhances pedestrian safety by separating people walking from vehicles.

**Expected crash reduction:** High

**Implementation difficulty:** Medium

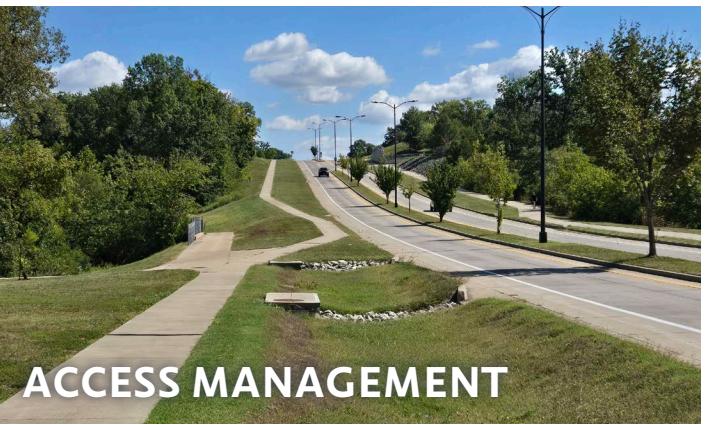


## TRAFFIC CALMING

Traffic calming uses roadway design strategies to reduce vehicle speeds and improve safety for all road users. These strategies include speed humps, chicanes, roundabouts and medians.

**Expected crash reduction:** High

**Implementation difficulty:** Low

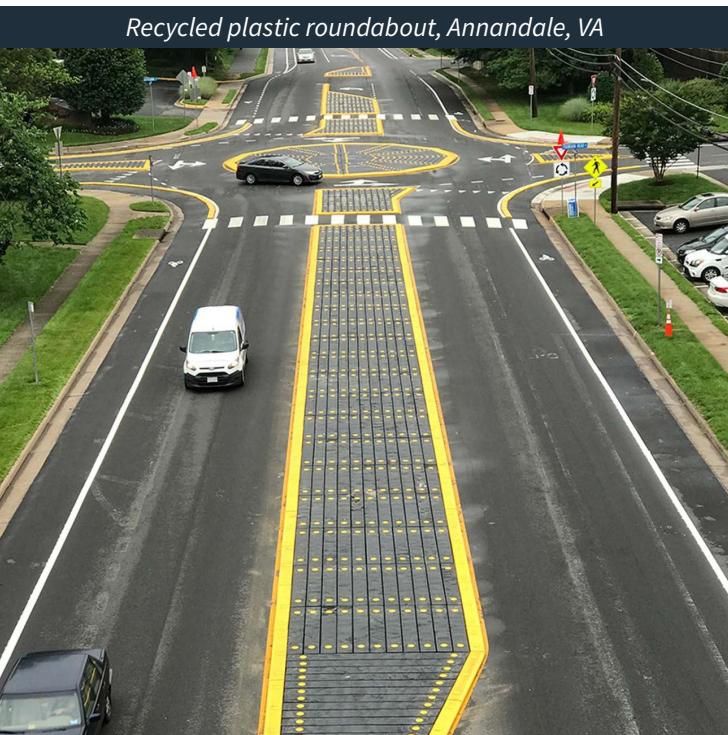


## ACCESS MANAGEMENT

These improvements control the design of entry and exit points along corridors. Strategies may involve driveway closures, intersection spacing, right-in/right-out driveways, raised medians, roundabouts, and turn lanes.

**Expected crash reduction:** Medium

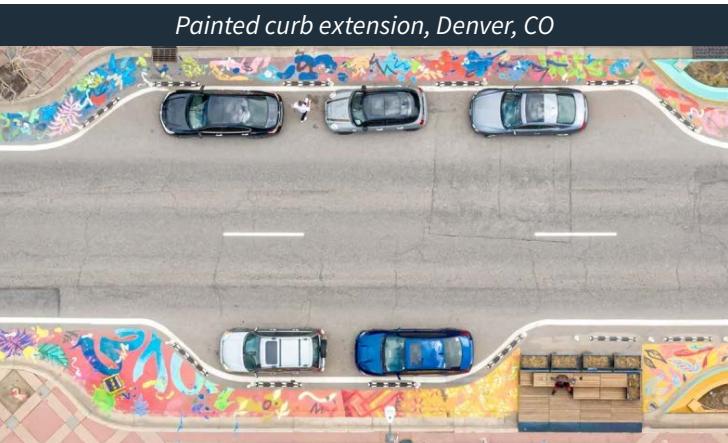
**Implementation difficulty:** Medium



Recycled plastic roundabout, Annandale, VA



Painted pedestrian refuge island, Pipestone, MN



Painted curb extension, Denver, CO



Rubber and plastic buffered bike lane, Denver, CO



Plastic traffic separator, Oviedo, FL



Rubber raised crosswalk, Minneapolis, MN

## Systemic Countermeasures and Quick-Build Projects

Using Spring Hill's Transportation Safety Analysis as a basis, countermeasures developed by the Federal Highway Administration (FHWA) and National Highway Traffic Safety Administration (NHTSA) were selected and recommended for implementation based on current crash trends and the needs identified by the community. These countermeasures can be utilized on major capital projects and can also be implemented citywide to achieve safety objectives throughout the transportation system systemically.

### Recommended Systemic Countermeasures that are Quick-Build Eligible:

- + Bike Lanes
- + Crosswalk Visibility Enhancements
- + Curb Extensions/Bulb-Outs
- + Traffic Calming
- + Roundabouts
- + Systemic Stop Control Modifications
- + Raised Medians

### What does Quick-Build mean?

Quick-Build and/or demonstration projects refer to low-cost countermeasure installations that improve safety and can be implemented on an accelerated time frame compared to traditional infrastructure projects. Materials for these projects typically include paint, pavement markings, signage, plastic, concrete, rubber, or vegetation. Depending on the project, these installations can be temporary or long-term and can be used to test designs or gain community support for permanent projects.



# PROJECTS



SPRING HILL, KS  
SAFE STREETS  
FOR ALL

# PROGRAM OF PROJECTS

The Spring Hill Program of Projects list includes all recommended projects that relate to the roadway segments, corridors, and intersections with the highest crash risk. Projects were identified based on historical crash trends and safety concerns, and through engagement with the community.

Projects are categorized by into three groups based on the jurisdiction the specific roadway is under at each project location. The categories include US-169 Highway Improvements (KDOT), County Road Projects (Johnson and/or Miami Counties), and City Streets Projects (Spring Hill). Additionally, within each category projects are listed in the order in which they are recommended to be prioritized for implementation.

## City Streets Projects

### Previously Programmed Projects

1. Woodland Road from 207th Street to South Street (215th Street)
2. 207th Street from Woodland Road to Ridgeview Road
3. 191st Street from US-169 to Woodland Road
4. 199th Street from Ridgeview Road to Country View Drive (east of Renner Road)

### Priority 1 Projects

1. CS-1-1 - 223rd Street from US-169 to Woodland Road
2. CS-1-2 - Ridgeview Road from 191st Street to 199th Street
3. CS-1-3 - Ridgeview Road from 199th Street to 207th Street
4. CS-1-4 - 191st Street from Lone Elm Road to Ridgeview Road
5. CS-1-5 - South Street (215th Street) from US-169 to Webster Street
6. CS-1-6 - 199th Street from US-169 to Webster Street

### Priority 2 Projects

1. CS-2-1 - 199th Street from Webster Street to Ridgeview Road
2. CS-2-2 - Webster Street from 199th Street to South Street (215th Street)
3. CS-2-3 - Hale Street and Nichols Street from Jefferson Street to Woodland Road
4. CS-2-4 - Rail Crossing Elimination and Reconfiguration

### Priority 3 Projects

1. CS-3-1 - 207th Street from Ridgeview Road to Renner Road
2. CS-3-2 - 175th Street from US-169 to Ridgeview Road
3. CS-3-3 - Lone Elm Road from 183rd Street to 191st Street

## County Road Projects

### Priority 1 Projects

1. CR-1-1 - 175th Street from Lone Elm Road to US-169
2. CR-1-2 - Lone Elm Road from 191st Street to 199th Street

### Priority 2 Projects

1. CR-2-1 - Ridgeview Road from 175th Street to 191st Street

### Priority 3 Projects

1. CR-3-1 - 223rd Street from Yankee Bit Lane to Columbia Road

## US-169 Highway Improvements

### Priority 1 Projects

1. KS-1-1 - Stop-Controlled Intersections between 223rd Street and 199th Street
2. KS-1-2 - 191st Street Intersection

### Priority 2 Projects

1. KS-2-1 - Signal Coordination and Warning System (Signals on US-169 from 175th Street to 199th Street)
2. KS-2-2 - 183rd Street Intersection

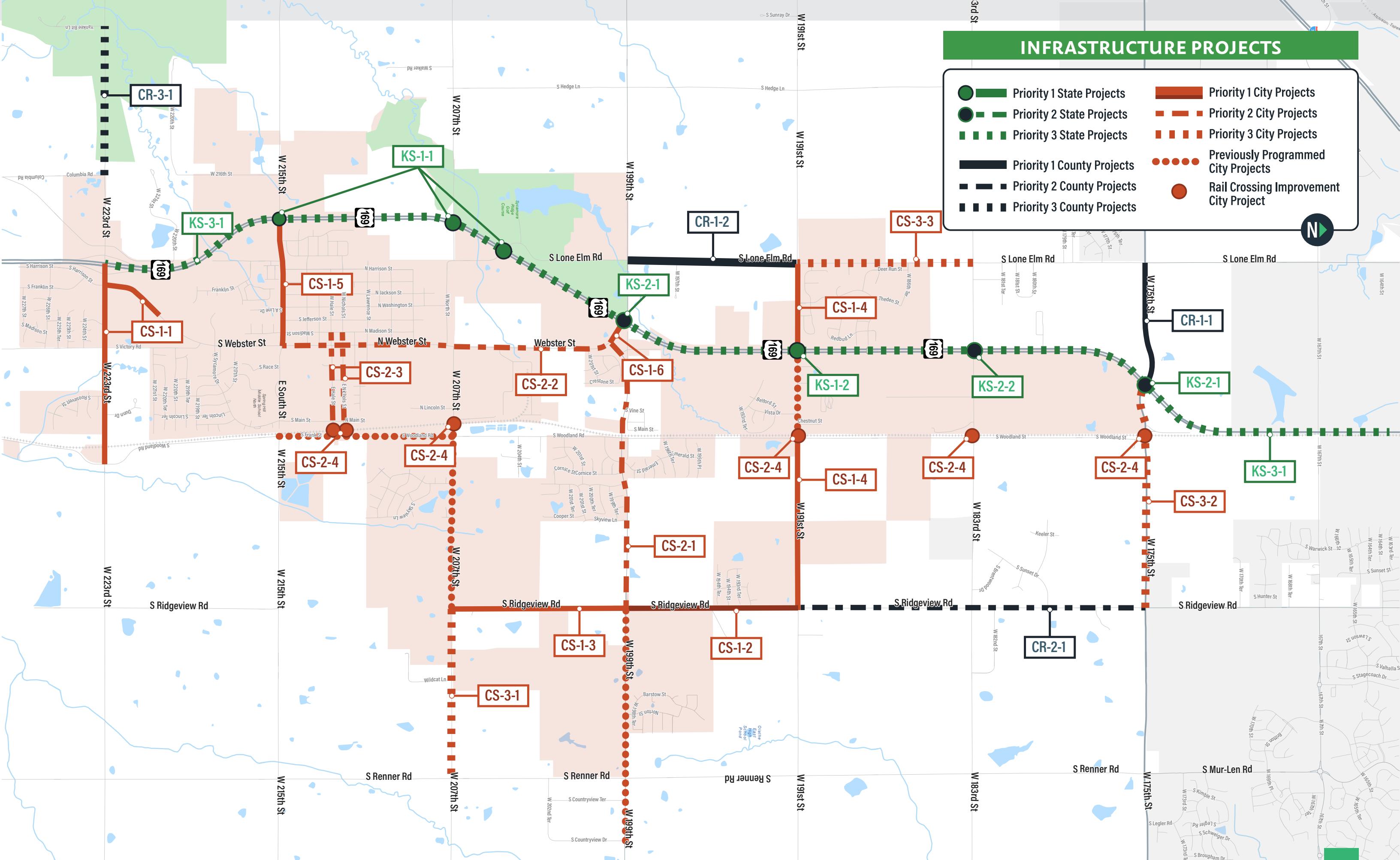
### Priority 3 Projects

1. KS-3-1 - Future Highway Improvement Planning

A total of **26 projects** are recommended for City, County, and State roads to foster safer conditions for all road users in and around Spring Hill, Kansas.

## INFRASTRUCTURE PROJECTS

- Priority 1 State Projects
- Priority 2 State Projects
- Priority 3 State Projects
- Priority 1 County Projects
- Priority 2 County Projects
- Priority 3 County Projects
- Priority 1 City Projects
- Priority 2 City Projects
- Priority 3 City Projects
- Previously Programmed City Projects
- Rail Crossing Improvement City Project



## DETAILED PROJECT DESCRIPTIONS

### City Streets Projects

These projects are either fully within Spring Hill city boundaries or split the boundary between the City and County. The City has a greater ability to implement improvements at these locations, but some will still require coordination with the Counties or KDOT, where projects are adjacent to US-169. The city should pursue these projects using local city funds, but also aggressively pursue federal and state grant funding.

These projects are eligible for a variety of grant funding sources.

#### PREVIOUSLY PROGRAMMED CITY PROJECTS:

These projects have previously received funding and are currently in the planning and design process. These projects have a history of crashes or potential for future crashes based on their risk profiles as more development occurs. These projects should have a focus on safety improvements.

- **Woodland Road from 207th Street to South Street (215th Street):** Woodland Road connects the areas of Spring Hill located east of the railroad tracks to downtown. There are currently no sidewalks located adjacent to Woodland Road and this segment of the roadway has previously experienced a fatal pedestrian crash. It is recommended that the City incorporate a trail on Woodland Road to provide greater access and safety for pedestrians, among other safety treatments.
- **207th Street from Woodland Road to Ridgeview Road:** This segment of 207th Street has future development potential in the area that may add to traffic on the corridor. While this road has been identified as a higher-risk road on the HRN, it does not historically experience as many crashes compared to others. With future development, these crashes may increase. It is recommended the City utilize safety countermeasures identified in this document when developing the project.
- **191st Street from US-169 to Woodland Road:** 191st Street serves as a crucial access point to schools located east and west of US-169 in the area. The community has also expressed many safety concerns regarding this segment of 199th Street. Like other areas in Spring Hill, there is high development potential adjacent to this roadway. A traffic signal at US-169 is being explored now. In addition to this, it is recommended that the City incorporate additional safety improvements along the corridor to increase safety, especially for families and students access the local schools.
- **199th Street from Ridgeview Road to Country View Drive (east of Renner Road):** This segment of 199th Street is partially under City jurisdiction, including the portion adjacent to Spring Hill High School. This road also provides access to residential streets east of Renner Road. It is recommended the city explore integrating a roundabout at Renner Road and access management for the intersections directly east of Renner Road, among other safety treatments, into the project planning and design.

#### PRIORITY 1 CITY PROJECTS

- **CS-1-1 - 223rd Street from US-169 to Woodland Road:** There continues to be future development potential on 223rd Street, given this and the due to the roadways status as a Moderate to High risk on the HRN and portions on the HIN, safety improvements are recommended. In addition to other improvements, roundabouts should be considered along with access management. This project should be considered in conjunction with a realignment of Webster Road north of 223rd Street so that it intersects 223rd Street further east than the current location.
- **CS-1-2 - Ridgeview Road from 191st Street to 199th Street:** Spring Hill residents have consistently expressed safety concerns about roadways adjacent to schools. The segment of Ridgeview Road between 191st and 199th Streets provides access to both Wolf Creek Elementary School and Spring Hill High School and is on the HRN. In addition to other improvements, a roundabout should be considered at 191st and Ridgeview.
- **CS-1-3 - Ridgeview Road from 199th Street to 207th Street:** This segment of Ridgeview Road, which is partially under City jurisdiction, accounts for a number of serious crashes in Spring Hill. There is high development potential adjacent to this rural roadway. There is currently a roundabout at the intersection of Ridgeview Road and 199th Street, and it is recommended that the city address safety concerns through the construction of another roundabout at 207th Street, along with other roadway safety improvements.
- **CS-1-4 - 191st Street from Lone Elm Road to Ridgeview Road:** 191st Street serves as a crucial access point to schools located east and west of US-169 in the area. The community has also expressed many safety concerns regarding this segment of 199th Street. Like other areas in Spring Hill, there is high development potential adjacent to this roadway. A traffic signal at US-169 is being explored now. In addition to this, it is recommended that the City explore further safety improvements along the corridor to increase safety, especially for families and students access the local schools. A portion of this corridor from US-169 to Woodland road has been previously programmed for improvements.
- **CS-1-5 - South Street (215th Street) from US-169 to Webster Street:** South Street provides direct access to many residential properties in Spring Hill just east of US-169. There are currently no sidewalks present on South Street, which has been expressed as a key concern for residents. The 2020 Spring Hill Sidewalk Strategy report recommends that sidewalks be constructed on this roadway as a future-term priority. In alignment with this existing recommendation and in conjunction with current concerns voiced by residents, it is recommended that the City construct sidewalks on this segment of South Street along with other safety improvements.

- + **CS-1-6 - 199th Street from US-169 to Webster Street:** This segment of 199th Street serves as a gateway into Spring Hill off of US-169 which leads to increased traffic congestion and queuing, with backups intermittently extending onto US-169. There are currently identified issues with the intersection spacing and lane configuration at this location. It is recommended that the City explore safety improvements at these intersections.

## PRIORITY 2 CITY PROJECTS

- + **CS-2-1 - 199th Street from Webster Street to Ridgeview Road:** While there have been more recent improvements completed on this segment of 199th Street, there continue to be crashes on this corridor, suggesting that additional improvements may be beneficial. It is recommended that this road be converted to a two-lane divided roadway with a physical median to slow traffic, among other safety treatments.
- + **CS-2-2 - Webster Street from 199th Street to South Street (215th Street):** Webster Street serves as a main arterial roadway through the city. There are higher volumes of traffic and higher speeds on this street compared to many other neighboring residential streets. Webster Street not only provides access to residential properties but many other businesses, services, and institutions in Spring Hill as well. The City should prioritize the installation of crosswalks, traffic calming measures, and lower the speed limit on Webster Street.
- + **CS-2-3 - Hale Street and Nichols Street from Jefferson Street to Woodland Road:** Hale and Nichols Streets provide access to downtown Spring Hill for many residents, including pedestrians seeking to access downtown via active transportation modes. There is a need to improve sidewalks and crosswalks through the area, in addition to implementing traffic calming countermeasures. There is also an identified need to enhance wayfinding and signage throughout. This includes clarifying the one-way loop with improved signage and pavement markings to prevent drivers from driving the wrong way on these one-way roads.
- + **CS-2-4 - Rail Crossing Elimination and Reconfiguration:** There are six at-grade rail crossings with the BNSF railway line in Spring Hill. There were no injury or fatal crashes with trains in the study period, but development continues to increase traffic through these crossings. The crossing of 175th Street poses specific challenges due to the proximity to the signal on US-169 and queue lengths from that signal during rush hour. The City should investigate potential improvements to these crossings or elimination of the crossings to prevent future crashes.

## PRIORITY 3 CITY PROJECTS

- + **CS-3-1 - 207th Street from Ridgeview Road to Renner Road:** This segment of 207th Street is has a more rural road configuration, but has future development potential which may continue to lead to future traffic and increased crashes.
- + **CS-3-2 - 175th Street from US-169 to Ridgeview Road:** This segment of 175th Street is unique in that it is split between three different jurisdictions: Spring Hill, Olathe, and Johnson County. Additionally, this portion of 175th Street experiences a high number of crashes and is on the HIN and a higher-risk road on the HRN.
- + **CS-3-3 - Lone Elm Road from 183rd Street to 191st Street:** This segment of Lone Elm Road has a rural road configuration, but has high development potential located west of US-169. While there are fewer historical crashes that have occurred on this segment, there is still an opportunity for preventative safety countermeasure improvements. This project could be combined with the county road project CR-2-2. This roadway was recently improved with asphalt paving, but more improvements may be needed in the future with additional development in the area.

## County Roads Projects

In recent years due to Spring Hill's rapid population growth, there have been many annexations of formerly county areas into the city. Because of this, looking at projects outside the city limits is important to evaluate if future safety projects should be undertaken in annexation areas. It is also important to recognize the number of people who live in or visit Spring Hill that use county roads to get around the city and area. This section identifies projects that are fully outside the City limits, and are thus outside formal control of the City. However, the City leaders and the public can advocate for improvements on these roads with Johnson County and Miami County leadership.

In both counties, the City can lobby County leadership to include these projects in their Capital Improvement Program. In Johnson County, the County Assistance Road System (CARS) funding also provides County matching fund to construct street improvements in and adjacent to cities in the county. The City can also work jointly with Johnson and Miami Counties to apply for federal discretionary funding and state funding for these projects.

## PRIORITY 1 COUNTY PROJECTS

- + **CR-1-1 - 175th Street from Lone Elm Road to US-169:** This segment of 175th Street provides access from US-169 to the Nottingham Creek residential development. It is also located on both the HIN and as a high risk road on the HRN.

- + **CR-1-2 - Lone Elm Road from 191st Street to 199th Street:** Located west of US-169, this segment of Lone Elm Road has been identified on the HIN and has experienced several minor injury crashes since 2014.

## PRIORITY 2 COUNTY PROJECTS

- + **CR-2-1 - Ridgeview Road from 175th Street to 191st Street:** Classified as a Moderate risk on the HRN, this two-lane, undivided segment of Ridgeview Road connects Spring Hill to several neighborhoods and north to the Living Hope Church. Just south of this segment past 191 st Street are two public schools.

## PRIORITY 3 COUNTY PROJECTS

- + **CR-3-1 - 223rd Street from Yankee Bit Lane to Columbia Road:** This segment of 223rd Street is both a Higher risk road on the HRN and has been identified on the HIN. Current conditions on this segment include a two-lane undivided roadway with a 45 mph speed limit and no passing zones. This segment is bound by two uncontrolled three-way intersections at Yankee Bit Lane and Columbia RoadUS-169 Highway Improvements.

## US-169 Highway Improvements

US-169 Highway, also known as K-7, is the primary highway through Spring Hill that provides access to the Kansas City Metropolitan area and beyond for Spring Hill residents and visitors. It runs through the area for approximately nine miles and has one interchange and seven at-grade intersections with public streets. This is the top corridor on the HIN and has been identified as a higher risk corridor on the HRN. This section identifies projects that are fully outside the City's roadway jurisdiction. These projects are located along KDOT right-of-way and are thus outside formal control of the city. However, the City leaders and the public can advocate for improvements on these roads with KDOT leadership and state representatives and senators. The City could also work jointly with KDOT to apply for federal discretionary funding for these projects. The City should work with KDOT on implementing the following projects:

## PRIORITY 1 STATE PROJECTS

- + **KS-1-1 - Stop-Controlled Intersections between 223rd Street and 199th Street:** 215th Street is the highest crash intersection in the area and a primary concern of the public and advisory committee. 207th Street and Lone Elm Road are also safety concerns. Access restriction at these intersections should be explored, closing intersections or limiting access in the immediate term, and considering converting one or more of them to an unsignalized restricted crossing U-turn (RCUT) intersection (also known as a J-turn intersection) in the near term.

- + **KS-1-2 - 191st Street Intersection:** This intersection has a history of severe crashes and sits at the crossroads of a fast growing area of Spring Hill. Many residents use 191st Street to access schools east and west of US-169. This intersection should be investigated for traffic signal installation in the immediate term and consider converting to a signalized restricted crossing U-turn (RCUT) intersection (also known as a J-turn intersection) in the mid-term.

## PRIORITY 2 STATE PROJECTS

- + **KS-2-1 - Signal Coordination and Warning System:** All of the signals along US-169 from 175th Street to 199th Street should have communication installed between them and the signal should be coordinated in the mid-term. The signals can be coordinated at the target speed to provide a slower overall corridor speed and reduce queues. A queue warning system should also be installed north of 175th Street for southbound traffic and south of 199th Street for northbound traffic warning drivers of the need to stop.
- + **KS-2-2 - 183rd Street Intersection:** As the area north of 191st Street develops, the 183rd Street intersection should be evaluated for traffic signal installation in the mid-term. This intersection has fewer crashes than others on US-169, but could experience more as traffic volumes increase in the area.

## PRIORITY 3 STATE PROJECTS

- + **KS-3-1 - Future Highway Improvement Planning:** KDOT is undertaking a planning study to explore the future of the K-7 (US-169) corridor. This may include converting US-169 to a freeway with interchanges, installing more RCUT intersections, or realigning the corridor. The City should be an active member of this plan development and advocate for future improvements to be included in the next Kansas transportation bill, set to begin in 2030.





# ACTION PLAN



SPRING HILL, KS  
SAFE STREETS  
FOR ALL

# ACTION PLAN

There is an urgent need to address the transportation safety concerns in Spring Hill and work to prevent roadway fatalities and injuries. This Action Plan outlines key projects recommended to be prioritized for implementation, specifies which Spring Hill departments will be responsible for implementing each project, and a target time frame for project initiation and implementation. Additionally, each Action is paired with the Safe System Approach wheel and indicates which of the pillars the project targets. This represents Spring Hill's commitment for improving safety holistically throughout the entire transportation system.

The Action Plan time frame follows short-, mid-, and long-term goals over the next five years following the Safe Streets for All Plan's final adoption. See the following table below for time frame descriptions.

TIME FRAME	YEARS
SHORT-TERM ACTIONS	Completed within <b>2 years</b> of adoption
MID-TERM ACTIONS	Completed within <b>10 years</b> of adoption
LONG-TERM ACTIONS	Completed within <b>20 years</b> of adoption

The first year focuses on amending the City Codes and project review and approval processes to support implementation of transportation safety projects in future years. The mid-term recommendations begin to address new programs and construction of infrastructure. The long-term recommendations include new planning efforts such as a transportation master plan and an update of this Safe Streets for All Plan.

Please note, once many of the identified key projects are implemented, they will need on-going support and monitoring to ensure project benefits are fully maximized.



SHORT-TERM ACTIONS	ACTION DESCRIPTION	TYPICAL DURATION/TIMEFRAME	ACTION CHAMPION	SAFE SYSTEM APPROACH STRATEGIES	SHORT-TERM ACTIONS	ACTION DESCRIPTION	TYPICAL DURATION/TIMEFRAME	ACTION CHAMPION	SAFE SYSTEM APPROACH STRATEGIES
<b>S1 - PASS A VISION ZERO RESOLUTION</b>	Pass a resolution to formalize and make transparent the city's commitment to eliminating traffic fatalities and serious injuries by a specified target year with interim targets such as a 50% reduction every 10 years and a goal of zero within a 30-year horizon. Vision Zero resolution should clearly state the responsibility shared by all City departments, the Planning Commission, and the City Council to achieve zero. The resolution should also emphasize the responsibility shared by the public who drive, walk, and ride bicycles on Spring Hill streets.	1 – 3 Months to develop and adopt resolution	Mayor		<b>S4 - PURSUE GRANT FUNDING OPPORTUNITIES</b>	Identify which recommended projects will be eligible for outside funding sources. Develop a strategy to explore additional regional, state, and federal funding opportunities to support the implementation of projects identified in this plan. The SS4A program Implementation Grant program should be a top priority. Other top priority programs include:	SS4A Implementation Grant in 2025; ongoing basis afterward	City Administrator	
<b>S2 - ESTABLISH A TRANSPORTATION SAFETY BOARD</b>	Establish a Transportation Safety Board, with members appointed by the Mayor, to track progress in implementing the recommendations of this plan, advocate for safety strategy implementation, and monitor outcomes. Members of the Safe Streets for All Plan development Advisory Committee should be considered for the initial board membership.	1 – 3 Months for board formation; ongoing quarterly meetings	Mayor		<b>S5 - PARTNER WITH KDOT ON PRIORITY 1 US-169 PROJECTS</b>	Partner with KDOT to implement Priority 1 projects on US-169.	3 – 12 months	City Administrator	
<b>S3 - DEVELOP AN ANNUAL VISION ZERO REPORT AND IMPLEMENTATION PLAN</b>	At the end of each year a report should be produced that evaluates progress against this action plan. The report should evaluate ongoing crash trends and track the progress made on action steps. The plan should celebrate achievements but also highlight areas where progress is not being made. The annual report should also include an implementation plan for that calendar year. This implementation plan should outline specific projects and steps for the immediate year, based on the broad action plan elements outlined in this document. The recommendations in the implementation plan should be considered by the City Council for annual budgeting purposes.	Report due end of quarter 1 annually	Transportation Safety Board		<b>S6 - INCORPORATE SAFETY INTO PREVIOUSLY PROGRAMMED PROJECTS</b>	Several projects have already been programmed in Spring Hill using local funding and Johnson County CARS program funding, which are located on the HIN or have higher-risk elements associated with them. Safety countermeasures from this document should be considered for incorporation into these projects.	1 – 2 years to initiate project construction	City Engineer	
					<b>S7 - IMPLEMENT SYSTEMIC SPEED REDUCTION SAFETY COUNTERMEASURES</b>	Identify quick-build solutions to implement cost-effective, proven safety countermeasures to lower speeds throughout the city. Review speed limits citywide for targeted reduction of posted speed limits and reductions to the statutory speed limits. Address speeding through infrastructure elements, including more frequently posted speed limit signs, traffic calming, pavement marking, signing, and speed feedback signs. Identify improvements on an annual basis.  Speed limit reductions should be well-publicized by the Public Affairs Specialist and accompanied by targeted enforcement provided by the Spring Hill Police Dept.	Initial evaluation within 1 year; ongoing construction afterward, as provided for in annual budget	City Engineer	

Short-Term Actions	Action Description	Typical Duration/Timeframe	Action Champion	Safe System Approach Strategies	Short-Term Actions	Action Description	Typical Duration/Timeframe	Action Champion	Safe System Approach Strategies
<b>S8 - Prioritize Sidewalk and Crosswalk Network Expansion</b>	<p>In alignment with the Spring Hill Sidewalk Strategy, begin prioritizing and implementing sidewalk projects on the HIN/HRN that coincide with the Citywide Priority Network (e.g., West 207th Street).</p> <p>The Sidewalk Strategy document should be reviewed for reprioritization of projects based on this plan. Focus on constructing high-quality crosswalks that incorporate pedestrian refuge islands and RRFBs.</p>	Reprioritization in 6 - 12 months; sidewalk construction ongoing annually as provided for in annual budget	City Engineer		<b>S11 - Start a Safety Education Messaging Campaign</b>	<p>Develop a safety marketing campaign responding to the findings in the Transportation Safety Analysis targeted to specific user groups (e.g., young users and older users) and behaviors (e.g., speeding, driving while intoxicated, and distracted driving) utilizing the concepts of positive social norm messaging. Also utilize existing safety messaging sources from KDOT, KHP, NHTSA, FHWA, IIHS, and others that relate to crash patterns in Spring Hill. Coordinate educational efforts with Spring Hill Police Department.</p>	Launch initial campaign within 6 months; ongoing afterward	Public Affairs Specialist	
<b>S9 - Expanded Police Enforcement</b>	<p>Continue applying enforcement strategies designed to promote safer driving behaviors, increase safety awareness, and reduce careless behaviors including speeding, driving while intoxicated and distracted driving. Explore adding two additional patrol officers dedicated to traffic safety to assist with expanded enforcement workload and decrease response times.</p> <p>The tactics should focus on high-visibility enforcement along the HIN and HRN corridors and saturation patrols that respond to the findings in the Transportation Safety Analysis. These efforts should be coordinated with the Johnson and Miami County Sheriff and the Kansas Highway Patrol, and highly publicized by the Public Affairs Specialist.</p>	Additional Officers within 1 year; enforcement activities ongoing	Spring Hill Police Chief		<b>S12 - Include Transportation Safety Projects into the Street Maintenance Program</b>	<p>Amend the Street Maintenance Program to prioritize maintenance on the HIN and HRN corridors. Incorporate systemic safety treatments into all maintenance projects (e.g., pavement marking, signing, crosswalks).</p>	Initial evaluation within 1 year; ongoing construction afterward as provided for in annual budget	Public Works Director	
<b>S10 - Identify Crash Data Enhancement Opportunities</b>	<p>Evaluate ways to improve crash data for safety analyses. Crash report forms are used for insurance claims, criminal enforcement, and safety analyses among other things. Sometimes this multi-purpose nature can lead to data collection and data management practices that may not provide the most relevant information for analyzing safety and identifying countermeasures.</p> <p>Work with Spring Hill Police Department to collaborate on data improvements through data collection, data management, and data visualization practices. The city may investigate building a custom data management structure or engaging a data vendor's services so that safety insights can be obtained quicker and easier than is possible through usage of the statewide database.</p>	6 - 12 months to identify enhancements; deployment of recommendations within 6 - 12 months	Transportation Safety Board		<b>S13 - Update the Municipal Code Chapter 18 – Technical Specifications</b>	<p>Update the Technical Specifications based on provided recommendations to align with the PROWAG, the Safe Systems Approach, and promote safer transportation design using FHWA, NACTO, and AASHTO as best practice guidance.</p>	6 - 12 month to update	City Engineer	
					<b>S14 - Advocate for Safety on K-7 Corridor Plan</b>	<p>KDOT is undertaking a corridor plan on the K-7 corridor from I-35 to the south Johnson County line. The City should be an active participant in this planning process and advocate for safety as the highest priority outcome of the plan.</p>	1 - 2 years	Transportation Safety Board	
					<b>S15 - Explore Opportunities for Driving Simulators at The Vault</b>	<p>Explore possibilities to install a driving simulator in the Spring Hill E-Sports Arena, the Vault, and host safe driving competitions in partnership with the Spring Hill Police Department. Grant opportunities may be available to offset city costs for this simulator.</p>	Develop a program to begin by Summer 2026; ongoing afterward	City Engineer	

MID-TERM ACTIONS	ACTION DESCRIPTION	TYPICAL DURATION/TIMEFRAME	ACTION CHAMPION	SAFE SYSTEM APPROACH STRATEGIES	MID-TERM ACTIONS	ACTION DESCRIPTION	TYPICAL DURATION/TIMEFRAME	ACTION CHAMPION	SAFE SYSTEM APPROACH STRATEGIES
<b>M1 - IMPLEMENT PRIORITY 1 CITY STREET INFRASTRUCTURE PROJECTS</b>	Begin implementation of Priority 1 City street projects. This includes initiating design, permitting, and right-of-way acquisition processes, as needed. Project implementation and prioritization may be based on corridors with the highest safety concerns and/or municipal budget constraints.	3 – 10 years to complete all Priority 1 projects	City Engineer		<b>M5 - EXPAND DRIVERS EDUCATION OPPORTUNITIES</b>	Spring Hill Public Schools offers summer driver's education programming at a cost to the students. Continue regular ongoing meetings between the City and School District staff and explore ways to popularize the program and subsidize student fees through scholarships or paid time off from local businesses where teens may have summer jobs. Actively promote the driver's education programming through the Spring Hill Police Department and the Public Affairs Specialist.	Develop a program to begin by Summer 2026; ongoing afterward	Mayor	
<b>M2 - ADVOCATE FOR US-169 PRIORITY 2 AND 3 SAFETY IMPROVEMENTS</b>	Begin coordination with KDOT to implement Priority 2 projects and advocate for the future construction of Priority 3 projects identified in the K-7 Corridor study. The City should be an active participant in KDOT's Local Consult meetings in 2025 and 2027 to advocate for US-169 funding in the next transportation program, which will begin in 2030.	Ongoing advocacy over next 5 years until 2030 transportation.	Transportation Safety Board		<b>M6 - ADOPT A SAFER VEHICLE AND SAFER CITY EMPLOYEES POLICY</b>	Develop a City policy committing to purchasing fleet vehicles that have achieved a Top Safety Pick or Top Safety Pick+ rating from the IIHS or the highest safety-rated vehicle available in that vehicle class. The policy should also dictate that city employees shall always wear their seatbelts and never speed, drive distracted, or drive intoxicated. Intoxicated driving should be grounds for immediate termination. Not wearing seatbelts, speeding, and distracted driving should be grounds for termination after two or more violations of the policy.	Develop policy within 2 years; ongoing vehicle purchases with goal to replace fleet within 7 years	City Administrator	
<b>M3 - COORDINATE ON PRIORITY 1 COUNTY ROAD INFRASTRUCTURE PROJECTS</b>	Coordinate with Johnson County and Miami County leadership to include Priority 1 county road projects in the respective counties' Capital Improvement Program planning. Share knowledge gained in this project with Johnson County as that county completes its own Comprehensive Safety Action Plan.	Ongoing advocacy over 3 – 10 year time horizon	Transportation Safety Board		<b>M7 - PASS A COMPLETE STREETS RESOLUTION AND COMPLETE A STREET TRANSPORTATION MANAGEMENT PLAN</b>	Adopt a complete streets resolution following the guidance provided through the National Complete Streets Coalition along with other resources. Based on this resolution, develop a Complete Streets Transportation Management Plan to align with regional and national guidance and best practices. The guide should focus on multi-modal solutions, transportation safety and accessibility, and access management.	Begin plans within 2 years; complete within 1 year	City Administrator	
<b>M4 - AMEND THE COMPREHENSIVE PLAN</b>	Add recommendations of this plan to the forthcoming Spring Hill Comprehensive Plan and future updates to continue formalizing the city's commitment to incorporating transportation safety into planning processes.	Incorporate with current comprehensive plan update, then every 5 – 10 years	Transportation Safety Board		<b>M8 - DEVELOP A SPRING HILL SAFE ROUTES TO SCHOOL (SRTS) PROGRAM</b>	Develop a Spring Hill SRTS program and develop a citywide SRTS plan. Prioritize the involvement of schools that are adjacent to the HIN/HRN. Coordination with the KDOT SRTS program and county health departments is encouraged.	Begin plans within 2 years; complete within 1 year	Community Development Director	

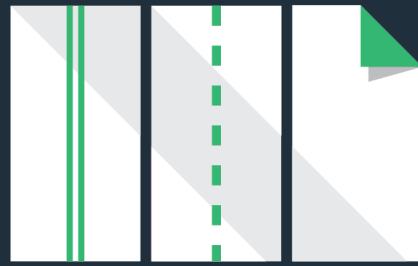
MID-TERM ACTIONS	ACTION DESCRIPTION	TYPICAL DURATION/TIMEFRAME	ACTION CHAMPION	SAFE SYSTEM APPROACH STRATEGIES	LONG-TERM ACTIONS	ACTION DESCRIPTION	TYPICAL DURATION/TIMEFRAME	ACTION CHAMPION	SAFE SYSTEM APPROACH STRATEGIES
<b>M9 - UPDATE MUNICIPAL CODE CHAPTERS 14 AND 15 – STREETS, ALLEYS, AND SIDEWALKS AND TRAFFIC UPDATES</b>	Update the Municipal Code in accordance with the provided recommendations to align with the Safe System Approach and promote transportation safety. This includes addressing modes other than pedestrians on downtown sidewalks, maximum speed limits, modes other than vehicles on city streets, and truck routes.	Begin update within 2 years; complete within 1 year	City Engineer		<b>L1 - IMPLEMENT PRIORITY 2 AND 3 CITY AND COUNTY PROJECTS</b>	Begin implementation of Priority 2 and 3 City street projects. Coordinate with Johnson County and Miami County leadership to include Priority 2 and 3 County road projects in the respective counties' Capital Improvement Program planning.	Advocate for the completion of projects within 20 years	Transportation Safety Board	
<b>M10 - UPDATE THE UNIFIED ZONING ORDINANCE AND SUBDIVISION REGULATIONS</b>	Modify the Code to align with the Safe System Approach, enhance sidewalk accessibility, review parking lot and access management standards, and incorporate transportation safety analysis into site plan review.	Begin update within 2 years; complete within 1 year	Community Development Director		<b>L2 - CONTINUE SIDEWALK AND CROSSWALK NETWORK EXPANSION</b>	In alignment with the Spring Hill Sidewalk Strategy, continue implementation of sidewalk projects on the HIN/HRN that coincide with the Citywide Priority Network. Focus on constructing high-quality crosswalks that incorporate pedestrian refuge islands and RRFBs.	Ongoing annually over the next 20 years	City Engineer	
					<b>L3 - EXPAND AND PROMOTE TRANSIT USE</b>	Identify solutions with Johnson County Transit for increasing transit access and raise awareness of currently available transit services in Spring Hill.	Ongoing coordination over the next 20 years	Community Development Director	
					<b>L4 - COORDINATE NEW FIRE STATION LOCATION WITH TRAFFIC SAFETY CONSIDERATIONS</b>	As the city grows and a new fire station is needed, work with Johnson County Fire District #1 to consider placement so that it is located adjacent to HIN segments and higher-risk roadways to provide the shortest distance and fastest response times to these areas.	Ongoing coordination over the next 20 years	City Administrator	
					<b>L5 - UPDATE THE SAFE STREETS FOR ALL PLAN</b>	Update the Safe Streets for All Comprehensive Safety Action Plan every five years.	Ongoing every 5 years	Transportation Safety Board	

# CONCLUSION

The Spring Hill Safe Streets for All Safety Action Plan serves as a starting point for the community to begin addressing transportation safety concerns and work towards reducing and eventually eliminating roadway fatalities and injuries. Using the Spring Hill Transportation Safety Analysis and engagement with the community, there have been numerous projects, policies, and countermeasures selected and recommended for implementation.

These recommendations align with the Safe System Approach and aim to address safety throughout Spring Hill's entire transportation system. Implementing this plan will take time, additional funding, and dedication among City leaders and the community. However, through continued efforts to encourage responsible road user behaviors and design and maintain safer multimodal transportation networks, Spring Hill can create and promote safer streets for all.





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