



City of Arkansas City

TRAFFIC SAFETY COMMITTEE MEETING

AGENDA

Friday, January 21, 2022 at 10:00 AM – Avery Learning Center, 2500 N. 15th St.

Please join my meeting from your computer, tablet or smartphone.

<https://global.gotomeeting.com/join/135884133>

You can also dial in using your phone: United States: [+1 \(408\) 650-3123](tel:+14086503123)

Access Code: 135-884-133

I. Roll Call:	<u>CITY STAFF MEMBERS</u>	<u>COMMUNITY REPRESENTATIVES</u>
	<i>Chair:</i> Eric Burr <input type="checkbox"/>	<i>CCCC:</i> Matt Stone <input type="checkbox"/>
	<i>CM:</i> Randy Frazer <input type="checkbox"/>	<i>CCR:</i> Karen Welch <input type="checkbox"/>
	<i>EMS:</i> Jeri Smith <input type="checkbox"/>	<i>COC:</i> Paisley Howerton <input type="checkbox"/>
	<i>PD:</i> Jim Holloway <input type="checkbox"/>	<i>COC/USD:</i> Jon Oak <input type="checkbox"/>
	<i>PS:</i> Brian Edwards <input type="checkbox"/>	<i>USD 470:</i> Will Pfannenstiel <input type="checkbox"/>
	<i>PP:</i> Josh White <input type="checkbox"/>	<i>EOAAB:</i> Frances “Rags” Smith <input type="checkbox"/>
	<i>PIO:</i> Andrew Lawson <input type="checkbox"/>	<i>PC/BZA:</i> Ian Kuhn <input type="checkbox"/>

II. Consent Agenda

- [1.](#) Approve the October 15, 2021, regular meeting minutes as written.
- [2.](#) Approve the November 19, 2021, special meeting minutes as written.
- [3.](#) Approve the December 17, 2021, special meeting minutes as written.

III. Reports

1. ACPD Quarterly Traffic Safety Report
- [2.](#) **Update:** Sidewalk Condition Evaluation Update
- [3.](#) **Updates:** Street Projects and Trails

IV. Old Business

- [1.](#) **Update:** East Osage/Kansas Avenue Traffic Study
- [2.](#) **Update:** Multimodal Transportation Master Plan (Task 2)

V. New Business

- [1.](#) **Discussion:** Committee Purpose and Vision Statement

VI. Public Comments

Persons who wish to address the Traffic Safety Committee for items not on the agenda may do so at this time. Speakers will be limited to three (3) minutes. Any presentation is for information purposes only.

VII. Other Miscellaneous Items

1. ACHS FFA Sidewalk Project
- [2.](#) KDOT Transportation Safety Conference
- [3.](#) Downtown visioning study Feb. 5

VIII. Adjourn

NEXT MEETING: **10:00 AM Friday, April 15, 2022** at the Water Treatment Facility, 400 W. Madison Ave.



Items for Traffic Safety Committee Action

Meeting Date: January 21, 2022
From: Andrew Lawson, Public Information Officer
Item: Approving October 15, 2021 Minutes

Title: Consent Agenda Item: Approve the October 15, 2021, regular meeting minutes as written.

Background:

Each meeting, the Traffic Safety Committee reviews and approves the minutes of its prior meeting(s).

Committee Options:

1. Approve with consent agenda.
2. Remove item from consent agenda for further consideration.

Attachments:

1. October 15, 2021 Regular Minutes

Approved for Agenda by:

Randy Frazer, City Manager

Arkansas City Traffic Safety Committee
10/15/2021 Minutes

A regular meeting was held **Friday, October 15, 2021**, in the Water Treatment Facility classroom. Meeting called to order at **10 a.m.**

I. Roll Call: CITY STAFF MEMBERS

City Manager	Randy Frazer	<input type="checkbox"/>
Fire-EMS Department	Les Parks	<input type="checkbox"/>
Management Assistant	Mike Crandall	<input checked="" type="checkbox"/>
Police Department	Eric Burr	<input checked="" type="checkbox"/>
Principal Planner	Josh White	<input type="checkbox"/>
Public Information Officer	Andrew Lawson	<input checked="" type="checkbox"/>
Public Services Department	Brian Edwards*	<input checked="" type="checkbox"/>

COMMUNITY REPRESENTATIVES

City Commission	Karen Welch	<input checked="" type="checkbox"/>
Chamber of Commerce	Paisley Howerton*	<input checked="" type="checkbox"/>
Cowley College	Matt Stone	<input type="checkbox"/>
Equal Opportunity Board	Frances "Rags" Smith	<input checked="" type="checkbox"/>
Planning Commission	Ian Kuhn	<input checked="" type="checkbox"/>
School Board / Chamber	Jon Oak	<input type="checkbox"/>
USD 470 Public Schools	Will Pfannenstiel	<input checked="" type="checkbox"/>

*Others in attendance were USD 470 Superintendent **Ron Ballard**; TranSystems engineers **Slade Engstrom*** and **Shivraj Patil***; Ark City Police Department Capt. **Jim Holloway**; Ark City Middle School Principal **Robert Onelio***; Jefferson Elementary School Principal **Lauren Rosales***; Ark City High School Principal **Jeremy Truelove**; and citizens **Glenda Brantley**, **Amy Cox**, **Josiah Cox**, **Ken Harader**, **Chris Naylor**, **Harrison Taylor** and **Jill Wineinger**. (*Several attendees participated virtually via **GoToMeeting**.)*

II. Consent Agenda:

Karen made a motion to approve the minutes of the **July 27, 2021**, regular meeting as presented. Rags seconded the motion, which was approved **9-0** on a voice vote. Rags then made a motion to approve the minutes of the **September 10, 2021**, special meeting as presented. Karen seconded the motion, which also was approved **9-0** on a voice vote.

III. Public Comments:

There were no public comments for items not on the agenda.

IV. Reports:

Eric presented the Arkansas City Police Department’s quarterly traffic safety report for the third quarter (July to September). Overall, there were **38** total vehicular traffic accidents in the third quarter of 2021, as compared to 68 in 2020 — **six** in July (down from 20 in 2020), **17** in August (same as in 2020) and **15** in September (down from 31).

Impaired driving citations are trending back down in 2021, with **18** in the second quarter and just **nine** in the third quarter, as compared to 14 in the second quarter of 2020 and 23 in the third. Traffic stops are also down considerably in 2021, with **872** in the second quarter and **568** in the third, as compared to 1,063 in the second quarter of 2020 and 1,588 in the third quarter.

Eric attributed these statistics mainly to reduced staffing. He is down to **12** sworn officers currently, whereas there were 14 for much of 2020. Additionally, total call volume to date is up slightly from 2020 levels and mental crisis calls are up **140%**.

Ian asked about recruitment. Eric said ACPD does better than other agencies with applications; it’s just hard to qualify them.

Mike said KDOT currently plans to let a contract for the Hike-Bike Trail Phase 2 Extension project sometime in **March 2022**.

Mike reminded everyone about the CCLIP grant to mill and overlay West Madison Avenue/U.S. 166 from Eighth Street to Summit Street, as well as the CDBG grant to help to resurface North Summit Street from Kansas Avenue to Radio Lane.

He said there is a plan to repair the railroad crossing on South Summit Street/U.S. 166, near KanPak, which will involve closing all four lanes of the highway for several days and detouring U.S. 166 traffic north on Summit Street to the bypass.

V. Old Business:

Andrew presented Jefferson Elementary School’s request for a crosswalk at A Street and Osage Avenue. He said City staff have met with school district administration and both entities plan to work together to fund a traffic study of the whole area.

Amy Cox, 135 Stanley Drive, spoke about and presented photos of the issues she and neighbors have with on-street parking

Amy is concerned about the crosswalk that opens into her neighbor's driveway. She thinks the crosswalk was moved at least 10 years ago from the intersection of A Street and Osage Avenue. Her back driveway opens onto Osage behind her house.

Jill Wineinger, 114 E. Poplar Ave., requested repainting of a crosswalk at A Street and Kansas Avenue and flashing signals.

Harrison Taylor, 525 N. Fourth St., echoed both women's concerns and said the issues should've been addressed years ago.

Amy, Harrison and Jill all complained about the way their concerns have been addressed by the Public Services Department.

Lauren Rosales, Jefferson Elementary School principal, explained how she has addressed Amy's concerns and the steps she has taken to mitigate issues. She thinks the crosswalk can be moved east to the intersection with some school policy changes.

Slade Engstrom, with TranSystems, expanded on his prior general recommendation to locate crosswalks near intersections.

Rags and Dr. Ballard said they agree with the idea of moving the crosswalk east, if only to improve ADA accessibility for it.

V2. Multimodal Transportation Master Plan:

Slade provided an overview of the crash data that he has been analyzing, but cautioned that the state has some "bad data." He said these instances are infrequent enough that the overall trends he found are probably still valid, with only minor changes.

With the errors removed, he found that **29 percent** of total crashes were injury or fatality, while **71 percent** were property damage only. Just **2 percent** of total crashes involved pedestrians. Only about one-third of these occurred at intersections.

Slade recommended eliminating overlaps in the red-yellow-green light cycle at signalized intersections. (This has already been done at Chestnut Avenue and Summit Street to eliminate "running the yellow" crashes that were occurring too frequently.)

He said bicycle-involved accidents at intersections might be a bigger area of concern than even pedestrian-involved crashes.

Mike asked Slade what are the most effective ways he has found to slow down traffic in residential areas. Slade mainly recommended reducing residential speed limits and placing speed tables or other traffic calming devices in areas of concern.

He said speed tables need to be spaced out at least every 1,000 feet, but they can be combined with "raised intersections."

Glenda Brantley, who lives near Birch Avenue and Fourth Street, said she is concerned about speeding in the area of that intersection. She cited one specific vehicle, but she was unable to provide a description as it usually drives by at nighttime.

Harrison Taylor, 525 N. Fourth St., again objected to the overall philosophy of traffic management in Arkansas City. Slade there are now national standards for when a two-way stop or four-way stop is more appropriate at a given intersection.

Andrew asked Slade for the next steps in the Master Transportation Plan process. Slade said he will work on some maps next.

Andrew detailed his plans to generate citizen engagement with a citizen response booth he hopes to set up during Arkalalah.

Paisley left the meeting in progress at **11 a.m.** and Rags left the meeting in progress at **11:14 a.m.** Will left the meeting briefly at **11:05 a.m.** but returned at **11:08 a.m.**

VI. New Business:

There was no New Business discussed at this meeting.

VII. Other Miscellaneous Items:

Ken Harader, 1313 N. First St., requested additional signage in the 1300 block of North First Street that prohibits left turns into Family Dollar. There are two "no left turn" signs now, but he wants to add a "Do Not Enter" sign on the "pork chop."

Andrew made a motion to adjourn the meeting. Mike seconded the motion to adjourn. The motion was approved **7-0** on a voice vote.

The meeting was adjourned at **12 p.m.** The next meeting of the Traffic Safety Committee will be at **10 a.m. Friday, Nov. 19, 2021.**



Items for Traffic Safety Committee Action

Meeting Date: January 21, 2022
From: Andrew Lawson, Public Information Officer
Item: Approving November 19, 2021 Minutes

Title: Consent Agenda Item: Approve the November 19, 2021, special meeting minutes as written.

Background:

Each meeting, the Traffic Safety Committee reviews and approves the minutes of its prior meeting(s).

Committee Options:

1. Approve with consent agenda.
2. Remove item from consent agenda for further consideration.

Attachments:

1. November 19, 2021 Special Minutes

Approved for Agenda by:

Randy Frazer, City Manager

Arkansas City Traffic Safety Committee
11/19/2021 Minutes

A special meeting was held **Friday, Nov. 19, 2021**, in the Water Treatment Facility classroom. Meeting was called to order at **10 a.m.**

I. Roll Call: CITY STAFF MEMBERS

City Manager	Randy Frazer	<input type="checkbox"/>
Fire-EMS Department	Les Parks	<input type="checkbox"/>
Management Assistant	Mike Crandall	<input checked="" type="checkbox"/>
Police Department	Capt. Jim Holloway	<input checked="" type="checkbox"/>
Principal Planner	Josh White	<input checked="" type="checkbox"/>
Public Information Officer	Andrew Lawson	<input checked="" type="checkbox"/>
Public Services Department	Tony Tapia	<input type="checkbox"/>

COMMUNITY REPRESENTATIVES

City Commission	Karen Welch*	<input checked="" type="checkbox"/>
Chamber of Commerce	Paisley Howerton	<input type="checkbox"/>
Cowley College	Matt Stone*	<input checked="" type="checkbox"/>
Equal Opportunity Board	Frances "Rags" Smith	<input checked="" type="checkbox"/>
Planning Commission	Ian Kuhn	<input type="checkbox"/>
School Board / Chamber	Jon Oak	<input checked="" type="checkbox"/>
USD 470 Public Schools	Will Pfannenstiel*	<input checked="" type="checkbox"/>

Others in attendance were USD 470 Superintendent Dr. Ron Ballard, TranSystems engineer Slade Engstrom*, Kirkham Michael engineer C.W. Harper*, Ark City Christian Academy Principal Lisa Holland*, DCCCA Traffic Safety Specialist Jodi Pew*, USD 470 Director of Curriculum and Instruction Braden Smith* and RISE Cowley Pathways Coordinator Lindsay Wilke*. (*GoToMeeting)*

II. Public Comments:

There were no public comments for items not on the agenda.

III. Reports:

Mike said KDOT currently plans to let a contract for the Hike-Bike Trail Phase 2 Extension project sometime in **May 2022**.

Mike reminded everyone about the CCLIP grant to mill and overlay West Madison Avenue/U.S. 166 from Eighth Street to Summit Street, as well as the CDBG grant to help to resurface North Summit Street from Kansas Avenue to Radio Lane. The City also was awarded a Cost Share grant from KDOT for this **\$910,000** project, reducing our local cost to just **\$227,500**.

Summit Street will be let for bids in **March 2022** and the 15th Street bridge replacement project sometime after **January 1**.

Andrew applied for **\$55,000** in matching funds from the Sunflower Foundation for the Central Trail (Phase 1A) and he applied again to the KDWPT Recreational Trails Program for the remainder of the cost, which would be about **\$180,000**.

He shared KDOT's anticipated increases in funding from the recently passed Infrastructure Investment and Jobs Act, including **\$89 million** in additional highway funding, **\$45 million** more for bridges and **\$8 million** for electric vehicles.

IV. Old Business:

Andrew introduced C.W. Harper, with Kirkham Michael, which has submitted a bid for a **\$5,000** traffic study of the Osage Avenue area. Staff is concerned the initial scope of the study is insufficient for the complexity of all the factors at play.

All of the Committee members were provided with an opportunity to speak to Kirkham Michael about the study's scope.

Dr. Ballard agreed this needs to be an "open" study with all of the additional items raised by City staff included in the scope.

He is especially concerned about pedestrian traffic along C Street, from Kansas to Osage avenues, and said it needs included.

Braden echoed this, adding there is a lot of pedestrian and vehicular traffic from Jefferson to the middle school and vice versa.

Lisa agreed with Braden and Dr. Ballard that the middle school produces the majority of the pedestrian traffic in the area. She does not have any safety concerns about the crosswalk at A Street and Kansas Avenue. ACCA students cross at C or Summit.

Jim asked Lisa if most of ACCA's traffic is vehicular drop-off and pickup. Lisa said yes. She said she doesn't see public school students crossing there very frequently, either.

Andrew asked USD 470 if Jefferson can poll students/parents about their mode of transportation and route(s) of approach.

Depending on how COVID-19 progresses, a public meeting to hear area stakeholder concerns at Jefferson might be in order

Braden suggested doing that in conjunction with a future Site Council meeting at Jefferson, either in person or virtually.

C.W. explained his concept for a walking trail or access road along the C Street Canal extending from Jefferson to C Street.

Andrew pointed out safety concerns along the canal, which is currently unfenced, as well as traffic impacts along C Street.

C.W. asked if the schools would be open to staggered pickup/drop-off times. Braden said that is already under discussion.

Mike said the estimate to add protected left turns at C Street and Kansas Avenue comes to **\$27,134**, with just cameras on the traffic lights, but it would be **\$32,620** if radar detection units are added as well. He said Tony is working to get other quotes.

IV2. Multimodal Transportation Master Plan Update:

Andrew said he is concerned that the plan will not be completed by the original projected date of **January 10, 2022**. He is still hopeful it can be wrapped up by the end of **February**, though. Work remains to be done on both Task 1 and Task 2.

The City is starting to work on inventory and assessment, especially of its sidewalks, but public engagement has been delayed mainly by COVID-19, but also because the State of Kansas has yet to roll out its new Multimodal Planning Toolkit.

Slade presented some crash “heat maps,” which are in pretty good alignment with what the Police Department has observed.

He noted all of the four elementary school areas show up on this map, so those regions need to be a planning priority for us.

Slade said Summit Street causes about 98 percent of all problems, including fatality, injury and pedestrian-related accidents.

He said the plan needs to look at pedestrian routing in general and make sure there are safe crossing options at intersections.

Jim said the heat maps matching what ACPD is seeing. He asked Slade about the overall crash numbers and said they seemed high. Slade said he had determined there were some bad data in his initial dataset that were from outside the City limits.

Andrew showed different examples of “speed tables” that Slade had sent, including portable rubber and permanent concrete.

IV3. Sidewalk Condition Evaluation Update:

Rags asked if the North Summit Street project will improve sidewalks. Mike said it will be completed on the east side only.

Andrew showed the web form Josh created to report sidewalk concerns. He explained how Rags’ board hopes to utilize it.

V. New Business:

There was no New Business discussed at this meeting.

VI. Other Miscellaneous Items:

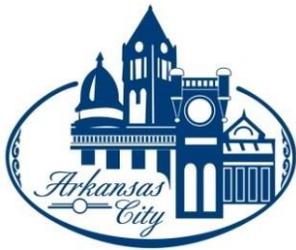
Andrew showed the proposed route of the sidewalk at ACHS that the local FFA chapter proposes to raise funds to help to construct. He said FFA surveying of their student peers found that almost every pedestrian traveled along West Radio Lane.

The City has asked Chris Meinen for construction estimates and also to evaluate the possibility of realigning the street lanes.

Slade asked if the City looked into KDOT bridge funds to replace the bridge. Mike said it’s not eligible and is in good shape.

Andrew made a motion to adjourn the meeting. Rags seconded the motion to adjourn. The motion was approved **9-0** on a voice vote.

The meeting was adjourned at **11:37 a.m.** The next special meeting of the Traffic Safety Committee will be at **10 a.m. December 17.**



Items for Traffic Safety Committee Action

Meeting Date: January 21, 2022
From: Andrew Lawson, Public Information Officer
Item: Approving December 17, 2021 Minutes

Title: Consent Agenda Item: Approve the December 17, 2021, special meeting minutes as written.

Background:

Each meeting, the Traffic Safety Committee reviews and approves the minutes of its prior meeting(s).

Committee Options:

1. Approve with consent agenda.
2. Remove item from consent agenda for further consideration.

Attachments:

1. December 17, 2021 Special Minutes

Approved for Agenda by:

Randy Frazer, City Manager

Arkansas City Traffic Safety Committee
12/17/2021 Minutes

A special meeting was held **Friday, Dec. 17, 2021**, at USD 470’s Avery Learning Center. Meeting was called to order at **10:14 a.m.**

I. Roll Call: CITY STAFF MEMBERS

City Manager	Randy Frazer	<input checked="" type="checkbox"/>
Fire-EMS Department	Les Parks	<input type="checkbox"/>
Management Assistant	Mike Crandall	<input checked="" type="checkbox"/>
Police Department	Eric Burr	<input checked="" type="checkbox"/>
Principal Planner	Josh White	<input checked="" type="checkbox"/>
Public Information Officer	Andrew Lawson	<input checked="" type="checkbox"/>
Public Services Department	Brian Edwards*	<input checked="" type="checkbox"/>

COMMUNITY REPRESENTATIVES

City Commission	Kanyon Gingher	<input checked="" type="checkbox"/>
Chamber of Commerce	Paisley Howerton*	<input checked="" type="checkbox"/>
Cowley College	Matt Stone	<input type="checkbox"/>
Equal Opportunity Board	Frances “Rags” Smith	<input checked="" type="checkbox"/>
Planning Commission	Ian Kuhn	<input checked="" type="checkbox"/>
School Board / Chamber	Jon Oak	<input type="checkbox"/>
USD 470 Public Schools	Braden Smith	<input checked="" type="checkbox"/>

*Others in attendance were USD 470 Technology Director **Dac Call**, TranSystems engineer **Slade Engstrom***, DCCCA Traffic Safety Specialist **Jodi Pew***, State Rep. **Bill Rhiley**, and local citizens **Amy Cox**, **Kasha Kelley**, **Ken Harader***, **Harrison Taylor**, **Rob Whitford** and **Jill Wineinger**. (*Several attendees participated virtually via **GoToMeeting**.)*

II. Public Comments:

There were no public comments for items not on the agenda.

Brian joined the meeting in progress at **10:26 a.m.** and left the meeting at **11:39 a.m.** Ian joined the meeting prior to **11 a.m.**

III. Reports:

Slade led a discussion of possibilities for adding some kind of dedicated turning lane on North Summit Street in the existing right-of-way between Kansas Avenue and Radio Lane. The Committee did not voice support for any of the options presented.

Eric said he would really like to have a discussion about reducing the speed limit to **20 mph** or **25 mph** through that corridor.

Slade said reducing the speed limits would lessen the severity of crashes, but not prevent distracted driving accidents entirely.

Mike made a motion to recommend that the City Commission consider lowering the speed limit from **30 mph** to **25 mph** on North Summit Street from Kansas Avenue to Radio Lane. Rags seconded the motion. It was approved **11-0** on a voice vote.

Mike said neither the Arkansas City nor Winfield proposed bypass segments were added to the IKE development pipeline. We need to have more local participants the next time there is a Local Consult meeting to advocate for the project in small groups.

Andrew thanked Rep. Rhiley for being on the Local Consult call and advocating for multiple local projects to be added. He said RISE Cowley was selected by the Sunflower Foundation to participate in Trail Champion cohort training in early **2022**.

IV. Old Business:

Andrew said the scope changes that were suggested to Kirkham Michael at the last meeting have increased the proposed cost from **\$5,000** to **\$25,000** for a traffic study of the area from Kansas to Osage avenues, between C and Summit streets.

Rags asked how long the study might take. The proposal states 12 weeks. Andrew mentioned the possibility of applying to KDOT for a Traffic Engineering Assistance Program (TEAP) study. If the City is selected, KDOT would pay all the costs.

Amy Cox, 135 Stanley Drive, wanted to know if moving the midblock crosswalk on Osage, between A and Summit, has to wait until the study is done. Randy said his preference would be to wait for its findings. She advocated for moving it sooner.

Kasha Kelley, 2660 Valley View Drive, said the study was a good thing but urged the Committee to do something meaningful in the meantime because of how long the situation has been occurring. She asked if the school could arrange some sort of turnaround option to get parents off the street. Braden said it has been discussed but the area is too narrow.

Ian stated there are other concerns that need to be evaluated, including ADA considerations and school policy impacts.

Rep. Rhiley requested a copy of the traffic study when it is done and said he would back up any City application to KDOT.

He mentioned the possibility of making Osage a one-way street. Several committee members explained why that is difficult.

Rags asked what it would actually cost to install ramps at A Street and Osage if the sidewalk were moved there. Mike said he would have to research that, but Andrew estimated it would be about **\$14,400**, based on estimates for North Summit Street.

Jill Wineinger, 114 E. Poplar Ave., said there was a lot of confusion concerning drop-off of preschoolers at the crosswalk.

Randy said he will need to visit with Dr. Ballard to determine how the study would be paid for by the City and USD 470.

Eric told Kasha he can try to have ACPD step up patrol in the area, while Jefferson will do some more flyers and education.

Kasha also told Braden she would be willing to be trained as a crossing guard so she can volunteer to help.

Andrew made a motion to endorse the scope of work as presented, recommend that the City and USD 470 find a way to fund the study, and also recommend that ACPD and USD 470 work together before the spring semester to determine if anything temporary can be done to alleviate the traffic issues. Mike seconded the motion, which was approved **11-0** on a voice vote.

Kasha asked when crosswalks are repainted. Andrew said that work is done in the summer. She asked about the crosswalk at A Street and Kansas Avenue. Mike said he had asked for that to be done, but did not have the authority to make it happen.

Randy reiterated that he does not want to make any changes to any crosswalks in the area until the study can be completed.

Ian agreed it needs to be repainted, but at the usually scheduled time of year. Kanyon defended City staff, who she said are hard workers and often understaffed. She reminded everyone that this is an advisory committee that has no budget authority.

IV2. Multimodal Transportation Master Plan Update:

Andrew said he is still waiting on the Kansas Department of Transportation to roll out its new Multimodal Planning Toolkit.

City staff viewed a preview of the draft toolkit on a recent webinar and think it will be a valuable tool to help with the plan.

V. New Business:

There was no New Business discussed at this meeting.

VI. Other Miscellaneous Items:

Andrew said the idea of realigning the street lanes on West Radio Lane won't work because the shoulders were not built to sufficient thickness to bear vehicles. It would be more expensive to pursue this option than to just build a new sidewalk there.

The local FFA chapter is still working with the district office to get approval for the project and to use Legacy Foundation.

Everyone wished Mike well with his new job, as this is his last meeting. His City retirement will be effective **December 31**.

Ian made a motion to adjourn the meeting. Andrew seconded the motion to adjourn. The motion was approved **10-0** on a voice vote.

The meeting was adjourned at **11:45 a.m.** The next regular meeting of the Traffic Safety Committee will be at **10 a.m. Jan. 21, 2022**.

Andrew Lawson

From: Josh White <jwhite@arkansascityks.gov>
Sent: Thursday, July 29, 2021 3:11 PM
To: Andrew Lawson
Subject: Sidewalk Survey

Andrew,
I am starting to look into a web application for Sidewalk data collection. The important question I need to ask is what do we want the people to collect data on? Are we wanting people to just collect problems such as a crack or a trip hazard or do we want to do something more in depth where we are actually surveying the existing sidewalks?

Here is an example of a form that collects basic concerns from Bentonville, AR
<https://survey123.arcgis.com/share/d5f0fda909914cd7b4c4641380b7bdf7> It's live so don't try to submit anything.
Here's another one from Detroit
<https://survey123.arcgis.com/share/2df08564130241298d92f9663c318c2a?field:address=>

Here is another example of a form, just not for sidewalks
<https://survey123.arcgis.com/surveys/templates/b4c06f59254646e783551b74a68ab605>

What I like about this method of data collection is that it is simple, easy for anyone to understand and all of the concerns are added to GIS. But again, the question is, what are we collecting? Problems or detailed sidewalk data?

My thoughts go along the lines of this:

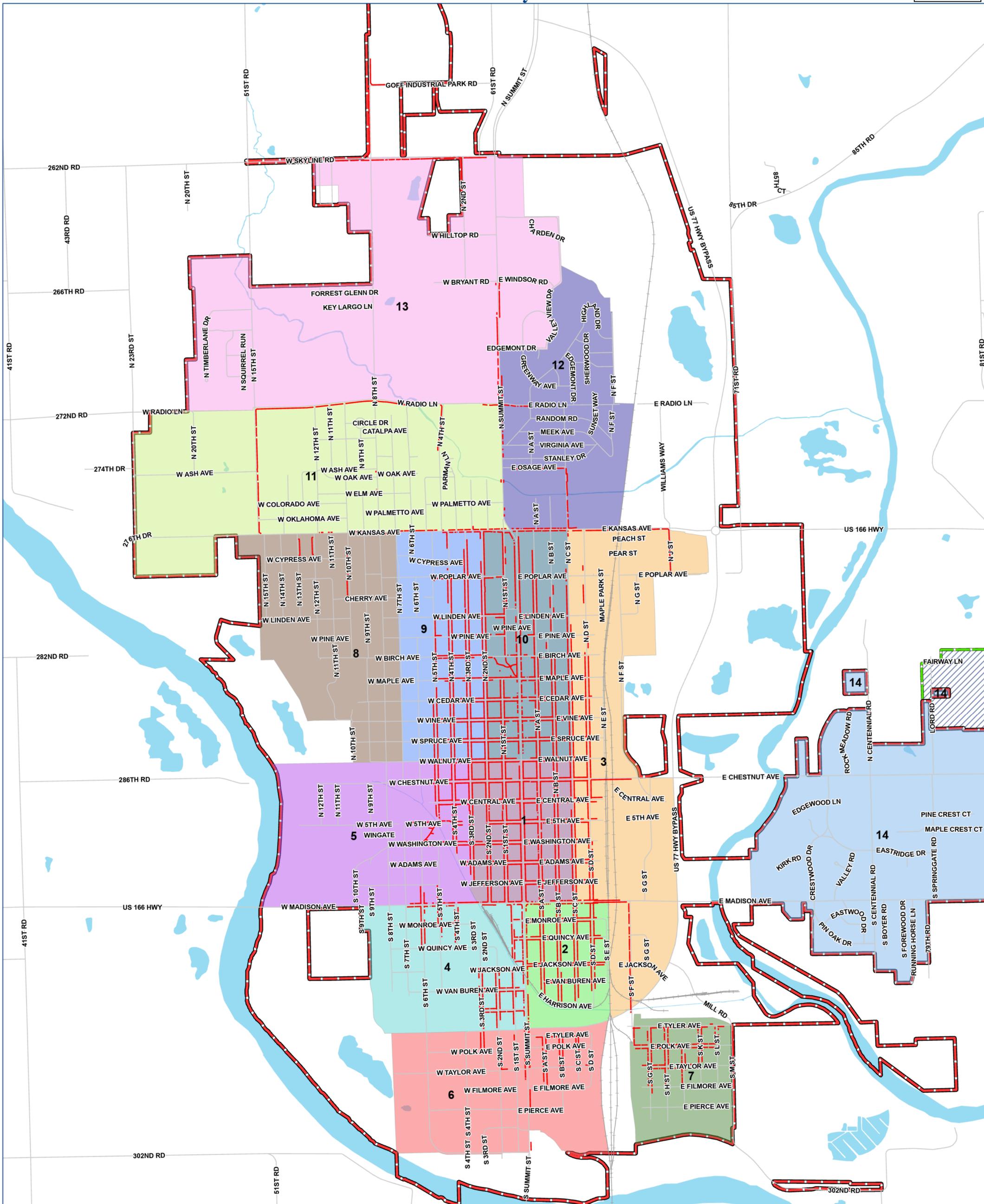
- Who am I? At least their name
 - Where am I? They could just use the map to click their current location
 - What problem do I see? Crack, trip hazard, missing sidewalk section, too steep, obstruction etc
 - What other details do I need to report?
- Here is a photo: photo.jpg

This would generate points on a map. I could then create a special web map for sidewalks for more advanced users. If we want to collect detailed information about the sidewalks, we'll need to use another method.
I went ahead and created a survey just to get us started. I plan to walk home for lunch and collect some data. If you want to look it over, let me know, I can still change things. It can be found by visiting <https://arcg.is/OCWzav> It can be updated either via the Survey123 app that can be downloaded from the appropriate app store or in a browser. I'm working on a webmap as well. <https://experience.arcgis.com/experience/e6c16f0ff0844b079df5db77c56263a2> but I am having some issues with it. It is supposed to show the sidewalks, curb ramps and the reports from the form. I ran into some corruption so I had to start over and lost the data. Hopefully that is a one-time issue.

Josh White, AICP
Principal Planner

City of Arkansas City
jwhite@arkansascityks.gov
(620) 441-4420 (voice)
(620) 441-4403 (fax)

Sidewalk Survey



Sec. 58-19. - Maximum speed limits; section 33 of the Standard Traffic Ordinance amended.

The board of city commissioners, having previously determined upon the basis of an engineering and traffic investigation that the speed limits permitted under state law and section 33 is greater than is reasonable or safe under conditions found to exist in business district, parks, and marked school zones, establishes a reasonable and safe speed limit of 20 mph as the maximum speed limit in conjunction with other maximum speed limits, and therefore section 33 should be amended to read as follows:

- (1) Except as provided in subsection (2) and except when a special hazard exists that requires lower speed for compliance with K.S.A. 8-1557, the limits specified in this subsection or established as authorized by law shall be maximum lawful speeds, and no person shall drive a vehicle at a speed in excess of such maximum limits:
 - a. 20 miles per hour:
 1. In any business district;
 2. In any park;
 3. In any marked school zone when lights are flashing while school is in session;
 - b. 30 miles per hour in any residence district;
 - c. 70 miles per hour on any separated multi-lane highway as designated and posted by the secretary of transportation;
 - d. 55 miles per hour on any county or township highway; and
 - e. 65 miles per hour on all other highways;
- (2) No person shall drive a school bus to or from school or enter school or intra-school functions or activities at a speed greater than 45 miles per hour on any roadway having dirt, sand or gravel surface, and in no event shall a school bus be driven to and from school or activities in excess of 55 miles per hour, notwithstanding any maximum speed limit in excess thereof. The provisions of this subsection relating to school buses shall apply to buses used for the transportation of students enrolled in community colleges or area vocational schools when such buses are transporting students to or from school or functions or activities.
- (3) The maximum speed limits established by or pursuant to this section may be altered as authorized in K.S.A. 8-1559 and 8-1560 and upon posting speed signs.

(Prior Code(2), § 10.04.020; Ord. No. 3217, § 4, 1983; Ord. No. 3345, § 2(A)(1), 1986; Ord. No. 3436, § 2(A), 1988; Ord. No. 3466, § 2, 1989; Ord. No. 3516, § 2, 1991; Ord. No. 3593, § 2, 1993; Ord. No. 3640, § 2, 1994; Ord. No. 3705, § 1, 1996; Ord. No. 3790, § 1, 1998; Ord. No. 3839, § 1, 1999; Ord. No. 3874, § 1, 2000; Ord. No. 3910, § 1, 2001; Ord. No. 3962, § 1, 2002; Ord. No. 3986, § 1, 2003; Ord. No. 4019, § 2, 2004; Ord. No. 4058, § 1, 2005; Ord. No. 4120, § 1, 2007; Ord. No. 4166, § 1, 2008; Ord. No. 2012-08-4312,

§ 4, 8-21-2012)

State Law reference— Maximum speed limits, K.S.A. 8-1558; alteration of maximum speed limits, K.S.A. 8-1559—8-1564; stopping, standing parking, K.S.A. 8-1571, 8-1572.

Andrew Lawson

From: Bill Legge [KDOT] <Bill.Legge@ks.gov>
Sent: Tuesday, January 18, 2022 3:15 PM
To: alawson@arkansascityks.gov
Cc: Matthew Graham [KDOT]
Subject: TEAP Application
Attachments: Accepted TEAP Application_ArkansasCity.pdf

Follow Up Flag: Follow up
Flag Status: Completed

We have accepted your TEAP application and will begin the consultant selection process. See attached.

Thanks,



Bill Legge, P.E. | Local Road Engineer
C: 785.289.7200
Bill.Legge@ks.gov

Kansas Department of Transportation
Bureau of Local Projects
Eisenhower State Office Building
700 SW Harrison St., 7th Floor
Topeka, KS 66603



Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745
Julie L. Lorenz, Secretary
Tod L. Salfrank, Chief

Phone: 785-296-3861
Fax: 785-296-6946
kdot#publicinfo@ks.gov
<http://www.ksdot.org>
Laura Kelly, Governor

January 18, 2022

Andrew Lawson
Public Information Officer
City of Arkansas City
118 W. Central Ave.
Arkansas City, KS 67005

Re: Traffic Engineering Assistance Program (TEAP) Request
Location: E. Osage Ave., N. C St., E. Kansas Ave., N. Summit St.

Dear Mr. Lawson:

Our office has received your request for a TEAP study regarding a traffic safety study. This request does qualify for TEAP funding. Your application will be added to the que for a TEAP Study.

If you have any questions regarding the above information, please do not hesitate to contact this office at (785) 289-7200 or at Bill.Legge@ks.gov.

Sincerely,

Tod Salfrank, Chief
Bureau of Local Projects

A handwritten signature in blue ink, appearing to read "BL", is positioned above the typed name of Bill Legge.

Bill Legge, P.E.
Local Road Engineer

TLS:BL

Cc: Matt Graham

APPLICATION FORM

Kansas Traffic Engineering Assistance Program (TEAP)

City: City of Arkansas City, Kansas
Date: 1/14/2022

County: Cowley County
KDOT District: 5

Location (PLEASE ATTACH LOCATION MAP):

An area of northeast Arkansas City generally bounded by and including East Osage Avenue to the north, North C Street to the east, East Kansas Avenue to the south and North Summit Street to the west. This area includes three schools (Jefferson Elementary School on Osage, Arkansas City Middle School at C Street and Kansas, and Ark City Christian Academy at A Street and Kansas), as well as a

Problem Description:

Jefferson Elementary School, which was built in the 1950s, lacks access on all sides due to property constraints and the presence of the C Street Canal to the south. Limited access along one narrow roadway, East Osage Avenue, that connects our busiest traffic corridor (North Summit Street from Kansas Avenue to Radio Lane) and C Street, which serves the Arkansas City Middle School and is an alternate feeder between Kansas and Radio Lane, limits parking and residential access heavily.

There have been numerous safety, visibility and injury concerns at the school, which has one of the largest elementary student bodies in Ark City, for about a decade now due to the complicated intermix of parking, pedestrian travel, vehicle drop-off and pickup, and cross traffic, most especially during the hours of 7:00 AM and 9:00 AM and 2:30 PM and 4:00 PM on weekdays during the school year.

Further complicating the matter is the presence of a large assisted living facility just to the east, Medicalodges, which also has limited on-site parking and thus impacts on-street parking, as well as frequent travel between Jefferson and Arkansas City Middle School, just to the east, by parents and guardians who have children enrolled at both schools. These roads feed directly into traffic coming into Arkansas City from the U.S. 77/U.S. 166 roundabout via the new railroad overpass on East Kansas Avenue, a challenge that did not exist 20 years ago before the roundabout and overpass were built.

Assistance Requested:

We are requesting professional engineering assistance with a traffic safety study for the entire site, to include analysis of traffic/pedestrian conflicts. Challenges that will need to be accounted for and analyzed in this study include, but are not limited to, crosswalks (including a current mid-block crossing of Osage Avenue between Summit and A streets, a crosswalk at A Street and Kansas Avenue, and the potential for raised crosswalks/speed tables or even pedestrian access to Jefferson from the south); student drop-off/pickup practices at all three schools (including parking, potential for a one-way street, pickup/drop-off lanes or bays, school bus pickup/drop-off, a possible canal driveway, and traffic

Contact: Andrew Lawson
Title: Public Information Officer/Special Projects Coordinato
Address: 118 W. Central Ave.
Arkansas City, KS 67005
Phone: (620) 441-4415
Email Address: alawson@arkansascityks.gov



Return to (if not submitted electronically): Kansas Department of Transportation
Eisenhower State Office Building
Bureau of Local Projects
700 SW Harrison, 3rd Floor- West
Topeka, KS 66603-3745
E-mail address: KDOT.LPePlans@ks.gov



Arkansas City Public Schools

2545 Greenway, Arkansas City, KS 67005
Phone: 620-441-2000 Fax: 620-441-2009
www.usd470.com

Letter of Support

January 14, 2022

To Whom It May Concern:

Please accept this letter of support and encouragement for the City of Arkansas City as it seeks to obtain support and funding from the Kansas Traffic Engineering Assistance Program (TEAP) through the Kansas Department of Transportation (KDOT). USD 470 supports Arkansas City in its effort to bring a healthier, safer community to the public and to areas in close proximity to our schools, while considering transportation safety options and opportunities.

We are a collaborative partner in the Traffic Safety Committee and will be a committed partner of the City in executing this proposed traffic study. And we have always supported KDOT as the State worked on U.S. 77, when it still aligned with Summit Street, and when constructing both the U.S. 77/U.S. 166 roundabout and the BNSF Railroad overpass on East Kansas Avenue. These projects are all related to why we must consider some traffic abatement and modification, in the interest of citizen and student safety. The financial challenges facing the School District and the City of Arkansas City make it difficult fund this traffic study locally; necessitating state assistance, if possible.

The paramount importance of safety for children, parents and staff at three school locations gives this project heightened importance and concern. The complexity of the entire issue, especially as it relates to capital improvements or school policy/procedure changes that may have to occur to make needed improvements in Arkansas City, begs for professional engineering assistance.

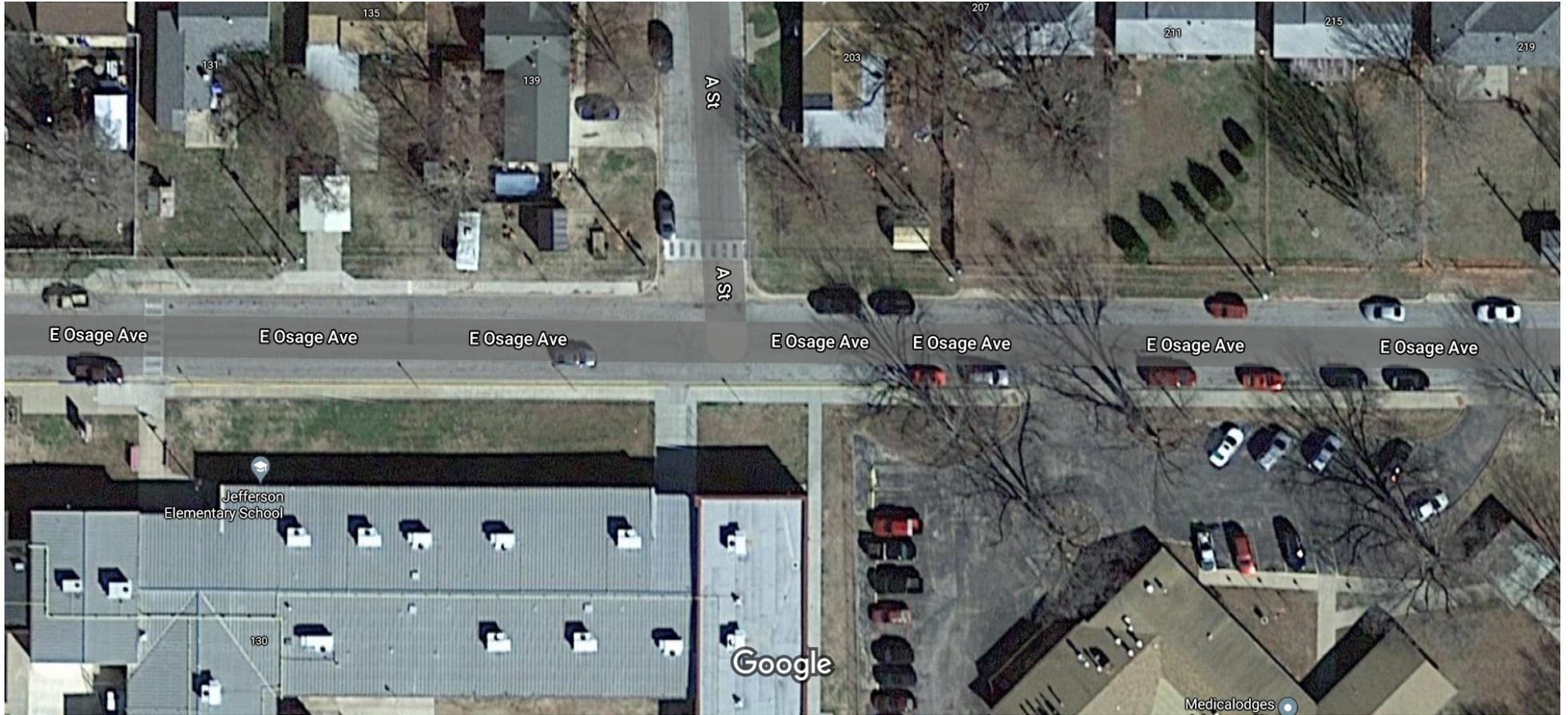
Sincerely,

Ron E. Ballard, Ph. D.
Superintendent of Schools
Arkansas City Schools

REB.em

Board of Education
Jon Oak, President

Lori Barnes
Rhoda MacLaughlin-Ramirez
Damon Mendoza
Evelyn Shoup
Bob Squires



Map data ©2021, Map data ©2021 20 ft

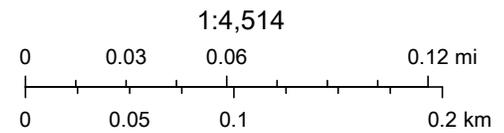
ACMS / Jefferson Elementary School

Section IV, Item 1.



10/9/2018, 11:46:46 PM

- Parcels
 Land Hooks
 Streets
 Kansas
 City Limits
- Parcels
 Highways
 Oklahoma
 Counties



Arkansas City GIS, Pictometry

EXHIBIT "A"
Basic Services

TranSystems Scope of Services

TRANSYSTEMS will perform the following Basic Services for the Arkansas City Multimodal Transportation Master Plan.

Task 1 – Data Collection

- 1.1 Review existing traffic count data, provided by KDOT and City.
- 1.2 Review vehicular crash data for the past 5 years, provided by City. Identify locations that may have a high crash frequency and/or a high crash rate.
- 1.3 Review pedestrian and bicycle crash data for the past 5 years, provided by City.
- 1.4 Review city planning documents such as street classification maps, city master plans, comprehensive plans, land use maps, and trail plans.
- 1.5 Inventory street network for number of through lanes, signalized intersections, and muliway stop controlled intersections. Inventory will be conducted using Google Earth, or other readily available aerial imagery.
- 1.6 Identify the locations of key destinations in the city, such as schools, parks, libraries, civic centers, retail centers, and employment areas.

Task 2 – Analysis

- 2.1 Identify street segments and intersections with potential operational or safety concerns based on the data review and conversations with city staff.
- 2.2 Determine possible bicycle, pedestrian, and vehicular routes between key destinations.
- 2.3 Identify barriers to bicycle and pedestrian mobility.
- 2.4 Contact KDOT pedestrian and bicycle coordinator and region engineers to address local bicycle/pedestrian priorities on state facilities identified through local assessment.

Task 3 – Recommendations

- 3.1 Develop a street classification map. Map will designate expressways, arterial, collector, and local streets.
- 3.2 Provide transportation strategies for growth areas to provide circulation and manage access.
- 3.3 Discuss potential street or intersection modifications to address safety or operational issues. Modifications to consider could include road diets, traffic control change, or geometric modifications.
- 3.4 Highlight areas or corridors in need of follow-up, in-depth traffic studies in future years, including but not limited to possible Safe Routes to Schools projects.
- 3.5 Suggest strategies to address barriers to bicycle and pedestrian access.
- 3.6 Prepare a final report to document data collected, analysis, and recommendations. The final report is intended to be an appendix to the ongoing comprehensive plan update.

CITY Scope of Tasks

Task 1 – Data Collection

- 1.1 Provide existing traffic count data to TranSystems. City may also elect to collect additional traffic data in areas of interest as identified during this planning process.
- 1.2 Provide vehicular crash data for the past 5 years.
- 1.3 Provide pedestrian and bicycle crash data for the past 5 years.

- 1.4 Provide city planning documents such as street classification maps, city master plans, comprehensive plans, land use maps, and trail plans.
- 1.5 Assist with identifying the locations of key destinations in the city.

Task 2 – Community Engagement

- 2.1 Work with RISE Cowley coalition to assess current conditions and policies related to this effort, including both local and state facilities, to inform work on package.
- 2.2 Begin to collect data to determine how barriers to bicycle and pedestrian mobility impact populations of focus, including but not limited to racial and ethnic minorities, children, pregnant women, older adults, persons with chronic illnesses, persons with housing instability or who are homeless, immigrant populations, displaced persons, persons with limited English proficiency, persons with low literacy, persons with low income, persons with disabilities, and others.
- 2.3 Begin to inventory and assess street pavement conditions and sidewalks, ramps, crosswalks, trails, and other bicycle and pedestrian pathways.
- 2.4 Conduct public engagement, including but not limited to public meetings and surveying, to assist with developing community priorities for improvement projects.

Assumptions

- 1. The scope of work does not include travel to any in-person meetings. All project meetings will be held virtually using online video conferencing or telephone calls.
- 2. No traffic data collection is included in this scope of services.
- 3. No intersection or roadway capacity analysis is included.
- 4. No future traffic growth projections or traffic modeling is included.
- 5. Inventories or assessments of street pavement conditions or sidewalks is not included in this scope of services.
- 6. Improvement recommendations will not be prioritized.
- 7. No cost estimates are included in this scope of services.
- 8. No public engagement is included in this scope of services.

Schedule

It is assumed the project will begin in July 2021. Based on receiving Notice to Proceed in July 2021, TRANSYSTEMS anticipates the following schedule:

- Kick Off meeting – July 16, 2021
- Task 1 complete – August 30, 2021
- Task 2 complete – November 1, 2021
- Draft report ready for review – December 6, 2021
- Final report (Task 3 complete) – January 10, 2021



Item for City Commission Action

Section VII Item 4

Meeting Date
6/20/2017

Department/Division
City Manager /
Public Works

Staff Contacts
Nick Hernandez /
Eric Broce /
Mike Crandall /
Andrew Lawson

Title:

Consider a Resolution creating the Traffic Safety Committee, authorizing it to evaluate citizen and staff suggestions for traffic safety improvements or modifications, and empowering it to make recommendations regarding those improvements and recommend authorizing traffic engineering studies or analyses needed to address problem areas. (Voice Vote)

Description:

Staff have discussed for some time now the need to form a Traffic Study Committee to take a more in-depth view of traffic issues and problem areas than a City Commission meeting typically can afford.

This was especially evident during the yearlong discussion of traffic concerns on North First Street.

The proposed committee would bring together City professionals in the areas of Fire-EMS, Planning, Police and Public Works, as well as representatives of Cowley College, the chamber of commerce, the school district and the Planning Commission, to discuss and analyze these problems in more detail.

The committee then would vote on formal recommendations to be forwarded to the City Commission.

These could include recommendations to place or remove stop signs, speed limit signs, safety devices, traffic signals or road modifications, as well as to commission traffic studies or analyses of specific areas.

The committee would meet quarterly — in July, October, January and April — and other times as needed.

Membership would comprise the following:

1. City Commissioner
2. City Manager (or designee)
3. Fire Chief (or designee)
4. Police Chief (or designee)
5. Public Works Director/City Engineer (or designee)
6. Principal Planner (or designee)
7. Planning Commission representative
8. Cowley College representative
9. USD 470 representative
10. Chamber of Commerce representative

**CITY OF ARKANSAS CITY, KANSAS
TRAFFIC SAFETY COMMITTEE**

MISSION STATEMENT

The mission of the Traffic Safety Committee shall be to provide community input by advising the City Commission on traffic issues, access management, pedestrian safety and signage as assigned by the City Commission.

The Committee will review and advise on neighborhood traffic calming guidelines and proposed projects, and work collaboratively with staff to address residents' requests for improving the livability and drivability of neighborhood streets in the City of Arkansas City, Kansas.

BOARD MEMBERS

1. City Manager
2. City Commissioner Representative
3. Police Department Representative
4. Fire-EMS Department Representative
5. Public Services Department Representative
6. Principal Planner
7. Planning Commission Representative
8. Cowley College Representative
9. USD 470 Representative
10. Business Owner/Chamber Representative (x2)
11. Equal Opportunity and Accessibility Board Representative

OVERVIEW

The 12-member Traffic Safety Committee serves as a public forum for traffic-related issues, including:

- Placement of stop signs
- Posted speed limits
- Road modifications
- Safety devices
- Traffic signals
- Traffic studies

The Traffic Safety Committee will meet at **10 a.m. on the third Friday of every quarter** (January, April, July and October) in the Conference Room at the Water Treatment Facility or at USD 470's Avery Family Learning Center.

RESOLUTION NO. 2017-06-3114

A RESOLUTION CREATING THE ARKANSAS CITY TRAFFIC SAFETY COMMITTEE, AUTHORIZING SAID COMMITTEE TO EVALUATE CITIZEN AND PROFESSIONAL STAFF SUGGESTIONS FOR TRAFFIC SAFETY IMPROVEMENTS OR MODIFICATIONS, AND EMPOWERING SAID COMMITTEE TO MAKE RECOMMENDATIONS TO THE GOVERNING BODY OF ARKANSAS CITY, KANSAS, REGARDING SAID IMPROVEMENTS OR MODIFICATIONS AND TO RECOMMEND THAT THE GOVERNING BODY AUTHORIZE SUCH TRAFFIC ENGINEERING STUDIES OR ANALYSES AS ARE NEEDED TO ADDRESS PROBLEM AREAS.

WHEREAS, the City of Arkansas City, Kansas, desires to gather citizen and professional staff input on possible traffic safety improvements or modifications and form a long-term committee to process evaluate those suggestions; and

WHEREAS, the Traffic Safety Committee will help professional staff analyze any problem area within the City limits and determine whether a more in-depth traffic engineering study or analysis is needed; and

WHEREAS, the mission of the Traffic Safety Committee is to make official recommendations to the Governing Body of the City of Arkansas City, Kansas, regarding traffic improvements or modifications and whether traffic engineering studies or analyses are needed to address identified problem areas; and

WHEREAS, the mission of the Traffic Safety Committee also shall be to provide community input by advising the Governing Body of the City of Arkansas City, Kansas, on traffic issues, access management, pedestrian safety and signage as assigned by the Governing Body; to review and advise on neighborhood traffic calming guidelines and proposed projects; and to work collaboratively with professional staff to address residents' requests for improving the livability and drivability of neighborhood streets within the City limits; and

WHEREAS, the Arkansas City Police Department is a five-time winner of the AAA Traffic Safety Gold Award and on May 2, 2017, was awarded for the first time the prestigious Platinum Award by AAA; and

WHEREAS, one of the stated criteria by AAA to be considered for the Traffic Safety Platinum Award is to have a standing Traffic Safety Committee that meets regularly throughout the year; and

WHEREAS, the existence of the Traffic Safety Committee will provide a public forum for citizens who feel that traffic-related issues — including, but not limited to, the placement of stop signs, posted speed limits, road modifications, safety devices, traffic signals and traffic studies — are impacting their neighborhoods or areas of gathering and will consist of a designated group of technical specialists who can better address those concerns than the Governing Body of Arkansas City, Kansas, perhaps can.

NOW, THEREFORE, IN CONSIDERATION OF THE AFORESTATED PREMISES, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF ARKANSAS CITY, KANSAS:

SECTION ONE: The Governing Body of the City of Arkansas City, Kansas, hereby creates the Traffic Safety Committee and authorizes said Committee to evaluate Arkansas City citizens' and professional staff's suggestions for traffic safety improvements or modifications. The Governing Body further empowers said Committee to make recommendations to the Governing Body regarding said improvements or modifications and to recommend that the Governing Body authorize such traffic engineering studies or analyses as are needed to address problem areas.

SECTION TWO: The Governing Body of the City of Arkansas City, Kansas, hereby establishes that the 10 members of the Traffic Safety Committee shall be a member of the Board of City Commissioners, to be appointed by a vote of the Governing Body; the City Manager, or his or her designee; the Fire Chief, or his or her designee; the Police Chief, or his or her designee; the Public Works Director/City Engineer, or his or

her designee; the Principal Planner, or his or her designee; a representative of the Arkansas City Planning Commission; a representative of Cowley County Community College; a representative of the Arkansas City Public School District); and a representative of the Arkansas City Area Chamber of Commerce who is the owner or co-owner of a local business, corporation, partnership, or proprietorship.

SECTION THREE: The Governing Body of the City of Arkansas City, Kansas, hereby allows that future changes to the membership of the Traffic Safety Committee shall be at the discretion of the City Manager and the Public Works Director/City Engineer.

SECTION FOUR: The Governing Body of the City of Arkansas City, Kansas, hereby directs that the Traffic Safety Committee shall meet no less than once per quarter in the Commission Room at City Hall or some other suitable location, and at other times as directed or otherwise needed.

SECTION FIVE: The Governing Body of the City of Arkansas City, Kansas, hereby authorizes City staff of the City of Arkansas City, Kansas, to take such further and other necessary actions that are required to effectuate the intent and purposes of this Legislative Enactment.

SECTION SIX: This Resolution shall be in full force and effect from its date of passage by the Governing Body of the City of Arkansas City, Kansas.

PASSED AND RESOLVED by the Governing Body of the City of Arkansas City, Kansas, on June 20, 2017.


Duane L. Oestmann, Mayor



ATTEST:


Lesley Shook, City Clerk

APPROVED AS TO FORM:


Tamara L. Niles, City Attorney

CERTIFICATE

I hereby certify that the above and foregoing is a true and correct copy of the Resolution No. 2017-06-3114 of the City of Arkansas City, Kansas, adopted by the Governing Body thereof on June 20, 2017, as the same appears of record in my office.

DATED: _____.

Lesley Shook, City Clerk

A banner for the KDOT Transportation Safety Conference. The background is a blurred image of a highway with several cars. On the left, a dark vertical bar contains the text 'Register For the 27TH ANNUAL' in white. The main text is in white and orange. The title 'KDOT Transportation Safety Conference' is in large white font. Below it, the dates and location 'April 5 & 6, 2022 • Topeka, Kansas' are in orange. A list of topics is in white text on a dark orange background.

Register For the 27TH ANNUAL

KDOT Transportation Safety Conference

April 5 & 6, 2022 • Topeka, Kansas

- K-State & Manhattan Drive to Zero Coalition
- Marijuana – Green Labs (recognizing driver impairment)
- Teens and Marijuana Use
- Active Transportation Plan
- Traffic Enforcement as Criminal Interdiction

Who Should Attend?

This conference provides valuable information for law enforcement personnel, court professionals, state and local government officials, engineers, safety advocates, EMT and EMS workers, educators and counselors, special interest group representatives and more.

What to Expect

Keynote and breakout sessions cover injury control, law enforcement, youth issues, roadway safety, medical marijuana and public safety, older driver issues, children in vehicles, and more. Participants can receive up to 9.5 contact hours of instruction. Several networking breaks allow attendees to meet and talk with speakers, colleagues and vendors in the virtual exhibit hall each day.



Conference session topics include:

- Developing, Analyzing, and Interpreting Crash Records
- K-State & Manhattan Drive to Zero Coalition
- Marijuana – Green Labs (recognizing driver impairment)
- Roadway Safety Assessments for Engineers
- Teens and Marijuana Use
- Active Transportation Plan
- Traffic Enforcement as Criminal Interdiction



Pre-Conference Workshops: Monday, April 4, 2022
This conference also provides pre-conference workshops the day before the conference. They are typically either three or six hours in length and cover timely and relevant traffic safety topics primarily focused on law enforcement, emergency management and incident management. Conference attendees can easily add one or both workshops to their conference registration. In addition, workshop registration is available to anyone, not just those attending the conference.

#

Pre-conference sessions:

- Traffic Incident Management
- Vehicle Stops with Drugs



[Click Here for More Information](#)

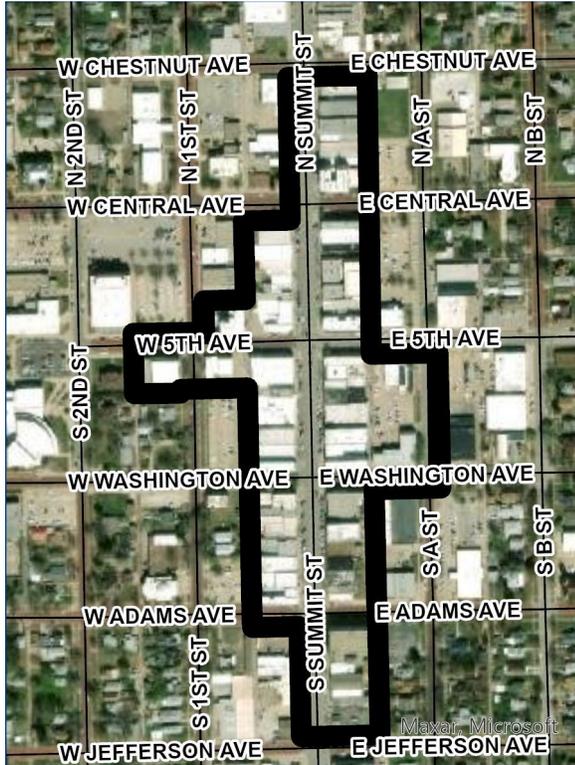
27TH ANNUAL

KDOT Transportation Safety Conference
April 5 & 6, 2022 • Topeka, Kansas

A background image of a multi-lane highway with several cars driving away. A green highway sign is visible on the right side of the road. The image has a yellowish tint.

PLEASE JOIN US!

We want your ideas to
revitalize Downtown
Arkansas City!



Saturday, February 5, 2022
11 a.m. to about 12:30 p.m.
Burford Theatre
118 S. Summit Street

Please join a Community Input Session led by Kansas State University to provide input for the revitalization of Downtown Arkansas City.

 **TAB** Kansas State University
TECHNICAL ASSISTANCE TO BROWNFIELDS
Technical Assistance to Brownfields Program

 **SOUTH DAKOTA STATE UNIVERSITY**
School of Design

Overview

11:00 a.m.

Working in small groups, provide input and ideas to improve Downtown Arkansas City

Close-out

Noon – 12:30 p.m.

Refreshments provided!

Contact:

Josh White

City of Arkansas City

jwhite@arkansascityks.gov

(620) 441-4420

SESSION HELD AT:

Burford Theatre

118 S. Summit Street

Arkansas City