

Seven Community Comprehensive Safety Action Plan

Atlantic • Clarinda • Glenwood • Harlan • Missouri Valley • Red Oak • Shenandoah

FINAL PLAN PRESENTATION

DATE, 2026

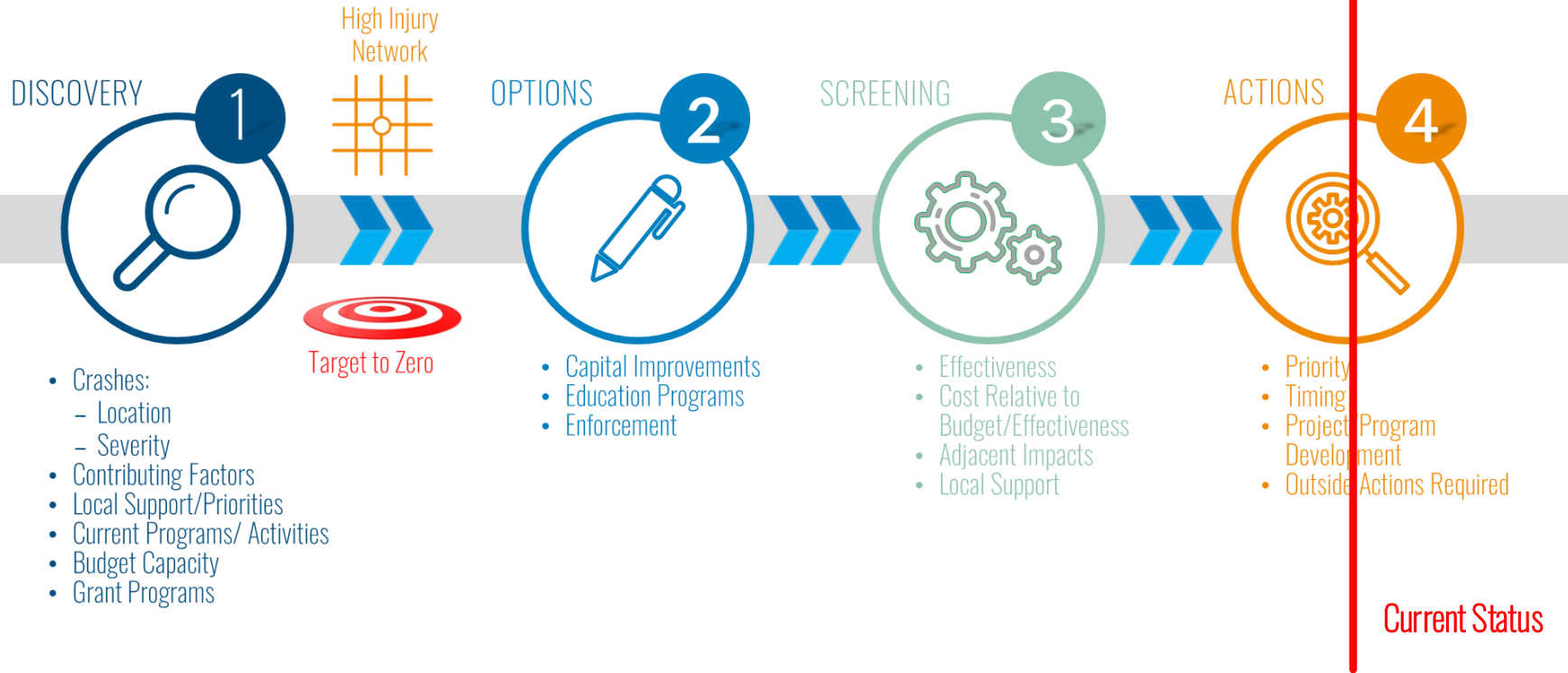


Agenda

1. Introductions
2. Background:
 - Communities Included in the Plan
 - Importance of the CSAP
3. Overview of the CSAP Plan
4. Questions/Comments/Discussion
5. Request for Commitment

Importance of Preparing the CSAP

Study Process/Approach and Status



Overview of the CSAP Document

CSAP Document Overview

- One Document – All Communities
 - Key Data and Findings for Each are Broken Out
- Action Plan for Each Community
 - Concepts
 - Priority
 - Potential Funding Sources

- 1 CSAP Purpose
- 2 Vision/Commitment
- 3 Current State of Practice
- 4 Engagement
- 5 Crash Data Analysis
- 6 Safety Strategies Toolkit
- 7 Implementation and Road to Zero
(Includes Funding Strategies)

Additional Decision Input

#	Strategy	Description	Crash Reduction Factor (CRF)	Estimated Implementation Cost	Benefit-Cost Index	Mitigating Conditions	Quick Build Capable
Vehicle Focused Countermeasures							
1	 Appropriate Speed Limits For All Users	Assign speed limit based on the context and activity level in corridor.	30%	\$\$	0.6	• speeding	
2	 Warning Sign with Edge-Mounted LED Lights	LED lights embedded in the sign to outline the sign itself or the words and symbols on the sign	5%	\$	0.2	• Single Crashes • Red/Bike • Road Side	
3	 Access Management - Close Driveway	Driveway consolidation reduces conflict points along a segment and/or near intersections.	25%	\$\$-\$\$\$	0.4	• Sideswipe • Head-on • Roadside	✓
4	 Access Management - Divided Roadway	Barrier in the roadway separates opposing vehicular traffic and provides control access to/from side streets and driveways, reducing the number of conflict points, reduces conflict points along a segment and/or near intersections.	40%	\$\$\$	0.4	• Sideswipe • Head-on • Roadside • Pedestrian	✓
5	 Lighting Improvements	Enhanced lighting at intersections increases the visibility of all road users.	20%	\$\$	0.4	• Right angle • Head-on • Roadside • Pedestrian	
6	 Remove Sightline Obstructions/ Maintain Vision Triangles	Remove objects that may prevent drivers and pedestrians from having a clear sightline. Red curb (no parking) near intersection, trimming or removing landscaping, or removing or relocating large signs improves sightlines.	30%	\$	0.9	• Right angle • Head-on • Roadside • Pedestrian	

Cost Key: Low (\$) - Less than \$60,000 Moderate (\$\$) - \$60,000 - \$200,000 High (\$\$\$) - Greater than \$200,000

$$\text{CRF} \times \text{Weighted Cost} = \text{B-C Index}$$

\$ - X3
 \$\$ - X2
 \$\$\$ - X1

Community Profiles (Appendix E In Document)

Atlantic – Profile

Atlantic, IA

Population	Area (Sq Mi)	# of KSI Crashes (2015-2024)	# of VRU Crashes (2015-2024)
6,763	8.3	10	2

Top Focus Areas: Listed below are the primary/key safety focus areas derived from the crash data analysis and outreach efforts:

Reduce speeds on US 6 (7th St – 22nd St to 10th St)
School traffic (Autos-Pedestrians-Bicycles)
Trail condition – Need funding for projects

US 6 (7th St.) pedestrian crossings – Poplar St/Chestnut St/Walnut St
Speeds on US 71

COMMUNITYWIDE APPLICABLE SAFETY COUNTERMEASURES



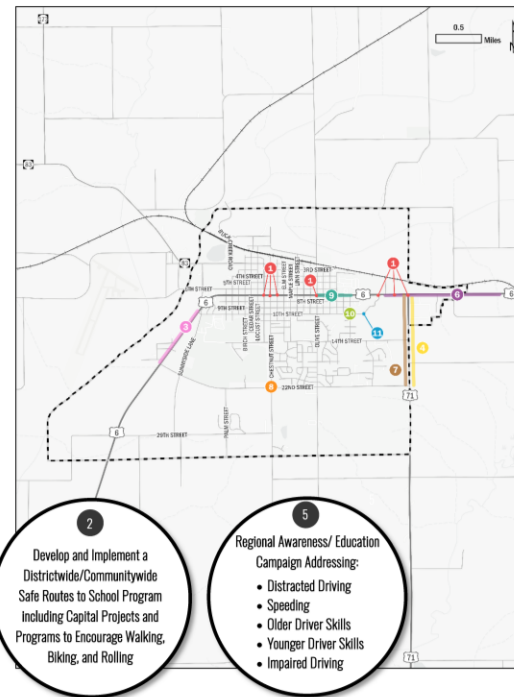
* - Attached countermeasures reflect those directly addressing communitywide crash types

PRIORITY ORDER - SAFETY PROJECTS

Project Priority	Description	Cost Category
1	US 6 - Signal Upgrades Add Backplates	\$
2	Conduct Districtwide SRTS Study	SS
3	US 6 - Conduct Speed Study - Reduce Speed to 25 10th St to 22nd St	\$
4	US 71 - Conduct Speed Study - Reduce Speed from 55 MPH	\$
5	Regional Awareness/Education Campaign (Cost Shared with Other Communities)	\$
6	US 6 - Study 4 to 3-Lane Conversion (Complete #2 - Speed Study First)	SSS
7	US 71 - Study 4 to 3-Lane Conversion (Complete #4 - Speed Study First)	SSS
8	22nd St/Chestnut St - All-way Stop	\$
9	US 6 - Improve Delineation Between Off-Street Parking and Sidewalk Limits	SSS
10	10th St/Phin St - All-way Stop	\$
11	10th St at Cass Health - Add Crosswalk Beacon	SS

\$ - \$60,000 SS - \$60,000 to \$200,000 SSS - \$200,000

PROJECTS AND PRIORITY FOR ACTION



Community Profile

Community Profile Format

Atlantic, IA

Population	Area (Sq Mi)	# of KSI Crashes (2015-2024)	# of VRU Crashes (2015-2024)
6,763	8.3	10	2

Top Focus Areas: Listed below are the primary/key safety focus areas derived from the crash data analysis and outreach efforts:

Reduce speeds on US 6 (P 20 - 22'20 to 10'20)

School traffic (Yellow Pedestrian Crossing)

Truck traffic - West heading for projects

US 6 (P 20 - 22'20 to 10'20)

US 6 (P 20 - 22'20 to 10'20)

US 6 (P 20 - 22'20 to 10'20)

COMMUNITYWIDE APPLICABLE SAFETY COUNTERMEASURES



* Attached countermeasures reflect those directly addressing communitywide crash types

PRIORITY ORDER - SAFETY PROJECTS

Project Priority	Description	Cost Category
1	US 6 - Signal Upgrade with Data Collection	1
2	Conduct Districtwide (RTS) Study	10
3	US 6 - Roadway Safety Study - Reduce Speed on US 6 to 10'20	10
4	Regional Awareness/Education Campaign (East Shared with Other Communities)	5
5	US 6 - Study 4 to 5 Lane Conversion (Complete #1 - Speed Study First)	10
6	US 6 - Study 4 to 5 Lane Conversion (Complete #2 - Speed Study First)	10
7	US 6 - Study 4 to 5 Lane Conversion (Complete #3 - Speed Study First)	10
8	US 6 - Study 4 to 5 Lane Conversion (Complete #4 - Speed Study First)	10
9	US 6 - Study 4 to 5 Lane Conversion (Complete #5 - Speed Study First)	10
10	US 6 - Study 4 to 5 Lane Conversion (Complete #6 - Speed Study First)	10
11	US 6 - Study 4 to 5 Lane Conversion (Complete #7 - Speed Study First)	10
12	US 6 - Study 4 to 5 Lane Conversion (Complete #8 - Speed Study First)	10
13	US 6 - Study 4 to 5 Lane Conversion (Complete #9 - Speed Study First)	10
14	US 6 - Study 4 to 5 Lane Conversion (Complete #10 - Speed Study First)	10

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PROJECTS AND PRIORITY FOR ACTION



Atlantic, IA

Population	Area (Sq Mi)	# of KSI Crashes (2015-2024)	# of VRU Crashes (2015-2024)
6,763	8.3	10	2

Top Focus Areas: Listed below are the primary/key safety focus areas derived from the crash data analysis

BASIC COMMUNITY DEMOGRAPHICS

Community Profile

Community Profile Format

Atlantic, IA

Population	Area (Sq Mi)	# of KSI Crashes (2015-2024)	# of VRU Crashes (2015-2024)
6,763	8.3	10	2

Top Focus Areas: Listed below are the primary/key safety focus areas derived from the crash data analysis and outreach efforts:

Reduce speeds on US 6 (7th St - 22nd St) to 10th St

School traffic (Autos-Pedestrians-Bicycles)

Trail condition - Need funding for projects

US 6 (7th St.) pedestrian crossings - Poplar St/Chestnut St/Walnut St
Speeds on US 71

COMMUNITYWIDE APPLICABLE SAFETY COUNTERMEASURES



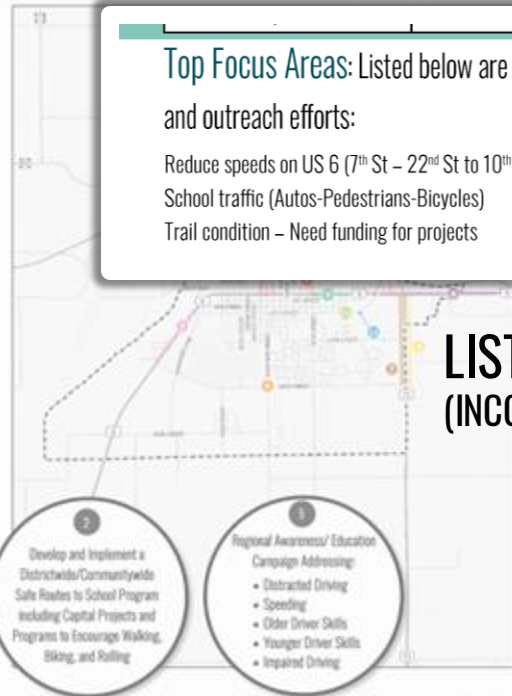
* Attached countermeasures reflect those directly addressing communitywide crash types

PRIORITY ORDER - SAFETY PROJECTS

Project Priority	Description	Cost Category
1	US 71 - Speed Limit with Data Reduction	1
2	Conduct Districtwide (RTS) Study	10
3	US 6 - School Traffic - Pedestrian Speed to 10 th St to 22 nd St	10
4	Regional Awareness/Education Campaign (East Shared with Other Communities)	5
5	US 71 - Study 4 to 5 Lane Conversion (Complete #1) - Speed Study First	100
6	US 71 - Study 4 to 5 Lane Conversion (Complete #2) - Speed Study First	100
7	US 71 - Study 4 to 5 Lane Conversion (Complete #3) - Speed Study First	100
8	US 71 - Study 4 to 5 Lane Conversion (Complete #4) - Speed Study First	100
9	US 71 - Study 4 to 5 Lane Conversion (Complete #5) - Speed Study First	100
10	US 71 - Study 4 to 5 Lane Conversion (Complete #6) - Speed Study First	100
11	US 71 - Study 4 to 5 Lane Conversion (Complete #7) - Speed Study First	100
12	US 71 - Study 4 to 5 Lane Conversion (Complete #8) - Speed Study First	100
13	US 71 - Study 4 to 5 Lane Conversion (Complete #9) - Speed Study First	100
14	US 71 - Study 4 to 5 Lane Conversion (Complete #10) - Speed Study First	100

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PROJECTS AND PRIORITY FOR ACTION



Top Focus Areas: Listed below are the primary/key safety focus areas derived from the crash data analysis and outreach efforts:

Reduce speeds on US 6 (7th St - 22nd St to 10th St
School traffic (Autos-Pedestrians-Bicycles)
Trail condition - Need funding for projects

US 6 (7th St.) pedestrian crossings - Poplar St/Chestnut St/Walnut St
Speeds on US 71

LIST OF SAFETY FOCUS AREAS (INCORPORATES CRASH DATA AND OUTREACH)



Community Profile

Community Profile Format

Atlantic, IA

Population	Area (Sq Mi)	# of KSI Crashes (2015-2024)	# of VRU Crashes (2015-2024)
6,763	6.3	10	2

Top Focus Areas: Listed below are the primary/say safety focus areas derived from the crash data analysis and outreach efforts:

Reduce speeds on US 6 (21' 20" - 22' 20" to 10' 20")

School traffic (Yellow/Pedestrian Crossing)

Truck traffic - West heading for projects

US 6 (21' 20" - 22' 20") pedestrian crossings - Foster St/Creston St/Walker St
Speeds on US 71

COMMUNITYWIDE APPLICABLE SAFETY COUNTERMEASURES



* - Attached countermeasures reflect those directly addressing communitywide crash types

PRIORITY ORDER - SAFETY PROJECTS

Project Priority	Description	Cost Category
1	US 6 - Signal Upgrade with Full Truckdown	1
2	Complete Streetwork (RTS Study)	10
3	US 6 - Westbound School Traffic - Reduce Speed to 10 MPH to 10' 20"	10
4	Regional Awareness/Education Campaign (East Shared with Other Communities)	5
5	US 6 - Study #10 to 12 Lane Conversion (Complete #10 - Speed Study to 10)	10
6	US 6 - Study #10 to 12 Lane Conversion (Complete #10 - Speed Study to 10)	10
7	US 6 - Study #10 to 12 Lane Conversion (Complete #10 - Speed Study to 10)	10
8	US 6 - Study #10 to 12 Lane Conversion (Complete #10 - Speed Study to 10)	10
9	US 6 - Study #10 to 12 Lane Conversion (Complete #10 - Speed Study to 10)	10
10	US 6 - Study #10 to 12 Lane Conversion (Complete #10 - Speed Study to 10)	10
11	US 6 - Study #10 to 12 Lane Conversion (Complete #10 - Speed Study to 10)	10
12	US 6 - Study #10 to 12 Lane Conversion (Complete #10 - Speed Study to 10)	10
13	US 6 - Study #10 to 12 Lane Conversion (Complete #10 - Speed Study to 10)	10
14	US 6 - Study #10 to 12 Lane Conversion (Complete #10 - Speed Study to 10)	10
15	US 6 - Study #10 to 12 Lane Conversion (Complete #10 - Speed Study to 10)	10
16	US 6 - Study #10 to 12 Lane Conversion (Complete #10 - Speed Study to 10)	10
17	US 6 - Study #10 to 12 Lane Conversion (Complete #10 - Speed Study to 10)	10
18	US 6 - Study #10 to 12 Lane Conversion (Complete #10 - Speed Study to 10)	10
19	US 6 - Study #10 to 12 Lane Conversion (Complete #10 - Speed Study to 10)	10
20	US 6 - Study #10 to 12 Lane Conversion (Complete #10 - Speed Study to 10)	10

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PROJECTS AND PRIORITY FOR ACTION

COMMUNITYWIDE APPLICABLE SAFETY COUNTERMEASURES

Appropriate Speed Limit



Lighting Improvements



Sightline Improvements



Reflective Backplate



Dynamic Speed Sign



Appropriate Yellow



Pedestrian Beacon



Enhanced Crosswalk



Countdown Timer



Media Safety Training



Advance Ped/Bike Projects



APPLICABLE COUNTERMEASURES (BASED ON HPN ELEMENTS)

2
Develop and Implement a Districtwide/Communitywide Safe Routes to School Program including Capital Projects and Programs to Encourage Walking, Biking, and Rolling

1
Regional Awareness/Education Campaign Addressing:
• Distracted Driving
• Speeding
• Older Driver Skills
• Younger Driver Skills
• Impaired Driving

Community Profile

Community Profile

PRIORITY ORDER - SAFETY PROJECTS

Atlantic, IA

Population	Area (Sq Mi)	# of KSI Crashes (2015-2024)	# of VRU Crashes (2015-2024)
6,763	8.3	10	2

Top Focus Areas: Listed below are the primary/say safety focus areas derived from the crash data analysis and outreach efforts:

Reduce speed on US 6 (P-30 - 22-30 to 10-30)

Signal traffic (Signal Protection Timing)

Truck traffic - West heading for projects

US 6 (P-30) pedestrian crossings - Foster St/Chestnut St/Walnut St
Speed on US 71

COMMUNITYWIDE APPLICABLE SAFETY COUNTERMEASURES



* Attached countermeasures reflect those directly addressing communitywide crash types

PRIORITY ORDER - SAFETY PROJECTS

Project Priority	Description	Cost Category
1	US 6 - Signal Upgrades Add Backplates	\$
2	Conduct Districtwide SRTS Study	SS
3	US 6 - Conduct Speed Study - Reduce Speed to 35 10th St to 22nd St	\$
4	US 71 - Conduct Speed Study - Reduce Speed from 55 MPH	\$
5	Regional Awareness/Education Campaign (Cost Shared with Other Communities)	\$
6	US 6 - Study 4 to 3-Lane Conversion (Complete #2 - Speed Study First)	SSS
7	US 71 - Study 4 to 3-Lane Conversion (Complete #4 - Speed Study First)	SSS
8	22nd St/Chestnut St - All-way Stop	\$
9	US 6 - Improve Delineation Between Off-Street Parking and Sidewalk Limits	SSS
10	10th St/Plum St - All-way Stop	\$
11	10th St at Cass Health - Add Crosswalk Beacon	SS

1 - <\$60,000 SS - \$60,000 to \$200,000 SSS - >\$200,000

Project Priority	Description	Cost Category
1	US 6 - Signal Upgrades Add Backplates	\$
2	Conduct Districtwide SRTS Study	SS
3	US 6 - Conduct Speed Study - Reduce Speed to 35 10th St to 22nd St	\$
4	US 71 - Conduct Speed Study - Reduce Speed from 55 MPH	\$
5	Regional Awareness/Education Campaign (Cost Shared with Other Communities)	\$
6	US 6 - Study 4 to 3-Lane Conversion (Complete #2 - Speed Study First)	SSS
7	US 71 - Study 4 to 3-Lane Conversion (Complete #4 - Speed Study First)	SSS
8	22nd St/Chestnut St - All-way Stop	\$
9	US 6 - Improve Delineation Between Off-Street Parking and Sidewalk Limits	SSS
10	10th St/Plum St - All-way Stop	\$
11	10th St at Cass Health - Add Crosswalk Beacon	SS

\$ - <\$60,000 SS - \$60,000 to \$200,000 SSS - >\$200,000



Community Profile

IDENTIFIED ACTIONS - DRAFT

Community Profile Format

Atlantic, IA

Population	Area (Sq Mi)	# of KSI Crashes (2015-2024)	# of VRU Crashes (2015-2024)
6,763	6.3	10	2

Top Focus Areas: Listed below are the primary/key safety focus areas derived from the crash data analysis and outreach efforts:

Reduce speeds on US 6 (P 30 - 22" to 10" 30)

School traffic (Yellow Pedestrian Crossing)

Truck traffic - West heading for projects

US 6 (P 30) pedestrian crossings - Foster St/Crested Dr/Walker St
Speeds on US 71

COMMUNITYWIDE APPLICABLE SAFETY COUNTERMEASURES



* Attached countermeasures reflect those directly addressing communitywide crash types

PRIORITY ORDER - SAFETY PROJECTS

Project Priority	Description	Cost Category
1	US 6 - Speed Limit with Data Reduction	1
2	Conduct Districtwide (RTS) Study	10
3	US 6 - Mobile School Traffic - Reduce Speed on US 6 to 10 mph	10
4	Regional Awareness/Education Campaign (East Shared with Other Communities)	5
5	US 6 - Mobile School Traffic - Reduce Speed on US 6 to 10 mph	10
6	US 6 - Mobile School Traffic - Reduce Speed on US 6 to 10 mph	10
7	US 6 - Mobile School Traffic - Reduce Speed on US 6 to 10 mph	10
8	US 6 - Mobile School Traffic - Reduce Speed on US 6 to 10 mph	10
9	US 6 - Mobile School Traffic - Reduce Speed on US 6 to 10 mph	10
10	US 6 - Mobile School Traffic - Reduce Speed on US 6 to 10 mph	10
11	US 6 - Mobile School Traffic - Reduce Speed on US 6 to 10 mph	10
12	US 6 - Mobile School Traffic - Reduce Speed on US 6 to 10 mph	10

1 - \$500,000 10 - \$400,000 to \$500,000 100 - \$2,000,000

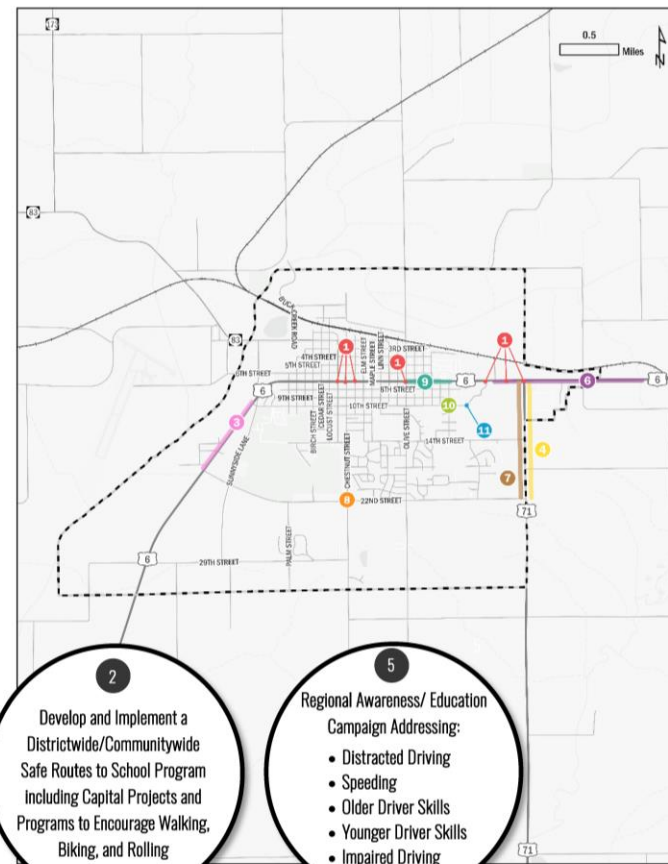
PROJECTS AND PRIORITY FOR ACTION



2
Develop and Implement a Districtwide/Communitywide Safe Routes to School Program Including Capital Projects and Programs to Encourage Walking, Biking, and Rolling

1
Regional Awareness/ Education Campaign Addressing:
• Distracted Driving
• Speeding
• Older Driver Skills
• Younger Driver Skills
• Impaired Driving

PROJECTS AND PRIORITY FOR ACTION



2
Develop and Implement a Districtwide/Communitywide Safe Routes to School Program Including Capital Projects and Programs to Encourage Walking, Biking, and Rolling

5
Regional Awareness/ Education Campaign Addressing:
• Distracted Driving
• Speeding
• Older Driver Skills
• Younger Driver Skills
• Impaired Driving

Atlantic – Profile

Atlantic, IA

Population	Area (Sq Mi)	# of KSI Crashes (2015-2024)	# of VRU Crashes (2015-2024)
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Top Focus Areas: Listed below are the primary/key safety focus areas derived from the crash data analysis and outreach efforts:

Reduce speeds on US 6 (7th St – 22nd St to 10th St)
School traffic (Autos-Pedestrians-Bicycles)
Trail condition – Need funding for projects

US 6 (7th St.) pedestrian crossings – Poplar St/Chestnut St/Walnut St
Speeds on US 71

COMMUNITYWIDE APPLICABLE SAFETY COUNTERMEASURES



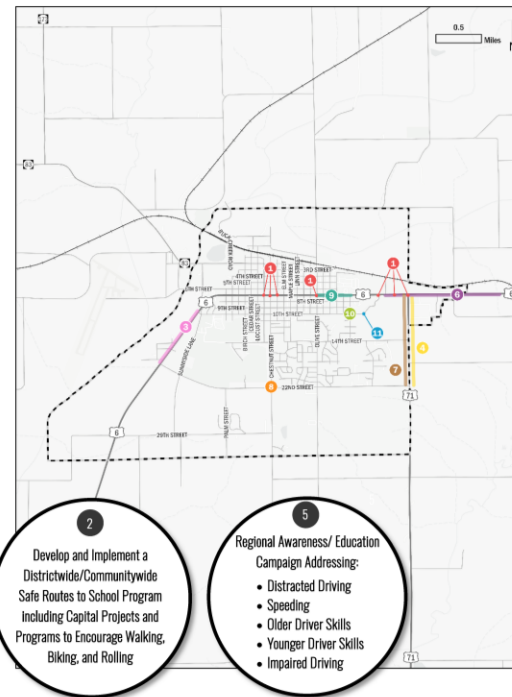
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PRIORITY ORDER - SAFETY PROJECTS

Project Priority	Description	Cost Category
1	US 6 - Signal Upgrades Add Backplates	\$
2	Conduct Districtwide SRTS Study	SS
3	US 6 - Conduct Speed Study - Reduce Speed to 25 10th St to 22nd St	\$
4	US 71 - Conduct Speed Study - Reduce Speed from 55 MPH	\$
5	Regional Awareness/Education Campaign (Cost Shared with Other Communities)	\$
6	US 6 - Study 4 to 3-Lane Conversion (Complete #2 - Speed Study First)	SSS
7	US 71 - Study 4 to 3-Lane Conversion (Complete #4 - Speed Study First)	SSS
8	22nd St/Chestnut St - All-way Stop	\$
9	US 6 - Improve Delineation Between Off-Street Parking and Sidewalk Limits	SSS
10	10th St/Phin St - All-way Stop	\$
11	10th St at Cass Health - Add Crosswalk Beacon	SS

\$ - \$60,000 SS - \$60,000 to \$200,000 SSS - \$200,000

PROJECTS AND PRIORITY FOR ACTION



Community Profile

Clarinda – Profile

Clarinda, IA

Population	Area (Sq Mi)	# of KSI Crashes (2015-2024)	# of VRU Crashes (2015-2024)
5,353	5.1	12	0

Top Focus Areas: Listed below are the primary/key safety focus areas derived from the crash data analysis and outreach efforts:

School traffic (Active Pedestrians/Bicycles)
S. 16th St. - Speed/Crashes
S. 16th St. - Arterial without continuous sidewalk - at least one side

COMMUNITYWIDE APPLICABLE SAFETY COUNTERMEASURES

Appropriate Speed Limit

Lighting Improvements

Dynamic Speed Sign

Pedestrian Beacon

Enhanced Crosswalk

Media Safety Training

School Safety Program

Advance Ped/Bike Projects

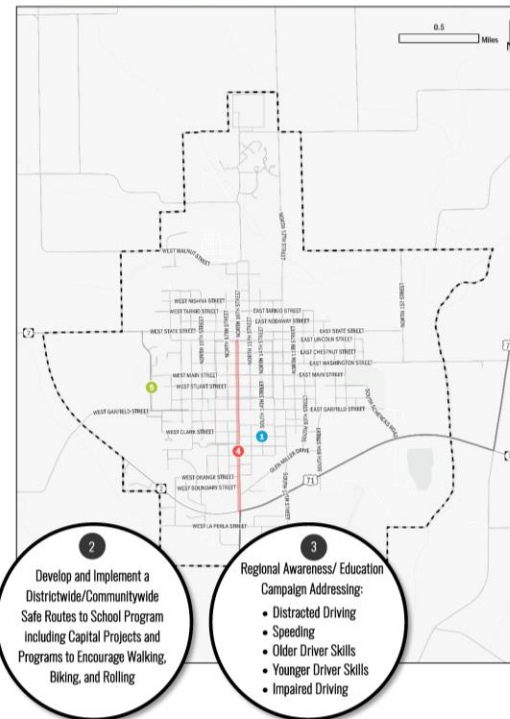
* - Selected countermeasures reflect those directly addressing communitywide crash types

PRIORITY SAFETY PROJECTS

Project Priority	Description	Cost Category
1	S. 16th St - Restripe as 3-lane from Lincoln St to US 71	SS
2	Conduct Districtwide SRTS Study (Emphasis on Sidewalks and Crossing Guards)	SS
3	Regional Awareness/Education Campaign (Cost Shared with Other Communities)	SS
4	Install Continuous Sidewalks on S. 16th St from Boundary St to US 71	SS
5	Cardinal Dr - Add Sidewalk from State St to Garfield St/Garfield St - Add Sidewalk from Cardinal Dr to 18th St	SS

\$ - \$60,000 \$\$ \$60,000 to \$200,000 \$\$\$ >\$200,000

PROJECTS AND PRIORITY FOR ACTION



Community Profile

Glenwood – Profile

Glenwood, IA

Population	Area (Sq Mi)	# of KSI Crashes (2015-2024)	# of VRU Crashes (2015-2024)
5,144	2.9	1	0

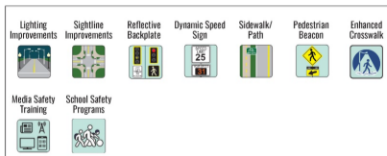
Top Focus Areas: Listed below are the primary/key safety focus areas derived from the crash data analysis and outreach efforts:

School traffic (Auto-Pedestrians-Bicycles)

Trail projects - Added funding would help implementation

Downtown Square - 1st St Intersections - Turning vehicle crashes

COMMUNITYWIDE APPLICABLE SAFETY COUNTERMEASURES



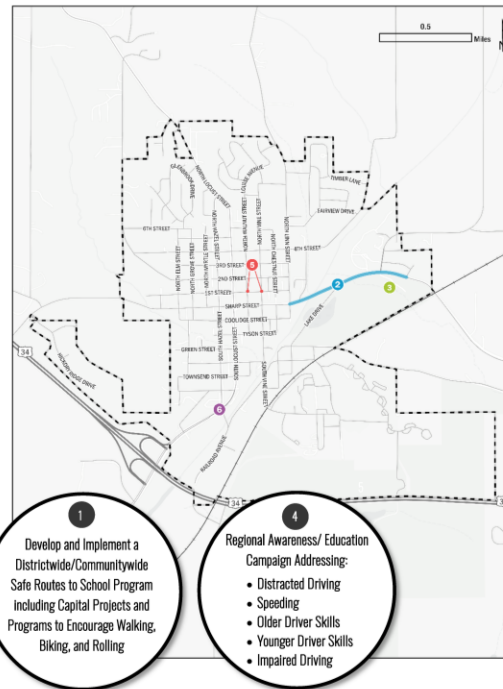
* - Selected countermeasures reflect those directly addressing communitywide crash types

PRIORITY SAFETY PROJECTS

Project Priority	Description	Cost Category
1	Conduct Districtwide SRTS Study (Emphasis on Congestion, Pedestrian-Auto Conflicts and Adding Sidewalks)	\$\$
2	Traffic Safety Study - E. Sharp St from N Linn St to Oakridge Ln/ Redbud Av Past School	\$
3	East Side Sharp St. Trails	\$\$\$
4	Regional Awareness/Education Campaign (Cost Shared with Other Communities)	\$
5	1st St on Downtown Square - Install All-Way Stops at Vine St and Walnut St	\$
6	Add Sidewalks Locust St - Arnold to Beginning of Median	\$\$

\$ - \$60,000 \$\$ - \$60,000 to \$200,000 \$\$\$ - \$200,000

PROJECTS AND PRIORITY FOR ACTION



Community Profile

Harlan – Profile

Harlan, IA

Population	Area (Sq Mi)	# of KSI Crashes (2015-2024)	# of VRU Crashes (2015-2024)
4,891	4.4	5	1

Top Focus Areas: Listed below are the primary/key focus areas derived from the crash data analysis and outreach efforts:

Downtown square intersection - Locals know to be careful as turns can be confusing for new drivers
School traffic (Auto-Pedestrians/Bicycles)

Scooters are becoming a concern - Number and riding on sidewalks and on some busier streets - Have ordinance - Need outreach
Golf carts - More being observed - need outreach on ordinance
IA 44/12th St - Needs pedestrian improvements
Post-crash care capabilities for victim stabilization

COMMUNITYWIDE APPLICABLE SAFETY COUNTERMEASURES



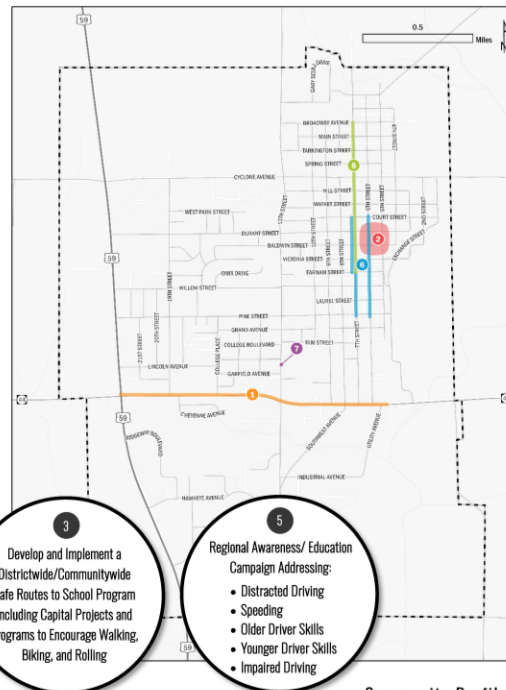
* - Selected countermeasures reflect those directly addressing communitywide crash types

PRIORITY SAFETY PROJECTS

Project Priority	Description	Cost Category
1	IA 44 (Chatham Av) from US 59 to Southwest Av - Convert 4-Lane to 3-Lane and Intersection Control Modification	SSS
2	Downtown Square - Change Intersection Lane Assignments	SS
3	Conduct Districtwide/Private School SRTS Study	SS
4	Scooter Ordinance - Develop Outreach Program (Including Schools)	S
5	Regional Awareness/Education Campaign (Cost Shared with Other Communities)	S
6	6th St/7th St One-ways from Court St to Pine St: Consider Converting to Two-way	SS
7	12th St/N of Garfield Av - Assess Pedestrian Signal (Replace or Remove)	S
8	7th St from Farnam St to Broadway Av - Assess Intersection Control	SS
9	Post-Crash Care Equipment	SSS

\$ - \$60,000 \$\$ - \$60,000 to \$200,000 \$\$\$ - \$200,000

PROJECTS AND PRIORITY FOR ACTION



Community Profile

Missouri Valley – Profile

Missouri Valley, IA

Population	Area (Sq Mi)	# of KSI Crashes (2015-2024)	# of VRU Crashes (2015-2024)
2,666	3.1	11	0

Top Focus Areas: Listed below are the primary/key safety focus areas derived from the crash data analysis and outreach efforts:

Reimagine Erie St post-US 30 Bypass
School traffic (Antar-Pedestrians/Bicycles)
Crosswalks along Erie St – Add audible warnings

Erie St (US 30) – Turn lane for school access
Desire to create better city bike route-county bike route connections

COMMUNITYWIDE APPLICABLE SAFETY COUNTERMEASURES



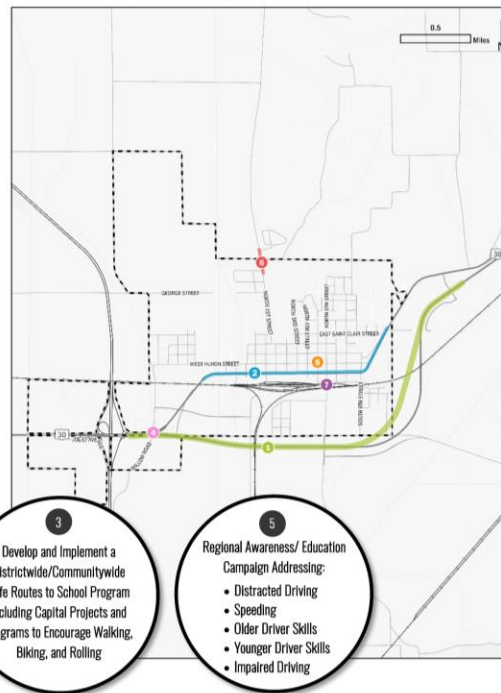
* - Selected countermeasures reflect those directly addressing communitywide crash types

PRIORITY SAFETY PROJECTS

Project Priority	Description	Cost Category
1	US 34 - Build Bypass	SSS
2	Reimagine Erie St Throughout City (Assess Signals/Assess Corner Clearance/Consider Bumpouts/On-street Bike Facilities/Streetcaching)	SSS
3	Conduct Districtwide SRTS Study	SS
4	Widened US 30 - Widened St Access Control and Intersection Control	\$
5	Regional Awareness/Education Campaign (Cost Shared with Other Communities)	\$
6	1st St - Extended 30 MPH Speed to North - Graduated Increase to 55 MPH	\$
7	6th St - Following Bypass Construction - Monitor Traffic Change/Speeds/Need for Added RR Crossing Control	\$
8	5th St/Huron St - Improve Corner Sight Distance (Expand Corner Clearance)	\$

\$ - <\$60,000 SS - \$60,000 to \$200,000 SSS - >\$200,000

PROJECTS AND PRIORITY FOR ACTION



Community Profile

Red Oak – Profile

Red Oak, IA

Population	Area (Sq Mi)	# of KSI Crashes (2015-2024)	# of VRU Crashes (2015-2024)
5,510	3.9	13	3

Top Focus Areas: Listed below are the primary/key safety focus areas derived from the crash data analysis and outreach efforts:

School traffic (Active-Pedestrians-Bicycles)
Crosswalks along US 34 with 4th St and 8th St being most critical

School area sidewalks

COMMUNITYWIDE APPLICABLE SAFETY COUNTERMEASURES



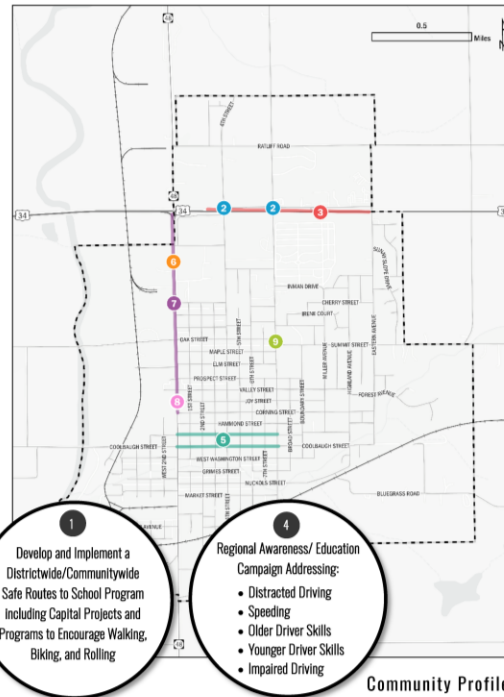
* - Selected countermeasures reflect those directly addressing communitywide crash types

PRIORITY SAFETY PROJECTS

Project Priority	Description	Cost Category
1	Conduct Districtwide School SRTS Study	SS
2	US 34 - 4th St and/or 8th St Enhanced Crosswalks	SS
3	US 34 from 4th St to East City Limits - Reduce Speed from 50 MPH (Speed Study)	S
4	Regional Awareness/Education Campaign (Cost Shared with Other Communities)	S
5	Read St and Coolbaugh St from IA 48 to 8th St: Assess Need for One-way?	SS
6	IA 48 from Oak St to US 34 - Add Sidewalks	SS
7	IA 48 from Oak St to US 34 - Assess Intersection Control if Remove Signals	SS
8	IA 48 at Joy St Add Pedestrian Signal	SS
9	Oak St/Summit St/8th St - Assess Configuration Options	SS

S - <\$60,000 SS - \$60,000 to \$200,000 SSS - >\$200,000

PROJECTS AND PRIORITY FOR ACTION



1
Develop and Implement a Districtwide/Communitywide Safe Routes to School Program including Capital Projects and Programs to Encourage Walking, Biking, and Rolling

4
Regional Awareness/ Education Campaign Addressing:
• Distracted Driving
• Speeding
• Older Driver Skills
• Younger Driver Skills
• Impaired Driving

Community Profile

Shenandoah – Profile

Shenandoah, IA

Population	Area (Sq Mi)	# of KSI Crashes (2015-2024)	# of VRU Crashes (2015-2024)
4,892	3.8	14	4

Top Focus Areas: Listed below are the primary/key safety focus areas derived from crash data analysis and outreach efforts:

Number of crashes on Fremont St Nishna Rd to IA 48
Skewed approaches at key intersections Clarinda St/
Sheridan Av/Blossom St and Anna Cross/Nishna Rd

School area sidewalks
School traffic (Autos-Pedestrians-Bicycles)

COMMUNITYWIDE APPLICABLE SAFETY COUNTERMEASURES



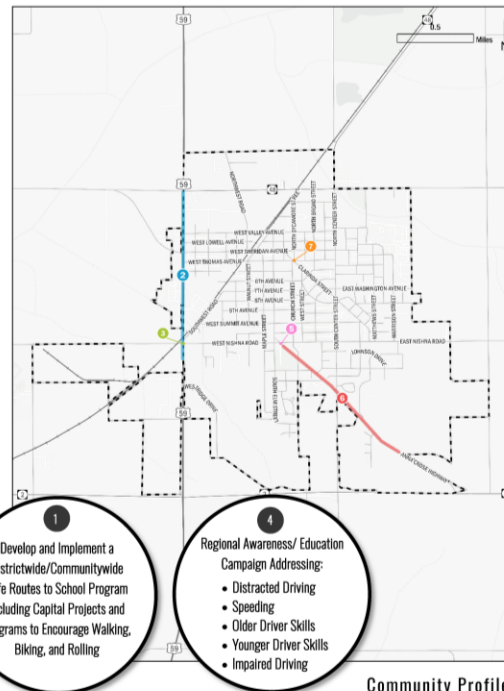
* - Selected countermeasures reflect those directly addressing communitywide crash types

PRIORITY SAFETY PROJECTS

Project Priority	Description	Cost Category
1	Conduct Districtwide School SRTS Study	\$S
2	Fremont St from Nishna Rd to Ferguson: 4-Lane to 3-Lane Conversion	SSS
3	Fremont St/Nishna Rd: Signal Improvements	\$S
4	Regional Awareness/Education Campaign (Cost Shared with Other Communities)	\$
5	Assess Nishna Rd/Anna Cross St/Accura Health Intersection Improvements: Roundabout, All-way Stop, Relocate Driveways	\$S
6	Anna Cross from Nishna Rd to School Access: Add Sidewalks	\$S
7	Clarinda Av/Thomas Av/Church St/Sycamore St Conduct Safety Analysis	\$S

\$ - <\$60,000 \$S - \$60,000 to \$200,000 \$SS - >\$200,000

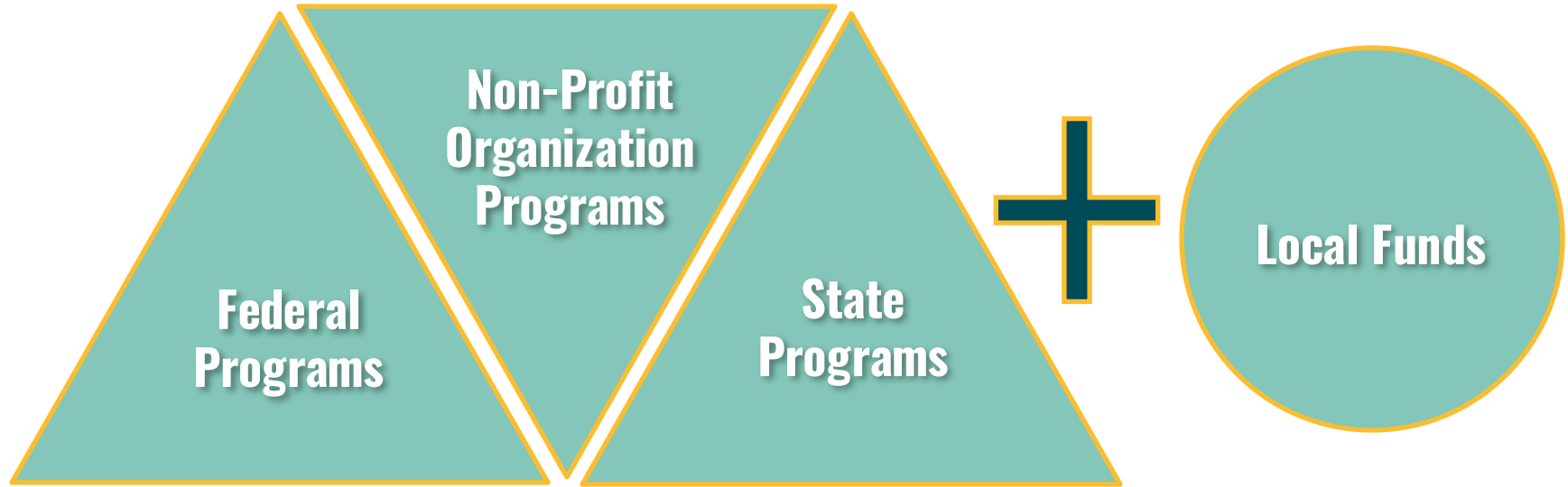
PROJECTS AND PRIORITY FOR ACTION



Community Profile

Project/Program Funding

Funding



State of Iowa Safety Funding Programs

Iowa DOT Local Safety Funding Program Comparisons

Omitted
from Draft –
Will be
Added

Funding Program	Traffic Safety Improvement Program TSIP Site-Specific and Traffic Control Device (TCD)	Highway Safety Improvement Program – Local HSIP-Local (SWAP Program funds)	Urban/County-State Traffic Engineering Programs U-STEP and C-STEP	Traffic Engineering Assistance Program TEAP
Program Focus	Safety funds for improvements at locations with existing safety issues. More reactive; crash history, benefit-cost required for Site-Specific.	Safety funds for low-/medium-cost systemic improvements. May be reactive or more proactive/systemic/risk-based.	Locally led improvements at or along Primary routes.	Consultant traffic and safety study for existing concern. Common types include intersection, corridor, school/pedestrian, etc. Roundabout concept/plan reviews.
Program Funding Details	\$7-8M/Year (TCD: \$500k total)	\$5M/Year	Ongoing	Up to 150 hours of consultant time per project
Eligibility	LPAs, DOT Districts	LPAs	Joint DOT District + LPA	LPAs – counties and smaller cities (typically population <35k)
Funding Details	Site-Specific, – \$500k Max Potential project cost/quantity "Division" for eligible safety costs Traffic Control Device (TCD) – Materials only	Typical maximum award \$500k-\$800k Potential project cost/quantity "Division" for eligible safety costs	U-STEP/C-STEP Spot – \$200k max U-STEP Linear – \$400k max C-STEP 'Linear' varies – See links	TEAP funds a Study of existing traffic/safety problem by a DOT On-Call Consultant TEAP study can provide basis for future TSIP, HSIP-Local, or U-STEP/C-STEP applications
Funds by Reimbursement?	Yes	Yes	Yes	N/A
Required Local Responsibility and/or 'Local Match'?	Design/Admin/Inspect No Local Match Required (up to maximum reimbursable amount) Potential project cost/quantity "Division" TCD – Construction/Labor (Materials only)	Design/Admin/Inspect No Local Match Required (up to maximum reimbursable amount) Potential project cost/quantity "Division"	Design/Admin/Inspect U-STEP Spot/Linear, C-STEP Spot DOT District 55% / Local Match 45% C-STEP 'Linear' varies – See links	None – Larger scope studies may use TEAP + Local Funds Some local agency Data Collection may be requested
Letting?	DOT or Local	DOT (See Swap Policy I.M. 1.150)	DOT or Local	N/A
Application or Letter of Request to?	DOT Traffic Operations and Safety Bureau	DOT Traffic Operations and Safety Bureau	DOT District Engineer	LPA Letter of request to DOT District Engineer. District will review and send letter to Chris Poole, State Traffic Engineer
Agreement with?	DOT Traffic Operations and Safety Bureau + DOT Local Systems Bureau	DOT Local Systems Bureau	DOT Staff Action DOT District + DOT Local Systems Bureau	DOT Traffic Operations and Safety Bureau + DOT Project Management/Consultant Coordination
Application Requires Crash Data and Benefit-Cost Analysis?	Yes (Required for Site-Specific, beneficial for TCD)	No (Traffic, crash, cost estimate data is beneficial when available at application and will be considered in review)	No (Engineering analysis required including exhibit and cost estimate)	No (Data is beneficial when available to describe issues in letter of request)
Application Deadline Fiscal Year	August 15, 2025 FY27	November 15, 2025 FY27	Ongoing	Ongoing
Program Link and Applications	Iowa DOT TSIP	Iowa DOT HSIP-Local	Iowa DOT U-STEP Iowa DOT C-STEP	Iowa DOT TEAP

Group Discussion

- What were the Primary Topics?
- Actions proposed include?

Wrap-Up

- Request Feedback by: #####
- Need Council Resolutions / Letters of Support

MAPA Safety Targets and SS4A Planning Updates

STAG MEETING 4
April 14, 2026

