BELTON

TRANSPORTATION SAFETY ACTION PLAN

ACKNOWLEDGMENTS

ELECTED OFFICIALS

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Alex McCallum, Ward 1
Carla Davidson, Ward 2
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Allyson Lawson, Ward 3
Chris Richardson, Ward 3
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BELTON TRANSPORTATION SAFETY ACTION PLAN TASK FORCE

Peggy Fayard, Belton Senior Center *
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John Sapp, Belton Fire Chief *
Joe Warren, City of Belton City Manager *
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Gregory Schrodt, Randoms Coffee
Samuel Newby, Heart N Hand Ministries
Kevin Feedback, Belton Parks and Recreation *
Jamie Oberly, West Central Missouri Community Action Agency
Tom MacPherson, Planning Commission Chair
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**** DENOTES CITY OF BELTON STAFF MEMBER***

Prepared by: WILSON & COMPANY
HIGHER RELATIONSHIPS

Second BTSAP Task Force Meeting

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SAFE STREETS AND ROADS FOR ALL SAFETY ACTION PLAN CHECKLIST

The Belton Transportation Safety Action Plan (BTSAP) meets the requirements of the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program. The SS4A's Self Certification Eligibility Worksheet was used to guide the development of the BTSAP. The BTSAP provides guidance as the City of Belton pursues its goals to reduce roadway fatalities and serious injuries, and makes the City of Belton eligible for SS4A implementation funding to assist in implementing safety improvements. The SS4A Checklist requirements are located within the following chapters:

CHAPTER 1. LEADERSHIP AND GOAL SETTING

- **Leadership and Goal Setting:** This plan will be adopted by the Belton City Council to further the goal of reducing roadway fatalities and serious injuries.

CHAPTER 2. PLANNING STRUCTURE, ENGAGEMENT, AND COLLABORATION

- **Planning Structure:** The development of this plan was guided by a Task Force comprised of elected officials, city staff, community leaders, residents, and business owners.
- **Engagement and Collaboration:** Public engagement with the City of Belton community informed the safety concerns and potential solutions outline in this plan.

CHAPTER 3. TRANSPORTATION SYSTEM INVENTORY

- **Safety Analysis:** This chapter provides information related to the existing conditions of the City of Belton's transportation network.

CHAPTER 4. SAFETY ANALYSIS

- **Safety Analysis:** Baseline conditions, crash data analysis, crash severity, and systemic and specific safety needs are outlined in this chapter.

CHAPTER 5. POLICY REVIEW

- **Policy and Process Change:** An assessment of current policies, plans, and standards has been reviewed and analyzed with the goal of prioritizing safety.

CHAPTER 6. COUNTERMEASURE STRATEGIES

- **Strategies and Project Selections:** A comprehensive set of prioritized projects and strategies is identified to guide the City of Belton as they pursue their roadway safety goals.

CHAPTER 7. IMPLEMENTATION PLAN

- **Progress and Transparency:** A description of how progress will be measured over time is detailed in this chapter.

EXECUTIVE SUMMARY

The BTSAP is a forward-looking framework that reflects a shared commitment across city leadership and community members to create a safer transportation system for all users. Shaped by the federal SS4A initiative, this plan speaks directly to the City of Belton's local priorities, including the need to protect vulnerable road users (VRUs) by improving sidewalks, eliminating gaps in the sidewalk network, and making other data driven safety improvements.

By synthesizing technical analysis, public engagement, and cross-agency collaboration, this BTSAP positions the City of Belton to take immediate and measurable steps toward achieving zero traffic-related deaths and serious injuries by 2050. It is a blueprint not only for implementation, but for accountability, transparency, and lasting community impact.

VISION STATEMENT

The City of Belton is committed to improving safety for all road users. This plan is guided by the following vision statement:

The City of Belton strives to eliminate traffic fatalities and serious injury crashes on local roads by 2050.

OVERVIEW

By developing the BTSAP the City of Belton has taken a critical first step toward its long-term goal to eliminate traffic-related deaths and serious injuries by 2050. The plan was shaped through a combination of community input and data analysis, helping to identify the key factors affecting roadway safety in the City of Belton.

Grounded in the Safe System Approach and Vision Zero principles, the BTSAP pinpoints the areas of highest safety risk and outlines targeted strategies to reduce those dangers.

Between 2019 and 2023, the City of Belton experienced 3,432 traffic crashes, resulting in 9 fatalities and 57 serious injuries. VRUs include pedestrians, bicyclists, bus riders, and individuals using mobility devices. They represented a small portion of total travelers (less than 2% walk or bike to work) but accounted for nearly 20% of all deaths and serious injuries.

To reach the goal of zero traffic fatalities and serious injuries, the BTSAP emphasizes a holistic approach that prioritizes safety for everyone, especially those most at risk. The recommendations focus on infrastructure improvements, policy changes, and community engagement to create a safer transportation system for all users.

Throughout the spring and summer of 2025, the community had the opportunity to review the findings and provide input that was used to create the final plan. More than 400 people participated in this planning effort. The most common theme gathered from community input was focused on pedestrian safety and lack of sidewalks. The goals of this plan are:

- Improve pedestrian safety and comfort
- Increase safety at intersections
- Work with MoDOT to increase safety on state maintained and operated roadways
- Advance additional programs and policies to further develop a culture of roadway safety citywide

RECOMMENDATIONS

Building on the goals outlined in the vision statement, this BTSAP identifies a set of actionable strategies tailored to the City of Belton's highest-risk locations and most pressing safety concerns. Some key recommendations include:

- Build out priority pedestrian network to connect neighborhoods, schools, and amenities
- Close sidewalk gaps and improve the sidewalk condition throughout the community by replacing existing sidewalks in poor condition
- Encourage MoDOT to study and improve MO-58, Holmes Rd, and Cedar St
- Address school-related traffic safety in the vicinity of schools throughout the City of Belton

A detailed list of projects and strategies is provided in Chapter 6.

Carry Nation Days Engagement

INTRODUCTION

ABOUT THE BELTON TRANSPORTATION SAFETY ACTION PLAN

To advance the goal of eliminating traffic fatalities and serious injuries, the City of Belton received a grant from the United States Department of Transportation (USDOT) to prepare a SS4A Action Plan. This plan outlines how the city can achieve its ambitious safety objectives through a data-driven strategy that is built upon a comprehensive analysis of all crash types and trends to effectively allocate safety investments.

The BTSAP represents a significant shift from the traditional focus on moving vehicles efficiently to prioritizing safe mobility for all roadway users. It adopts a Safe System Approach, based on the principle that even a single death on our roadways is unacceptable, and human errors must be anticipated. By developing SS4A-compliant Action Plans, this effort enables the City of Belton to access further infrastructure funds aimed at bolstering roadway safety.

Th BTSAP outlines strategies and actions to be taken over the next 25 years. It is designed to address the changing needs of the city, with recommendations serving as a starting point rather than a final, all-encompassing list. The plan should be continually referred to and should respond to data trends and incorporate safety innovations and opportunities to eliminate traffic fatalities and injuries as time progresses.

COMMUNITY ANALYSIS

The City of Belton is a part of the Kansas City Metropolitan area in Cass County, Missouri with a population of approximately 24,618, according to the 2023 American Community Survey. The City of Belton shares a border with Kansas City and Grandview to the north, Raymore to the east, and unincorporated Cass County to the south, and the Village of Loch Lloyd to the west. The community is located to the south of the former Richards-Gebaur Air Force Station. The City is known for its historic roots and vibrant annual events, like Carry Nation Days, along Main Street in the historic downtown. In recent years the City of Belton has evolved from a bedroom community to Kansas City, to its own employment center with the addition of warehousing and distribution developments supported by I-49 and rail access.

Source: U.S. Census Bureau, U.S. Department of Commerce, American Community Survey, ACS 5-Year Estimates Subject Tables, accessed June 2025, https://data.census.gov/table/ACSST5Y2023.S0101?q=belton+mo.

POPULATION

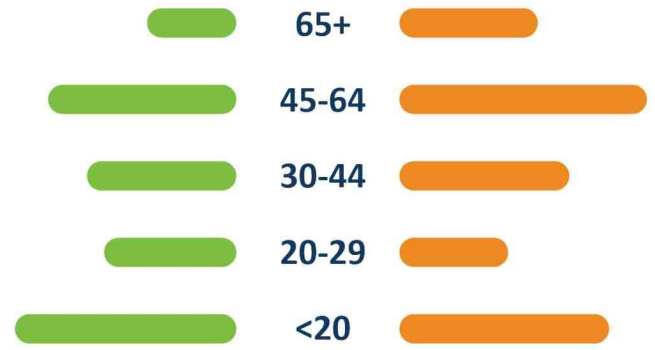
24,618

15%
Individuals with Disabilitites

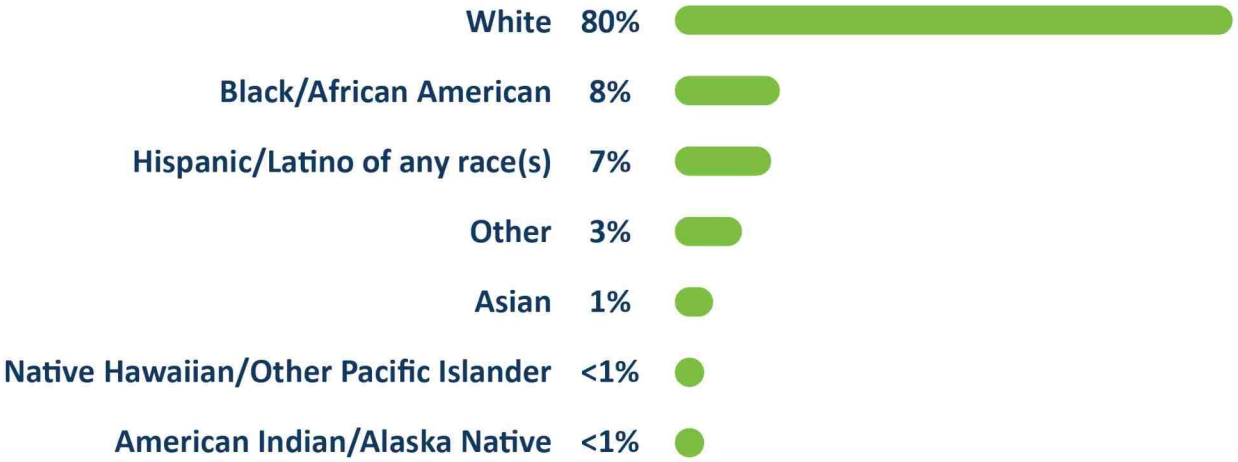
AGE & GENDER

46.5% Male

53.5% Female



RACE & ETHNICITY



4%
Households without a vehicle available

MEANS OF TRANSPORTATION TO WORK

BELTON'S TRANSPORTATION SYSTEM

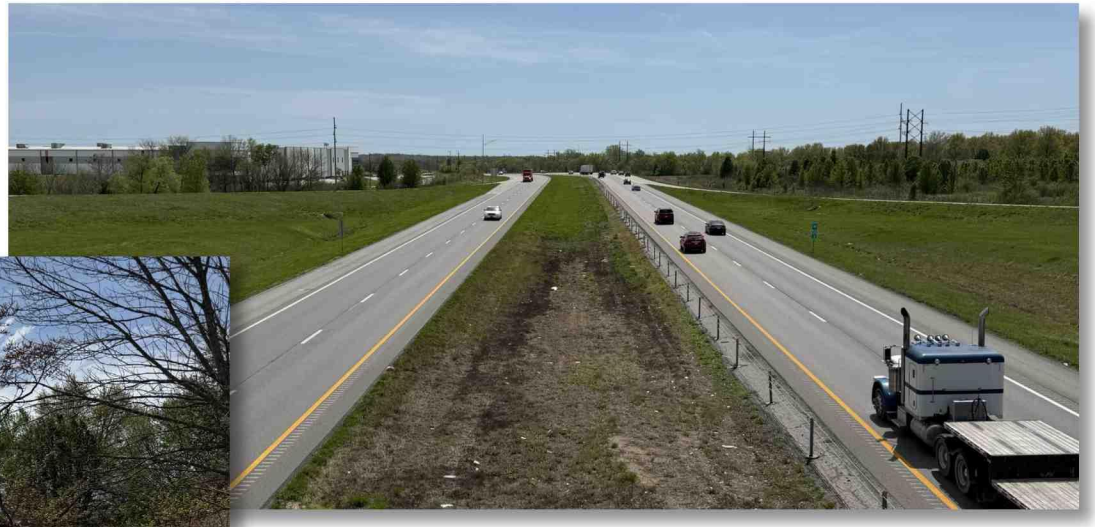
The City of Belton's transportation system is made up of a mix of local, state-operated, and private roadways. Out of the city's 161 centerline miles:

- **75%** are maintained by the City of Belton (local roads)
- **15%** are operated by the Missouri Department of Transportation (MoDOT)
- **10%** are privately owned, mostly within mobile home parks and subdivisions

KEY ROADWAYS

The two most significant roads in the City of Belton are **Interstate 49 (I-49)** and **Missouri Route 58 (MO-58)**. These serve as the city's main commercial corridors, supporting both freight movement and passenger travel. Both I-49 and MO-58 are maintained by MoDOT.

- **I-49** runs north-south through the center of the City of Belton, effectively dividing the city east and west. It was designated as an interstate in December 2012 and will eventually connect New Orleans to Canada, intersecting nine major east-west interstates along the way.
- **MO-58** is the primary east-west route in the City of Belton, splitting the city north and south. It also provides the main access point to I-49 via a major interchange.



N Cass Parkway looking south onto I-49

Westover Road by Cimarron Trails Park

RAIL INFRASTRUCTURE

The City of Belton is also served by one active rail line and one historic rail line:

Canadian Pacific Kansas City (CPKC) Railway - This active freight line runs along the west side of the city and connects the City of Belton to both Mexico and Canada. It offers significant potential for industrial development, warehousing, and distribution. There are two grade-separated crossings along this line within city limits.

Historic Rail Line (Belton, Grandview & Kansas City Railroad Museum) - A second rail line runs north-south through the center of the city. While it once served freight, it is now used by hobbyists and the local railroad museum. This line crosses city streets at grade 14 times, though it sees very limited rail activity today.

SAFE SYSTEMS APPROACH

The Safe System Approach is a new way of addressing roadway safety through principles established by USDOT. These principles, shown in Figure 1, provide new ideas and approaches to help achieve the goal of eliminating fatal and serious roadway injuries. The Safe System Approach principles include:

- Death & serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

USDOT's Safe System Approach has five objectives; these are utilized in the Implementation Chapter later in this report.

- Safer People
- Safer Vehicles
- Safer Speeds
- Safer Roads
- Post-Crash Care

Figure 1: Safe System Approach

Source: National Roadway Safety Strategy Safe System, USDOT, Accessed July 2024.

VISION ZERO CONCEPT

The traditional approach to roadway safety accepts that traffic deaths and serious injuries are unfortunate but inevitable. It focuses on reducing crashes primarily through behavior-based strategies like enforcement and education, placing most of the responsibility on individual road users. Road design often prioritizes vehicle speed and efficiency, and safety improvements are typically reactive, implemented after serious incidents occur. Roadway safety projects like these often result in substantial long-term costs for insurance providers, healthcare systems, emergency services, and local governments after construction is completed. These can include increased insurance claims, medical expenses from crash-related injuries, emergency response operations, and infrastructure maintenance or upgrades.

Vision Zero is a multi-disciplinary approach aimed at eliminating all traffic fatalities and serious injuries on transportation networks while increasing safety, health, and mobility for all. While the primary goal of Vision Zero is to eliminate severe crashes, there are also other benefits to the community such as a reduced number of minor injury or property damage only crashes. It emphasizes a systems-based strategy where responsibility is shared between road users and system designers (e.g., planners, engineers, policymakers). Vision Zero prioritizes proactive measures, such as safer street design, lower travelling speeds, and data-driven interventions. It also centers on human vulnerability, designing roads to minimize the consequences of inevitable human errors. Vision Zero designs include back up safety measures for when one element fails, making it more expensive at first but having a lower cost long-term than the traditional approach.

Figure 2 shows the differences between the traditional approach to roadway safety and how Vision Zero changes the way roadway safety is viewed.

More information on Vision Zero can be found at https://visionzeronetwork.org/about/what-is-vision-zero/ or by scanning the QR code to the right.

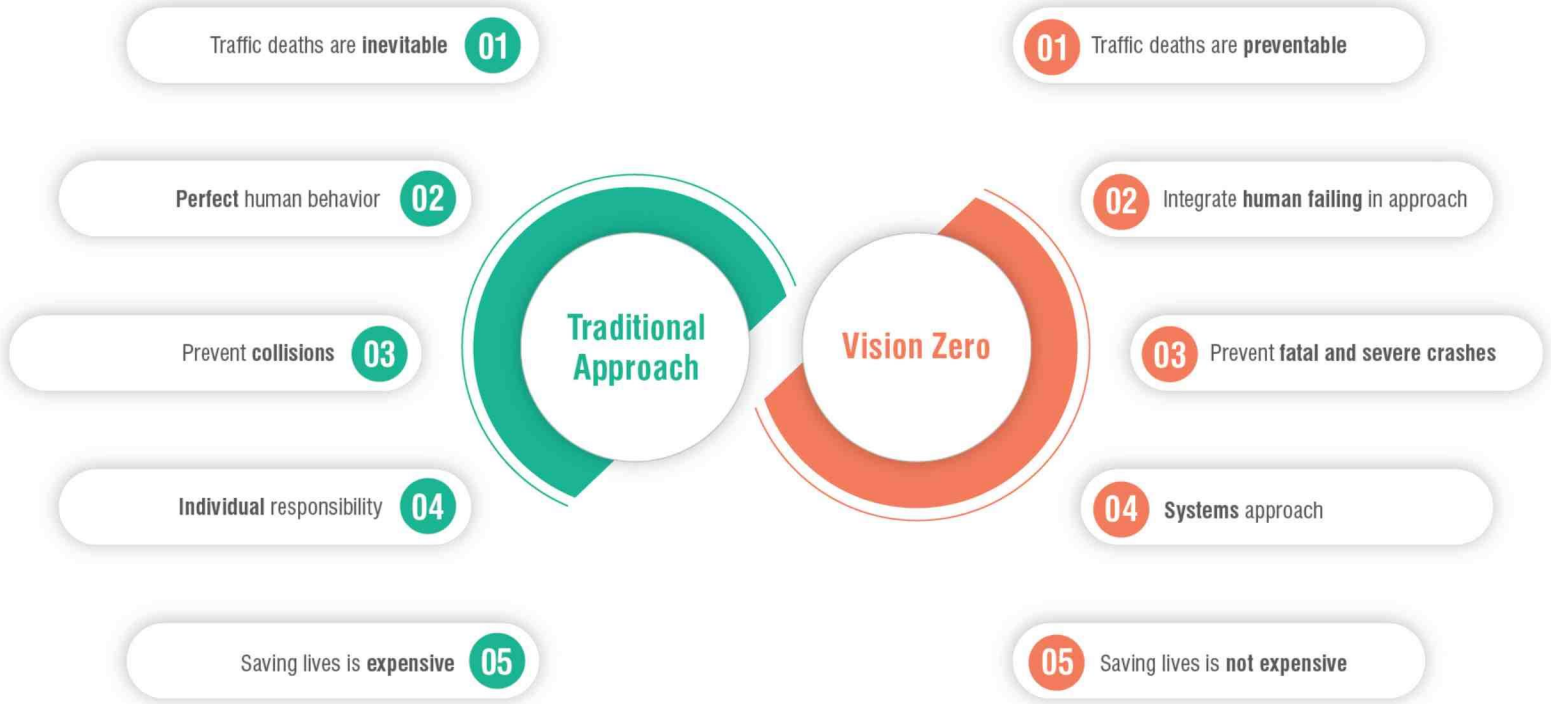


Figure 2: Traditional Approach vs Vision Zero Approach

PLAN GOALS

The following goals have been developed to improve safety on the City of Belton's roadways. These goals are found in the data and supported through community engagement. Plan recommendations have been developed to support and advance these key themes.

- Improve pedestrian safety and comfort
- Increase safety at intersections
- Work with MoDOT to increase safety on state maintained and operated roadways
- Advance additional programs and policies to further develop a culture of roadway safety citywide

City of Belton Welcome Sign

Carry Nation Days

CHAPTER 1:
LEADERSHIP AND GOAL SETTING

R2025-082

A RESOLUTION ADOPTING THE BELTON TRANSPORTATION SAFETY ACTION PLAN.

WHEREAS, on June 10, 2024 (Ordinance 2024-4855), the grant agreement with the Department of Transportation Federal Highway Administration was executed for a Safe Streets for All Grant (SS4A); and

WHEREAS, per SS4A Grant requirements, the City selected Wilson and Company (Resolution 2024-90) to complete an engineering study prioritizing safety improvements for the City's transportation system; and

WHEREAS, after due public notice was given in the manner prescribed by law, the Planning Commission held a public hearing on October 7, 2025, to review and make a recommendation on the Plan, and after said public hearing, the Planning Commission recommended approval (7 aye, 0 no) of the Plan; and

WHEREAS, the City Council believes that the adoption of the Belton Transportation Safety Action Plan is in the best interest of the citizens to guide future safety improvements to the city's transportation system.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BELTON, MISSOURI, AS FOLLOWS:

Section 1. That the City Council hereby approves and adopts the Belton Transportation Safety Action Plan as attached in **Exhibit A** incorporated into this resolution as if fully set forth herein.

Section 2. This resolution shall be in full force and effect from and after the date of its passage and approval.

Duly read and approved: October 28, 2025

Mayor Norman K. Larkey, Sr.

ATTEST:

Andrea Cunningham, City Clerk
of the City of Belton, Missouri

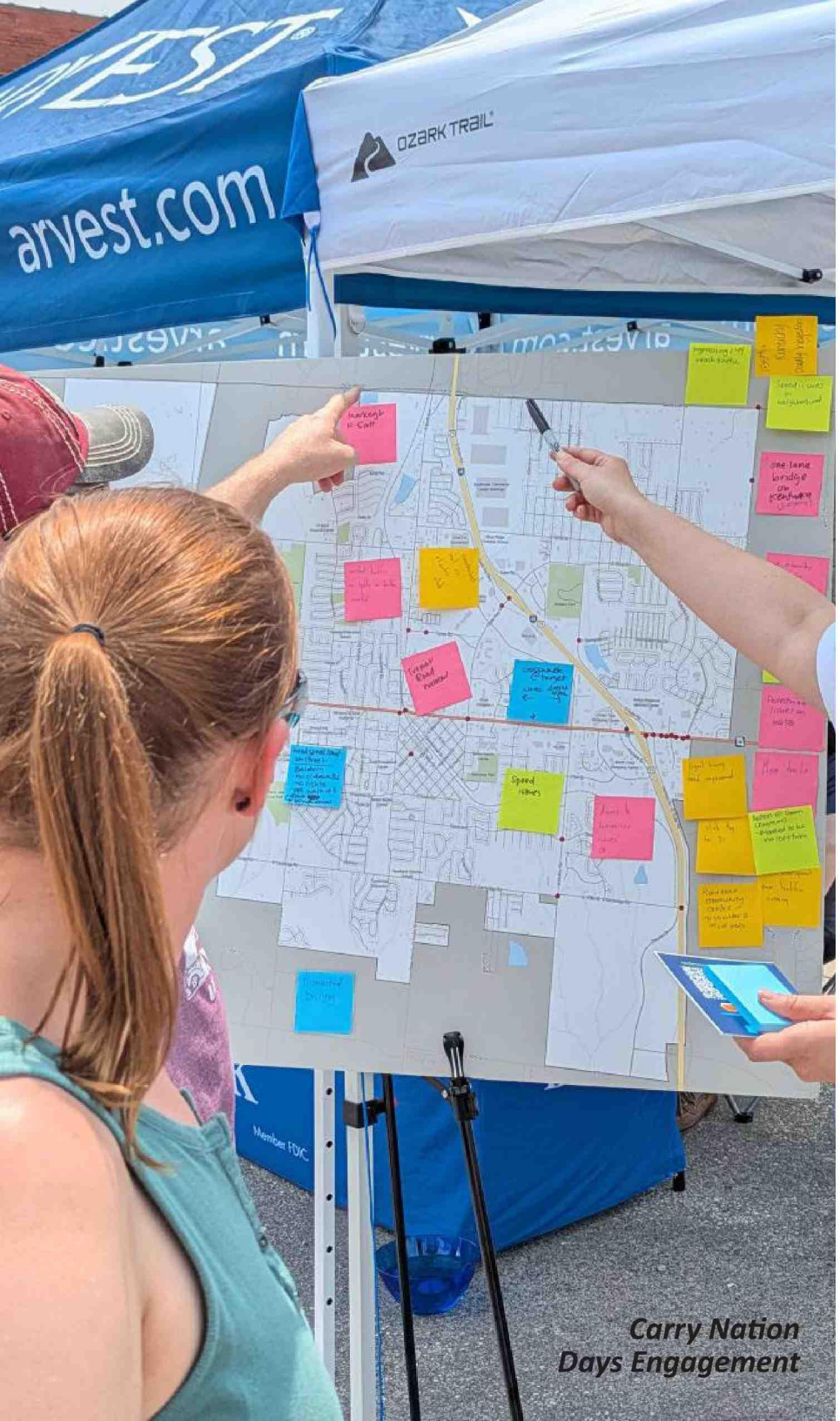
CITY OF BELTON CORPORATE SEAL CASS COUNTY, MO

AYES: 9 COUNCILMEMBER: White, Thompson, Davidson, Pryan, Lawson, Richardson, McCallum, Johnson, Mayor Larkey

NOES: 0 COUNCILMEMBER:

ABSENT: 0 COUNCILMEMBER:

The resolution (R2025-082) below adopting the Belton Transportation Safety Action Plan was unanimously approved by the Belton City Council.



Carry Nation Days Engagement

CHAPTER 2:
PLANNING STRUCTURE, ENGAGEMENT, & COLLABORATION

The BTSAP prioritizes projects that address the safety challenges faced by travelers in the City of Belton. To better understand the challenges of the City of Belton's roadways, the project team utilized a public engagement approach that incorporated a variety of community stakeholders, first responders, and city leaders. These perspectives and the different viewpoints shared with the project team were essential to confirm the safety data and analysis, identify community priorities for roadway safety, and to establish a framework of strategies to achieve zero traffic fatalities and serious injuries by 2050. The following strategies and resources were used to develop the BTSAP. Additional results and information are provided in Appendix B.

BELTON TRANSPORTATION SAFETY ACTION PLAN TASK FORCE

The BTSAP Task Force served as a backbone for community engagement and the creation of the final plan. The Task Force included a cross section of members from the police department, fire department / EMS, public works, administration, school district administration, business owners, and other community leaders. The Task Force met three times throughout the course of the project to offer their input and to discuss solutions to reach the goal of eliminating serious injury and fatal traffic crashes, Table 1 shows these meeting dates and topics.

Table 1: Belton Transportation Safety Action Plan Task Force Meetings

MEETING DATE	SUBJECT	LOCATION
April 16, 2025	Project Introduction, Data Analysis, and Goal Setting	Belton Public Works Conference Room
June 4, 2025	Public Input, Crash Profiles, and Pedestrian Safety	Belton Public Works Conference Room
September 23, 2025	Draft Plan Recommendations	Belton Public Works Conference Room

Some of the safety issues and planning priorities identified by members of the Task Force included:

- Need more sidewalks
  - Students heading to or leaving schools sometimes use roadways
    - Cleveland Avenue / Mill Street intersection needs improvements
    - Sunrise Drive has a high number of pedestrians going between schools and the neighborhoods
  - Many locations for potential interactions between vehicles and pedestrians
  - Signalized crosswalks at key intersections
    - Main Street and Y Highway**
- Speeding concerns
  - Mill Street
- Citizens want to expand I-49 through the city limits
- I-49 / MO-58 interchange and subsequent traffic signals
  - Congestion at signals
  - Can contribute to rear end crashes as people attempt to make the yellow signal
- Assist emergency vehicles in getting to their destination efficiently
- Scott Avenue / MO-58 intersection
  - Roadway alignment can be confusing
  - People will run the traffic signal; the red timing is very long

** Rectangular Rapid Flashing Beacons (RRFBs) were installed at Main Street and Y Highway after this comment was made.

PUBLIC ENGAGEMENT PROCESS

FOCUS GROUPS

Three focus groups were held throughout February and March. They involved businesses and residents, including high school students and older adults. These groups offered unique feedback on roadway safety in the City of Belton. They had some common safety concerns:

- Speeding
- Aggressive Driving
- Distracted Driving
- Confusing Infrastructure
- Poor Lighting
- Crosswalk visibility and sidewalk conditions/availability

POP-UP EVENTS

There were three pop-up events that the BTSAP used to engage with the public.

CARRY NATION DAYS

This annual event was held May 30-31, 2025 along Main Street. Attendees were asked "Why is roadway safety important to you?" and several of the responses are shown in above.

SENIOR CENTER EVENT

A pop-up was held at the Senior Center on June 26, 2025. There were 3 community members who participated.

HIGH BLUE EVENT

A pop-up was held at High Blue on July 9, 2025. There were 23 community members who participated in the public survey.


1
Attracted over 700 page views on the Transportation Safety Action Plan website
2
Recorded 76 survey responses
3
30+ hours of public outreach and conversations with the community
4
Attended three pop-up events
5
Met with three focus groups to gather input
6
Collected 92 interactive map comments
7
Facilitated three Task Force Meetings to gather input and discuss solutions

Second BTSAP Task Force Meeting

ONLINE ENGAGEMENT

To keep individuals up to date on the planning process and host the survey, a project website was developed. Throughout the project, there were a total of 391 visitors, 737 visits, and 168 contributions on the website.

PUBLIC SURVEY

A survey was conducted between March and June 2025. The survey received 76 responses from online and paper surveys and explored transportation modes, safety concerns, and comfort levels with various forms of transportation in the city. Responses came from individuals across all parts of the City of Belton, as well as the surrounding areas. The feedback from this activity helped inform the recommendations in the draft BTSAP. Some of the main takeaways are shown below. The entire survey results are available in Appendix B.

- Community members feel that the BTSAP should prioritize:
  - Increased safety measures in pedestrian heavy areas, intersections, school zones, and along cycling routes
  - Infrastructure improvements and maintenance
  - Reduction of distracted drivers
- MO-58 is the most concerning roadway, specifically where it intersects with:
  - Highway Y
  - N Cedar St
  - N Scott Ave
  - Kentucky Rd
  - I-49
- Other common recommendations were increasing traffic enforcement and conducting more frequent surface maintenance.

INTERACTIVE MAP

On the project website, 92 contributions were collected on an interactive map, shown in Figure 3. This showcased specific locations that the public identified as concerns.

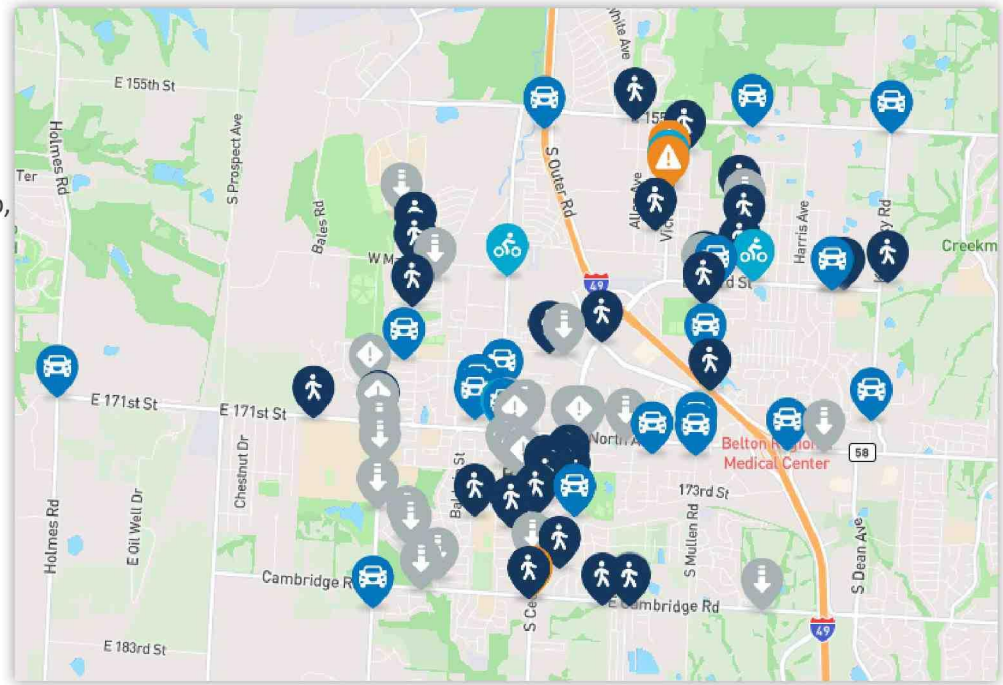


Figure 3: Interactive Map

CHAPTER 3:
TRANSPORTATION SYSTEM INVENTORY

BELTON'S TRANSPORTATION NETWORK

The City of Belton's transportation network consists of city-maintained roads, state-managed highways, and privately owned roadways, all supported by a system of sidewalks, trails, bicycle facilities, and rail infrastructure. The following inventory is based on the 2024 existing transportation network in the City of Belton. These multimodal corridors connect the City of Belton to the greater Kansas City region and make it a strategically attractive location for distribution and warehousing—particularly due to its proximity to I-49 and the CPKC rail line; however, this regional connectivity also brings increased freight traffic, with larger trucks frequently using local roads to reach their destinations.

The Belton Comprehensive Plan 2050 identifies future growth potential along Holmes Road to the west of the City of Belton, where mixed-use developments and business parks are anticipated. As these areas develop, traffic volumes—particularly along MO-58—are expected to increase. These increases could impact local traffic operations and emergency response times, especially near key corridors. Planning proactively for these changes is critical to ensuring the long-term safety, accessibility, and efficiency of the City of Belton's transportation system.

ROADWAY OWNERSHIP

Roadway ownership is important for identifying jurisdictional responsibilities, prioritizing safety improvements, and coordinating infrastructure investments.

LOCAL ROADS

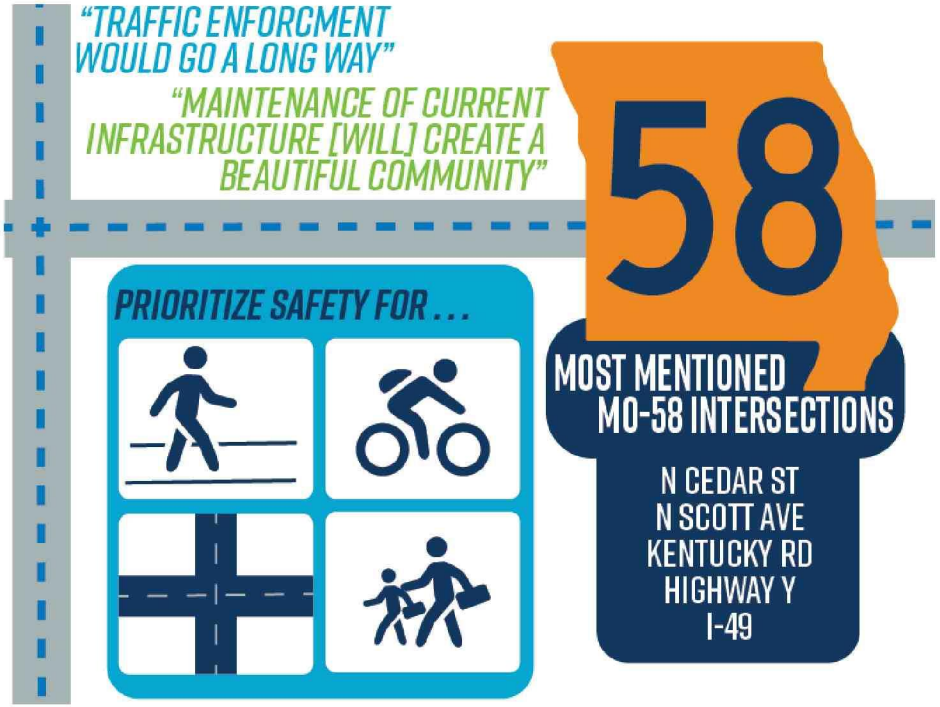
The majority of the City of Belton's roadway network (122 miles) is under city jurisdiction. These roads, shown in orange in Figure 4, form the backbone of local mobility by connecting neighborhoods, schools, parks, and commercial areas. Because these roads are owned and maintained by the city, the City of Belton has direct control over safety improvements.

STATE ROADS

The City of Belton contains 24 miles of state-managed roads, depicted in blue in Figure 4. These roads fall under the jurisdiction of MoDOT, which means the city must coordinate with MoDOT for proposed safety improvements along these routes. Ownership matters because MoDOT follows its own design standards, prioritization processes, and funding mechanisms. As such, implementing improvements may require navigating separate timelines and funding eligibility criteria. However, these corridors are often high-speed and high-volume, making state-local coordination critical to improve safety and accessibility for all road users.

PRIVATE ROADS

Approximately 15 miles of roads in the City of Belton are privately owned, shown in gray in Figure 4. These roads are typically located within residential subdivisions, commercial developments, or industrial parks. It is important that transitions between local and private roadways are seamless and safe for all users, while maintaining accessibility for emergency response vehicles.



East of MO-58 & Cedar Street Intersection

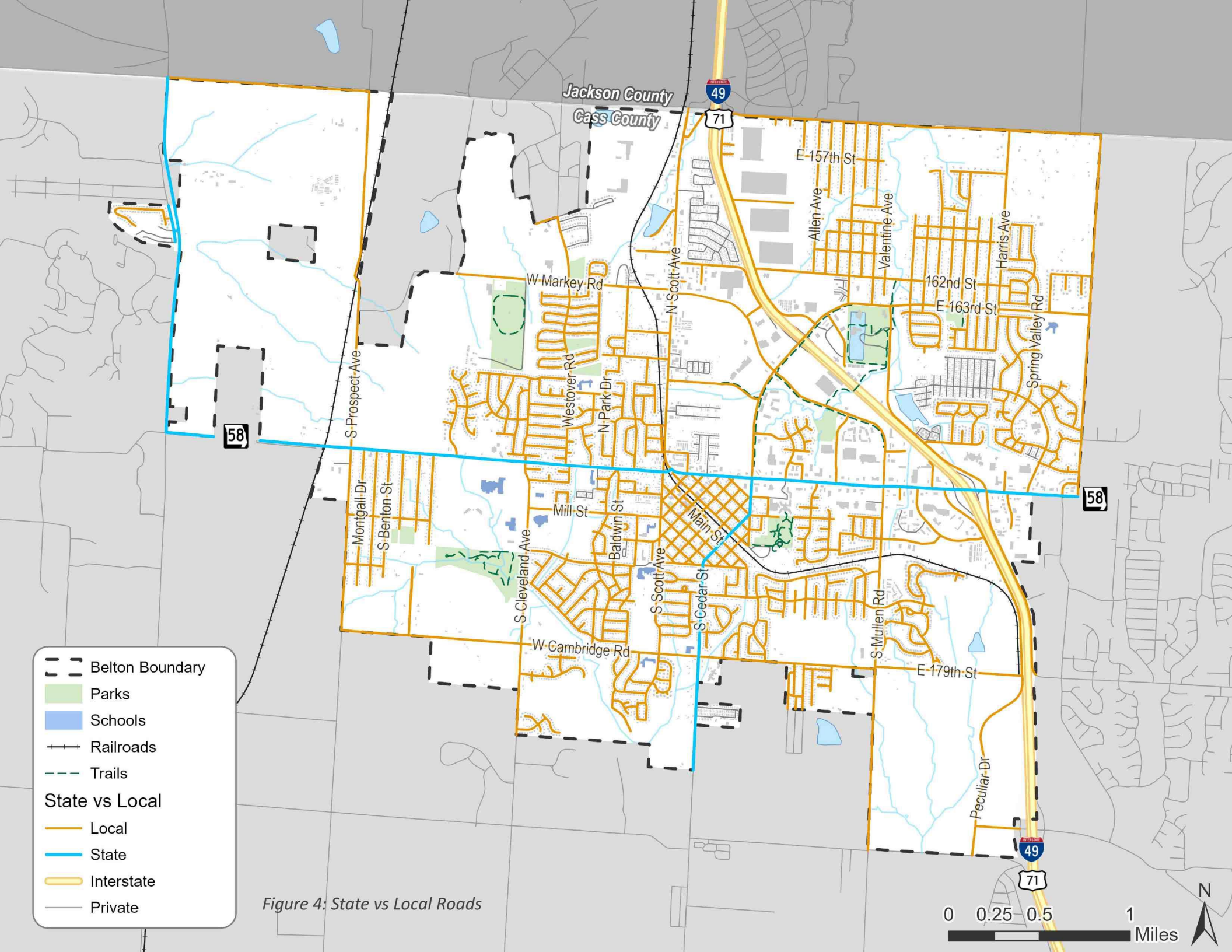


Figure 4: State vs Local Roads

FUNCTIONAL CLASSIFICATION

The City of Belton utilizes a functional classification system for its overall street network, detailed in Table 2 and shown in Figure 5. The system identifies the role of each street and generally corresponds with design requirements that help the street fulfill that role.

Table 2: Functional Classification Descriptions

FUNCTIONAL CLASSIFICATION	DESCRIPTION
Interstate	Interstates are the highest classification of arterials and were designed and constructed with mobility and long-distance travel in mind. Roadways have a physical barrier between directional travel lanes and no at-grade, direct access to adjacent land uses.
Principal Arterial	Principal arterials provide a high degree of mobility and serve major activity centers or provide mobility throughout rural areas. These arterials usually limit direct access to adjoining land uses. Principal arterials typically have a shared-use path and/or sidewalk on each side of the roadway. Typically, a large shared-use path and a sidewalk on either side of the roadway can accommodate bicycle and pedestrian demands. Street lighting is typically auto-oriented.
Minor Arterial	Minor arterials serve geographic areas smaller than higher arterials and serve as an inter-connector between the higher arterial roadways. In rural areas, minor arterials are designed with high travel speeds and minimal interference to through movement. Street lighting is typically auto-oriented, but human-scale lights may be appropriate.
Major Collector	Major collectors serve both land access and traffic circulation by distributing trips to the greater arterial network. In the City of Belton, these roadways connect industrial land uses, commercial areas, and high-density residential developments to the rest of the roadway network. Because major collectors serve a wide variety of land uses, bike lanes, shared-use paths, or sidewalks may be appropriate. Street lighting should include human-scale features.
Minor Collector	Minor collectors provide both land access and traffic circulation but generally operate over shorter distances and lower speeds. In contrast to major collectors, these roadways serve lower density residential areas and experience less freight traffic. Large streetlights are less appropriate along these corridors and human-scale streetscapes are encouraged.
Local Road	Local roads account for the largest percentage of all roadways in terms of mileage. Local streets provide direct access to adjacent land uses and are often designed to discourage through traffic. These roadways typically allow on-street parking and feature a sidewalk on one or both sides. Most local roads only have streetlights at intersections which limits light pollution in residential neighborhoods.

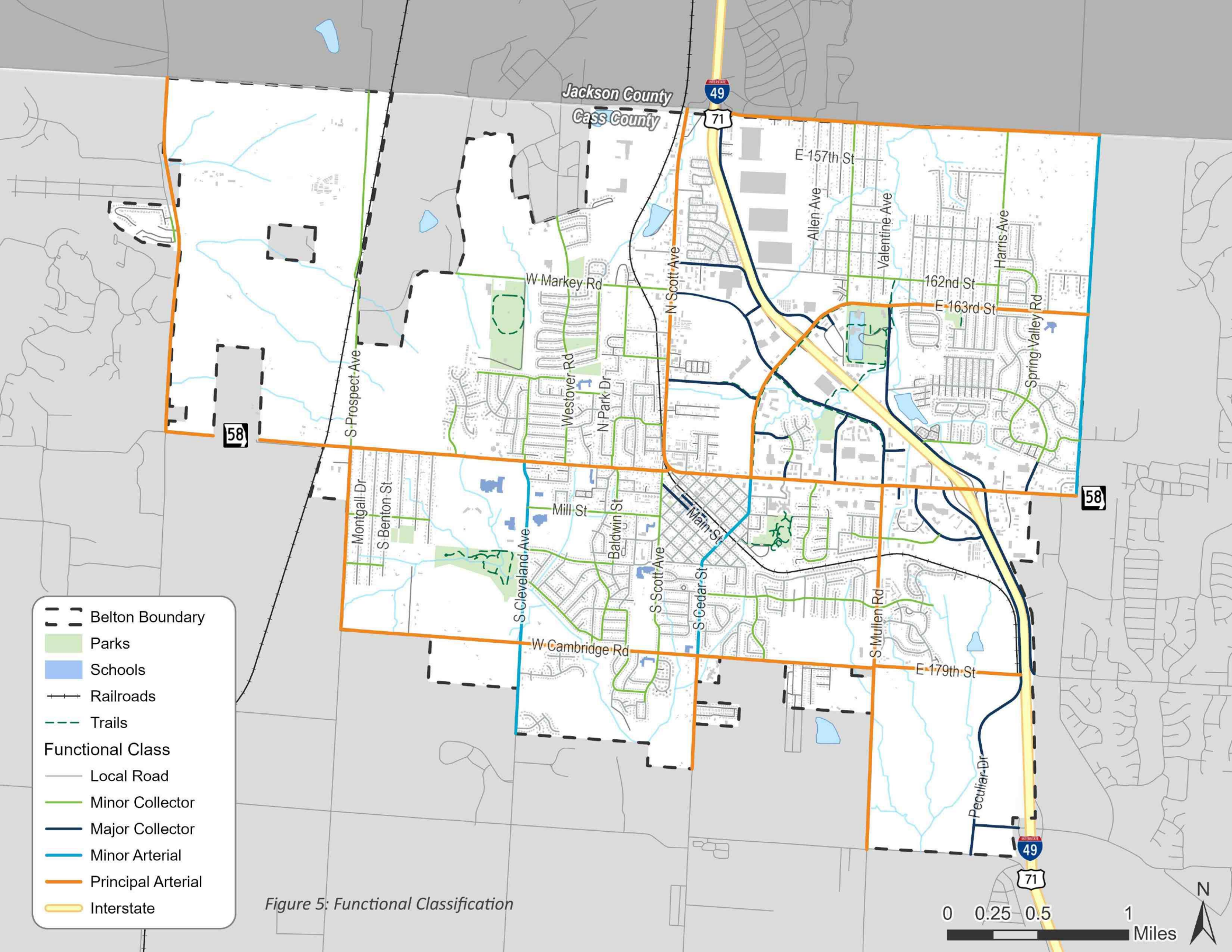


Figure 5: Functional Classification

TRAFFIC CONTROL

Traffic control used within the City of Belton includes 23 traffic signals, 7 roundabouts, and over 700 stop-controlled intersections, detailed in Table 3 and shown in Figure 6. Traffic control such as signals, roundabouts, signs, and pavement markings are important tools for maintaining safety and efficiency on city and state roads. They help prevent crashes by reducing driver confusion, protecting vulnerable users, improving traffic flow through, and supporting emergency response.

Properly timed signals and modern roundabout designs can significantly reduce the likelihood and severity of angle and rear-end crashes. Clear and consistent signage and pavement markings improve driver awareness and support safer interactions with vulnerable users, including pedestrians and cyclists. Additionally, traffic controls support emergency response operations by providing predictable traffic movement and helping to manage congestion during peak hours or incidents.

Table 3: Traffic Control

TRAFFIC CONTROL	LOCAL ROADS	STATE ROADS	PRIVATE ROADS	TOTAL
Signal	10	13	0	23
Roundabout	2	5	0	7
Two-Way Stop	610	43	68	721
Four-Way Stop	8	1	0	9

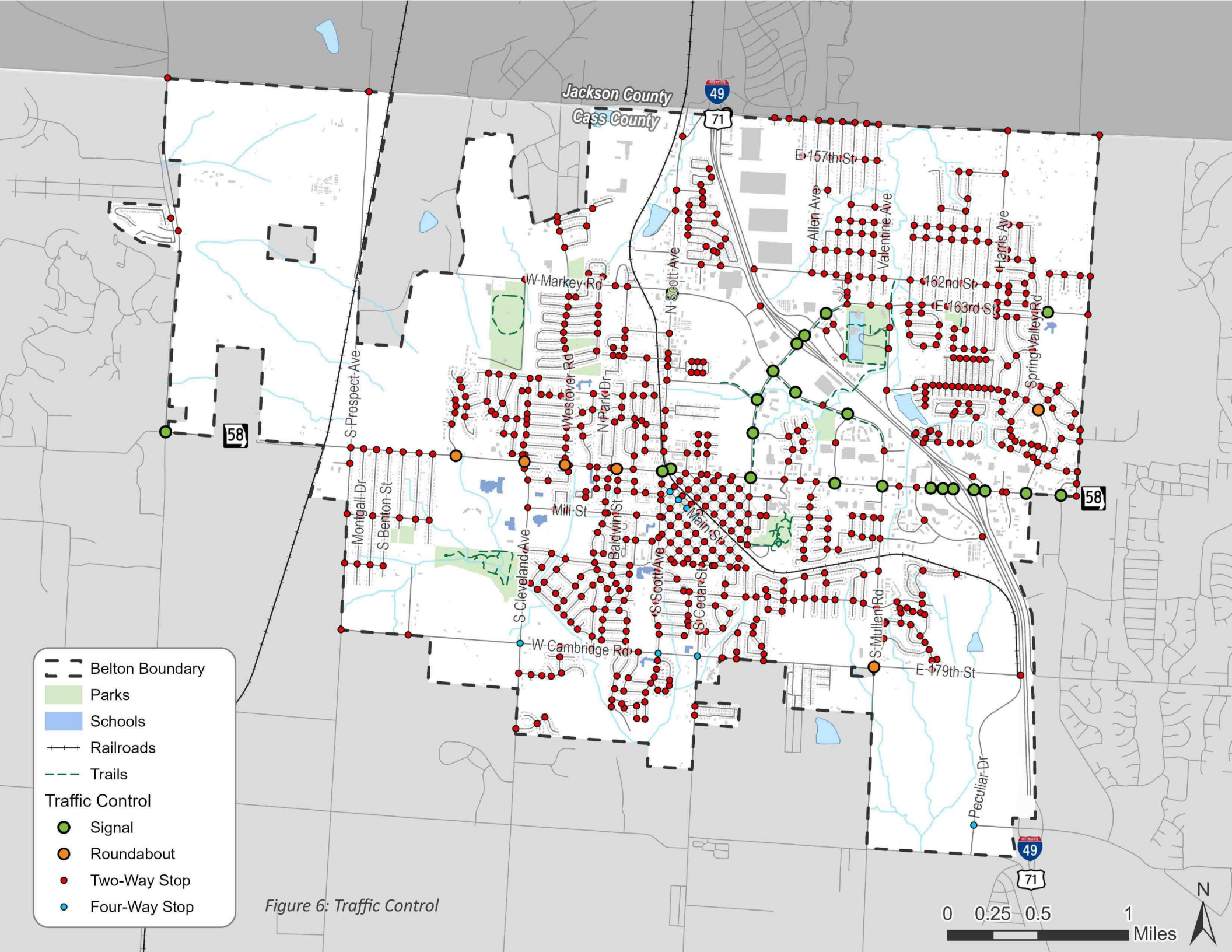


Figure 6: Traffic Control

SPEED LIMIT

Speed is one of the most critical factors in traffic safety. Higher vehicle speeds increase both the likelihood of a crash occurring and the severity of injuries when crashes happen. Even small increases in speed significantly raise the risk of fatal or serious injuries, especially for VRUs like pedestrians and cyclists. According to AAA Foundation for Traffic Safety, at 20 mph, a pedestrian struck by a vehicle has a roughly 10% chance of being killed. That risk rises to 40% at 30 mph and jumps to over 75% at 40 mph. Lower speeds not only reduce impact forces but also improve driver reaction time and stopping distance, making the roadway environment safer and more predictable for everyone. Speed limits along the City of Belton roads are detailed in Table 4 and shown in Figure 7.

Most speed limits on state-owned roads in the City of Belton range between 35 and 55 mph, with a few exceptions:

- S Cedar Avenue is posted at 25 mph, reflecting its more residential or pedestrian-oriented character.
- I-49 has higher speed limits, ranging from 65 to 70 mph, consistent with its function as a high-speed regional corridor.

On city-maintained roads, residential streets are typically posted at 25 mph, while major arterial roads—which carry higher volumes of traffic—are generally posted at 35-45 mph.

Table 4: Speed Limits

SPEED LIMIT	LOCAL ROADS (MILES)	STATE ROADS (MILES)	TOTAL (MILES)
15	5	0	5
25	90	2	92
30	1	0	1
35	15	2	17
40	0	2	2
45	3	0	3
50	0	2	2
55	0	3	3
65	0	13	13

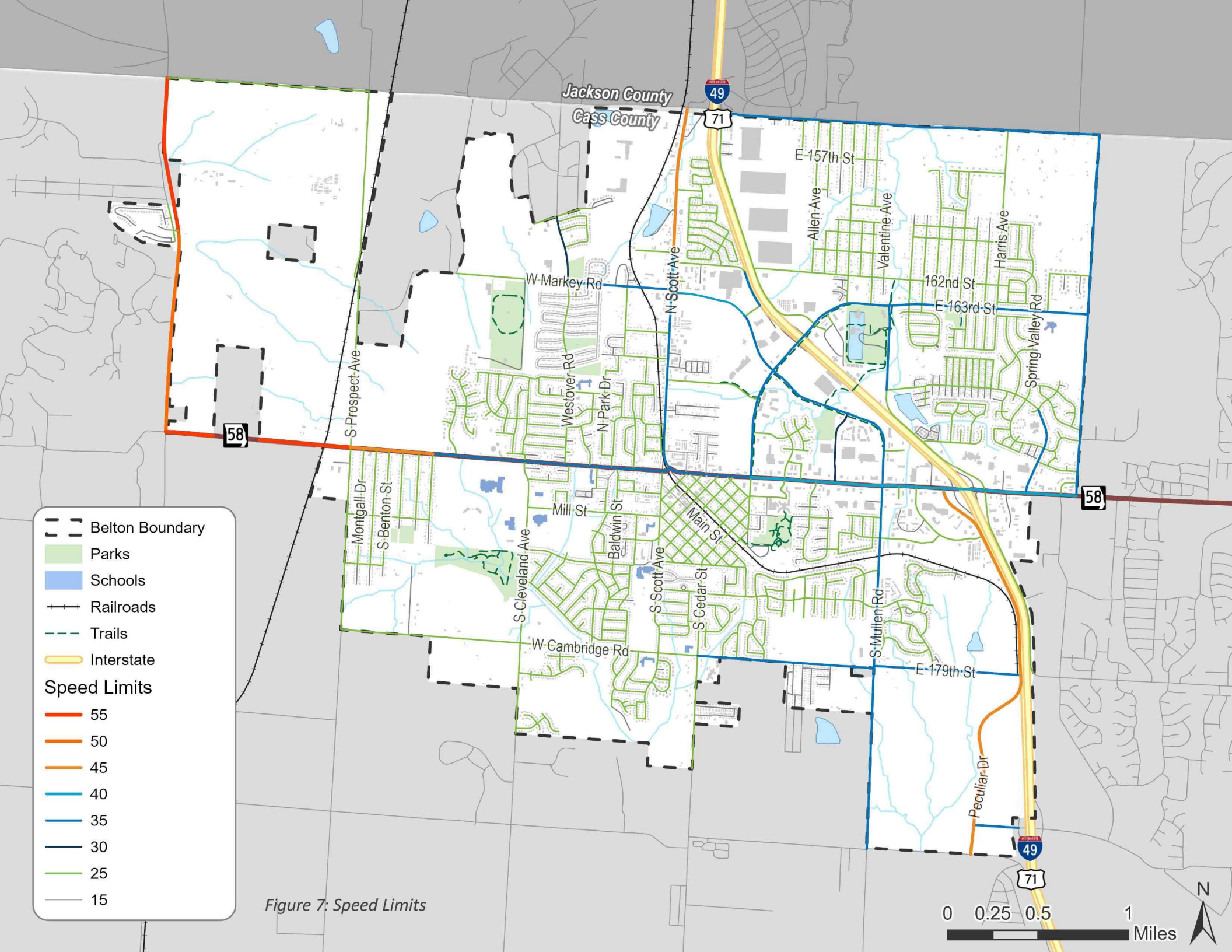


Figure 7: Speed Limits

SIDEWALKS

Sidewalks are a fundamental element of a safe and accessible transportation network. They provide a dedicated space for pedestrians, reduce conflicts with vehicles, and enhance overall road safety—particularly for VRUs such as children, seniors, and people with disabilities. Sidewalks support safe travel to schools, parks, and local businesses, and are essential for road users who do not drive or do not have access to a vehicle.

In addition to improving physical safety, sidewalks promote healthy and active living, encourage walking as a viable mode of transportation, and contribute to a community's overall connectivity and quality of life; however, in areas with gaps in the sidewalk network, pedestrians are often forced to walk in the street or along unpaved shoulders, increasing exposure to vehicle traffic and crash risk. Figure 8 and Figure 9 highlight the extent of this infrastructure particularly on local roads, where 99 out of 122 miles of roadway segments either lack sidewalks entirely or have sidewalks on only one side.

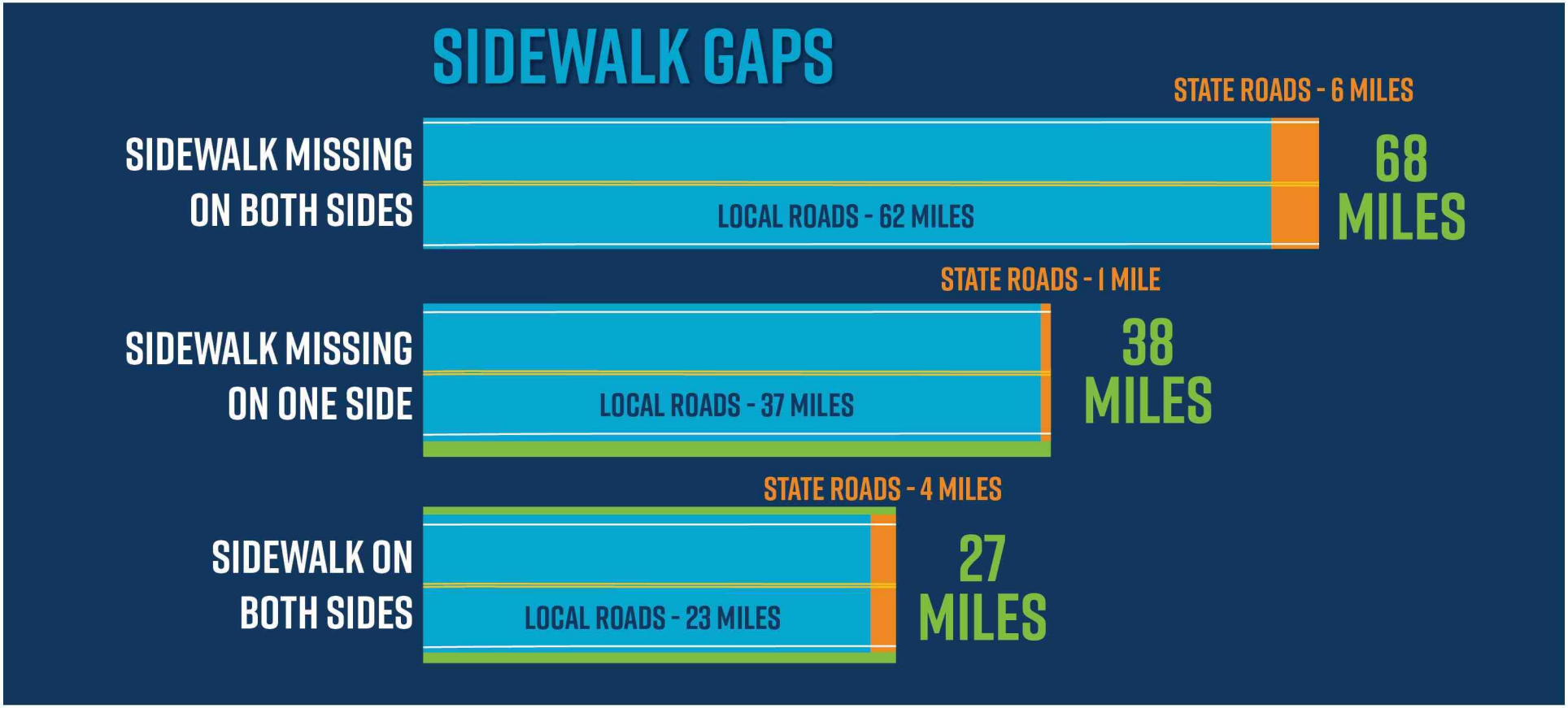


Figure 8: Sidewalk Gaps by Mile

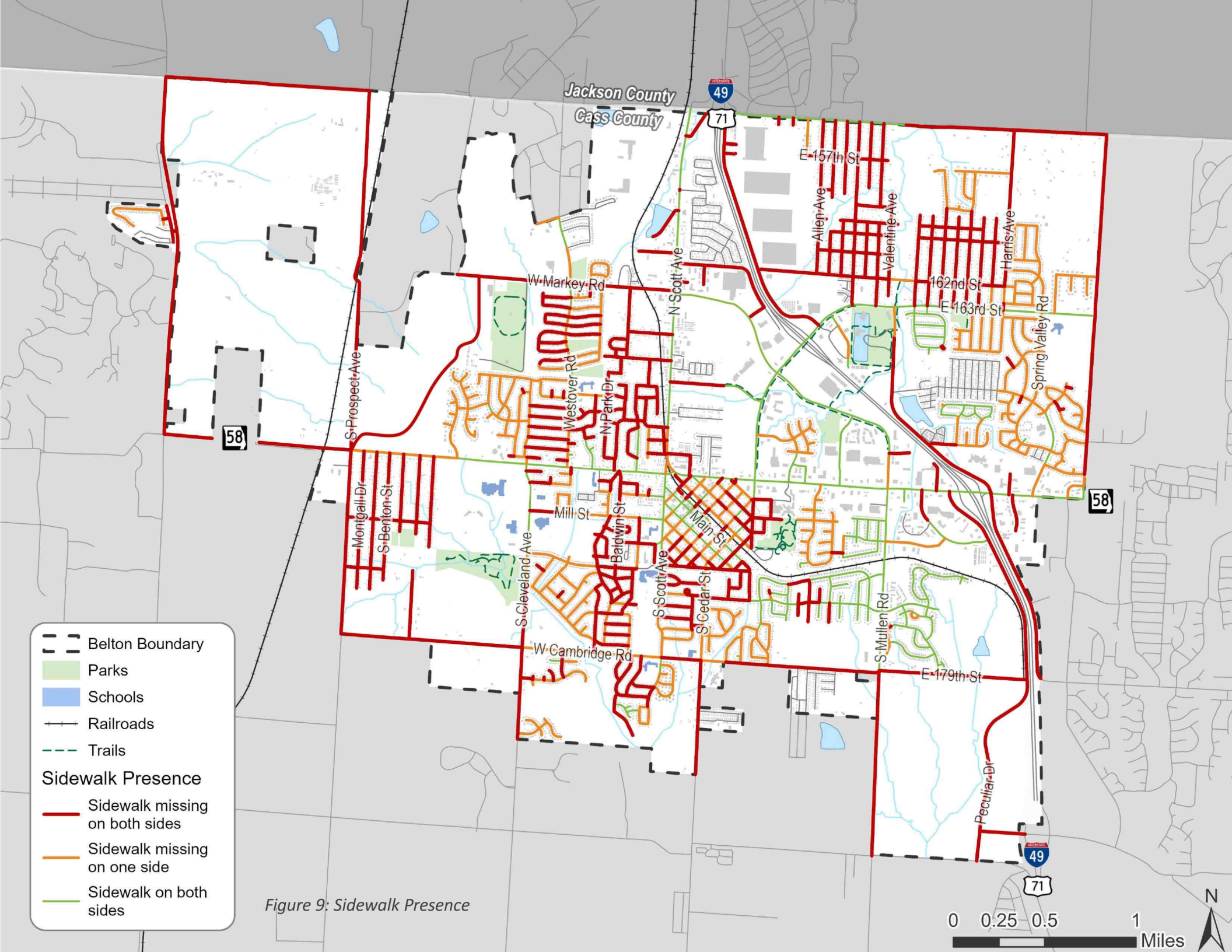
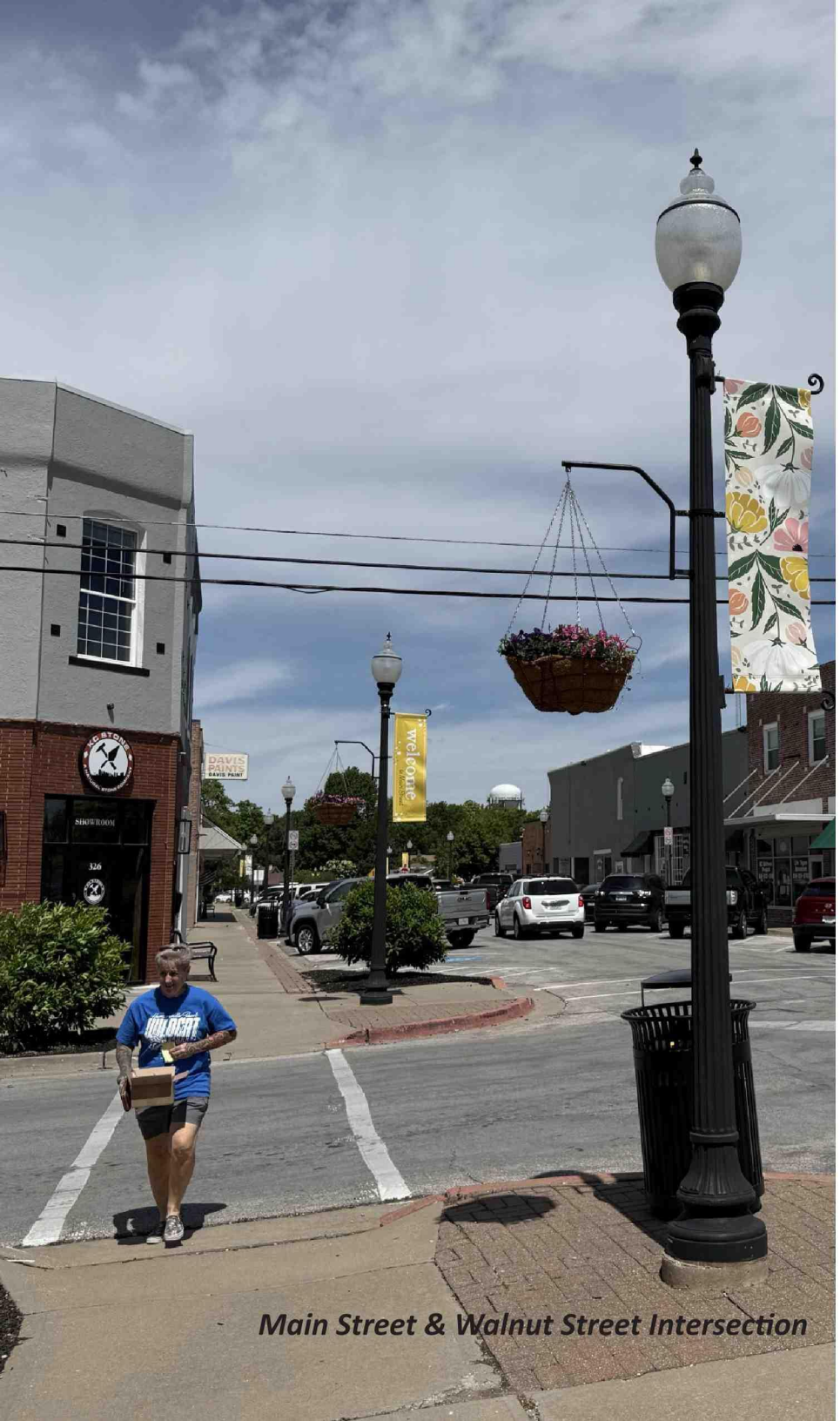


Figure 9: Sidewalk Presence



Main Street & Walnut Street Intersection

CHAPTER 4:
SAFETY ANALYSIS

MoDOT data from 2019 to 2023 was used to conduct a safety analysis of the City of Belton. This analysis assessed various roadway safety conditions and crash trends. Upon completion, the project team reviewed the findings with the Task Force, incorporating their feedback to identify the most vulnerable locations within the City of Belton.

CRASH SEVERITY AND TRENDS

Of the 3,432 total crashes, 1,169 (34%) occurred on local roads. Among the nine fatal crashes, none of them took place on local roads. 20 of the 57 serious injury crashes (35%) occurred on local roads. In total, fatal and serious injury crashes on local roads accounted for approximately 30% of all such high-severity crashes in the City of Belton.

2% OF ALL CRASHES IN THE CITY OF BELTON ARE FATAL OR SERIOUS INJURY

Table 5: KSI Crashes by Mode

MODE	LOCAL ROADS	STATE ROADS	TOTAL
Micromobility	4	0	4
Motorcycle	3	8	11
Passenger Vehicle	10	31	41
Pedestrian	3	7	10

Table 6: Functional Classification KSI Crash Summary

MODE	LOCAL ROADS	STATE ROADS	TOTAL
Interstate	0	16	16
Principal Arterial	5	27	32
Minor Arterial	2	3	5
Major Collector	2	0	2
Minor Collector	4	0	4
Local Road	6	0	6
Private	1	0	1

Table 7: Traffic Control KSI Crash Summary

TRAFFIC CONTROL TYPE	LOCAL ROADS	STATE ROADS	TOTAL
Four – Way Stop	1	0	1
Non – Intersection	12	24	36
Signal	2	16	18
Two – Way Stop	5	6	11

Table 8: Speed Limits KSI Crash Summary

SPEED LIMITS	LOCAL ROADS	STATE ROADS	TOTAL
25	12	3	15
35	6	3	9
40	0	23	23
45	2	0	2
55	0	2	2
65	0	15	15

PEDESTRIAN SAFETY ANALYSIS

Bicyclists and pedestrians are considered VRUs and are much more likely to experience a serious injury or fatality from a crash in comparison to other road users. VRUs make up a disproportionate number of fatal and serious injury crashes in the City of Belton with nearly 20% of total fatal and serious Injury crashes. A VRU is anyone not in a motor vehicle who is at higher risk on the road, such as pedestrians, bicyclists, other cyclists (like those on scooters or skateboards), and highway workers on foot in work zones. This definition does not include motorcyclists.

Table 9 and Figure 10 show that pedestrians were more frequently involved in suspected serious injury and fatal crashes (11) compared to bicyclists (0). While minor injuries were the most common outcome for both groups, pedestrian crashes still exceeded bicyclist crashes.

Table 9: Pedestrian and Bicycle KSI Crash Summary

SEVERITY	LOCAL ROAD	STATE ROADS	TOTAL
PEDESTRIAN			
Fatal	0	1	1
Serious Injury	3	7	10
Minor Injury	6	6	12
PDO	5	7	12
BICYCLE			
Fatal	0	0	0
Serious Injury	0	0	0
Minor Injury	7	7	14
PDO	6	6	12

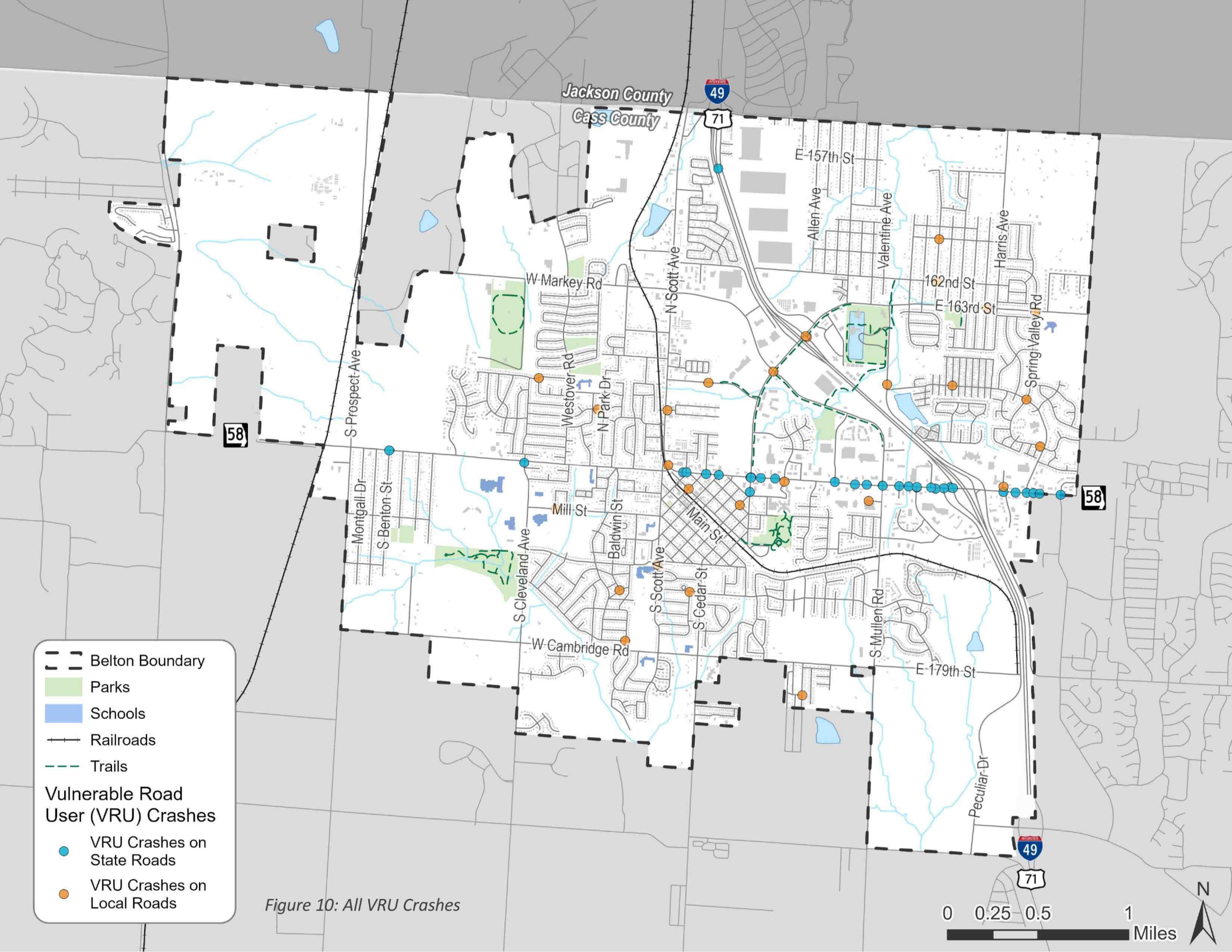


Figure 10: All VRU Crashes

HIGH INJURY NETWORK

WHAT IS A HIGH INJURY NETWORK?

The High Injury Network (HIN) shows where the most fatal and serious injury crashes are happening in the City of Belton. It is used to identify locations where safety improvements should be prioritized. The streets that comprise the network are shown in Figure 11. The HIN is only based on where fatal or serious injury crashes occur, not where they could potentially occur.

OUT OF THE CITY OF BELTON'S 162 MILES OF ROADWAY, 7% HAVE BEEN DESIGNATED AS PART OF THE HIN

MO-58 & East Avenue Intersection

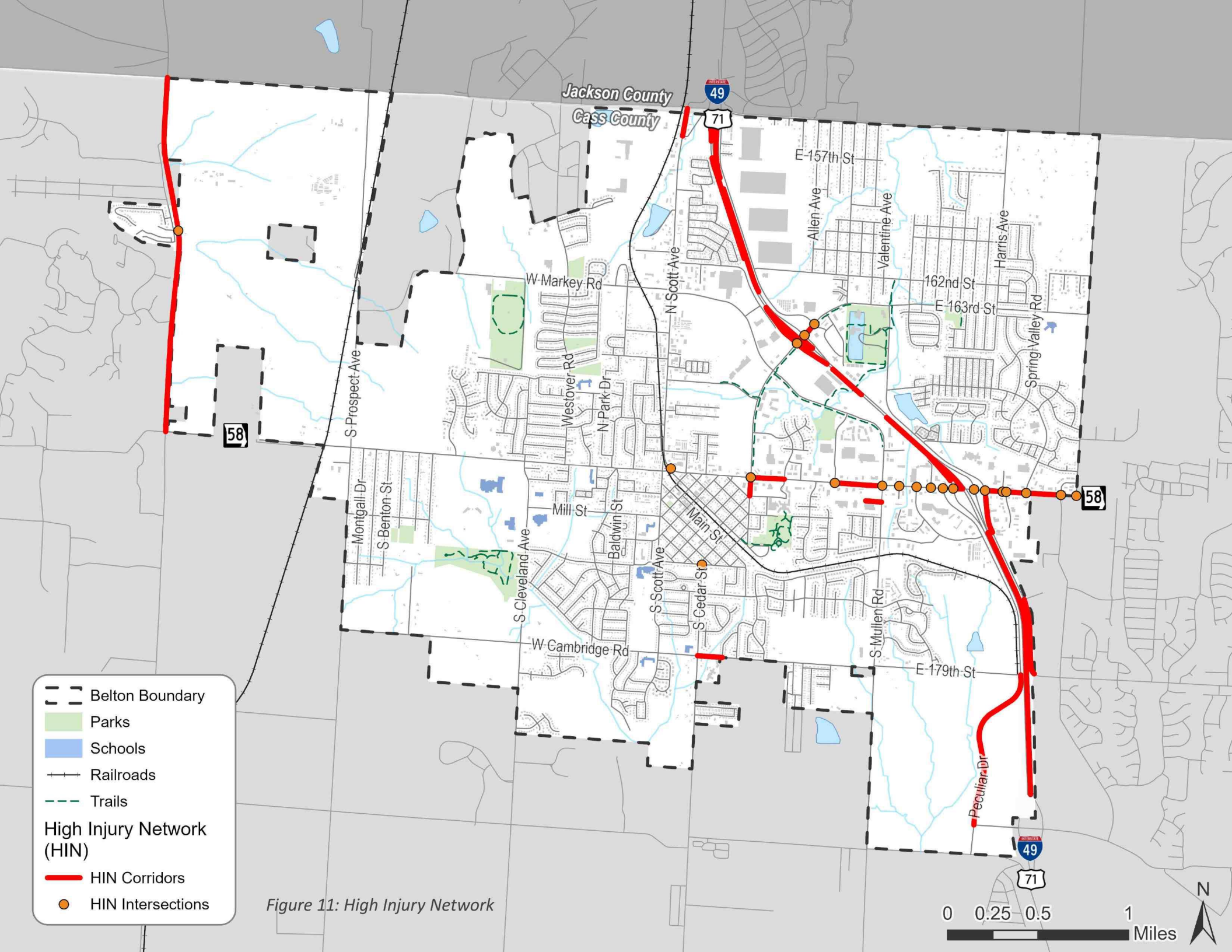


Figure 11: High Injury Network

CITY OF BELTON'S HIGH INJURY NETWORK

CORRIDORS

Out of the 3,432 crashes, 2,263 (66%) of them occurred on state roads. All nine fatal crashes took place on state owned roads. 37 of the 57 serious injury crashes (65%) occurred on state roads. In total, fatal and serious injury crashes on state roads accounted for 70% of all such high-severity crashes in the City of Belton.

Most of the HIN is concentrated along I-49, with additional high-injury corridors identified on MO-58 and Holmes Road on the west side of the city. These HIN Corridors are detailed in Table 10.

Table 10: High Injury Network Corridors

HIN CORRIDOR NAME	EXTENTS	LENGTH (MILES)	SAFETY CONCERNS	FATAL AND SERIOUS CRASHES ON HIN CORRIDOR SEGMENTS
NB I-49	MO-58 to N Cass Pkwy	1.94	Run off the road	1
SB I-49	N 163rd St to MO-58	1.22	Front to front, front to rear, sideswipe, run off the road	7
SB I-49	E 155th St to N 163rd St	1.45	Sideswipe, run off the road	4
NB I-49	E 155th St to N 163rd St	1.45	Run off the road	3
MO-58	Peculiar Drive to 163rd St	1.07	Angle, pedestrian crossing major road at non-intersection, left turn at unsignalized intersection on major road	4
MO-58	S Outer Rd to Peculiar Drive	0.23	--	0
MO-58	Kentucky Rd to S Outer Rd	0.51	Front to rear, rear ended at intersection on major road, pedestrian crossing major road at non-intersection	5
Holmes Rd	E 155th St to E 171st St	2.18	Run off the road	1
Cambridge Rd	S Cedar St to S Scott Ave	0.14	Run off the road	1
Peculiar Drive	E Cambridge Rd to N Cass Pkwy	0.94	Run off the road	1
N Scott Ave	Arnold Ave to Scott Annex	0.15	Front to rear	1
Harmon Drive	MO-58 to W Lucy Webb Rd	1.07	--	0
Y Hwy	MO-58 to Central Ave	0.10	Run off road, pedestrian crossing minor street at non-intersection	2

INTERSECTIONS

There are 21 intersections on the HIN. Most of these intersections are located on MO-58, shown in Table 11.

Table 11: High Injury Network Intersections

HIN INTERSECTION NAME	SAFETY CONCERNS	FATAL AND SERIOUS CRASHES IN HIN INTERSECTION
MO-58 and Peculiar Drive	**	0
MO-58 and Powell Pkwy	Angle, red light running	2
MO-58 and Cunningham Industrial Pkwy	--	0
MO-58 and S Outer Rd	Angle, front to rear	4
MO-58 and east side of I-49 on/off ramps	Angle	1
MO-58 and Bel-Ray Blvd	Angle, front to front	2
Cedar St and E South Ave	Run off the road	1
MO-58 and west side of I-49 on/off ramps	Pedestrian crossing major road at non-intersection	1
Holmes Rd and 166th St	Angle	1
MO-58 and N Cedar St	Front to rear	1
E 163rd St and east side of I-49 on/off ramps	--	0
E 163rd St and west side of I-49 on/off ramps	Angle	1
MO-58 and N Mullen Rd	Angle	1
MO-58 and Starlight Drive	--	0
MO-58 and Clint Drive	Left turn at signalized intersection on major road	1
MO-58 and Kentucky Rd	--	0
MO-58 and Towne Center Drive	Angle	1
E 163rd St and Pointe Drive	--	0
MO-58 and W North Ave	--	0
MO-58 and Aaron Lane	--	0
MO-58 and Bel-Ray Place	Front to rear	1

** Signal removed as of Summer 2025.

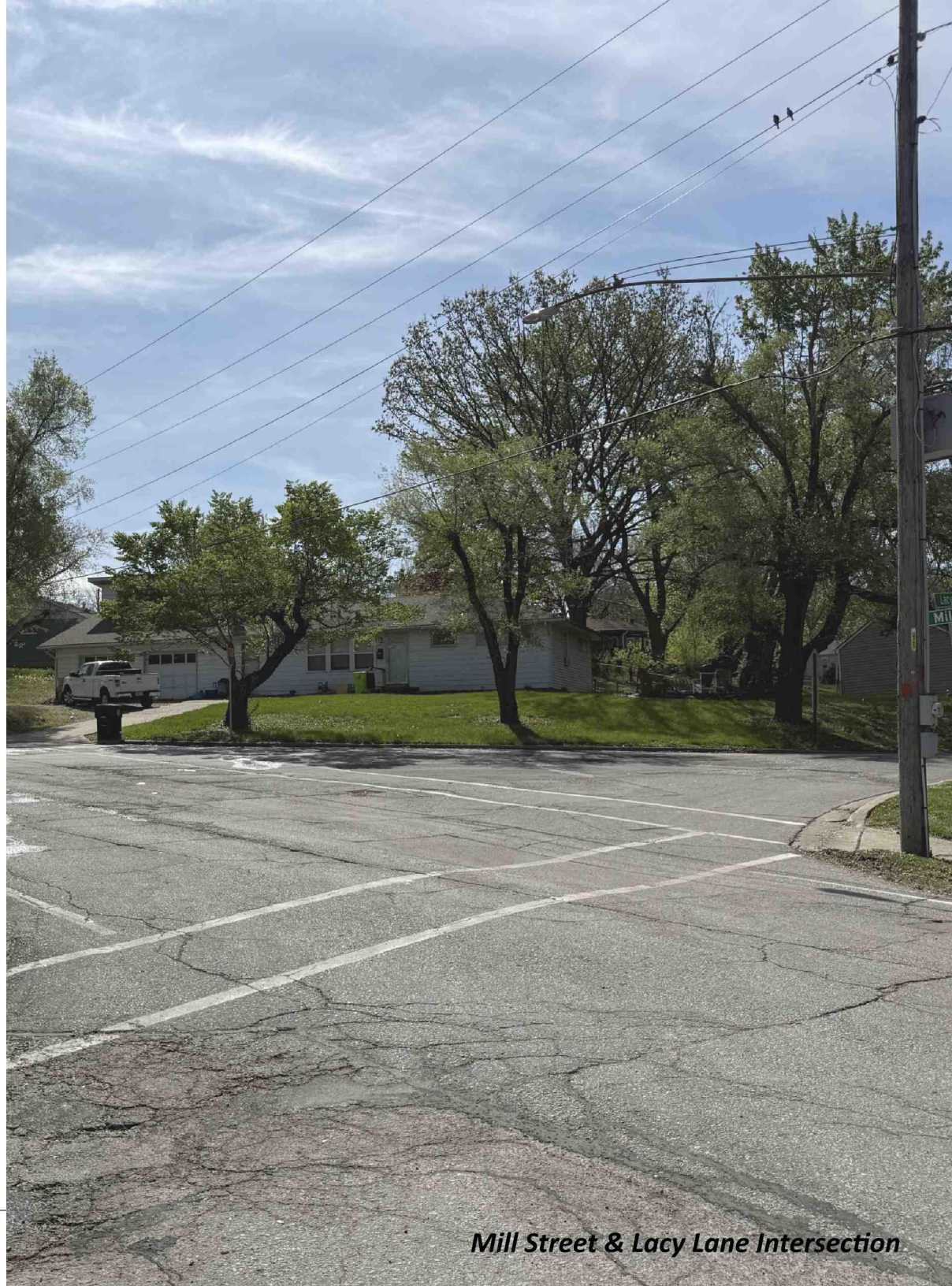
86% OF HIN INTERSECTIONS ARE LOCATED ON STATE OWNED ROADS

HIGH RISK NETWORK

WHAT IS A HIGH RISK NETWORK?

The High-Risk Network (HRN) identifies road segments and intersections with a higher likelihood of fatal or serious injury crashes. This analysis is influenced by various risk factors such as road conditions, traffic congestion, etc. The HRN is shown in Figure 12.

28% OF THE CITY OF BELTON'S 162 MILES OF ROADWAY HAVE BEEN DESIGNATED AS PART OF THE HRN



Mill Street & Lacy Lane Intersection

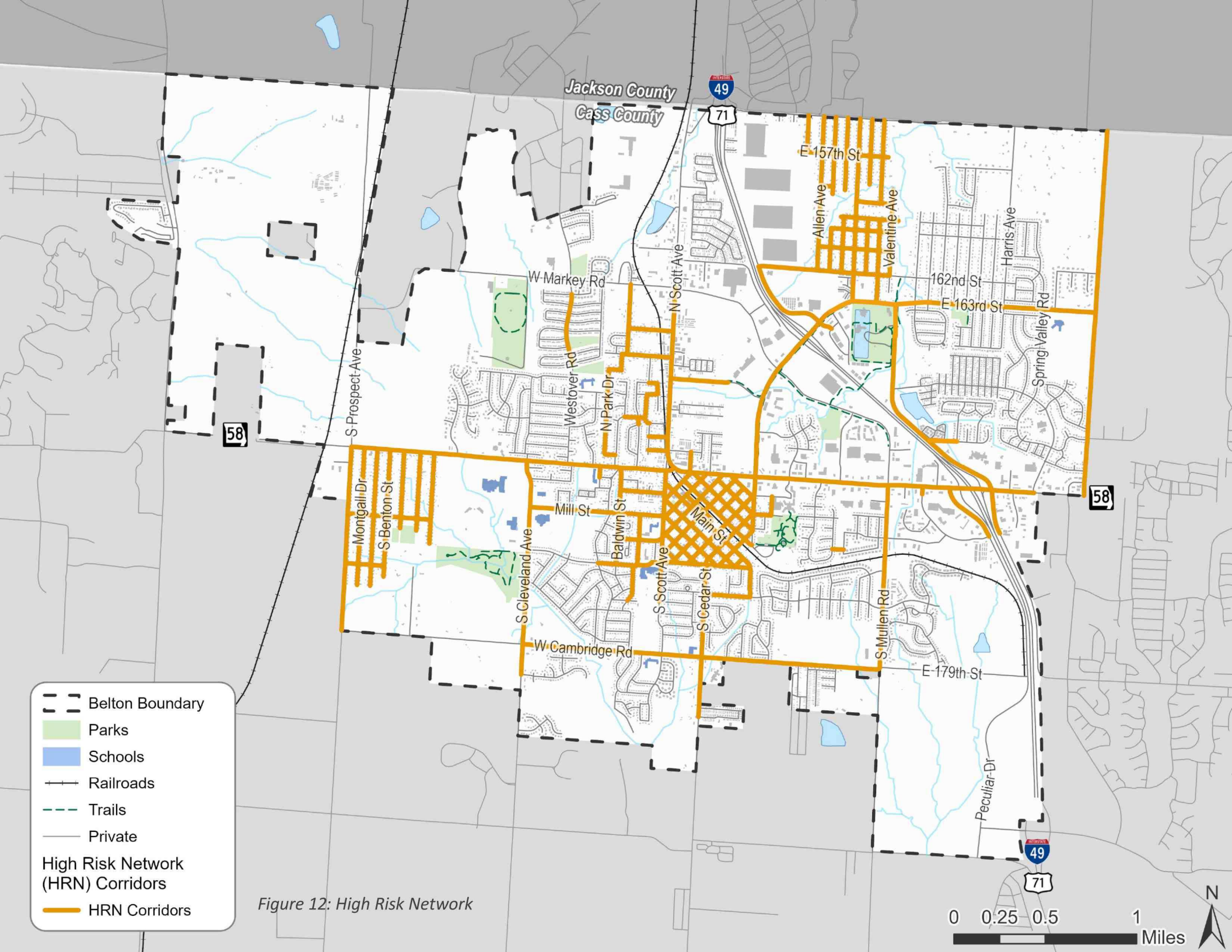


Figure 12: High Risk Network

CITY OF BELTON'S HIGH RISK NETWORK

The HRN, detailed in Table 12, encompasses much of the downtown area and its surrounding neighborhoods, classifying them as moderate to highest risk. Additionally, all roads surrounding schools in the City of Belton have been identified as part of the HRN, highlighting areas with elevated safety concerns.

Table 12: High Risk Network Corridors

HRN CORRIDOR NAME	EXTENTS	LENGTH (MILES)	FUNCTIONAL CLASS	NUMBER OF LANES
MO-58	N Scott Ave to S Prospect Ave	2.08	Principal Arterial	3
MO-58	E 163rd St to N Scott Ave	0.44	Principal Arterial	3
MO-58	Peculiar Drive to 163rd St	1.07	Principal Arterial	5
MO-58	S Outer Rd to Peculiar Drive	0.23	Principal Arterial	5
MO-58	Bel-Ray Blvd to S Outer Rd	0.23	Principal Arterial	5
Kentucky Rd	E 155th St to MO-58	2.00	Minor Arterial	2
E 162nd St	Valentine Ave to S Outer Rd	0.72	Local Road, Minor Collector	2
E 163rd St	Kentucky Rd to Oakland Ave	0.92	Principal Arterial	4
E 163rd St	Cornerstone Drive to MO-58	1.07	Principal Arterial	4
N Scott Ave	W Markey Rd to MO-58	1.00	Principal Arterial	3
S Prospect Ave	MO-58 to W Cambridge Rd	1.00	Principal Arterial	2
W Cambridge Rd	S Mullen Rd to S Cleveland Ave	1.96	Principal Arterial	2
S Mullen Rd	MO-58 to W Cambridge Rd	1.00	Principal Arterial	4
S Cedar St	MO-58 to W Cambridge Rd	1.09	Minor Arterial	2
S Cedar St	W Cambridge Rd to Leisure Lane	0.33	Principal Arterial	2
S Cleveland Ave	MO-58 to Timber Creek Drive	1.17	Minor Arterial	2
N Mullen Rd/S Outer Rd	E 163rd St to MO-58	1.21	Major Collector	2
Harmon Drive	MO-58 to Custom Steel Mfg	0.81	Major Collector	2
Peculiar Drive	MO-58 to Cunningham Pkwy	0.36	Major Collector	2
Pointe Drive	E 162nd St to Stone Ridge Drive	0.56	Major Collector	2
Turner Rd	Electric Facility to N Scott Ave	0.31	Major Collector	2
Westover Rd	Tumbleweed Place to Shawn Drive	0.38	Minor Collector	2
Mill St	S Scott Ave to S Cleveland Ave	0.73	Minor Collector	2
Old Town Belton	Old Town Belton	6.70	Major Collector, Local Road	1, 2
S Scott Ave	MO-58 to Melody Lane	0.72	Minor Collector	2
E South Ave	Main St to S Scott Ave	0.49	Local Road	2
Catron Ave	Maier Drive to S Cedar St	0.25	Minor Collector	2
Maier Drive	E South Ave to Catron Ave	0.16	Local Road	2
Shady Lane	E Hargis Ave to MO-58	0.11	Local Road	2
Winesap Court	Dauphine St to Apple Bottom Lane	0.06	Local Road	2
Meadow Creek Pkwy	Cross Creek Drive to S Outer Rd	0.15	Minor Collector	2
Cerrito Drive	MO-58 to End of Road	0.50	Local Road	2

HRN CORRIDOR NAME	EXTENTS	LENGTH (MILES)	FUNCTIONAL CLASS	NUMBER OF LANES
Monte Verde Drive	MO-58 to End of Road	0.43	Local Road	2
Chula Vista Drive	MO-58 to Country View Park	0.43	Local Road	2
S Benton Drive	MO-58 to End of Road	0.70	Local Road	2
Chestnut Drive	MO-58 to End of Road	0.75	Local Road	2
Montgall Drive	MO-58 to End of Road	0.75	Local Road	2
E 174th St	Cerrito Drive to S Prospect Ave	0.45	Minor Collector	2
E 176th St	S Benton Drive to S Prospect Ave	0.21	Minor Collector	2
Belton Ave	Markey Rd to King Ave	0.38	Minor Collector	2
King Ave	N Scott Ave to N Park Drive	0.27	Minor Collector	2
Myron Ave	N Scott Ave to Belton Ave	0.24	Local Road	2
N Park Drive	King St to Manor Drive	0.68	Local Road	2
Hawthorne Court	Berry Ave to Airway Lane	0.10	Local Road	2
Airway Lane	Hawthorne Court to Berry Ave	0.06	Local Road	2
Berry Ave	Airway Lane to Carnegie St	0.17	Local Road	2
Sunset Lane	Berry Ave to Manor Drive	0.12	Local Road	2
Hawthorne Drive	Sunset Lane to Redbud Lane	0.04	Local Road	2
W Washington St	N Scott Ave to Berry Ave	0.10	Local Road	2
W Hargis St	N Scott Ave to Berry Ave	0.10	Local Road	2
Baldwin St	MO-58 to Sunrise Drive	0.52	Minor Collector	2
Spring Street	S Scott Ave to Baldwin St	0.24	Local Road	2
Colbern St	Mill St to Westside Drive	0.24	Local Road	2
W Walnut St	S Scott Ave to Baldwin St	0.25	Local Road	2
W Sunrise Drive	S Scott Ave to Lacy Lane	0.33	Local Road	2
Cunningham Industrial Pkwy	MO-58 to Alliance Title	0.04	Major Collector	2
Valentine Ave	162nd St to End of Road	0.47	Local Road	2
Terry Ave	163rd St to E 155th St	0.91	Local Road	2
Lawrence Ave	162nd St to E 155th St	0.66	Local Road	2
Vicie Ave	163rd St to E 155th St	1.00	Minor Collector	2
Ann Ave	162nd St to E 155th St	0.70	Local Road	2
Kay Ave	163rd St to E 155th St	0.66	Local Road	2
Allen Ave	163rd St to E 155th St	0.84	Local Road	2
White Drive	E 157th St to E 155th St	0.61	Local Road	2
E 161st St	Valentine Ave to Allen Ave	0.40	Local Road	2
E 160th Ter	Valentine Ave to Kay Ave	0.33	Local Road	2
E 160th St	Valentine Ave to Ann Ave	0.32	Local Road	2
E 159th St	Valentine Ave to Vicie Ave	0.20	Local Road	2
E 157th St	Terry Ave to White Drive	0.49	Local Road	2

HIGH INJURY + HIGH RISK NETWORK

CITY OF BELTON'S HIN + HRN

Together the HIN and HRN encompass over 35% of roads in the City of Belton. Figure 13 illustrates these roads.

EMPHASIS AREAS

The City of Belton isn't alone in envisioning a future without traffic fatalities. That's also the goal of MoDOT's Show-Me Zero, Driving Missouri Toward Safer Roads, the Missouri Strategic Highway Safety Plan (SHSP) for 2021-2025.

The emphasis areas outlined are drawn from the SHSP and have been tailored to reflect the specific safety challenges and community priorities within the City of Belton. These focus areas were selected based on a combination of crash data analysis and direct input received through public involvement events, ensuring that both technical evidence and community concerns are considered. These six emphasis areas will help guide the development of actionable recommendations and infrastructure improvements throughout the BTSAP.

VRUs

- VRUs make up a disproportionate number of fatal and serious injury crashes with nearly 20% of total crashes from 2019 to 2023.

Younger Drivers (15-24)

- Analysis of drivers ages involved in fatal and serious injury crashes reveals that the highest number of these incidents occurred among drivers aged 17 to 24.

Older Drivers (65+)

- According to the SHSP, nearly one-third of Missouri traffic fatalities involved either a younger (age 15-20) **or older (age 65 or older) driver**. In the City of Belton, 42% of fatal and serious crashes involved younger or older drivers.

Off-Highway Vehicles

- During the public engagement process the focus groups and stakeholders were concerned with the increase in off-highway usage in the City of Belton and were interested in exploring ways to best address this trend to keep every road user safe. This emphasis area focuses on safety concerns related to low-speed and off-highway vehicles, including Recreational Off-Highway Vehicles (ROHVs), Utility Task Vehicles (UTVs), All-Terrain Vehicles (ATVs), and motorized bicycles, which may operate on or near roadways and interact with other modes of travel. In the City of Belton, three motorized bicycles were involved in serious injury crashes from 2019-2023.

Intersections

- Intersections concentrate multiple travel movements—vehicles, pedestrians, and cyclists—into a single location, increasing the potential for conflicts. Rear-end collisions, often caused by distracted driving or sudden stops, are particularly common in these areas. In fact, rear-end crashes are the most frequent crash type in the City of Belton, accounting for 1,150 of 3,432 total crashes between 2019 and 2023—with 66% of them occurring at intersections. Overall, 45% of all fatal or serious injury crashes and 68% of VRU crashes occurred at intersections.

Roadway Departure

- Roadway departure crashes account for 33% of all fatal and serious injury crashes, making them the most common type of crash in the Crash Type analysis. These crashes occur when vehicle(s) left the roadway and struck a fixed object, overturned, or exited the travel way.

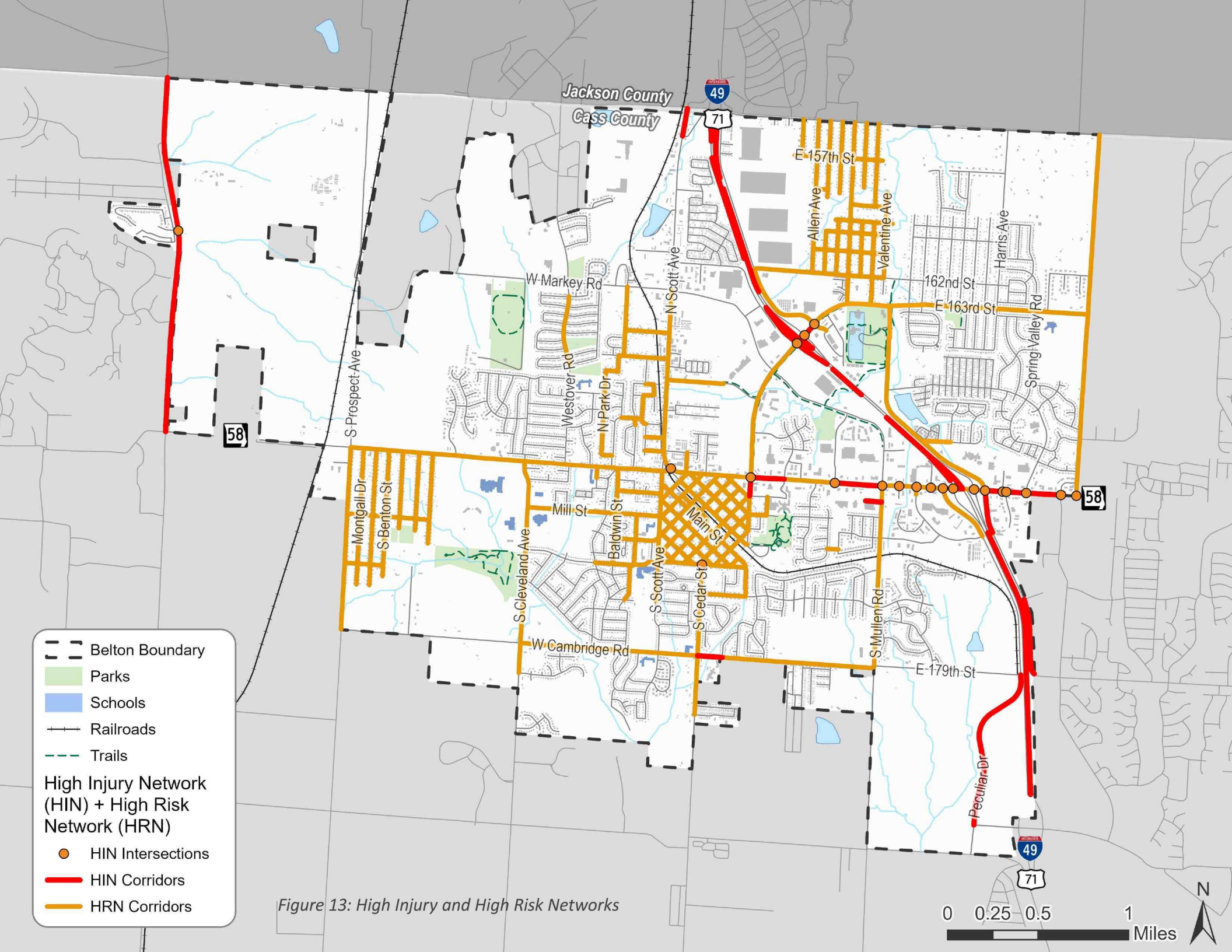


Figure 13: High Injury and High Risk Networks

Main Street & Ella Street Intersection

CHAPTER 5:
POLICY AND PROCESS

Roadway safety and connectivity are key priorities in the City of Belton's recent planning initiatives. Whether focusing on specific corridors like North Scott, revitalizing districts such as downtown, or addressing citywide goals through the Belton Comprehensive Plan 2050, the City of Belton has consistently emphasized the importance of a transportation system that is safe, accessible, and comfortable for all users.

As part of this effort, the project team reviewed the most recent and relevant local plans to identify transportation safety recommendations. This analysis highlighted five core community priorities:

- **Improving traffic flow and roadway efficiency** to enhance both convenience and safety
- **Fostering regional connectivity** to strengthen links within and beyond the city
- **Enhancing pedestrian mobility and safety** for a more walkable community
- **Expanding sidewalks and trails** to support active transportation options
- I**mproving streetscape and aesthetics** to create more inviting public spaces

The BTSAP builds on these foundational efforts by advancing these priorities through a range of proven, actionable strategies aimed at addressing safety concerns and improving connectivity.

Detailed overviews of the supporting planning efforts and their relevance to this plan are described in the following pages.

City of Belton Logo at City Hall

Table 13: Plan Review

PLAN NAME	PLAN SUMMARY	SUPPORTED GOALS AND OBJECTIVES
Belton Comprehensive Plan 2050	The vision for the comprehensive plan is to "cultivate a vibrant community that is accessible, connected, and forward-thinking. In our pursuit of excellence, Belton is dedicated to providing high-quality services that enhance the health and safety of residents".	• Increase mobility and connections within the City of Belton, including improved roadway, trail, and sidewalk connections. • Prioritize safety improvements for all modes of travel throughout the community with potential funding sources. • Update street design standards and classifications to improve efficiency, safety, and accessibility. • Utilize the Complete Streets Resolution to enhance safety and mobility throughout the City of Belton. • Upgrade streetscapes with improved landscaping and infrastructure, re-activate the historic downtown street grid, and improve sidewalks and connectivity.
Belton Downtown Design Guidelines	Focus on revitalizing the downtown area through strategies such as rehabilitating existing buildings, establishing uniform streetscapes, and preserving the historic character of Main Street. Promote mixed-use and transit-oriented development along prominent corridors and MO-58.	• Improve sidewalks, lighting, and parking scheme of Main Street to improve the pedestrian environment. • Identify and redevelop Gateway Corridors using transit-oriented development to expand and enhance safety, accessibility, and the pedestrian environment.

BELTON COMPREHENSIVE PLAN 2050

The Belton Comprehensive Plan 2050 marked the city's first major update since 1992. Over the past three decades, the City of Belton has experienced significant growth, both in population and in the development of new businesses and community assets. Throughout the planning and public engagement process, residents consistently emphasized the importance of connectivity and having a range of transportation options.

The final plan identified five key goals aimed at enhancing connectivity and building a more accessible community for all. These goals include:

- Ensuring adequate right-of-way to support future growth
- Coordinating and expanding the city's trail network
- Designing complete streets that accommodate all modes of transportation

The BTSAP builds on these goals by introducing the HIN and HRN, along with targeted safety countermeasures outlined in Chapter 6 and implementation strategies detailed in Chapter 7.

Goals and Objectives Supported by the BTSAP

- Prioritize safety improvements for all modes of travel throughout the community
- Follow the cross section recommendations to promote complete street elements where applicable
- Improve sidewalk conditions throughout the community by developing a prioritization plan for improvements
- Increase multi-modal connections throughout the City of Belton

Overlap with the HIN or HRN

- North Scott Avenue
  - Enhance pedestrian mobility through streetscape improvements, such as updated sidewalks, improved intersection crossings, and signage/lighting. Pedestrian safety throughout the corridor was a major concern of residents and business owners.
  - Complete the proposed intersection and roadway extensions from Markey Road to Markey Parkway, Givan Avenue, and the North Scott Avenue/58 Highway intersection.
  - Support and pursue the proposed rails-to-trails project for the conversion of the existing rail line extending from 155th Street south to Memorial Park into a community trail.
- Old Town
  - Consider the conversion of Main Street from a partial one-way road to a full two-way road.
  - Implement streetscaping improvements, such as wayfinding signage, plantings, lighting, and crosswalks, to enhance the pedestrian experience and aesthetics of Old Town.
  - Work to fill missing gaps in the sidewalk in and around Old Town and connect into the greater trail network to support community-wide mobility.
- Graham-Effertz Area
  - Complete extensions for N. Cass Parkway.
  - Build high-quality streetscaping elements.

Figure 14: Belton Comprehensive Plan 2050 Cover

Cleveland Avenue & Sunrise Drive Intersection

CHAPTER 6:
COUNTERMEASURE STRATEGIES

ACTIONS

Safety improvements are essential to reduce overall roadway safety risk, especially for pedestrians walking and crossing the roadway. The implementation actions are guided by the Vision Zero resolution, which aims to eliminate all fatal and serious injury crashes, along with specific goals that direct the recommended actions in support of the vision. The following actions are recommended to reduce risk on these roadways and are divided into three categories: local roadways owned and maintained by the City of Belton, state roadways managed by MoDOT, and the pedestrian network across the City of Belton.

Each of the following recommended actions received estimated costs and approximate timeframes to implement the action. Responsible agencies to carry out the action were identified as well as the most relevant emphasis areas that the action addresses.

Timeframes:

- **Near**-term – Implemented within 5 years
- **Mid**-term – Targeted for 5 to 10 years
- **Long**-term – Envisioned for 10 years or more

Estimated Cost:

- **Low** – Less than $100,000 to implement
- **Medium** – $100,000 to $500,000 to implement
- **High** – More than $500,000 to implement

PROJECT PRIORITIZATION

Projects have been prioritized to guide implementation moving forward, however, all projects identified are important to the overall safety of the City of Belton's transportation network. Prioritization within this plan exists as a tool to identify the ideal timeframe for executing each project. Prioritization is not intended to strictly guide when projects should or can happen. The City of Belton should pursue all opportunities presented to implement the BTSAP, even if that means implementation is out of prioritization order.

All identified projects in each tier are of equal importance. Letters are used to identify projects and do not indicate one project is more important than another.

PRIORITY 1

Priority 1 projects are those that received significant support through public engagement, improve safety within the HRN, and are within the City of Belton's jurisdiction. Priority 1 areas are shown in Figure 15.

Complete roadway safety improvements in Old Town, Northeast Belton, and West Belton.

Table 14: Project Prioritization - Priority 1

ACTION	TIMEFRAME	ESTIMATED COST	RESPONSIBLE AGENCY	EMPHASIS AREA
OVERALL RECOMMENDATIONS				
Upgrade to complete streets to provide sidewalk infrastructure at current city standards.	Near	High	City of Belton	VRU
Install high visibility crosswalks to increase driver awareness of pedestrians crossing the road.	Near	Low	City of Belton	VRU and Intersections
OLD TOWN SPECIFIC RECOMMENDATIONS				
Review offset intersections of Old Town streets, major collectors, and arterials and identify and implement safety updates.	Near	High	City of Belton	VRU and Intersections
Construction of the Frisco Corridor Trail as identified in the Belton Comprehensive Plan 2050.	Long	High	City of Belton	VRU
NORTHEAST SPECIFIC RECOMMENDATIONS				
Provide pedestrian refuge islands on E 163rd Street to shorten the crossing distance for pedestrians.	Mid	Medium	City of Belton	VRU

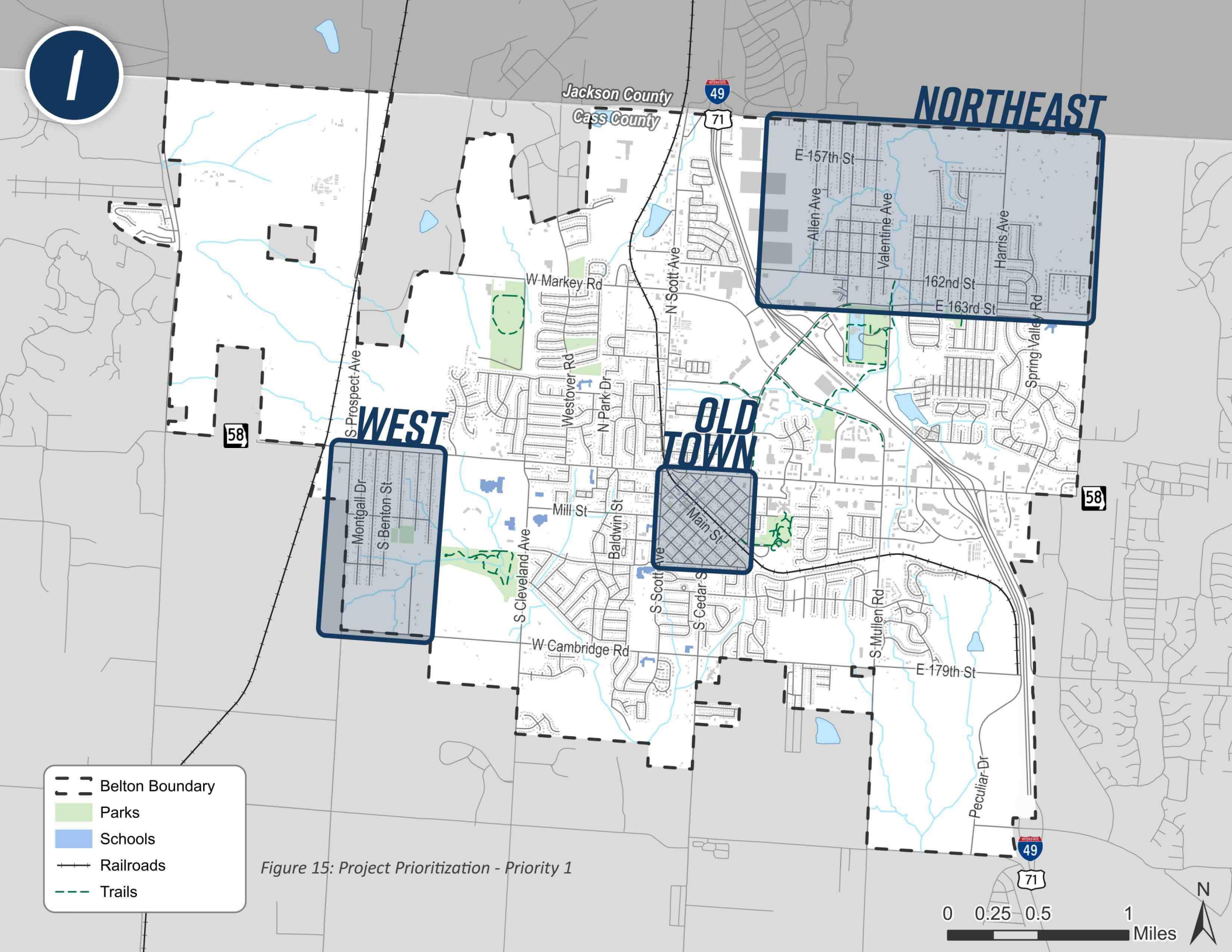


Figure 15: Project Prioritization - Priority 1

PRIORITY 2

Priority 2 projects are those that received some support through public engagement and are within the City of Belton's jurisdiction. Priority 2 projects may overlap with Priority 1 projects but are designed to standalone if opportunity arises to implement these projects prior to those within Priority 1.

PRIORITY 2A

Complete roadway safety improvements within a ¼ mile of schools and parks. Portions of the City of Belton that are located within Priority 2A are shown in Figure 16.

Table 15: Project Prioritization - Priority 2A

ACTION	TIMEFRAME	ESTIMATED COST	RESPONSIBLE AGENCY	EMPHASIS AREA
Upgrade to complete streets to provide sidewalk infrastructure at current city standards.	Near	High	City of Belton	VRU
Install crosswalks where partial sidewalks are present and create high visibility crosswalks at intersections near schools, parks, and community amenities to increase awareness of pedestrians crossing the road.	Near	Low to Medium	City of Belton	VRU and Intersections
Provide pedestrian refuge islands on multi-lane roadways to shorten the crossing distance for pedestrians.	Mid	Medium	City of Belton	VRU
Include advanced stop bars at controlled intersections to encourage drivers to stop in advance of pedestrian crossings.	Near	Low	City of Belton	VRU
Improve circulation on W North Avenue and South Cleveland Avenue near Belton High School and Mill Creek Elementary School.	Mid	Medium to High	MoDOT, City of Belton	Advances all Emphasis Areas

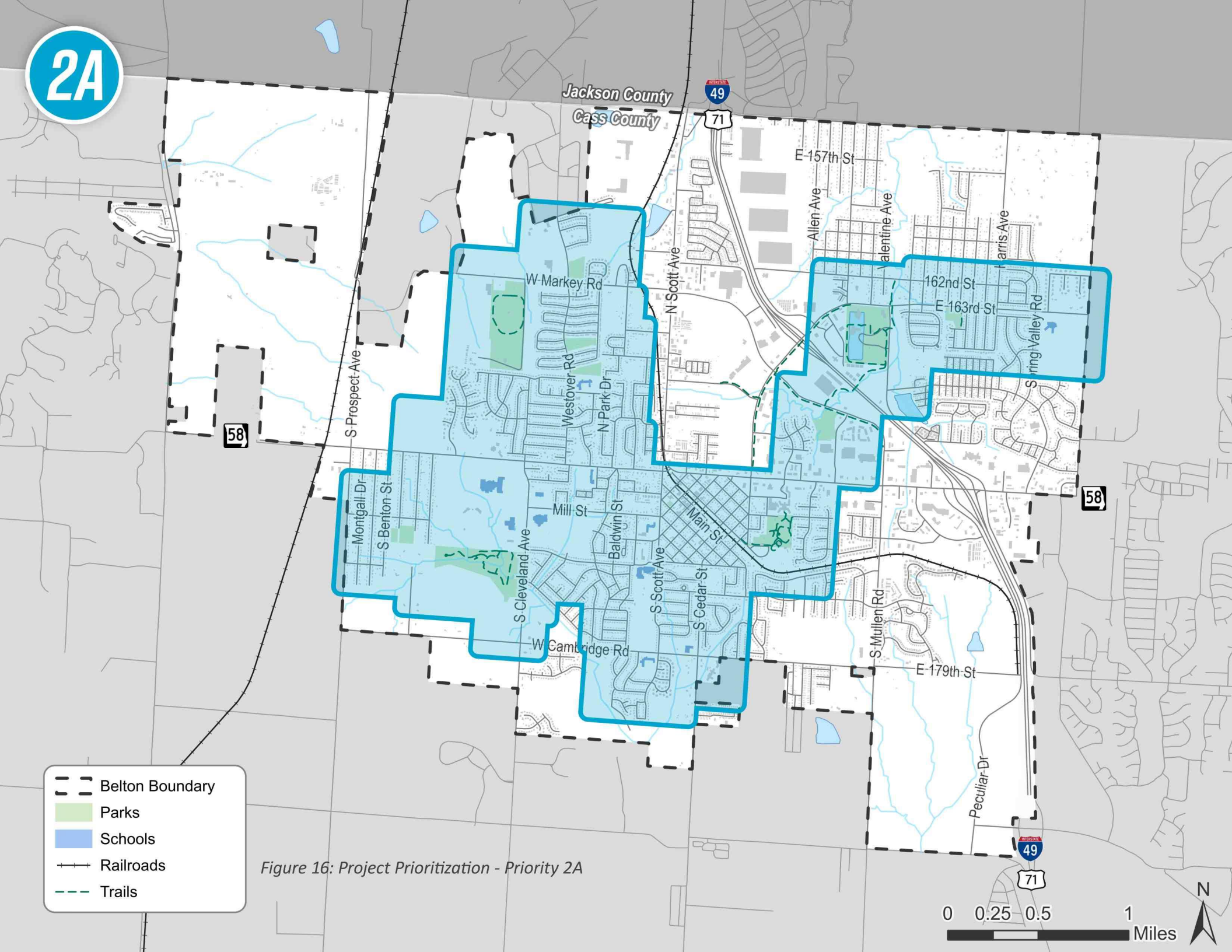


Figure 16: Project Prioritization - Priority 2A

PRIORITY 2B

Complete roadway safety improvements along the HRN. The HRN is shown in Figure 17.

Table 16: Project Prioritization - Priority 2B

ACTION	TIMEFRAME	ESTIMATED COST	RESPONSIBLE AGENCY	EMPHASIS AREA
Upgrade to complete streets to provide sidewalk infrastructure at current city standards.	Near	High	City of Belton	VRU
Install crosswalks where partial sidewalks are present and create high visibility crosswalks at intersections near schools, parks, and community amenities to increase awareness of pedestrians crossing the road.	Near	Low to Medium	City of Belton	VRU and Intersections
Provide pedestrian refuge islands on multi-lane roadways to shorten the crossing distance for pedestrians.	Mid	Medium	City of Belton	VRU
Include advanced stop bars at controlled intersections to encourage drivers to stop in advance of pedestrian crossings.	Near	Low	City of Belton	VRU
Identify safety solutions for collectors at the intersections of major collectors/arterials.	Mid to Long	Medium	City of Belton, MoDOT	Advances all Emphasis Areas
Implement corridor access management on state owned roads to reduce the number of conflict points.	Mid	Medium	MoDOT	Intersections

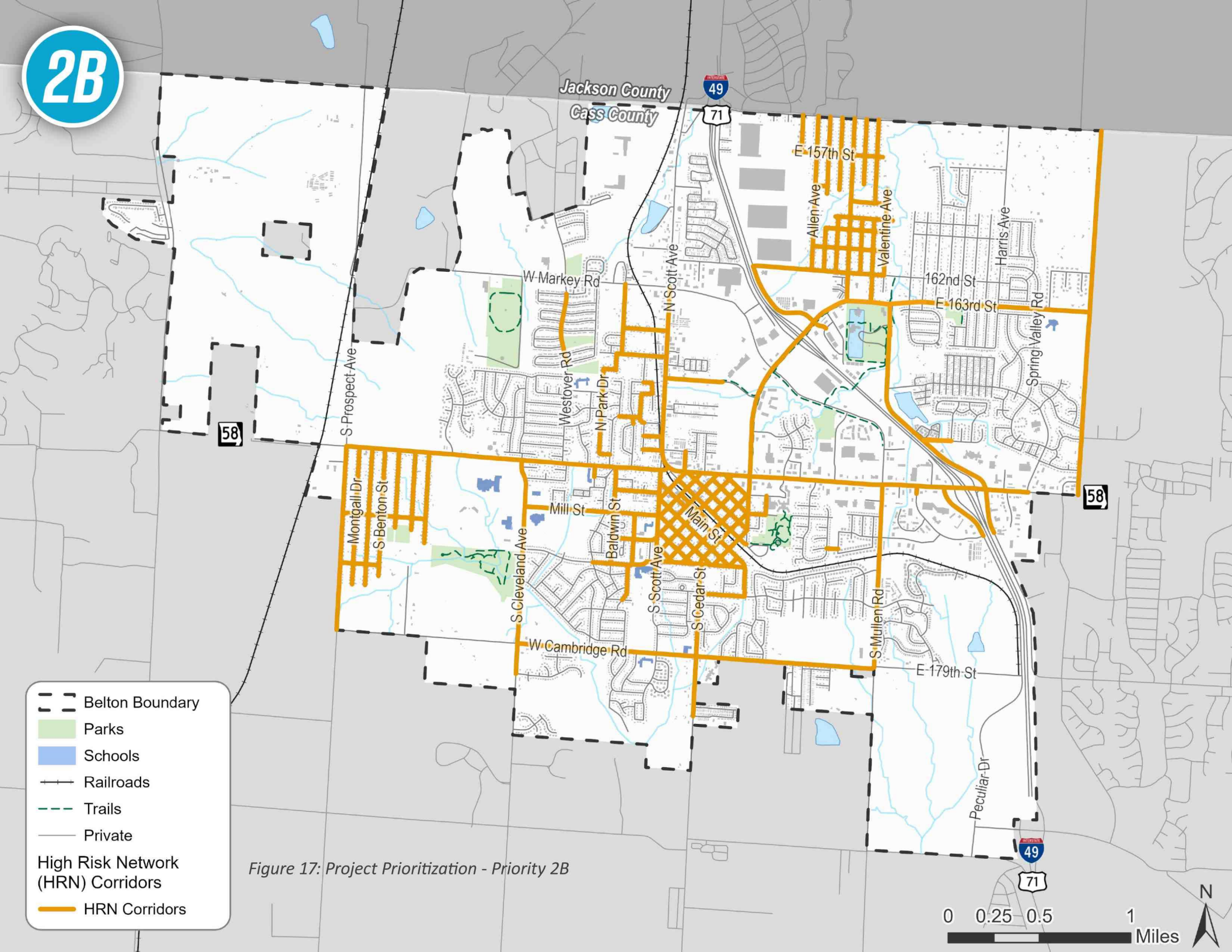


Figure 17: Project Prioritization - Priority 2B

PRIORITY 2C

Close gaps in areas without sidewalks and with sidewalks on one side of the street. The presence of sidewalks in the City of Belton is shown in Figure 18.

Table 17: Project Prioritization - Priority 2C

ACTION	TIMEFRAME	ESTIMATED COST	RESPONSIBLE AGENCY	EMPHASIS AREA
Install crosswalks where partial sidewalks are present and create high visibility crosswalks at intersections near schools, parks, and community amenities to increase awareness of pedestrians crossing the road.	Near	Low to Medium	City of Belton	VRU and Intersections
Provide pedestrian refuge islands on multi-lane roadways to shorten the crossing distance for pedestrians.	Mid	Medium	City of Belton	VRU
Develop a sidewalk improvement program focusing on closing sidewalk gaps and improving sidewalk infrastructure. Construct sidewalks and perform a larger scale annual sidewalk spot replacement program that brings all existing sidewalks to meet the standards of the Public Right of Way Accessibility Guidelines (PROWAG).	Near	High	City of Belton	VRU
Upgrade to complete streets to provide sidewalk infrastructure at current city standards.	Near	High	City of Belton	VRU
Refer to and utilize the FHWA's STEP Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations when addressing pedestrian crossing issues.	Mid	Medium	City of Belton	VRU

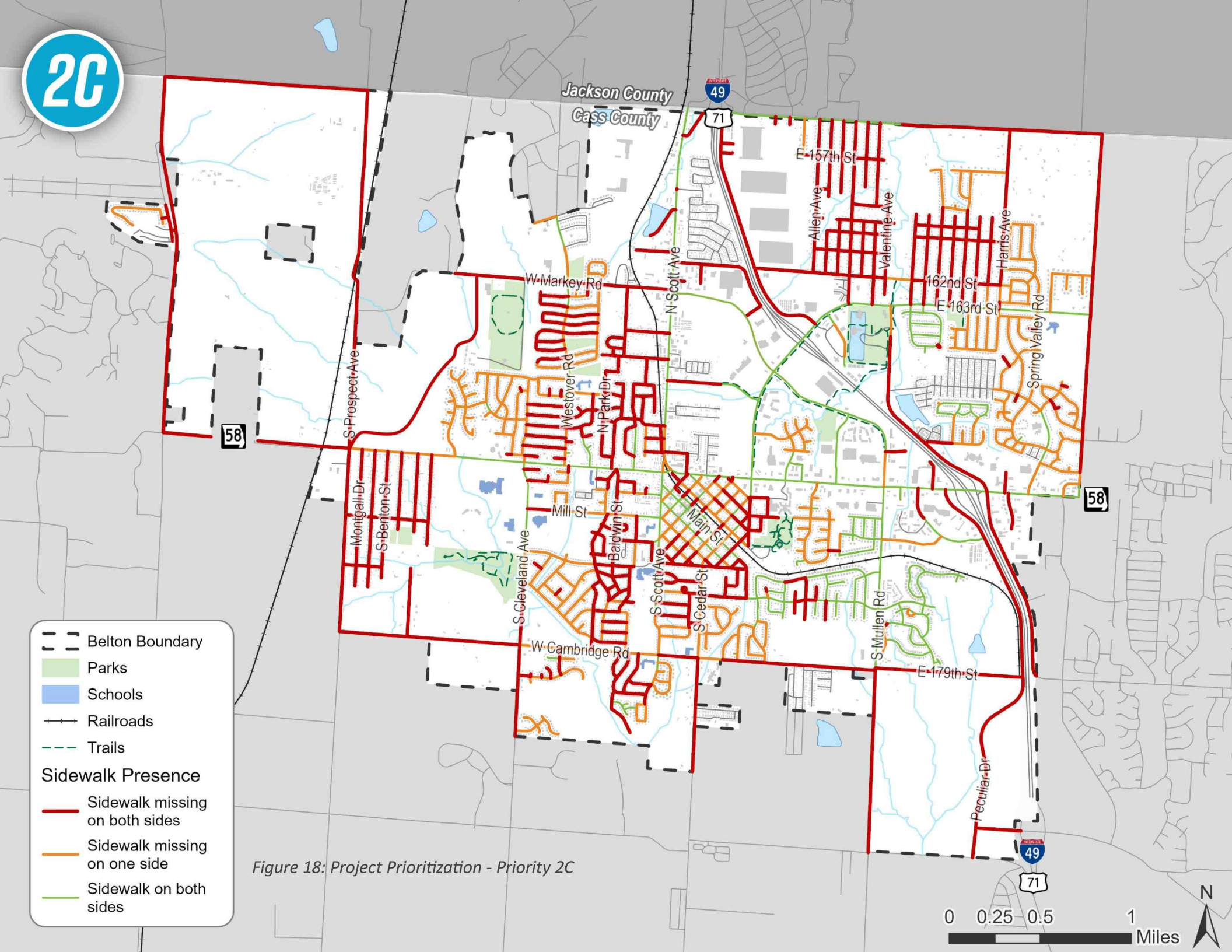


Figure 18: Project Prioritization - Priority 2C

PRIORITY 3

Priority 3 projects are those that are largely outside of the City of Belton's jurisdiction and are primarily state roads. These projects will require additional MoDOT coordination and support to implement.

Complete roadway safety improvements along the HIN. The HIN is shown in Figure 19.

Table 18: Project Prioritization - Priority 3

ACTION	TIMEFRAME	ESTIMATED COST	RESPONSIBLE AGENCY	EMPHASIS AREA
Complete a study of MO-58/North Avenue and communicate the extent of safety issues on their roads in the City of Belton.	Mid	Medium	MoDOT	Advances all Emphasis Areas
Complete Holmes Road improvements.	Mid	High	MoDOT	Advances all Emphasis Areas
Use The Blueprint for Arterials in MoDOT's Kansas City District – especially when considering safety improvements on MO-58, Holmes Road, and Highway Y.	Near	Low	MoDOT	Advances all Emphasis Areas
Complete planned I-49 reconstruction project with safety improvements in 2028.	Long	High	MoDOT	Roadway Departure

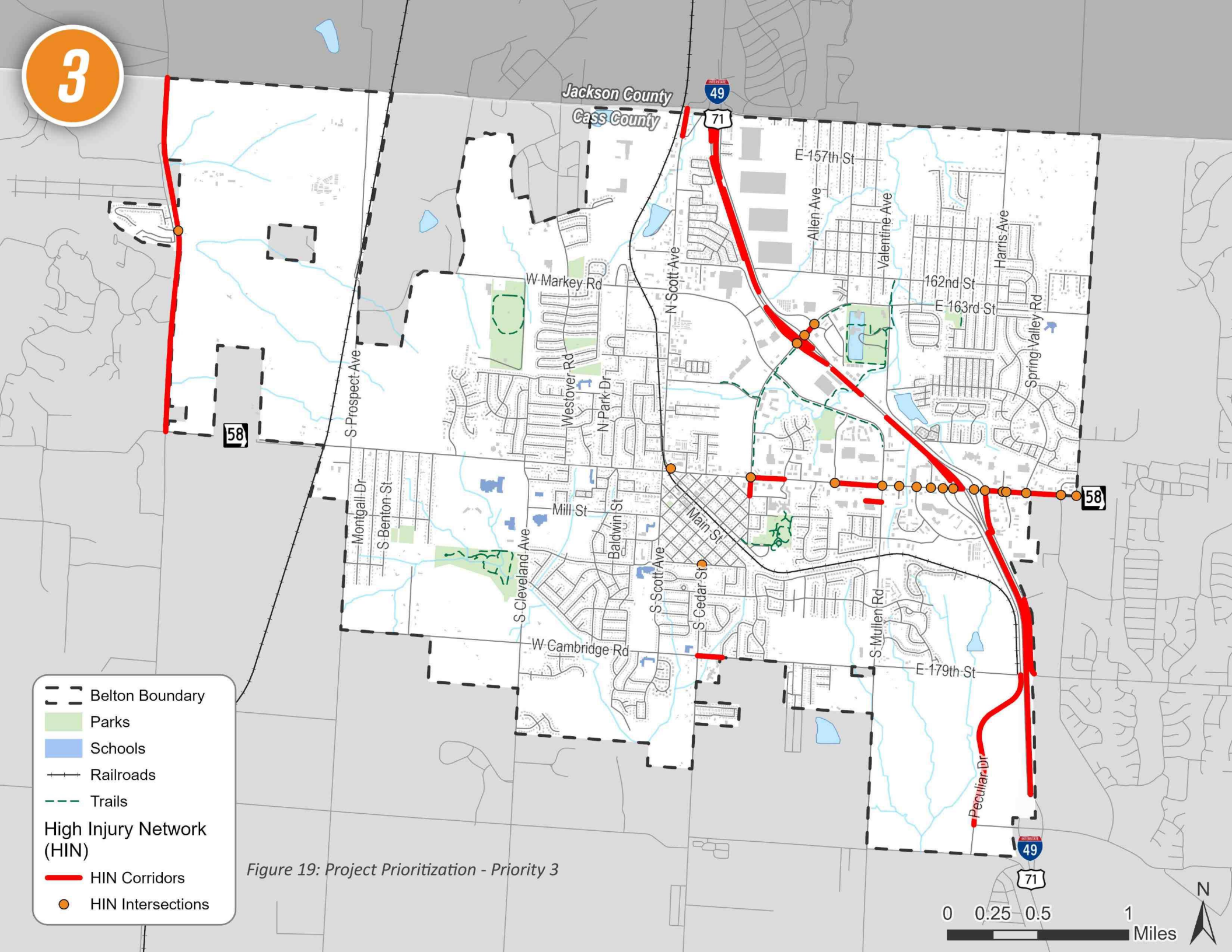


Figure 19: Project Prioritization - Priority 3

SAFE SYSTEM RECOMMENDATIONS

The following recommendations are organized under each of the objectives of a Safe System as established by the FHWA, in pursuit of eliminating fatal and serious injuries in the City of Belton.

SAFER ROAD USERS

Encourage safe, responsible driving and behavior by people who use our roads, and create conditions that prioritize their ability to reach their destination unharmed.

ACTION	TIMEFRAME	ESTIMATED COST	RESPONSIBLE AGENCY	EMPHASIS AREA
Promote MoDOT's "Buckle Up, Phone Down" program to increase seatbelt usage and reduce distracted driving.	Near	Low	City of Belton, Belton School District	Advances all Emphasis Areas
Continue to support, develop, and coordinate with local TRACTION program.	Near	Low	Belton School District	Younger Drivers
Create educational campaigns explaining how to use new roadway configurations in the City of Belton such as roundabouts and Diverging Diamond Interchanges (DDI).	Near	Low	City of Belton, Belton School District	Younger Drivers, Older Drivers, Intersections
Create educational campaigns explaining the rules and regulations of owning and operating off-highway vehicles such as ROHVs, ATVs, UTVs, and Motorized Bicycles like mini bikes.	Near	Low	City of Belton	Off-Highway Vehicles

SAFER ROADS

Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most VRUs.

ACTION	TIMEFRAME	ESTIMATED COST	RESPONSIBLE AGENCY	EMPHASIS AREA
Adopt a toolbox of traffic calming countermeasures, such as bump outs for use on local roads, to reduce speeding.	Mid	Low	City of Belton	VRUs
Work with Cass County to upgrade county roads prior to annexation into the City of Belton.	Long	Medium	City of Belton, Cass County	Advances all Emphasis Areas
Collaborate with neighboring communities such as Loch Lloyd, Kansas City, Raymore, and Cass County to address shared roadway safety issues.	Mid	Medium	City of Belton, Loch Lloyd, City of Kansas City, City of Raymore, Cass County	Advances all Emphasis Areas

SAFER SPEEDS

Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, appropriate speed limit setting, targeted education, outreach campaigns, and enforcement.

ACTION	TIMEFRAME	ESTIMATED COST	RESPONSIBLE AGENCY	EMPHASIS AREA
Adopt design guidelines that support safe turning speeds at intersections.	Mid	Medium	City of Belton	Intersections
Review roadway design guidelines and determine if changes are necessary to support goals of the BTSAP.	Near	Low	City of Belton	Advances all Emphasis Areas

SAFER VEHICLES

Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

ACTION	TIMEFRAME	ESTIMATED COST	RESPONSIBLE AGENCY	EMPHASIS AREA
Explore ways to improve the safety of the City of Belton's fleet vehicles. This could include the installation of intelligent speed assistance technology, collision avoidance systems, cameras, hands free phone/GPS holders in existing fleet vehicles and purchasing new vehicles with integrated safety technology.	Near	Low	City of Belton	Advances all Emphasis Areas
Implement additional safety measures on large vehicles operated by the City of Belton, such as sensors, high vision cabs, peep windows, cab-over-engine designs, additional mirrors, educational messaging, and enhanced driver safety.	Near	Low	City of Belton	Advances all Emphasis Areas

POST-CRASH CARE

Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

ACTION	TIMEFRAME	ESTIMATED COST	RESPONSIBLE AGENCY	EMPHASIS AREA
Advocate for, identify, pursue, and allocate increased funding for Emergency Medical Services (EMS).	Near	Low	City of Belton	Advances all Emphasis Areas
Update traffic signals in high-traffic areas with vehicle pre-emption technology to turn signals red/green to move Emergency Response Vehicles through intersections quickly and safely.	Mid	Medium	City of Belton, MoDOT	Intersections
Support sending key personnel to Traffic Incident Management Responder Training (TIM Training).	Mid	Low	City of Belton	Advances all Emphasis Areas
Require regular training and simulations for emergency personnel focused on crash-related injuries, particularly in trauma care, extrication techniques, and dealing with VRU.	Mid	Medium	City of Belton	VRUs

PROVEN SAFETY COUNTERMEASURES

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

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

LOCAL ROADS

While 75% of the roads in the City of Belton are owned by the city, most of these roads are classified as residential and therefore require different treatments compared to the busier, more traveled state roads. Potential countermeasures for these city-owned roads target more residential roadway types where vehicle speeds are already slower. Countermeasures for city roads include:

- Sidewalks
- Shared-use Paths
- High Visibility Crosswalks
- Application of Low-Cost Countermeasures at Stop-Controlled Intersections such as retroreflective sheeting on signposts, properly placed stop bar, and removal of obstructions that limit sight distance such as vegetation and parking

STATE ROADS

While the City of Belton does not own the major interstate and state highways in the city, the safety of these roadways directly impacts the community. These roadways also require different treatments compared to the more residential roads owned by the city. Countermeasures for state roads include:

- Corridor Access Management
- Signal Operation Improvements
- Enhanced Delineation for Horizontal Curves
- Medians and Pedestrian Refuge Islands
- Pedestrian Hybrid Beacons
- High Friction Surface Treatment

Bike rack outside of Cambridge Elementary

CHAPTER 7:
IMPLEMENTATION

The BTSAP represents the City of Belton's commitment to reducing serious injuries and fatalities on the City of Belton's roadways.

The most serious crashes predominantly occur on roadways maintained and operated by MoDOT, which reduces the City of Belton's ability to directly impact the safety of these corridors. The success of the BTSAP relies on a collaborative framework approach which addresses long-standing infrastructure challenges to create safer, more accessible streets for everyone. Implementing the recommendations of this plan will take sustained collaboration between the City of Belton, neighboring communities, and MoDOT.

Independent of improvements requiring greater collaboration, the City of Belton has the best opportunity to reach their goals by focusing on improvements identified on the HIN and corridors lacking pedestrian infrastructure.

MEASURING PROGRESS

The SS4A program requires that progress toward the BTSAP's goals are measured over time. Ways to measure plan progress include:

- **Annual review of crash data**: MoDOT publishes crash data yearly; this data should be downloaded and analyzed to see if KSI crashes are trending downward. A memo outlining this analysis should be published on the City of Belton website.
- **Annual review of plan recommendation completion**: Each year, the City of Belton should review the recommendations of this plan and track and publish progress towards completion. This should also include identifying and completing updates to the plan to respond to trends and changes in roadway issues.

Carry Nation Days Engagement

APPENDIX

Appendix A: Existing Conditions Report

Appendix B: Public Involvement Report

Appendix C: Crash Profiles Report

Appendix D: MO-58 Safety Needs within the City of Belton

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APPENDIX A:
EXISTING CONDITIONS REPORT

JULY 2025

BELTON TRANSPORTATION SAFETY ACTION PLAN

EXISTING CONDITIONS REPORT

WILSON &COMPANY
HIGHER RELATIONSHIPS

TABLE OF CONTENTS

INTRODUCTION

The Belton Transportation Safety Action Plan (BTSAP) is a data-driven strategy that requires a comprehensive analysis of all crash types and trends to effectively allocate safety investments. This plan adopts a Safe System Approach, which is based on the idea that even a single death on our roadways is unacceptable, so human errors must be anticipated. This plan is funded through the Safe Streets and Roads for All (SS4A) Grant Program with the goal of preventing roadway deaths and serious injuries.

This existing conditions report provides a high-level summary of crash trends and characteristics in Belton used to identify two injury networks.

1) *HIGH-INJURY NETWORK (HIN).* The HIN consists of roadways in Belton that have experienced traffic-related crashes, prioritizing those with the most severe outcomes, such as fatal or serious injuries.

AND

2) *HIGH-RISK NETWORK (HRN).* The HRN considers roadway characteristics that increase risk of severe crashes such as the width of the roadway, speed limits, and roadway functional classification.

CRASH HISTORY

Using data from the Missouri Department of Transportation (MoDOT), crashes between **2019 and 2023** were analyzed. In this five-year time frame, a total of **3,432** crashes occurred in Belton. Figure 1 shows the crash density in Belton using 500-foot diameter hex bins. The highest concentration of crashes took place on Cedar Ave, North Ave, MO-58 and I-49.

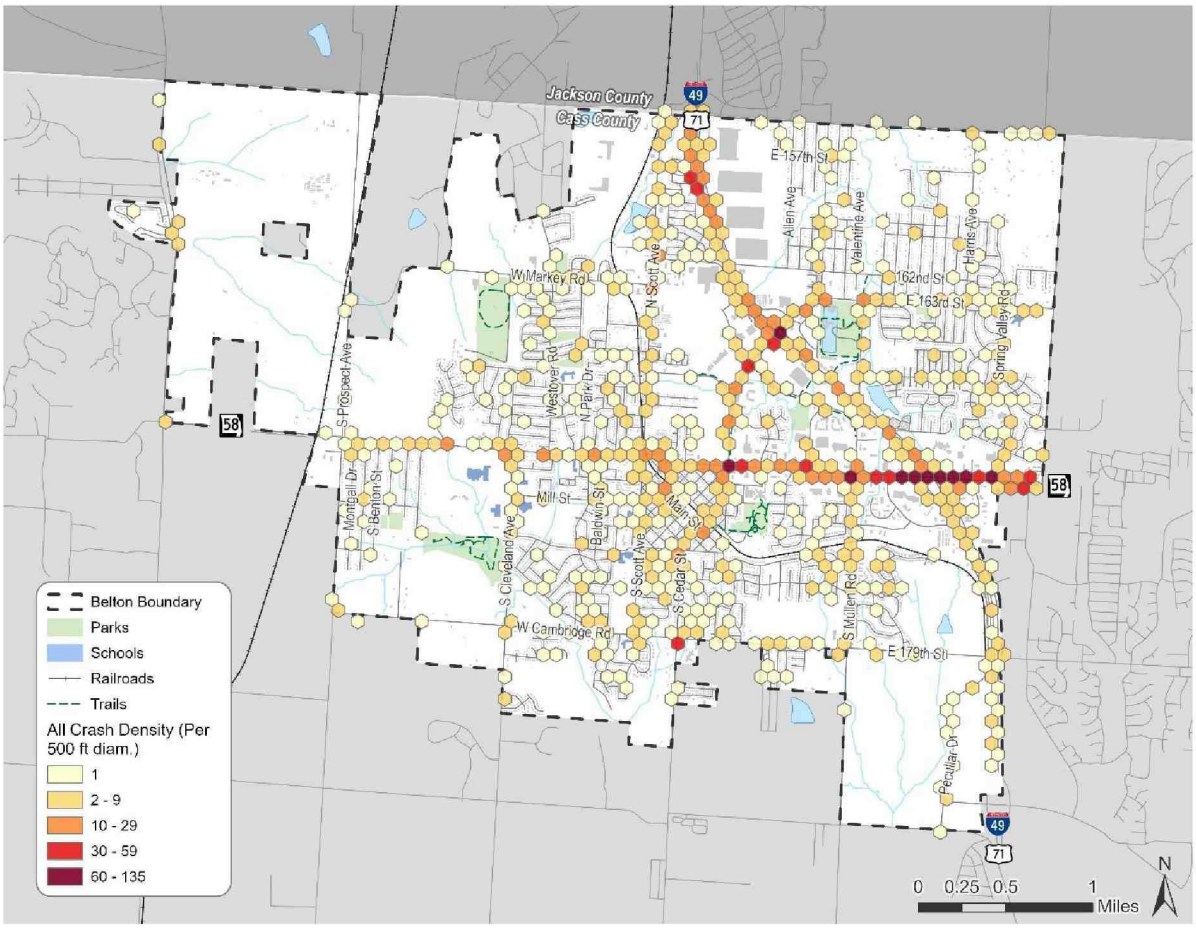


FIGURE 1 CITY OF BELTON CRASH DENSITY

FATAL AND SERIOUS INJURY CRASHES

Using data from the Missouri Department of Transportation (MoDOT), crashes between **2019 and 2023** were analyzed. Figure 2 shows the five-year time frame, a total of **9** fatal and **57** serious injury crashes occurred in Belton. The highest concentration of crashes took place on North Ave / MO-58 and I-49, accounting for **4** of total **9** fatal crashes from **2019** to **2023**.

FIGURE 2 CITY OF BELTON FATAL AND SERIOUS INJURY CRASHES

FATAL AND SERIOUS INJURY CRASHES OVER TIME

An analysis of fatal and serious injury crashes in Belton from **2019 to 2023** reveals an upward trend from **9** in **2019** to **18** in **2023.**

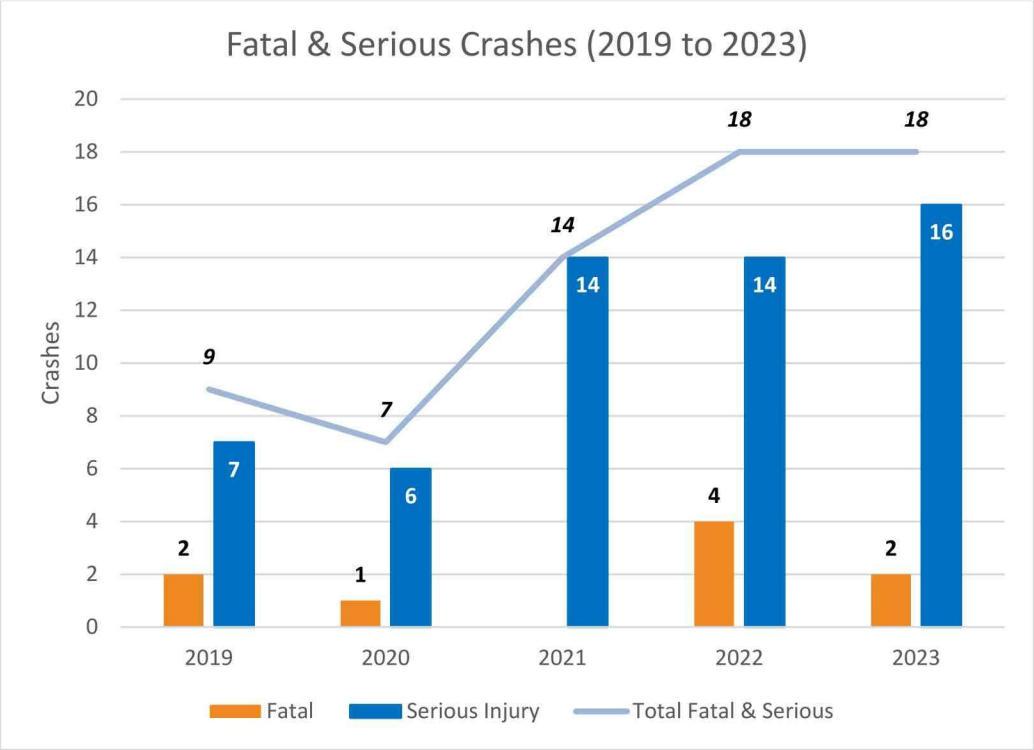


FIGURE 3 CITY OF BELTON FATAL AND SERIOUS INJURY CRASHES 2019-2023

CRASH SEVERITY

Out of the 3,432 crashes in the **five-year** study period, property damage accounts for the most common crash severity with 75.9% of crashes. The crash severity descriptions and percentages are below.

- ***Property damage*** accounted for 2,605 crashes **(75.9%)**
  - *A crash with no injuries, only vehicle or property damage.*
- ***Minor injury*** accounted for 761 crashes **(22.2%)**
  - *A crash with non-life-threatening injuries, such as cuts or bruises.*
- ***Suspected serious injury*** accounted for 57 crashes **(1.7%)**
  - *A crash causing severe injuries, like broken bones or head trauma, but not death.*
- ***Fatal*** crashes accounted for 9 crashes **(0.3%)**
  - *A crash resulting in at least one death.*

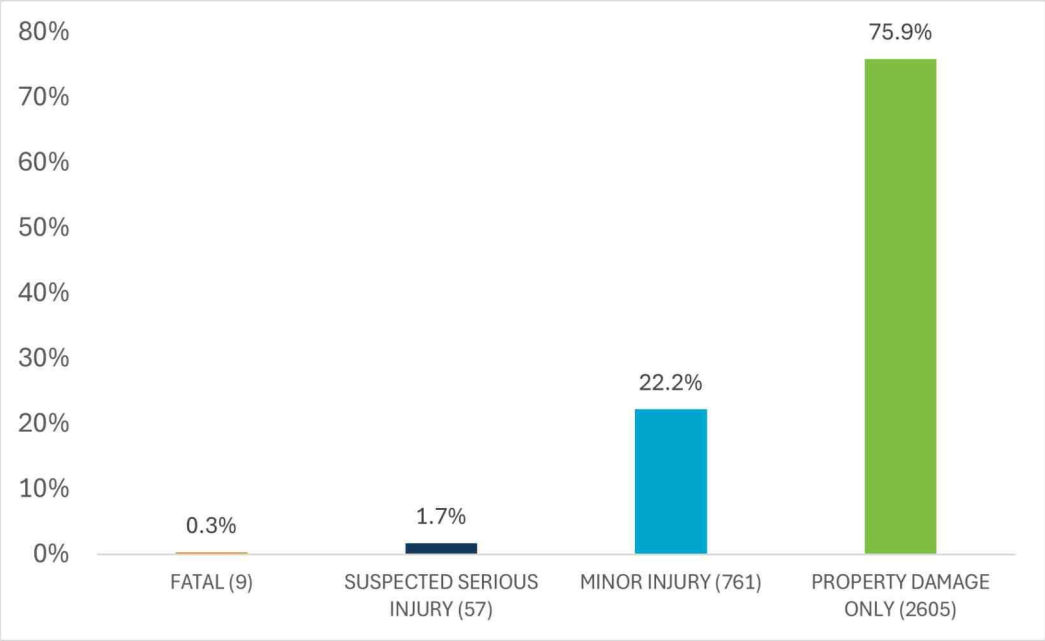


FIGURE 4 BELTON CRASH SEVERITY BY CRASH TYPE

CRASH TRENDS

Rear end crashes are the most common crash type in Belton, with a total of **1,150**. These crashes resulted in seven serious injuries.

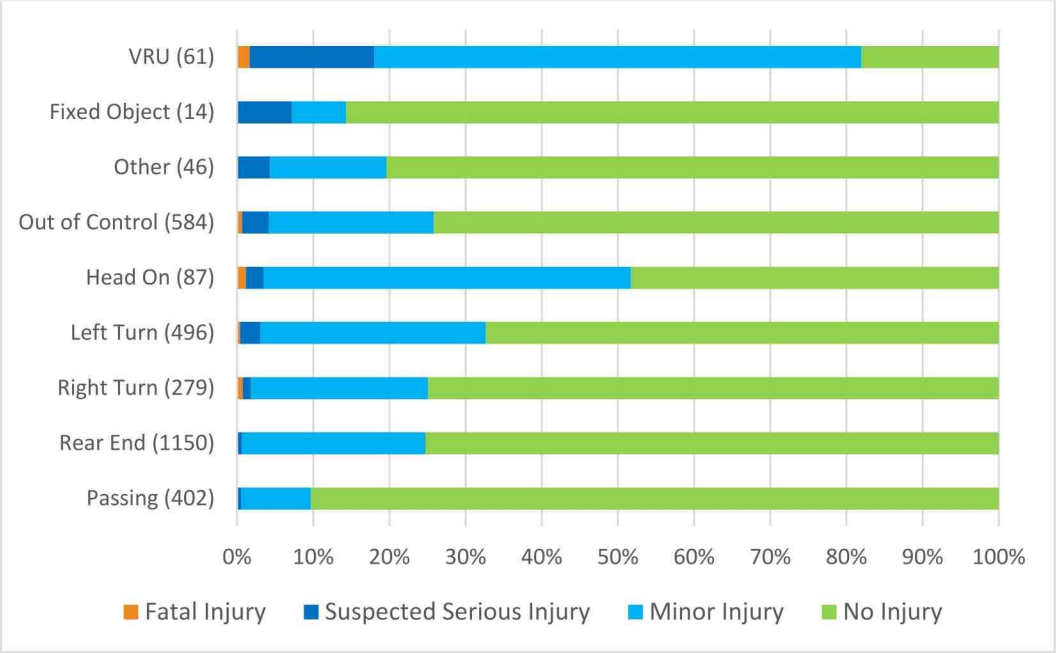


FIGURE 5 CITY OF BELTON PROPORTION OF CRASH TYPES BY CRASH SEVERITY

AGE OF DRIVERS

An analysis of the ages of **drivers involved** in fatal and serious injury crashes reveals that the highest number of these incidents occurred among drivers aged 17 to 24. It is important to note that this chart represents all drivers of motorized vehicles involved in these crashes, regardless of whether they were the ones injured or killed. The data accounts for any driver involved in a fatal or serious injury crash from **2019-2023**.

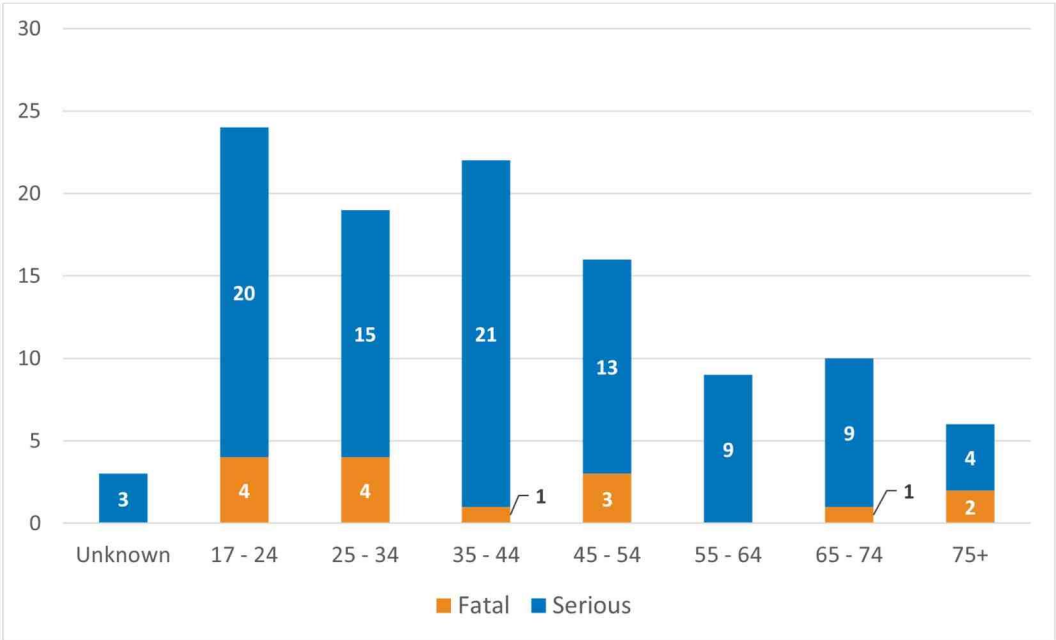


FIGURE 6 AGE OF DRIVERS INVOLVED IN FATAL AND SERIOUS INJURY CRASHES IN BELTON

VULNERABLE ROAD USERS ANALYSIS

Bicyclists and pedestrians are considered Vulnerable Road Users (VRUs) and are much more likely to experience a serious injury or fatality from a crash in comparison to other road users. VRUs make up a disproportionate number of fatal and serious injury crashes with nearly **20%** of total crashes.

A VRU is anyone not in a motor vehicle who is at higher risk on the road, such as pedestrians, bicyclists, other cyclists (like those on scooters or skateboards), and highway workers on foot in work zones. This definition does not include motorcyclists.

Pedestrians were more frequently involved in suspected serious injury and fatal crashes **(11)** compared to bicyclists **(0).** Minor injuries were the most common outcome for both groups, but pedestrian crashes still outnumber bicyclist crashes by **3 minor injuries.**

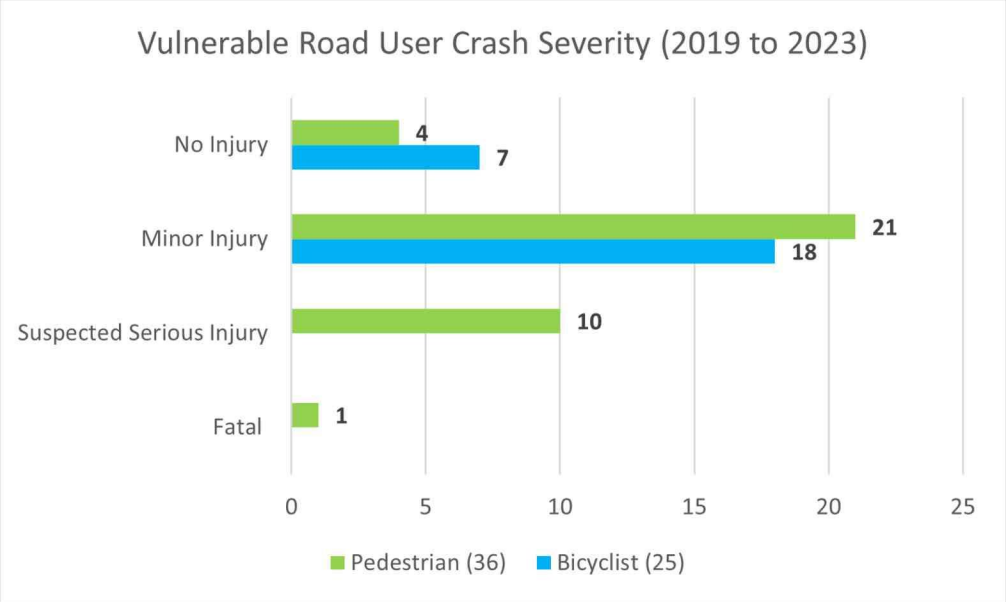


FIGURE 7 CITY OF BELTON VULNERABLE ROAD USERS CRASH SEVERITY

HIGH INJURY NETWORK

The High Injury Network (HIN) is important to identify which roadways and intersections experienced the most severe crashes in Belton over a five-year period (2019 to 2023). HIN is used to identify location where safety improvements should be prioritized. HIN is only based on where crashes have occurred, not where they could potentially occur.

CORRIDORS

The HIN was determined by calculating the total number of crashes at intersections and across nearly 162 miles of roadway in the City of Belton. Figure 10 shows the high injury network corridors in the City of Belton. Most of the HIN is concentrated along I-49, with additional high-injury corridors identified on MO-58 and Holmes Road on the west side of the city.

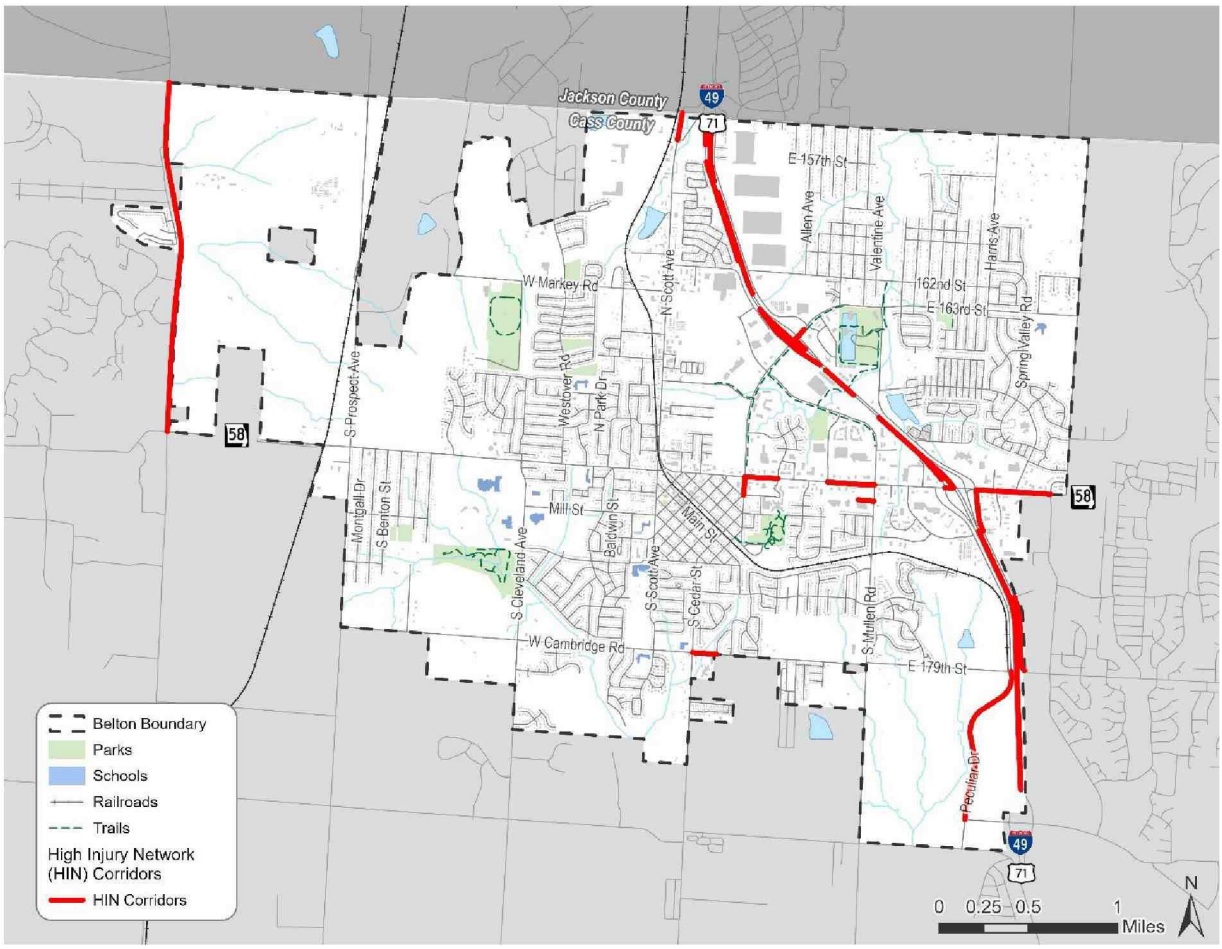


FIGURE 8 CITY OF BELTON HIGH INJURY NETWORK

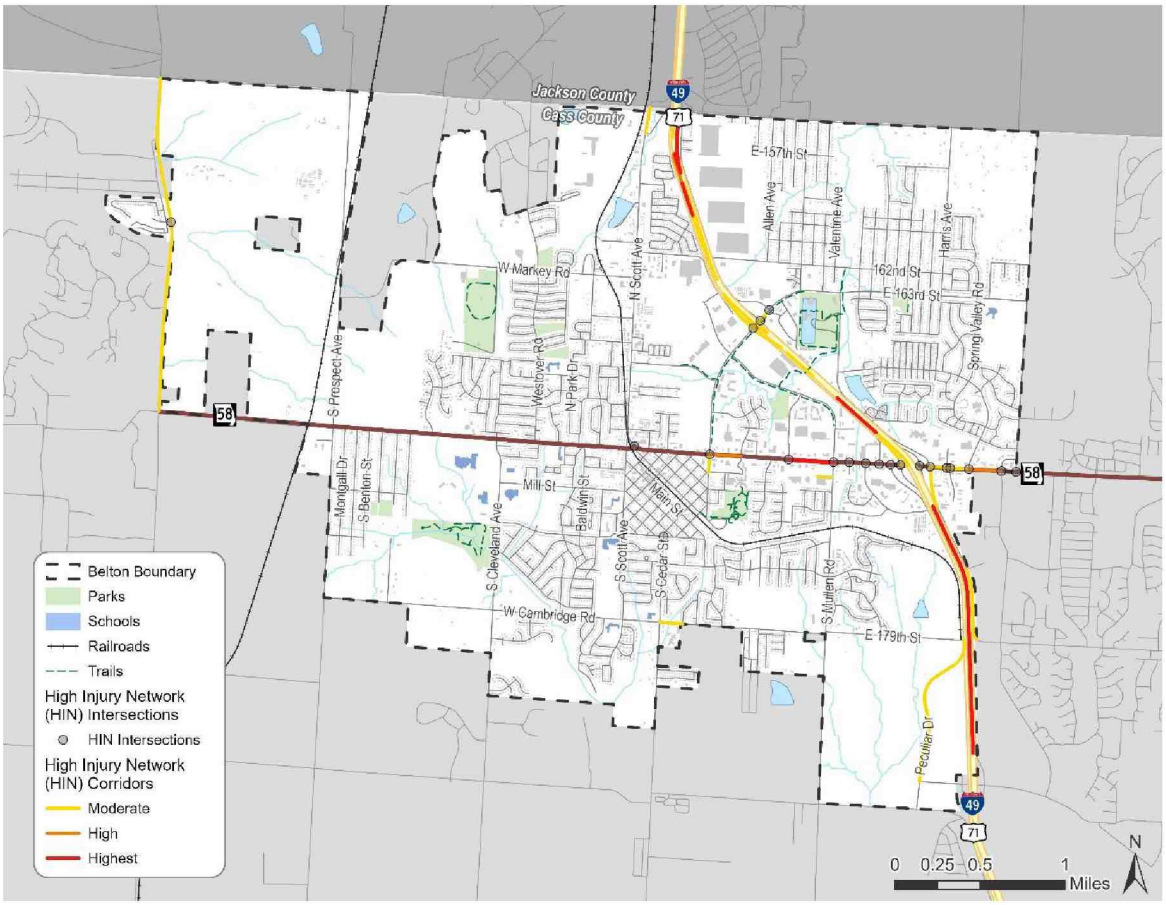


FIGURE 9 CITY OF BELTON HIGH INJURY NETWORK CORRIDOR RANKING

HIGHEST – These locations have the highest history of fatal and serious injury crashes.

HIGH – Some fatal and serious injury crashes have occurred along these corridors.

MODERATE – Fewer fatal and serious crashes have occurred along these corridors.

INTERSECTIONS

There are 21 intersections in the HIN. 76% of HIN intersections are located on MO-58.

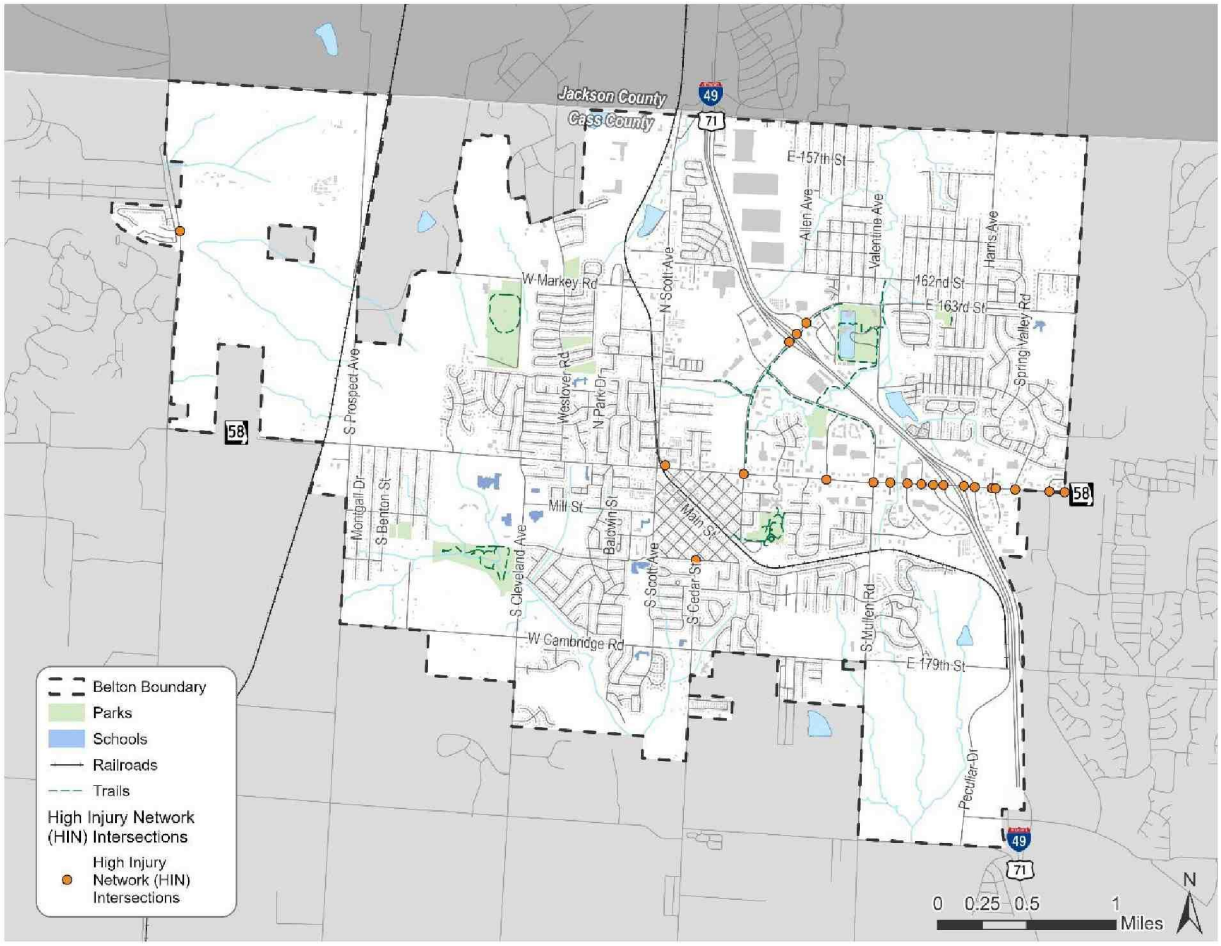


FIGURE 10 CITY OF BELTON HIGH INJURY NETWORK INTERSECTIONS

HIGH RISK NETWORK

A **High Risk Network (HRN)** refers to roadways or corridors that exhibit characteristics associated with a high likelihood of severe crashes, even if incidents have not yet occurred at a high frequency.

These networks are identified based on factors such as:

- number of road lanes
- speed limits
- sidewalks
- roadway classification
- proximity to schools/activity centers/parks.

The City of Belton's HRN encompasses much of the downtown area and its surrounding neighborhoods, classifying them as moderate to highest risk. Additionally, all roads surrounding schools in the City of Belton have been identified as part of the HRN, highlighting areas with elevated safety concerns.

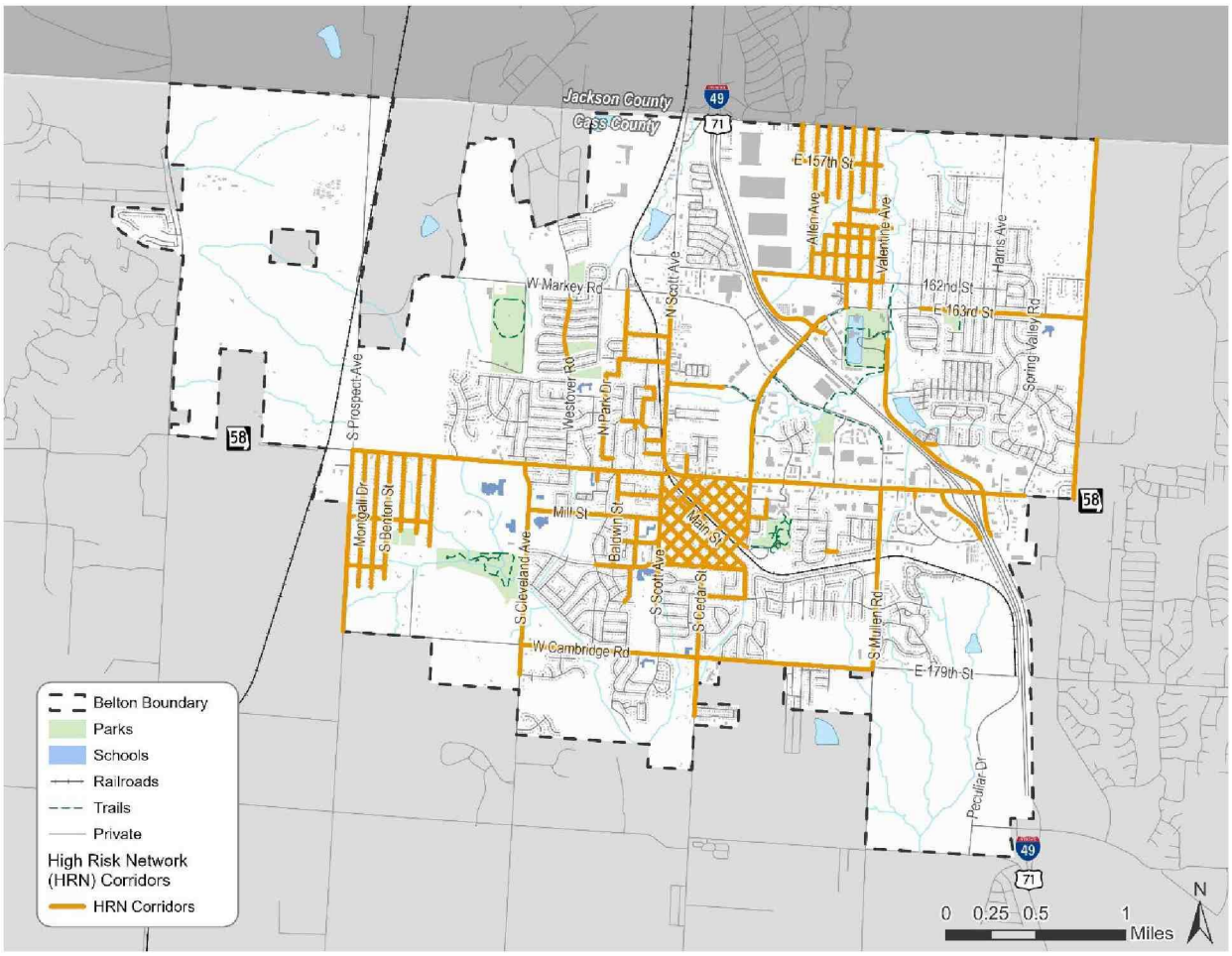


FIGURE 11 CITY OF BELTON HIGH RISK NETWORK

Figure 14 shows a ranking of high-risk network corridors in Belton starting at

HIGHEST – These corridors have the highest likelihood of fatal and serious injury crashes.

HIGH – These corridors have a high likelihood of fatal and serious injury crashes.

MODERATE – These corridors have a moderate risk of fatal and serious injury crashes.

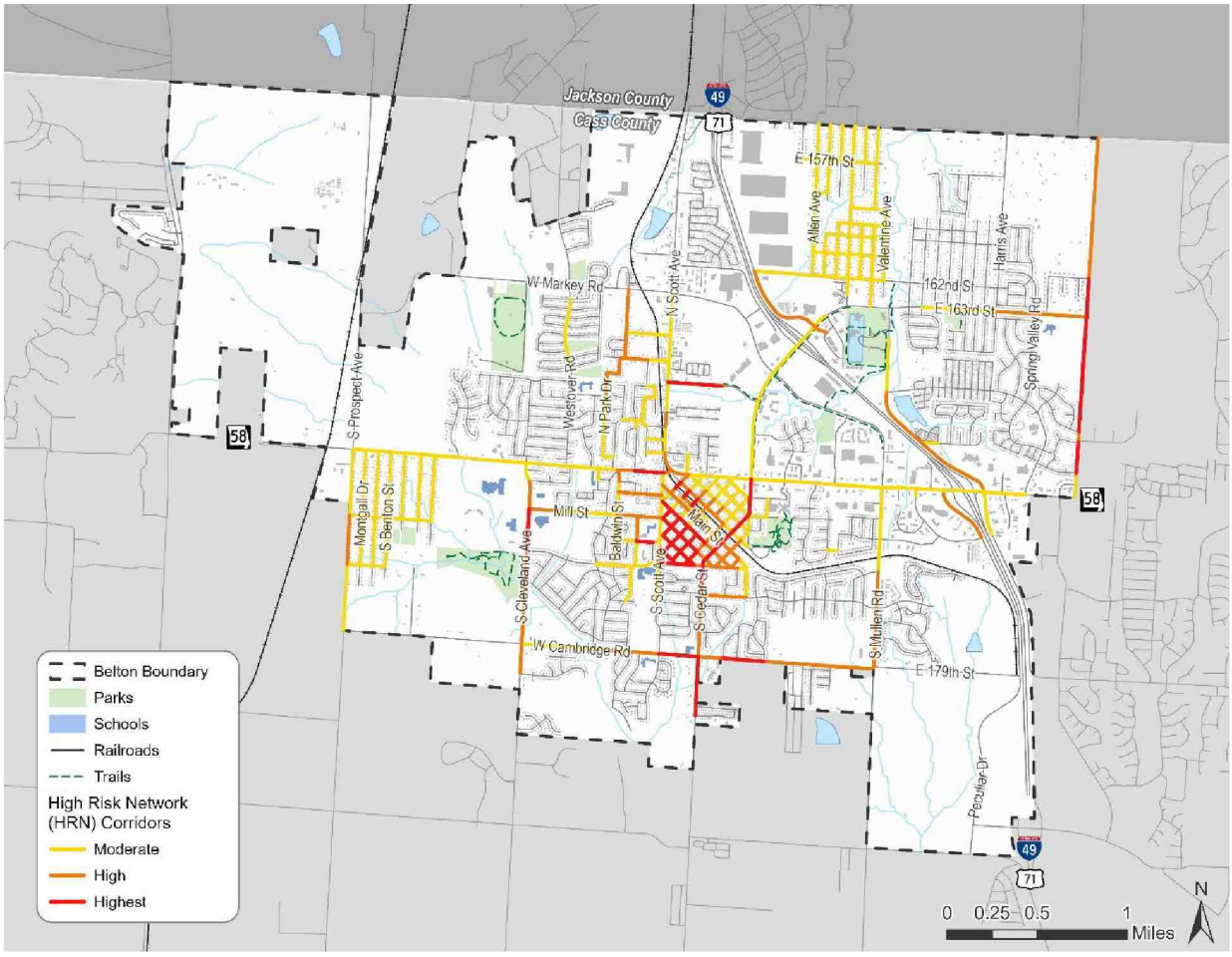


FIGURE 12 CITY OF BELTON HIGH NETWORK RANKING

HIN + HRN

Together, the HIN and HRN account for over 35% of the roads in Belton.

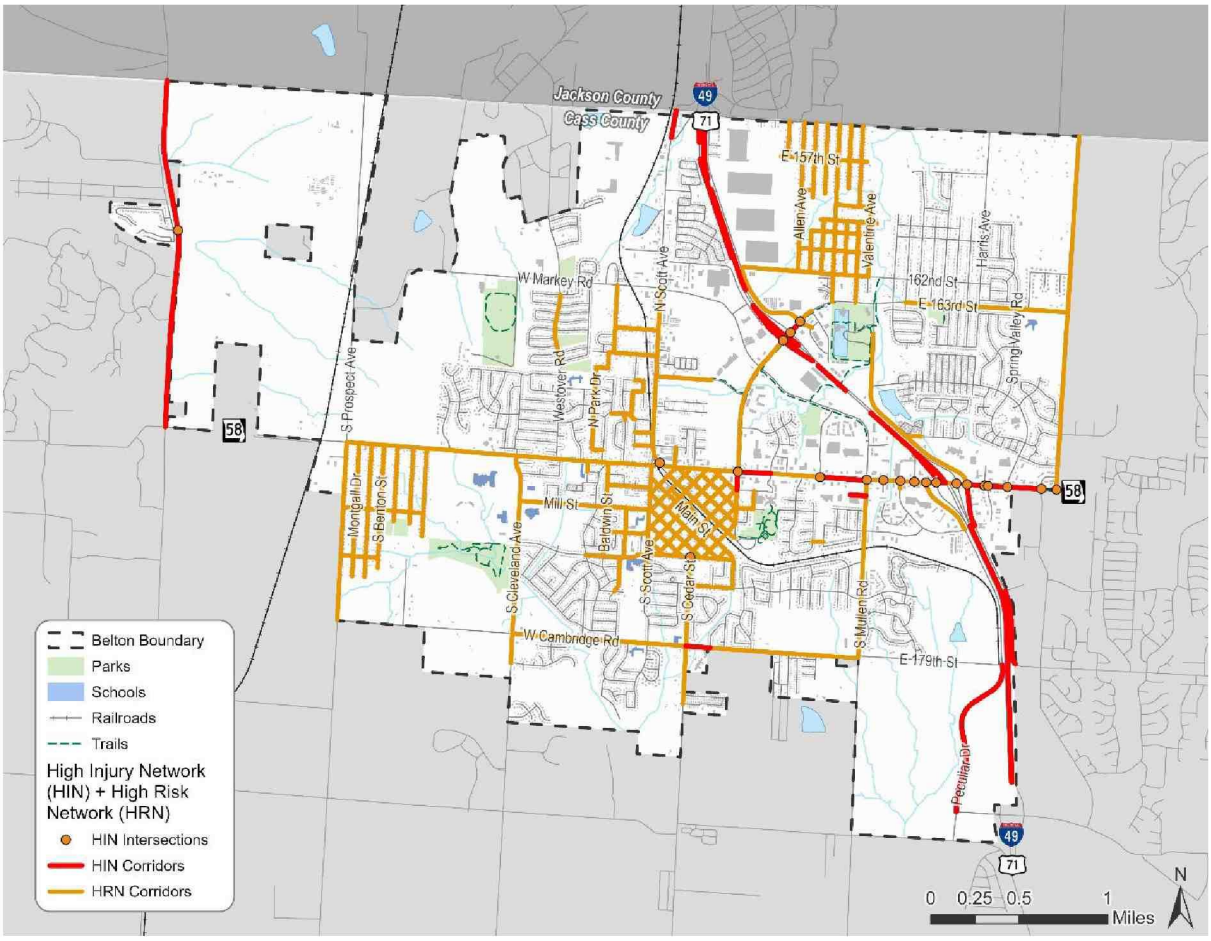


FIGURE 13 CITY OF BELTON HIGH INJURY NETWORK AND HIGH-RISK NETWORK

APPENDIX B:
PUBLIC INVOLVEMENT REPORT

SEPTEMBER 2025

BELTON TRANSPORTATION SAFETY ACTION PLAN

PUBLIC INVOLVEMENT REPORT

WILSON & COMPANY
HIGHER RELATIONSHIPS

PROJECT BACKGROUND

The Belton Transportation Safety Action Plan (TSAP) is a way for the City of Belton to prioritize safe mobility for all roadway users. The TSAP allows Belton to access additional infrastructure funding to bolster roadway safety in the community.

To comply with the Safe Streets and Roads for All (SS4A) grant requirements, several forms of community involvement were completed. This Public Involvement Report documents the community involvement efforts.

GUIDING PRINCIPLES

The public involvement plan supports the following guiding principles:

Meaningful Engagement: Public involvement will be intentional, productive, and respectful of participants' time.

Valued Feedback: Community feedback will be actively considered and will shape the recommendations and priorities in the Action Plan.

Inclusive Participation: All community members will have equitable opportunities to contribute.

Actionable Outcomes: Public engagement will help develop an SS4A Action Plan that is practical, implementable, and focused on delivering tangible improvements to roadway safety.

OBJECTIVES

The objectives of the community involvement efforts are to guide the analysis, design, and implementation of recommendations to achieve the goal of eliminating traffic fatalities and serious injuries. To accomplish this, the project team will employ four distinct strategies to ensure diverse community perspectives on roadway safety are effectively captured and integrated.

FOCUS GROUPS

Three focus groups were attended in February and March and involved businesses and residents, teen drivers, and older drivers. These groups offered unique feedback on roadway safety in Belton.

SUMMARY

Common Safety Concerns:

- High traffic congestion, especially around MO-58, I-49, and major intersections
- Speeding, distracted driving, and aggressive driving
- Confusing infrastructure (roundabouts, diverging diamond interchange)
- Poor lighting, sidewalk conditions, and crosswalk visibility

Key Pedestrian & Bicyclist Issues:

- Sidewalk gaps, ADA accessibility issues, and lack of crosswalks
- Bike lanes used by walkers due to poor sidewalk conditions
- Unsafe areas: N Scott Ave, Downtown, near schools

Notable Locations for Crashes & Near Misses:

- MO-58 & QuikTrip
- Roundabouts near schools
- Mill St & Cleveland Ave
- Highway Y "death turns"

Improvement Suggestions:

- More crosswalks, signage, and lighting
- Better traffic enforcement and driver education
- Improved infrastructure around schools and Downtown
- Proactive planning to address growth-related traffic issues

BUSINESSES AND RESIDENTS

This focus group met at the Chamber of Commerce and included members of the Chamber and local residents. Three participants attended the focus group and offered their input.

WHAT WE HEARD

HOW DO YOU GET TO PLACES YOU NEED TO BE IN BELTON? DRIVE, WALK, BIKE, ETC.

- Drive
- The focus group stated that they see a lot of walkers and motorized wheelchairs along MO-58 and N Scott Ave
- The focus group stated that many people walk from the neighborhoods north of MO-58 and Cleveland Ave to Cleveland Lake Regional Park

TELL US ABOUT THE AREAS THAT YOU FEEL SAFE WALKING OR BIKING AROUND BELTON. UNSAFE?

- The focus group likes the bike lanes on N Scott Ave
    - Considered to be used for commuting more than recreation

TELL US ABOUT SOME LOCATIONS IN BELTON THAT YOU FEEL ARE THE MOST DANGEROUS FOR ROADWAY USERS.

- Despite the new road diet on N Scott Ave, there are line of site issues due to the old building being built so close to N Scott Ave compared to the newer shopping district areas
- Cleveland Ave and Mill St intersections are dangerous; both need a 4-way stop
- People are speeding when heading eastbound on MO-58 entering the roundabout at Cherry Hill Dr and MO-58
- The divergent diamond on 155th St is confusing
- The QuikTrip at MO-58 and Cedar St causes a lot of traffic congestion
- N Scott Ave has an access management issue making it difficult to know what driveway cars are going to be pulling out of
- Trying to turn off Turner Rd onto N Scott Ave is difficult because of line-of-sight issues
- Heading southbound in East Ave going around the curve at Minnie Ave feels dangerous because it's difficult to see that the road curves
    - Trying to turn on Turner Road from Minnie Ave is challenging because of the amount of traffic
- Anywhere around MO-58 and I-49 interchange feels dangerous

WHAT DO YOU THINK ARE THE MAIN FACTORS CONTRIBUTING TO CRASHES IN BELTON (E.G., SPEEDING, DISTRACTED DRIVING, IMPAIRED DRIVING, ROAD CONDITIONS, POOR SIGNAGE)

- Rapid growth
- Distracted driving
- Inattentive driving
- Reckless/Aggressive driving

DESCRIBE THE MOST SIGNIFICANT CHALLENGES YOU FACE WHEN TRAVELLING IN BELTON (E.G., TRAFFIC CONGESTION, POORLY MAINTAINED ROADS, LIGHTING)

- Traffic
- Congestion
- Lighting
- There is increased traffic due to the high school on Cherry Hill Dr and MO-58 roundabout
- They would like more signage to help identify one-way streets

TELL US ABOUT ANY SPECIFIC PROBLEMS OR RISKS RELATED TO PEDESTRIAN AND BICYCLIST SAFETY (E.G., LACK OF CROSSWALKS, SPEEDING VEHICLES, GAPS IN SIDEWALK NETWORK)

- People walking on N Scott Ave will use the bike lanes on the roads and not the sidewalks to avoid the ADA transition areas because there are so many driveways along N Scott Ave
- There is a lack of lighting all over Belton
- Lack signage and lighting on Cleveland Ave near the school
    - There are plans to add better signage and traffic lights in the upcoming year
- Increased traffic on Kentucky Ave
    - There are no sidewalks, so walking is more dangerous with the increased traffic
    - Poor drainage leads to flooding and pooling when it storms
- Cars are being parked in front of ADA ramps, and it doesn't seem to be enforced; an issue especially in the Cherry Hill area
- Downtown
    - Sidewalks are in rough shape
        - Up to business owners to maintain them, but a lot of new businesses are not aware of this ordinance (Sec. 19-107. - Maintenance of sidewalks)
            - According to the focus group they have seen this ordinance change from being the city's responsibility to being the business owner's responsibility
        - Business owners also don't want the responsibility of having to upgrade to meet ADA standards if they do fix the sidewalks in front of their businesses

TELL US ABOUT A TIME WHEN YOU OR SOMEONE YOU KNOW WAS INVOLVED IN A NEAR-MISS ACCIDENT OR AN ACTUAL ACCIDENT.

- Near misses occur often on Kentucky Rd; the new alignment with Westgate Drive is odd if you are heading northbound on Kentucky Rd.
- A relative was t-boned at the intersection of Mullen Rd and MO-58 due to a flashing yellow

WHERE ARE SOME LOCATIONS THAT YOU FREQUENT IN BELTON?

- Downtown

ADDITIONAL COMMENTS

- "Infrastructure improvements are reactive and not proactive"
    - Growth without infrastructure to support it
- Everybody in Raymore must travel through Belton to get out
- They don't like the idea of replacing the angled parking with parallel parking in the downtown area that was proposed in the comprehensive plan because it takes away parking in front of businesses.
- There is a Belton Parks Plan in the works
- Drainage along Main Street gets clogged during heavy rains

TEEN DRIVERS

This focus group was held at Belton High School and included the TRACTION group of high school students.

WHAT WE HEARD

- 46 percent of the students walk or bike in Belton for transportation

HOW DO YOU GET TO AND FROM SCHOOL? BUS, WALK, DRIVE YOURSELF, RIDE WITH A FRIEND, GET DROPPED OFF?

- Mix among the group – ride with friends, walk, bike, bus, drive themselves

WHERE ARE SOME KEY LOCATIONS THAT STUDENTS FREQUENT?

- Memorial Park
- QuikTrip junction is so bad – always busy, access road is bad, very congested. Some people avoid it because it's hard to access
- Main Street

TELL US ABOUT THE AREAS THAT YOU FEEL SAFE WALKING OR BIKING AROUND BELTON. UNSAFE?

- Walking by the roundabouts is not safe - there is a crosswalk, but drivers don't stop
- Sidewalks are not continuous
- Crosswalks are often an issue – mentioned Main Street and MO-58
- Near Casey's on 163rd, lots of people walk and cars just zoom by – lots of near misses with pedestrians
- I don't walk in my neighborhood because I don't feel safe
- Lots of pedestrian issues Downtown

TELL US ABOUT ANY SPECIFIC PROBLEMS OR RISKS RELATED TO PEDESTRIAN AND BICYCLIST SAFETY (E.G., LACK OF CROSSWALKS, SPEEDING VEHICLES, GAPS IN SIDEWALK NETWORK)

- N Scott Ave has a bike lane but there's not enough space
- Neighborhoods in the NE don't have sidewalks
- Several of the crosswalk lights to cross MO-58 do not work
- Jaywalking across MO-58
- Lots of people avoid walking because of the lack of sidewalks
- Biking around the schools is difficult because of hills and lack of infrastructure – mentioned Mill Street
- Sight distance issues – South Ave to Main Street
- Cedar St – sidewalk on the left but not on the right

IF YOU DRIVE OR ARE STARTING TO DRIVE, TELL US ABOUT SOME CHALLENGES THAT YOU HAVE FACED AS A NEW DRIVER.

- Try to avoid MO-58, go to Cambridge instead and it ends up being faster
- It can be difficult to get around cars when they are stalled due to the width of the roadway
- Roundabouts
- Left hand turns on Route Y and MO-58 cause congestion, turning into Price Chopper or neighborhoods
- Crossing multiple lanes of traffic on MO-58 can be difficult, have to use back roads because of congestion – impossible to get out at certain times of day
- Walmart, McDonalds and Dutch Bros– that area is hard to get around when driving
    - Have to go through a parking lot to get to the businesses

- Mill St and Cleveland Ave – no stop sign, gets very busy before and after school
- Weird roads – alignment issues
- Roundabouts
- Controlling speed
- Understanding yield signs
- Other drivers don't signal
- Being aware of everything around you
- Expecting the unexpected
- Aggressive driving from others

DESCRIBE THE MOST SIGNIFICANT CHALLENGES YOU FACE WHEN TRAVELLING IN BELTON (E.G., TRAFFIC CONGESTION, POORLY MAINTAINED ROADS)

- No plowing or salting on a lot of roads
- MO-58 is bad for sidewalks when it's snowy
- Poor maintenance – lots of potholes
- Two lane roundabouts – people can't even use a one-lane roundabout
- Roadway marking visibility – hard to see at night or during adverse weather
- 187th St, Holmes Rd– lack of lighting for visibility
- 215th and Route Y intersection - sight distance issues
- Speeding on Route Y at the curve south of town - called the "death turns"
- People just stop in the middle of the road when emergency vehicles come
- Congestion by Price Chopper due to the new apartments
- Road isn't wide enough to get over for emergency vehicles
- Ditches have too big of a slope - when they widened Route Y, the slope of the ditch got even worse
- Sidewalk gaps all over the place
- Peculiar Dr by McDonalds – got rid of the bridge and it just turns into a parking lot – it's kind of a free for all, there's no designated spots to turn in
- Roads to the SW of town don't get a lot of maintenance attention – such as Miller Rd
- Lots of side road speeding in the SW of town
- Lack of directional markings in the high school parking lot
- When school gets in and out it is so congested – can't see blind spots
- No one lets you through when it's congested
- Bridge at interchange – can't turn left, must turn right and turn around if you want to go left
- Access issues off MO-58
- Intersection is not aligned between Sunrise Dr and South Ave
- QuikTrip intersection is bad – always busy, access road is bad, very congested. Some people avoid it because it's hard to get in and out
- Each roundabout has its own issues

WHAT DO YOU THINK ARE THE MAIN FACTORS CONTRIBUTING TO CRASHES IN BELTON (E.G., SPEEDING, DISTRACTED DRIVING, IMPAIRED DRIVING, ROAD CONDITIONS, POOR SIGNAGE)

- Phones – "I have to remind my parents that the light is green"
    - Even since the hands-free law taking effect – haven't noticed a lot of change or enforcement
- MO-58 and I-49 Interchange
    - There's a lot of moving parts at the interchange - confusing
    - Eastbound onto 49 – there's a lot of people slamming on their brakes despite there being a turn lane
    - Lots of stoplights near the interchange – not enough queuing space; people speed through the area so they don't get stuck
    - Traffic signal continuity around the interchange

WHERE ARE SOME LOCATIONS YOU HAVE NOTICED A NEAR MISS CRASH, OR A CRASH?

- Lots of near misses at the roundabout by the high school
- School parking lot – also for pedestrians, there's no crosswalk directly into the high school from where you park
- Prospect Ave – lots of speeding
- Accidents almost daily by the roundabout on Baldwin St

ADDITIONAL IMPROVEMENT IDEAS

- Crosswalks overall, but mainly on MO-58 (some of pedestrian signals currently don't work)
- Widening the streets a little bit – maybe develop curb and gutter so sidewalks can be added
- Adding speed monitoring and enforcement
- Making intersections easier to navigate – signs, road paint
- Issues with weather and plowing
- Light congestion near MO-58 and I-49 interchange – so many stoplights it can get confusing which one you're supposed to be looking at

  - Also, lights from the surrounding buildings can make it difficult to see in adverse weather conditions
- Improve education on driving for weather conditions, highway etiquette

OLDER DRIVERS

This focus group met at the Belton Senior Center and included a group of senior citizens.

WHAT WE HEARD

HOW DO YOU GET TO PLACES YOU NEED TO BE IN BELTON? DRIVE, WALK, BIKE, ETC.

- Some walk in their neighborhoods
- Some drive
- Some get driven around by somebody else.

TELL US ABOUT THE AREAS THAT YOU FEEL SAFE WALKING OR BIKING AROUND BELTON.

- They feel safe when walking in parks
  - Wallace Park
  - Memorial Park
- They feel safe when walking in their neighborhoods
  - By the high school
  - Emerson Heights
  - Neighborhoods in NE Belton

DESCRIBE THE MOST SIGNIFICANT CHALLENGES YOU FACE WHEN TRAVELLING IN BELTON (E.G., TRAFFIC CONGESTION, POORLY MAINTAINED ROADS, LIGHTING)

- Try to avoid MO-58 as much as possible
  - Bridge connecting E Cambridge Rd to Lucy Webb Rd would help people find another way to get off MO-58
  - Some use Turner Rd to avoid MO-58
  - Sight distance issue at Markey Rd and N Scott Ave
- The new roundabout on Cambridge Rd is too dark at night
- The new construction on MO-58 has very low medians that are hard to see. People have hit them, and they have already had to replace them (need to add reflective tape or better signs)
- There is a sinkhole near QuikTrip
- The one-way roads around downtown are confusing (near license office)

TELL US ABOUT ANY SPECIFIC PROBLEMS OR RISKS RELATED TO PEDESTRIAN AND BICYCLIST SAFETY (E.G., LACK OF CROSSWALKS, SPEEDING VEHICLES, GAPS IN SIDEWALK NETWORK)

- Sidewalk maintenance is a concern
- Lack of sidewalks
- Need more crosswalks on N Scott Ave
- There is a lot of speeding by the middle school and high school

WHAT DO YOU THINK ARE THE MAIN FACTORS CONTRIBUTING TO CRASHES IN BELTON (E.G., SPEEDING, DISTRACTED DRIVING, IMPAIRED DRIVING, ROAD CONDITIONS, POOR SIGNAGE)

- Phones
- Other passengers
- Speeding
- Road rage
- Reckless driving
- Confusing Infrastructure (Roundabouts, Diverging Diamond Interchange on 155th)

IF YOU DRIVE, TELL US ABOUT SOME CHALLENGES THAT YOU HAVE FACED AS AN OLDER DRIVER

- There is a lack of lighting in Belton
- Roundabouts are confusing
- Roundabout education
- Landscaping in the roundabout makes it difficult to see around
- Expanding MO-58 will just make it more confusing (New construction currently in development)
- The intersection of Minnie Ave and Cedar St feels dangerous
- Getting off the interstate on to MO-58

TELL US ABOUT A TIME WHEN YOU OR SOMEONE YOU KNOW WAS INVOLVED IN A NEAR-MISS ACCIDENT OR AN ACTUAL ACCIDENT.

- They said the nurses at the hospital said there are a lot of fender benders on the S Outer Rd leading to the medical center

WHERE ARE SOME LOCATIONS THAT YOU FREQUENT IN BELTON?

- Roadways
  - N Scott Curve
  - E 155th St
  - Turner Rd
- Commercial Businesses
  - Walmart
  - Home Depot
  - Hobby Lobby

  - CVS
  - Hy-Vee
  - Aldi
- Churches
  - Belton Assembly of God
  - Heart and Hand Ministries
  - Rock Brook Church
- Parks
  - Wallce Park
  - Memorial Park
- Texas Roadhouse
- Library
- Belton Regional Medical Center

TASK FORCE

The Task Force will assist in identifying safety emphasis areas, give feedback on countermeasures and assist in prioritizing projects.

TASK FORCE MEETING #1

This task force meeting occurred on April 16, 2025 at the Belton Public Works Building from 3:30-5:00 PM. The goal was to gather input and perspectives from the Task Force about roadway safety concerns and issues within the City of Belton.

ATTENDEES:

Name	Organization
Greg Rokos	City of Belton – Public Works
John Sapp	City of Belton – Fire Department
Gregory Schodt	Randoms Coffee
Ken Hitterman	City of Belton – Police Department
Ryan Haupt	City of Belton – Public Works
Jeff Fletcher	Cass County's Commission (District 2)
Wanda Thompson	Belton City Council
Steve Bechtel	City of Belton – Police Department
Torrence Allen	Belton School District
Ryan Nonnemaker	CPKC
Scott Lyons	City of Belton – Police Department
Tom Macpherson	Belton Planning Commission
Alex McCallum	Belton City Council
Jamie Oberly	West Central Missouri Community Action Agency

STARTUP & PRELIMINARY DATA AND SAFETY ANALYSIS

This meeting introduced the project, the role of the task force, an overview of SS4A and the safe systems approach. Crash data was presented and explained to the Task Force.

NOTICE ON CRASH DATA

All crash data information that was and will be provided is subject to United States Code, Use Restricted 23 USC 407. 23 USC 407: Discovery and admission as evidence of certain reports and surveys (house.gov)

WHAT WE HEARD

Why is roadway safety important to you?

- Ward 4 in Belton lacks sidewalks. Some people do not have cars
- Thinking about growth and how to properly expand while also thinking about safety

Crash Data Comments

- "Crashes are a result of a growing city." People are limited in how they can travel east-west across the city. They need more ways to cross the interstate. Diversify the way people can travel through the city (MO-58 is the main east-west travel way)
- The newest Comprehensive Plan for Belton is addressing some of the issues presented in the crash data
- It is an economic issue trying to find funding to develop infrastructure
- Some of the VRU's are a result of homelessness in Belton
- Not a lot of good roads to ride bikes on / lack of sidewalks causing people to walk on the road
- Participant says he often sees crashes on the Y Hwy curve because he lives in the area and travels on the road frequently
- The HIN/HRN map seems to reflect the driving experience in Belton, especially in terms of how safe or unsafe certain areas feel
- A lot more kids are getting dropped off rather than riding the bus
  - Not enough staging areas for parent pick up and drop off in the older schools
    - Cars and buses competing for real estate
    - School has tried to delay buses to allow for parent pick up

Empasis Areas

- **UTVs** are allowed on State Highway and City Streets
  - Belton allows this with a permit from the State.

Discussion

- **What resonates with you from our discussion of the state of roadway safety in Belton?**
  - Many people want to expand I-49
    - Doesn't agree with where the project cuts off and wants the bottle neck to happen outside of city limits. (The project was originally supposed to go outside of city limits)
  - Roads not built to handle traffic
  - Main Street and Y Highway needs approval for signaled crosswalk
  - Hard to funnel pedestrians to use sidewalk on Cleveland Avenue to go to school (estimated solution was over $200K)
  - Cleveland Avenue is going to become a more frequently travelled road with future growth of the city
  - Increase in traffic
  - Increased development
  - Cutting down on the number of traffic lights could help with MO-58 (Access Management)
- **What is missing from that discussion?**
  - Warehouses have heavy traffic on 155th Street
    - Large company setting up shop in August
  - Belton doesn't have full control over its major roads, and those are the ones with the most issues
    - This is more obvious in the winter with snow removal lacking on these roads
  - The 155th Street bridge needs more work because of the number of vehicles that get stuck (a semi was stuck on the roundabout in the past)
  - The state doesn't give much care to Y Highway
- **What Road safety challenges should this plan prioritize addressing?**
  - Ensure emergency vehicles can make it everywhere they need to be
  - On 163rd Street, the fire department can change lights to green and that is very helpful
  - **SIDEWALKS** are very important to this task force
  - Narrow roads in the old part of Belton

TASK FORCE MEETING #2

This task force meeting occurred on June 4, 2025 at the Belton Public Works Building from 3:30-5:00 PM. The goal was to gather input and perspectives from the Task Force about countermeasures and to prioritize safety projects and actions.

ATTENDEES:

Name	Organization
Alex McCallum	Belton City Council
Gregory Schrodt	Randoms Coffee
Jamie Oberly	West Central Missouri Community Action Agency
Jeff Fletcher	Cass County's Commission (District 2)
John Sapp	City of Belton – Fire Department
Ken Hitterman	City of Belton – Police Department
Ryan Haupt	City of Belton – Public Works
Scott Lyons	City of Belton – Police Department
Steve Bechtel	City of Belton – Police Department
Tom MacPherson	Belton Planning Commission
Wanda Thompson	Belton City Council
Rusty Sullivan	Belton Parks Board
Peiter Hjertstedt	CPKC

IMPLEMENTATION PLANNING

The project team will solicit feedback on countermeasures and prioritize safety projects and actions to be included in the BTSAP. Priority strategies and projects that are approved by the Task Force will be sorted by timeframe for implementation.

WHAT WE HEARD

Regarding Crash Profiles

- Improvement of MO-58 and Bel-Ray Boulevard is close to wrapping up

Walkability Assessment

- Want to prioritize Mill Street and Cleveland Avenue due to high pedestrian traffic from the high school
  - Suggestion of pedestrian bridge or signaled pedestrian crosswalk
  - Concern of people disregarding school time zones (7am-4pm) and speeding along Mill Street
  - Sunrise Drive being used as an alternative to Mill Street
  - Concern of growing traffic from Cleveland Lake Park expansion, happening south of the high school
- Concern for kids crossing Scott Avenue from the east/northeast (Old Town)

Sidewalk Stress

Comments for local streets

- Mill Street – Moderate Stress
  - Want wider sidewalks
  - People feel safe with sidewalk/roadway buffer
  - Fairly slow traffic
- Harris Avenue – Moderate Stress
  - Speed is an issue when people use the road as a bypass to 155th Street
- Main Street – Little Stress
  - Sidewalks are main issue; if addressed people would feel better
    - "Horrible" conditions (uneven patches)
    - Causes people to use the middle of roadway instead
    - Has looked at Lee's Summit as an example, but says improvements are challenging
  - City owns Luke Road now
- Herschel Street & 5th Street – Moderate Stress
  - Lacking sidewalks
- MO-58 & Bel-Ray Boulevard – High Stress
  - Feeling stressed
    - Dangerous on Bel-Ray Boulevard
    - Vehicles inching over crosswalk for visibility
    - Traffic signal not working
  - More aware drivers than other parts of MO-58
- Holmes & 166th Street – High Stress
  - High speeding with no area to pull off
  - No interest in walkability
- N Scott Street – Moderate Stress
  - High pedestrian traffic with no buffer and roadway not wide enough sidewalks
  - Pedestrians walk through the grass and across the roadway
- Cleveland Avenue – Moderate Stress
  - Good sidewalks

Comments for Out of Town examples

- St Peters, MO (Mexico Road)
  - Like open space, buffer between sidewalk and road, lighting accessibility
- Lafayette, IN (Highway 52/Sagamore Parkway)
  - Like pedestrian refuge island
  - One side of the street seems fine, but crossing the street seems difficult

Sidewalk Gaps

- Curiosity of how other streets are handling sidewalks comparably
- Want to be proactive for city growth & rising interest in walking/cycling
  - City staff is proactive and advocating for sidewalks/trails in future master plan

Pedestrian Stress Map

- High pedestrian traffic
  - On Cambridge Road from Mullen Road (for QuikTrip)
  - Near Crown Point trailer park
    - Says 60+ people some days
- Concerned for railroad crossings at Pine Street and through old town
  - Hard to navigate old town as a pedestrian
- Bel-Ray Boulevard may be the busiest intersection

Next Time

- Want suggestions for funding

TASK FORCE MEETING #3

This task force meeting occurred on September 23, 2025 at the Belton Public Works Building from 3:00 – 4:00 PM. The final Task Force meeting was used to present the Draft Plan's recommendations and gather feedback.

STAFFING:

Name	Role
Ashley Winchell	Presenter
Joe Ortiz	Notetaker

ATTENDEES:

Name	Organization
Jenna Fernandez	City of Belton – Community Development
Tom MacPherson	Belton Planning Commission
Alex McCallum	Belton City Council
Greg Rokos	City of Belton – Public Works
Gregory Schrodt	Randoms Coffee
Joe Warren	City of Belton – City Manager
Matt Wright	City of Belton – Community Development
Ryan Haupt	City of Belton – Public Works
Wanda Thompson	Belton City Council
David Michael	City of Belton – Fire Department

COMMUNITY INVOLVEMENT

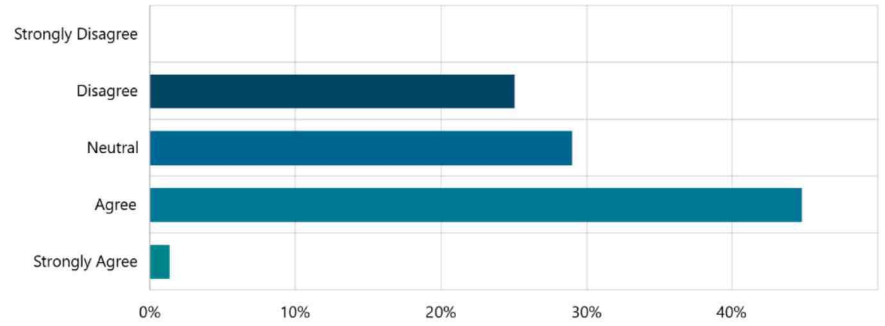
All members of the community should have the opportunity to participate in the process. This plan met community members where they already are, within their community and at their community events.

COMMUNITY SURVEY

A community survey was used to better understand community concerns and priorities for improving roadway safety. Perspectives gathered through this survey guided Vision and Goals and overall development of plan recommendations. The survey was promoted through social media, the City's website, and at the pop-up events. There were 76 responses to the survey, both on paper and online.

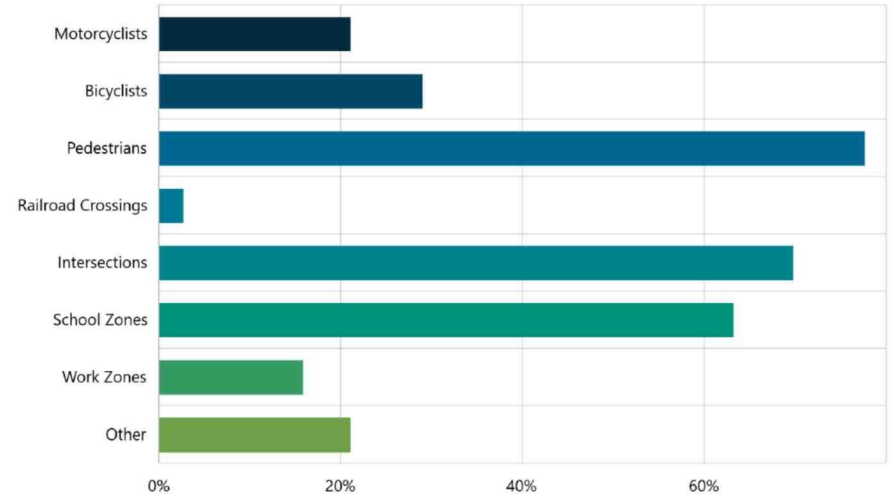
Overall, most of the respondents (45 percent) agree with the statement "Belton streets are safe". Around 29 percent of respondents were neutral to the statement and 25 percent disagreed with the statement.

1. Based on your experience, how strongly would you agree with the statement "Belton streets are safe"? Required
Multi Choice | Skipped: 0 | Answered: 76 (100%)



Respondents were asked "what safety areas are the most important to you in addressing street safety?" and selected their top three categories. The most selected category was pedestrians with 59 selections. The next most selected categories were intersections with 53 and school zones with 48. These three categories were significantly more important to respondents when addressing street safety with more than two times the selections.

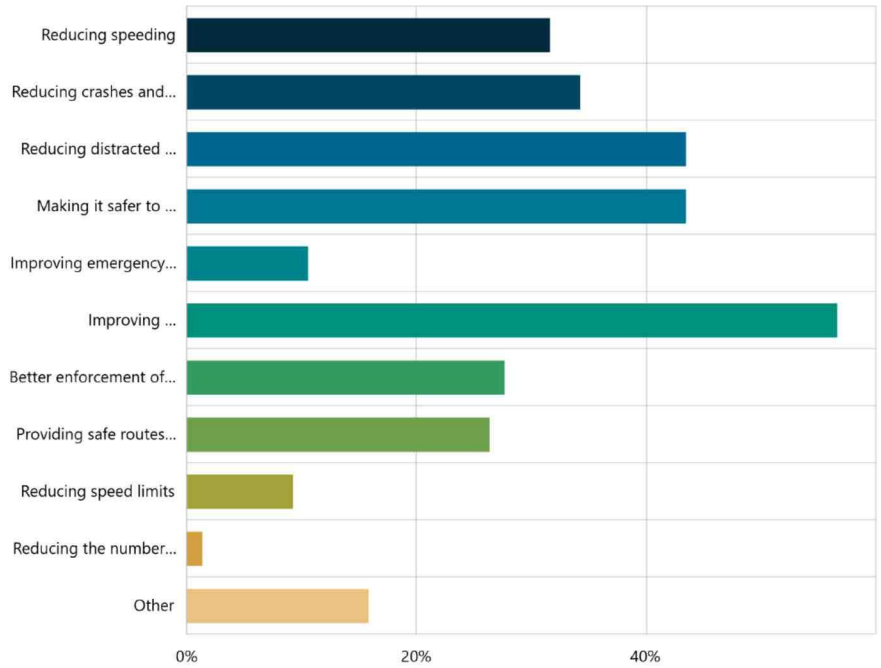
2. What safety areas are the most important to you in addressing street safety? (Select your top 3) Required
Multi Choice | Skipped: 0 | Answered: 76 (100%)



According to respondents, the top three safety issues to improve in Belton are improving maintenance of existing infrastructure (43 selections), making it safer to walk or bike (33 selections), and reducing distracted driving (33 selections). This is in

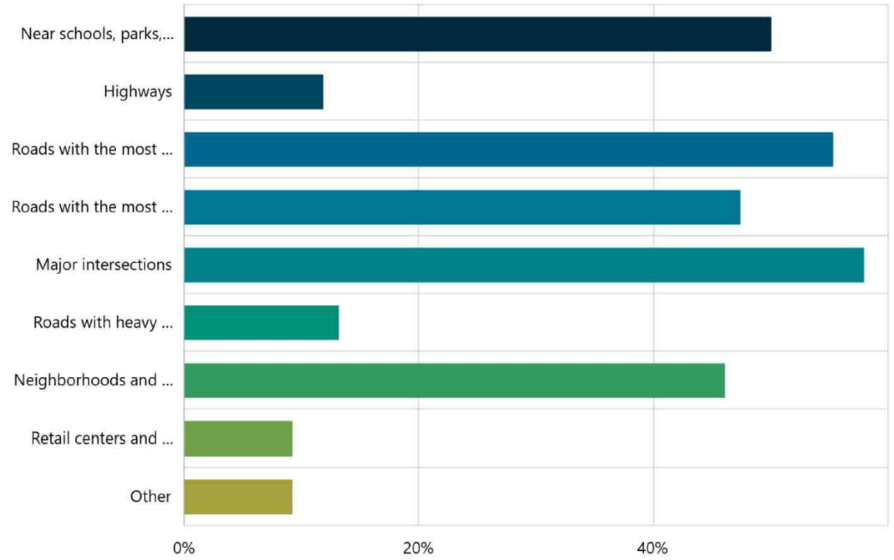
line with the previous question's most important safety areas as well as comments from the pop-up events that will be discussed later in this report.

3. What transportation safety issues are most important to improve in Belton? (Select your top 3) Required
Multi Choice | Skipped: 0 | Answered: 76 (100%)



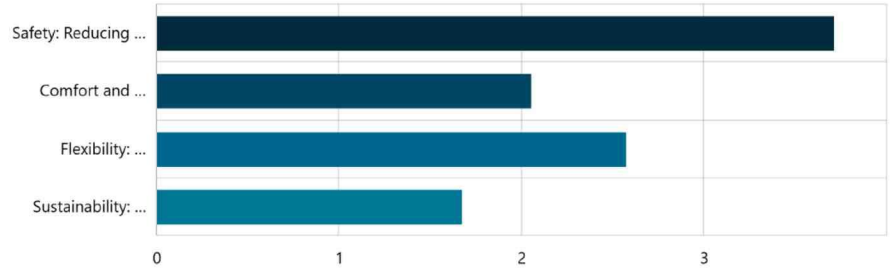
When asked where transportation safety improvements should be prioritized, respondents overwhelmingly selected five general locations. Major intersections were the top choice with 44 selections. Following closely behind were roads with the most vehicles or highest speeds (42 selections) and near schools, parks, and other community assets (38 selections). Roads with the most crashes (35 selections) and neighborhoods and residential areas (35 selections) were also identified as being priority areas for transportation safety improvements.

5. Where should transportation safety improvements be prioritized (Select your top 3) Required
Multi Choice | Skipped: 0 | Answered: 76 (100%)



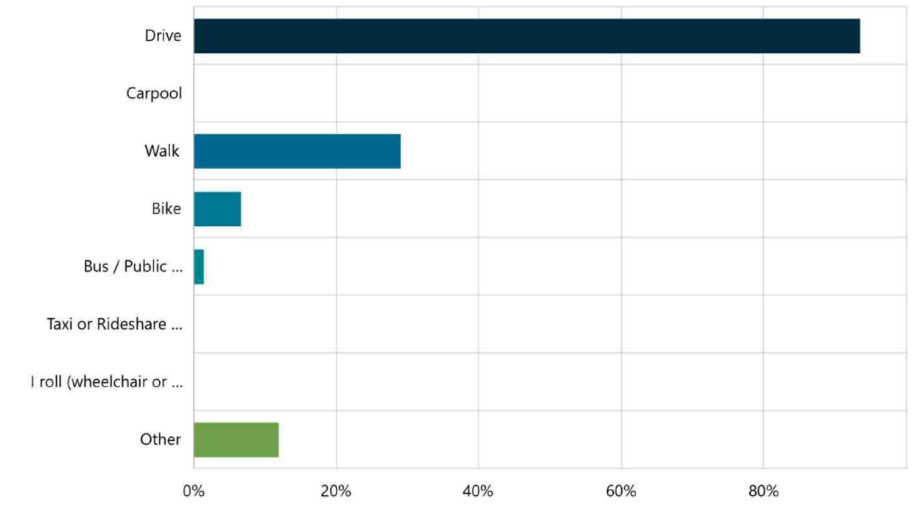
Respondents were asked to rank what is most important for the Belton Transportation Safety Action Plan to accomplish. The top ranked priority was safety, meaning a reduction in crashes, injuries, and speeding. Flexibility in implementing safety changes that can accommodate future trends and preferences was the second top priority. Comfort and convenience for multimodal transportation was ranked third and sustainability was ranked last.

6. What is most important for this plan to accomplish? (Rank in order of priority) Required
Ranking | Skipped: 0 | Answered: 76 (100%)



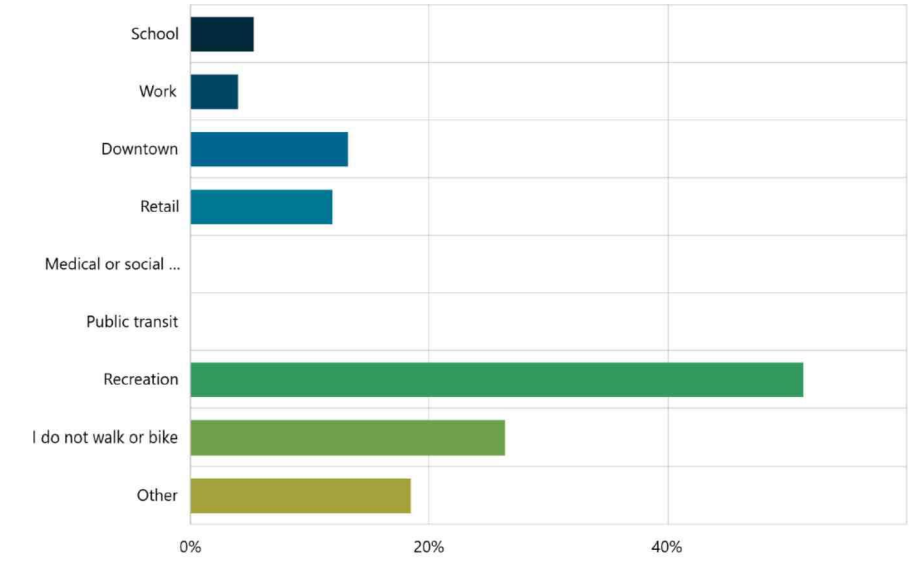
To travel in or around Belton, most respondents drive (71 selections). Based on this survey, driving is the dominant form of transportation in Belton. There were 22 selections for walking and 5 selections for biking throughout the city.

10. In a typical week, how do you usually travel in or around Belton? (Select all that apply) Required
Multi Choice | Skipped: 0 | Answered: 76 (100%)



For the respondents who walk or bike throughout the community, they were asked where they are going when they walk or bike. The top destination was for recreation with 39 selections. The second most selected option besides "I do not walk or bike" was other destinations. These included around neighborhoods, going to get food, going to banks and other services, and going to Cleveland Lake.

11. If you walk or bike in the community, what is your destination? (Select all that apply) Required
Multi Choice | Skipped: 0 | Answered: 76 (100%)



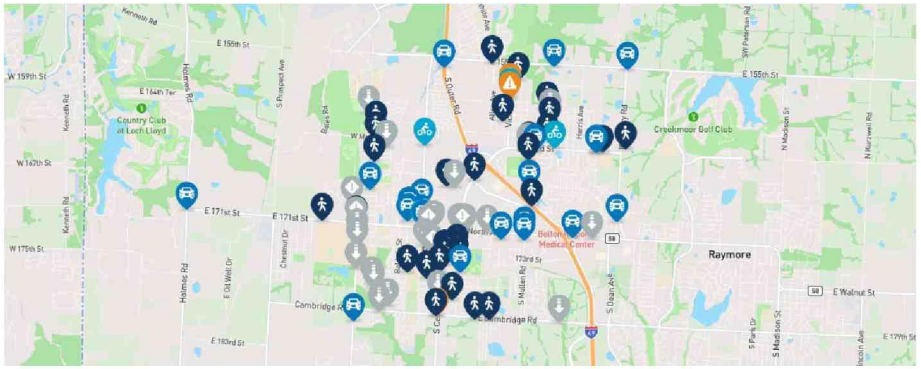
INTERACTIVE MAP

On the project webpage, an interactive map was available for visitors to place pins where they have identified issues within Belton. There were 33 pins with pedestrian comments, 22 pins with comments regarding driving, and 21 pins with a general concern.

Many comments detailed issues with student pickup backing up along 163rd Street. This impacts people trying to enter or exit their neighborhoods and makes potentially dangerous crossing conditions for children walking home.

Modified signal timings along MO-58 were pinned in multiple locations. There were additional concerns at the intersection of N Scott Avenue and MO-58, citing traffic congestion and a confusing roadway alignment.

Respondents also stated there is a need for more sidewalks, especially surrounding schools and the nearby areas.



POP-UP EVENTS

Three pop-up events were attended to engage the Belton community. Community members participated by providing their input at Carry Nation Days, the Senior Center, and High Blue.

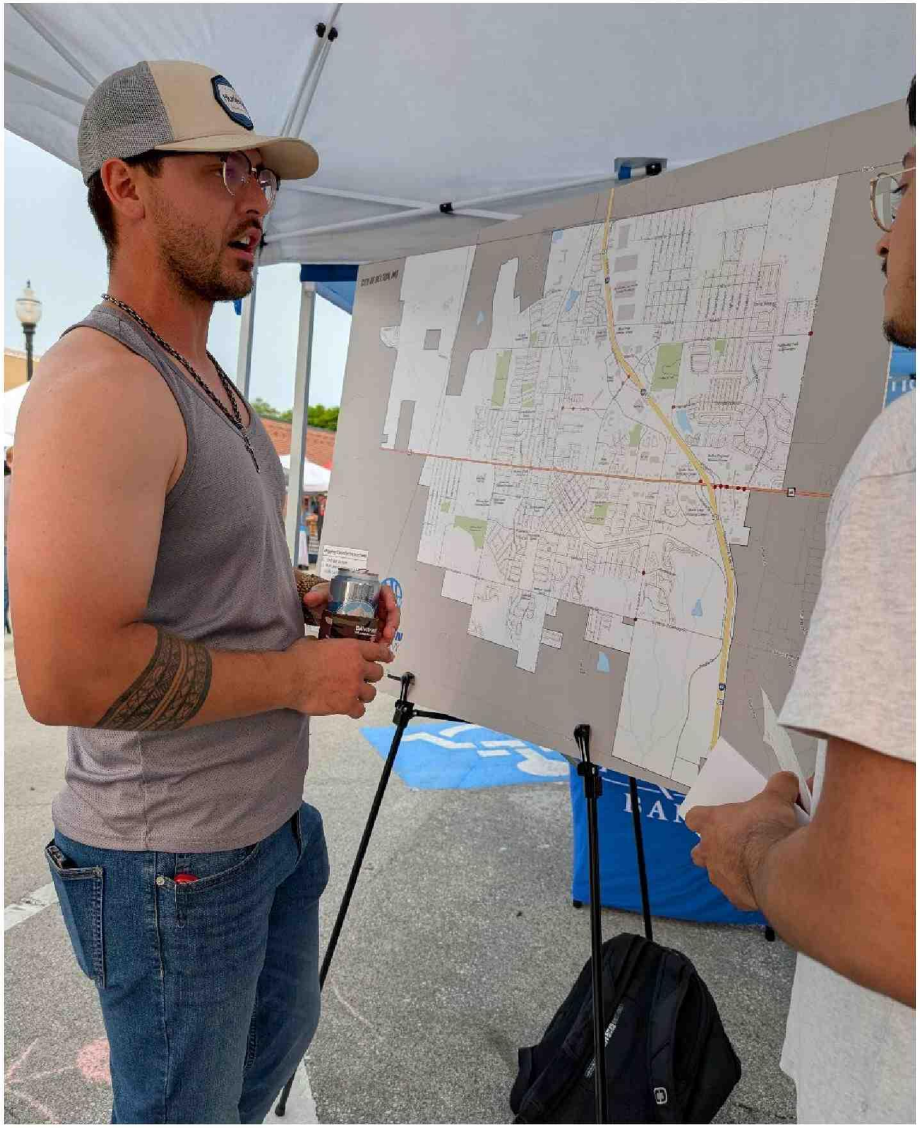
CARRY NATION DAYS

WHAT WE HEARD

This annual event was held May 30-31, 2025. Attendees were asked "Why is roadway safety important to you?" and to locate areas of transportation concern within Belton.

The community has general dislike of MO-58 with regard to its confusing configurations and abundance of traffic signals, which has led to increased traffic on side streets to bypass the highway. Specific interchanges the community highlighted were at Scott Avenue and Starlight Drive; the signals are configured "poorly" at Scott Avenue and the configuration at Starlight Drive is "weird". Participants also noting that the eastern part of MO-58 is worse than the western part.

Several concerns revolved around dangerous or careless driving. With a desire to reduce fatalities and injuries, the community highlighted corridors like Baldwin Street, Main Street, Harris Avenue, Emmerson Drive, Cunningham Industrial Parkway, and State Highway Y that experience frequent speeding. The community wants road infrastructure changes, like the addition of curbs to Walnut and 2nd Street, widening roads like Turner Road, improving surface conditions over railroad crossings like at King Avenue, and reconfiguring interchanges such as E Cambridge Road and W Lucy Webb Road.



Members of the community also want Belton to be more pedestrian friendly. Ideas included adding more street lighting, ADA compliant sidewalks and curbs, accessible trails and bike lanes, and refuge islands on corridors such as Arnold Avenue and North Scott Avenue. Areas of importance they highlighted were Baldwin Street, western Belton, and in the vicinity of the community center. Additional comments were in regard to having more green space, increased education of roundabout etiquette, concerns for increased traffic from new developments, the ownership of Kentucky Road, the approval of N Scott Avenue improvements, and the opening of Markey Place.

SENIOR CENTER EVENT

A survey pop-up was held on June 26, 2025 at the Belton Senior Center. Older adults were able to fill out surveys and chat with the project team. A total of 3 community members participated in this event.

Below are some comments that community members made in addition to the survey questions.

- Roundabouts
  - People drive too fast through them
  - Lack of education
- Visibility issues
  - Old Town Belton direction sign on Cedar & Main
  - Beacon Storage sign on Peculiar & Cunningham
  - Fence and hills of Cunningham & 173rd
  - Turning from Minnie to East
- People ignore stop signs and don't stop for wildlife
- Speed reduction suggestions
  - MO-58
  - 163rd
- Lighting
  - Need more along MO-58
  - Need at Mullen & Cambridge roundabout to Sycamore
- Other
  - Bike lanes are unused
  - Widen MO-58
  - Aggressive and fast drivers

HIGH BLUE EVENT

A survey pop-up was held on July 9, 2025 at High Blue. Community members were able to fill out surveys and chat with the project team. A total of 23 community members participated in this event.

Below are some comments that community members made in addition to the survey questions.

- Lane splitting occurs frequently by motorcyclists
- Hardly any sidewalks in the neighborhoods by schools near Cleveland & Cambridge
- MO-58 is always congested, especially after 2 PM
- People walk in the street from the hospital

Wilson Co

Form Results Summary

Mar 19, 2025 - Jul 09, 2025

Project: Belton Transportation Safety Action Plan

Form: Belton Transportation Safety and Improvement Survey

Tool Type: Form

Activity ID: 6

Exported: Jul 10, 2025, 05:48 AM

Exported By: KManthei

Filter By: No filters applied.

Closed

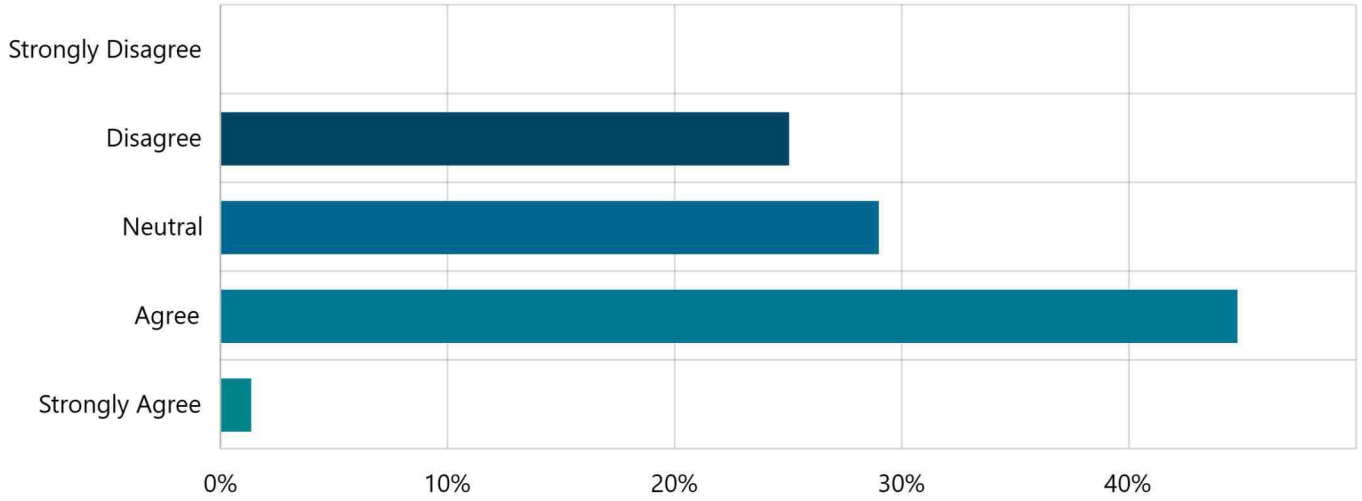
Belton Transportation Safety and Improvement Survey
Belton Transportation Safety Action Plan

48 Contributors	76 Contributions

Contribution Summary

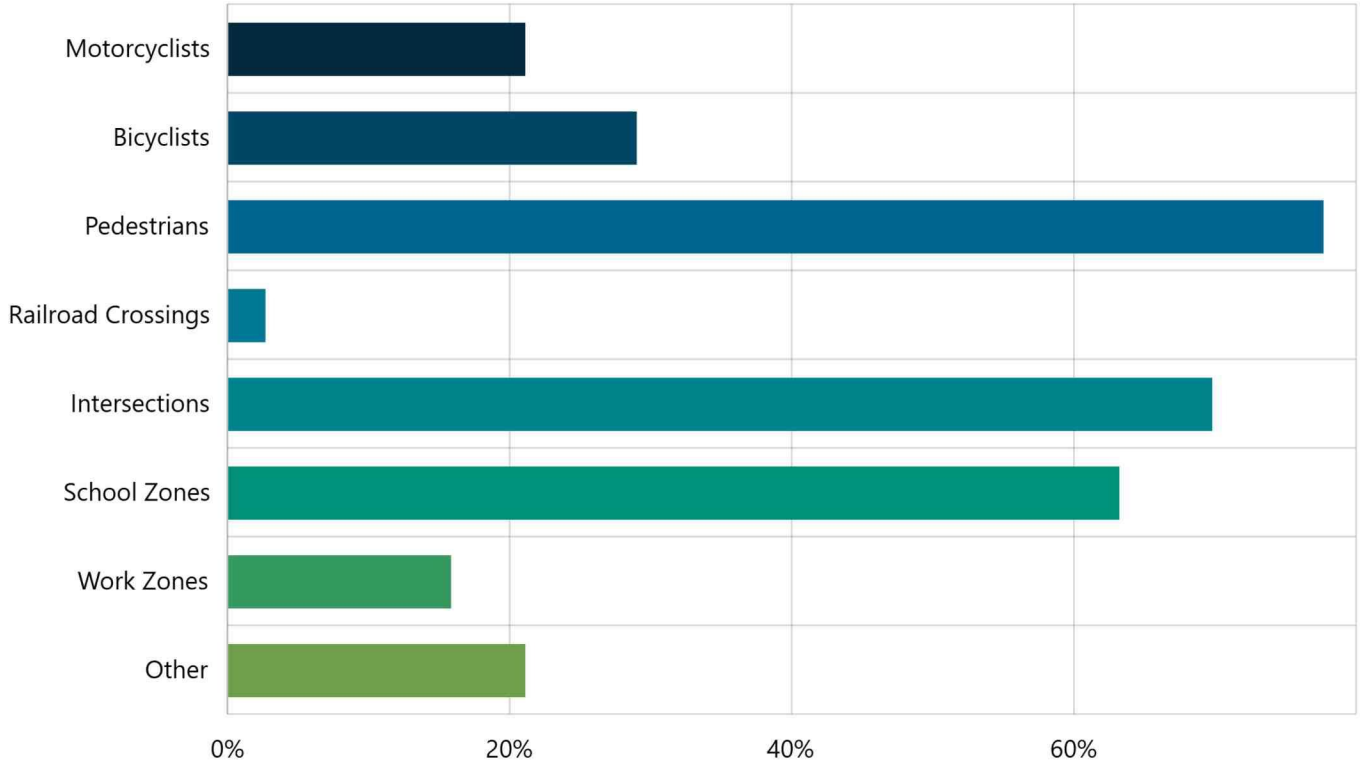
1. Based on your experience, how strongly would you agree with the statement "Belton streets are safe"?

Required
Multi Choice | Skipped: 0 | Answered: 76 (100%)



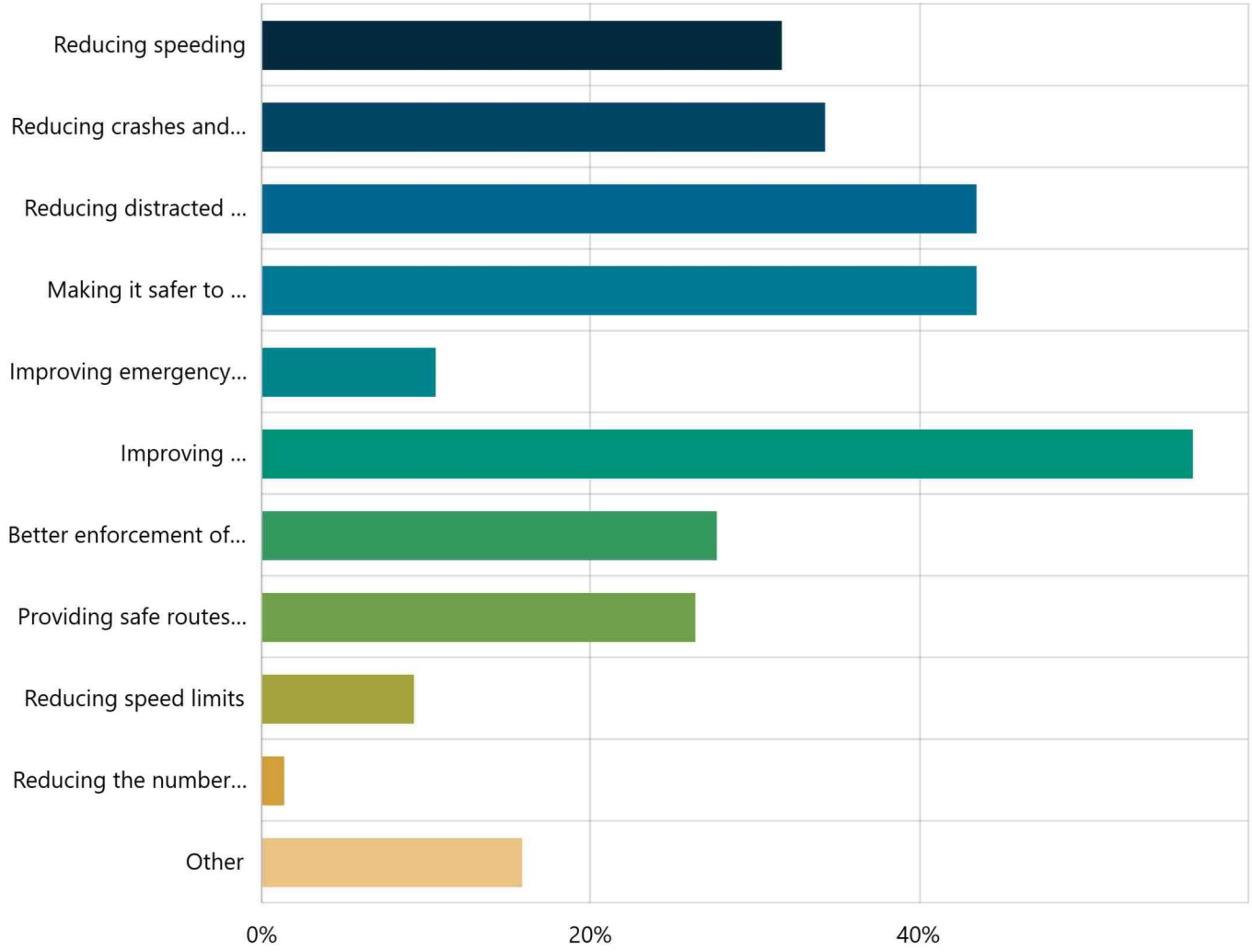
Answer choices	Percent	Count
Strongly Disagree	0%	0
Disagree	25.00%	19
Neutral	28.95%	22
Agree	44.74%	34
Strongly Agree	1.32%	1
Total	**100.00%**	**76**

2. What safety areas are the most important to you in addressing street safety? (Select your top 3) Required
Multi Choice | Skipped: 0 | Answered: 76 (100%)



Answer choices	Percent	Count
Motorcyclists	21.05%	16
Bicyclists	28.95%	22
Pedestrians	77.63%	59
Railroad Crossings	2.63%	2
Intersections	69.74%	53
School Zones	63.16%	48
Work Zones	15.79%	12
Other	21.05%	16

3. What transportation safety issues are most important to improve in Belton? (Select your top 3) Required
Multi Choice | Skipped: 0 | Answered: 76 (100%)



Answer choices	Percent	Count
Reducing speeding	31.58%	24
Reducing crashes and injuries	34.21%	26
Reducing distracted driving	43.42%	33
Making it safer to walk or bike	43.42%	33
Improving emergency response capabilities	10.53%	8
Improving maintenance of existing infrastructure	56.58%	43
Better enforcement of current traffic laws	27.63%	21
Providing safe routes to school	26.32%	20
Reducing speed limits	9.21%	7

Reducing the number of lanes	1.32%	1
Other	15.79%	12

4. In your experience, which intersection(s) and/or destination(s) in Belton have the highest safety concern?
Required
Long Text | Skipped: 0 | Answered: 76 (100%)

Sentiment

No sentiment data

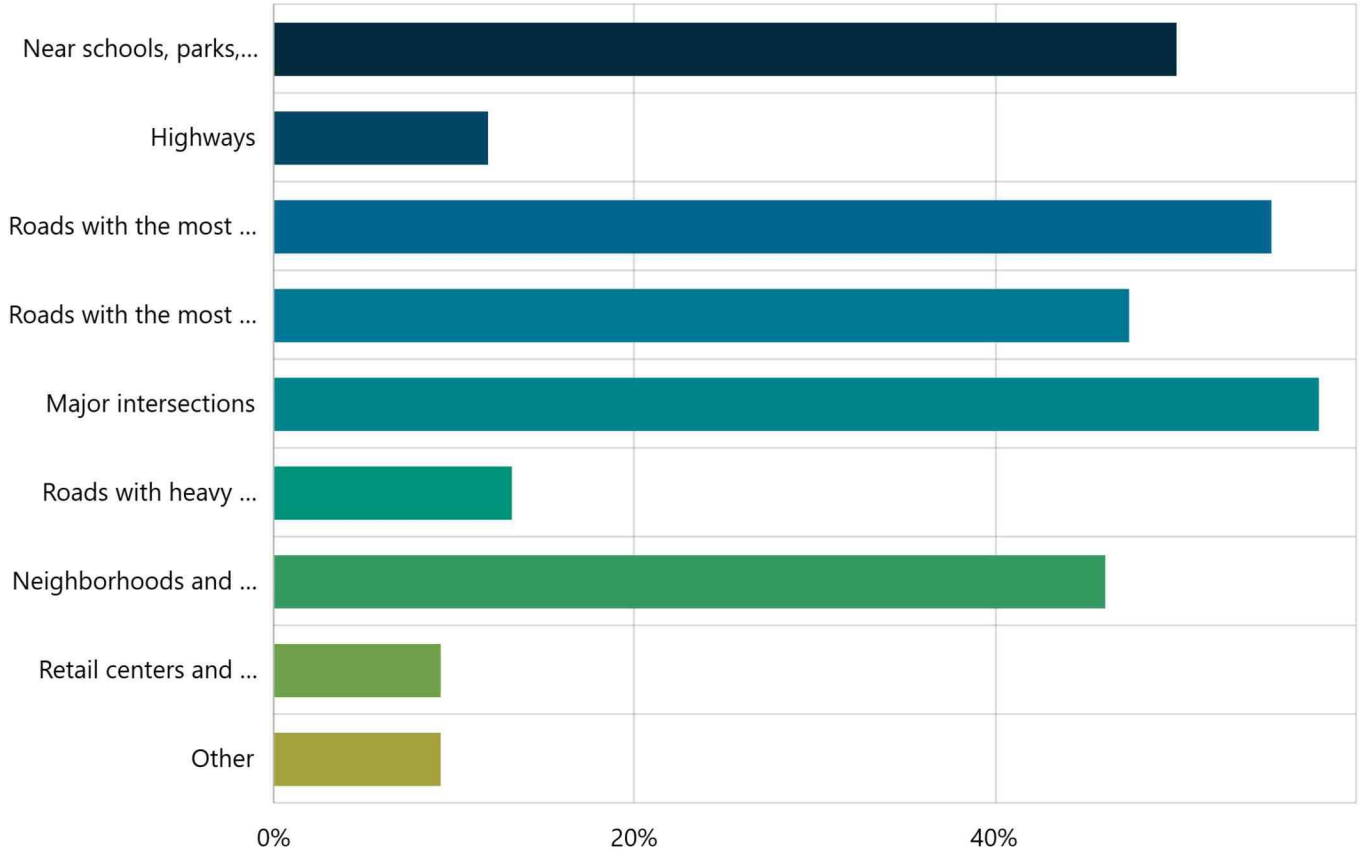
Tags

No tag data

Featured Contributions

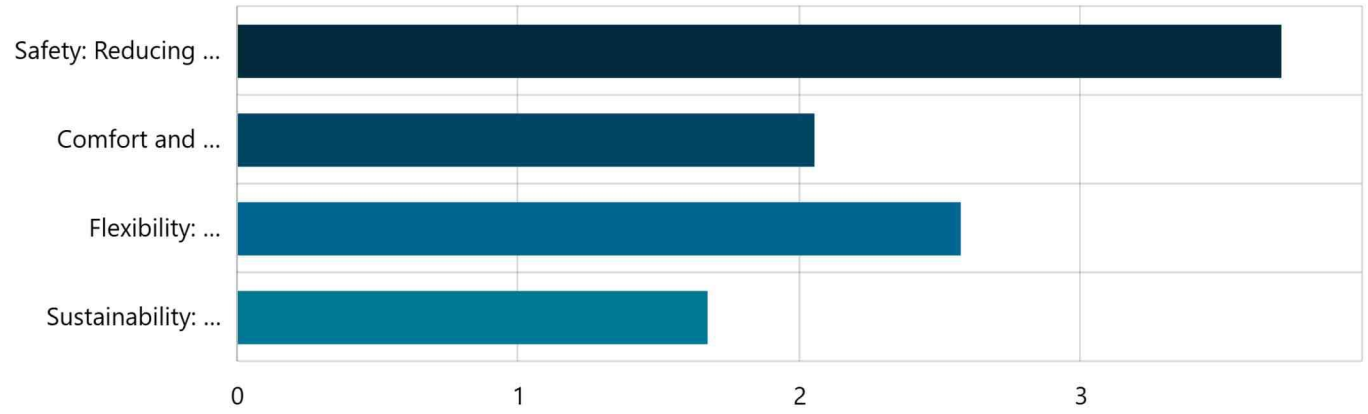
No featured contributions

5. Where should transportation safety improvements be prioritized (Select your top 3) Required
Multi Choice | Skipped: 0 | Answered: 76 (100%)



Answer choices	Percent	Count
Near schools, parks, and other community assets	50.00%	38
Highways	11.84%	9
Roads with the most vehicles or highest speeds	55.26%	42
Roads with the most crashes	47.37%	36
Major intersections	57.89%	44
Roads with heavy truck traffic	13.16%	10
Neighborhoods and residential areas	46.05%	35
Retail centers and commercial corridors	9.21%	7
Other	9.21%	7

6. What is most important for this plan to accomplish? (Rank in order of priority) Required
Ranking | Skipped: 0 | Answered: 76 (100%)



	1	2	3	4	Count	Score	Avg Rank
Safety: Reducing crashes, injuries, and speeding	82.89% 63	9.21% 7	3.95% 3	3.95% 3	76	3.71	1.29
Comfort and Convenience: Making modes of transportation other than driving more inviting and convenient	2.63% 2	25.00% 19	47.37% 36	25.00% 19	76	2.05	2.95
Flexibility: Implementing safety changes that can accommodate future trends and preferences	9.21% 7	50.00% 38	28.95% 22	11.84% 9	76	2.57	2.43
Sustainability: Improving environmental quality	5.26% 4	15.79% 12	19.74% 15	59.21% 45	76	1.67	3.33

Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.
Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

7. Please enter the zip code in which you work.

Short Text | Skipped: 1 | Answered: 75 (98.7%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

8. Please enter the zip code in which you live.

Short Text | Skipped: 1 | Answered: 75 (98.7%)

Sentiment

No sentiment data

Tags

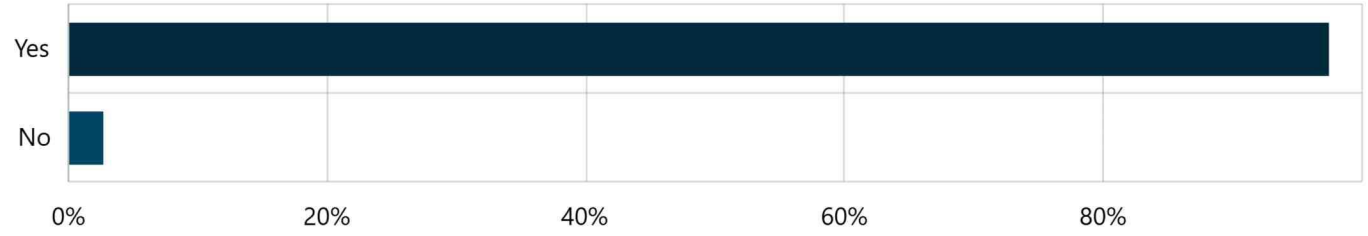
No tag data

Featured Contributions

No featured contributions

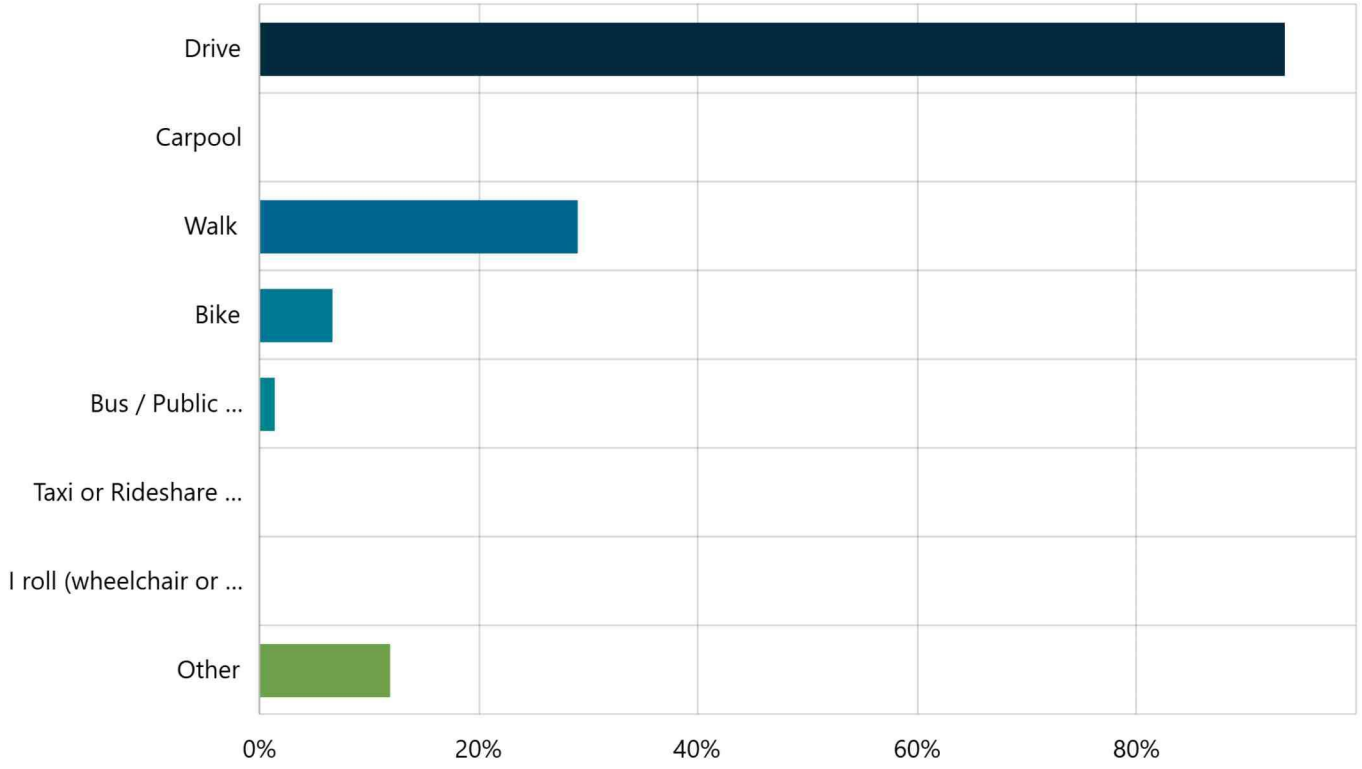
9. Do you or someone in your household own a vehicle? Required

Multi Choice | Skipped: 0 | Answered: 76 (100%)



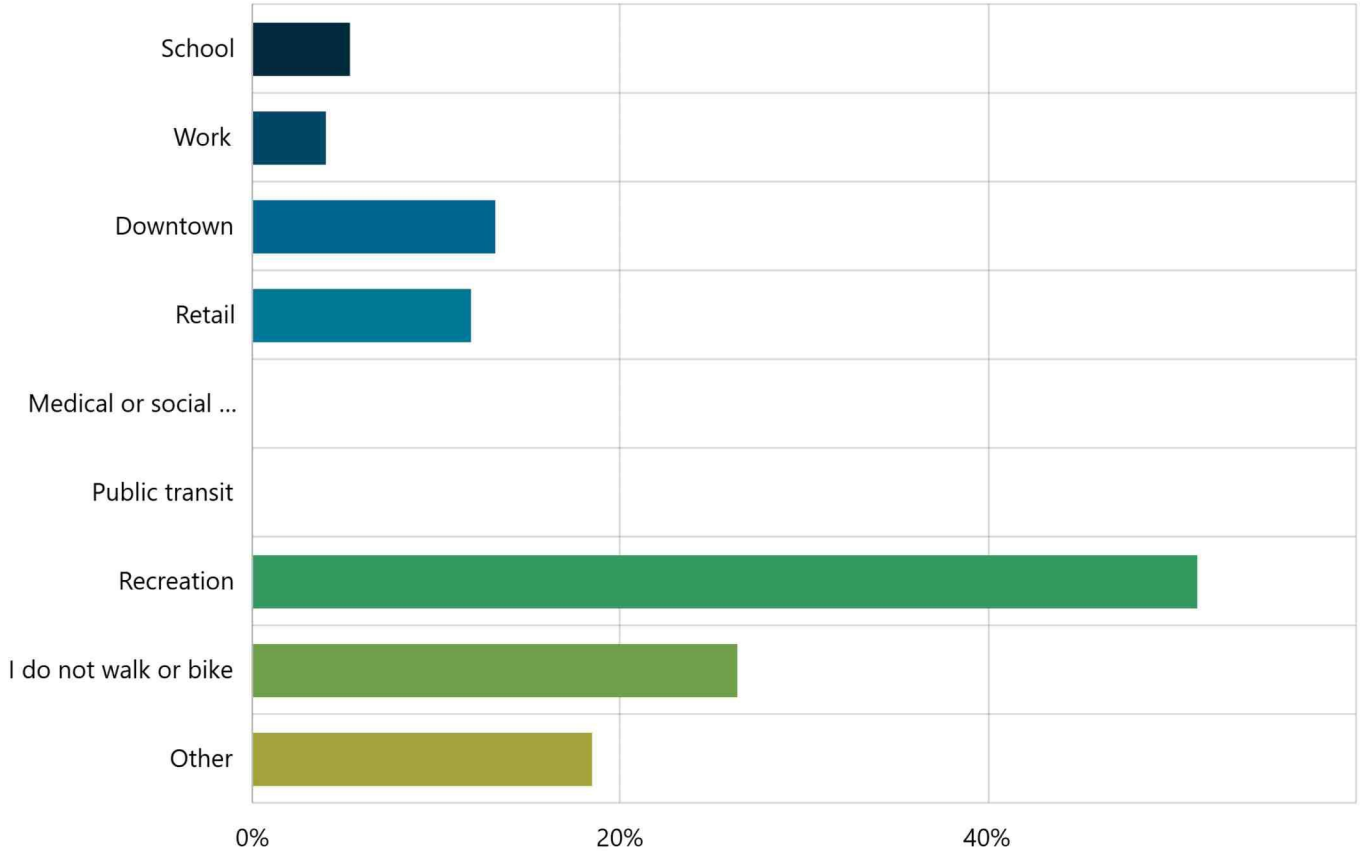
Answer choices	Percent	Count
Yes	97.37%	74
No	2.63%	2
Total	**100.00%**	**76**

10. In a typical week, how do you usually travel in or around Belton? (Select all that apply) Required
Multi Choice | Skipped: 0 | Answered: 76 (100%)



Answer choices	Percent	Count
Drive	93.42%	71
Carpool	0%	0
Walk	28.95%	22
Bike	6.58%	5
Bus / Public Transportation	1.32%	1
Taxi or Rideshare (Uber, Lyft, etc.)	0%	0
I roll (wheelchair or other mobility device)	0%	0
Other	11.84%	9

11. If you walk or bike in the community, what is your destination? (Select all that apply) Required
Multi Choice | Skipped: 0 | Answered: 76 (100%)



Answer choices	Percent	Count
School	5.26%	4
Work	3.95%	3
Downtown	13.16%	10
Retail	11.84%	9
Medical or social services	0%	0
Public transit	0%	0
Recreation	51.32%	39
I do not walk or bike	26.32%	20
Other	18.42%	14

12. Is there anything else we should know about roadway safety in your community?

Long Text | Skipped: 39 | Answered: 37 (48.7%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

APPENDIX C:
CRASH PROFILES REPORT

JULY 2025

BELTON TRANSPORTATION SAFETY ACTION PLAN

PRIORITY CRASH PROFILE SUMMARY REPORT

WILSON & COMPANY
HIGHER RELATIONSHIPS

TABLE OF CONTENTS

INTRODUCTION

The Belton Transportation Safety Action Plan is a data-driven strategy that requires a comprehensive analysis of all crash types and trends to effectively allocate safety investments. The following crash types support the Safe System Approach, which is founded on the belief that even a single death on our roadways is unacceptable and that human errors must be anticipated. These crash profiles were developed to help better understand crash reports and identify patterns — particularly those related to human error — in order to design more targeted and effective safety countermeasures for Belton.

BACKGROUND

To provide context for what these crash types represent, crash data from the Missouri Department of Transportation (MoDOT) was analyzed covering the years **2019 through 2023.** During **this five-year** period, a total of **3,432** crashes occurred in Belton. From this dataset, crashes that resulted in fatal or serious injuries; these totaled **66** crashes (representing approximately **2%** of all crashes) as shown in Figure 1.

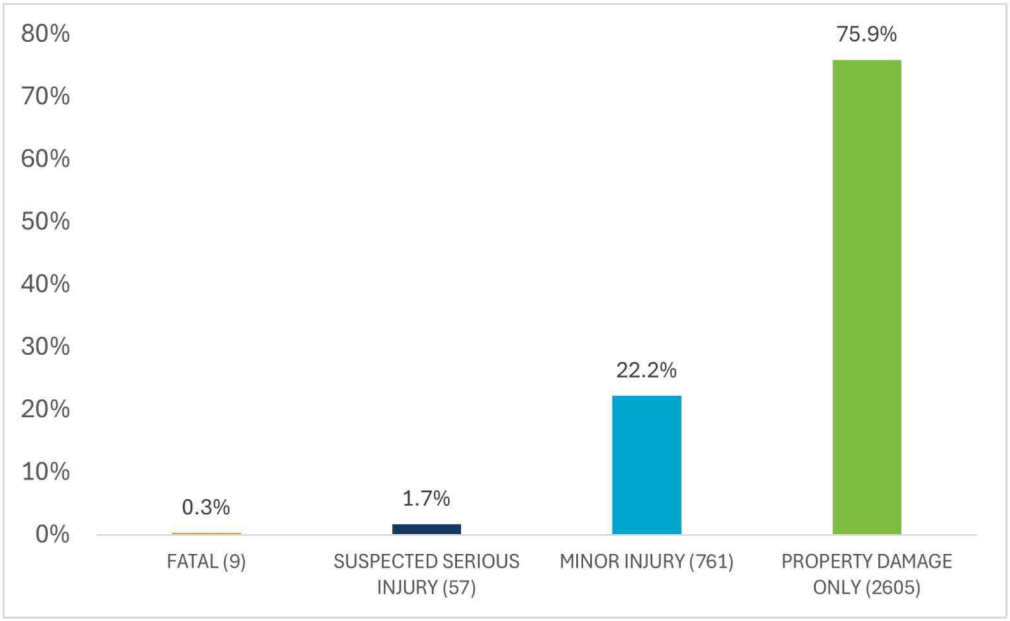


Figure 1 Belton Crash Severity by Crash Type (2019-2023)

CRASH TRENDS (2019-2023)

Rear-end crashes are the most common crash type in Belton, with a total of **1,150** crashes, resulting in seven serious injuries. Vulnerable road users (VRUs) account for a disproportionate number of fatal and serious injury crashes, comprising nearly **20%** of such crashes. Among VRUs, pedestrians were more

frequently involved in suspected serious injury and fatal crashes compared to bicyclists. However, minor injuries were the most common outcome for both groups.

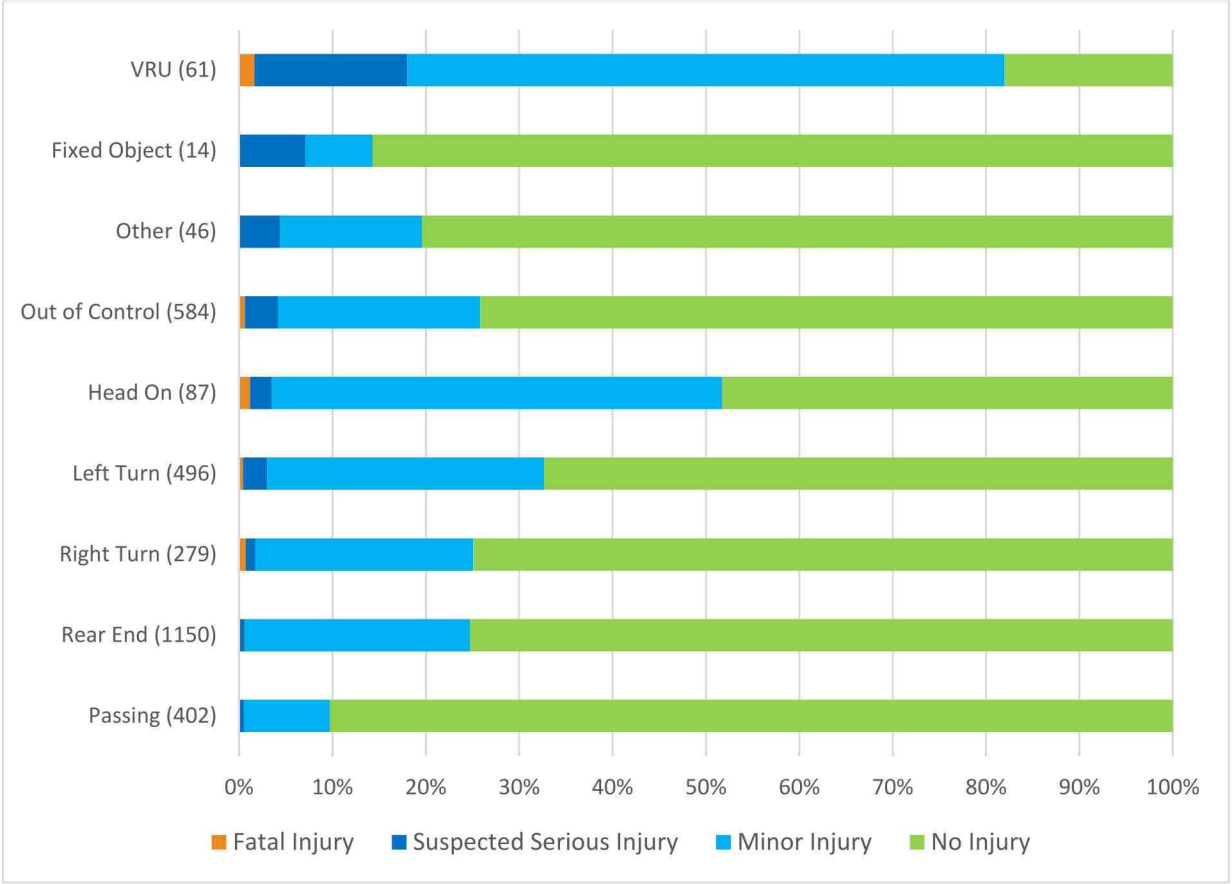


Figure 2 City of Belton Proportion of Crash Types by Crash Severity

CRASH PROFILES

Crash profiles focus on the **2%** of crashes in Belton that resulted in a fatality or serious injury. Despite being a small portion of the total crashes in Belton, these profiles highlight patterns that are common in many crashes, not just severe ones. The crash profiles are the result of an extensive review of crash reports provided by the Missouri State Highway Patrol to understand circumstances and identify patterns. This review helps develop more targeted and effective safety countermeasures in Belton.

MOST COMMON CRASH TYPES

This fatal and severe injury crash analysis revealed six common crash types, which formed the basis of the crash profiles. These types not only highlight recurring patterns, but also help pinpoint where human error may have played a role, which will guide the development of more effective and focused safety strategies for the community. Crashes tend to occur more frequently near an intersection. Intersections contribute to four of the six most common crash types.

The common crash types which are further detailed in the crash profiles are as follows:

- **Roadway Departure:** A vehicle left the roadway and struck a fixed object, overturned, or exited the travel way.
- **Left Turn at Signalized Intersection on Major Road**: A vehicle turning left at a signalized intersection on a major road was struck by an oncoming through vehicle.
- **Pedestrian Crossing Major Road at Non-Intersection**: A pedestrian crossing a major road not at an intersection was struck by a vehicle traveling along the road.
- **Rear-End at Intersection on Major Road**: A vehicle was rear-ended while stopped or slowing at an intersection on a major road.
- **Left Turn at Unsignalized Intersection on Major Road**: A vehicle turning left at an unsignalized intersection onto or from a major road was struck by an oncoming vehicle.
- **Red Light Running**: A driver entered an intersection after the signal turned red and collided with a vehicle proceeding on a green signal.

CRASH PROFILES

Crash types were further explored through crash profiles. Crash profiles look at crash locations, roadway responsibility, percentage of KSI crashes, and crash characteristics. These factors can help to further understand why the crash is happening and identify potential solutions to reduce crash occurrences.

ROADWAY DEPARTURE

Roadway departure crashes account for **33%** of all fatal and serious injury crashes, making them the most common type of crash in the Crash Type. These crashes occur when vehicle(s) left the roadway and struck a fixed object, overturned, or exited the travel way.

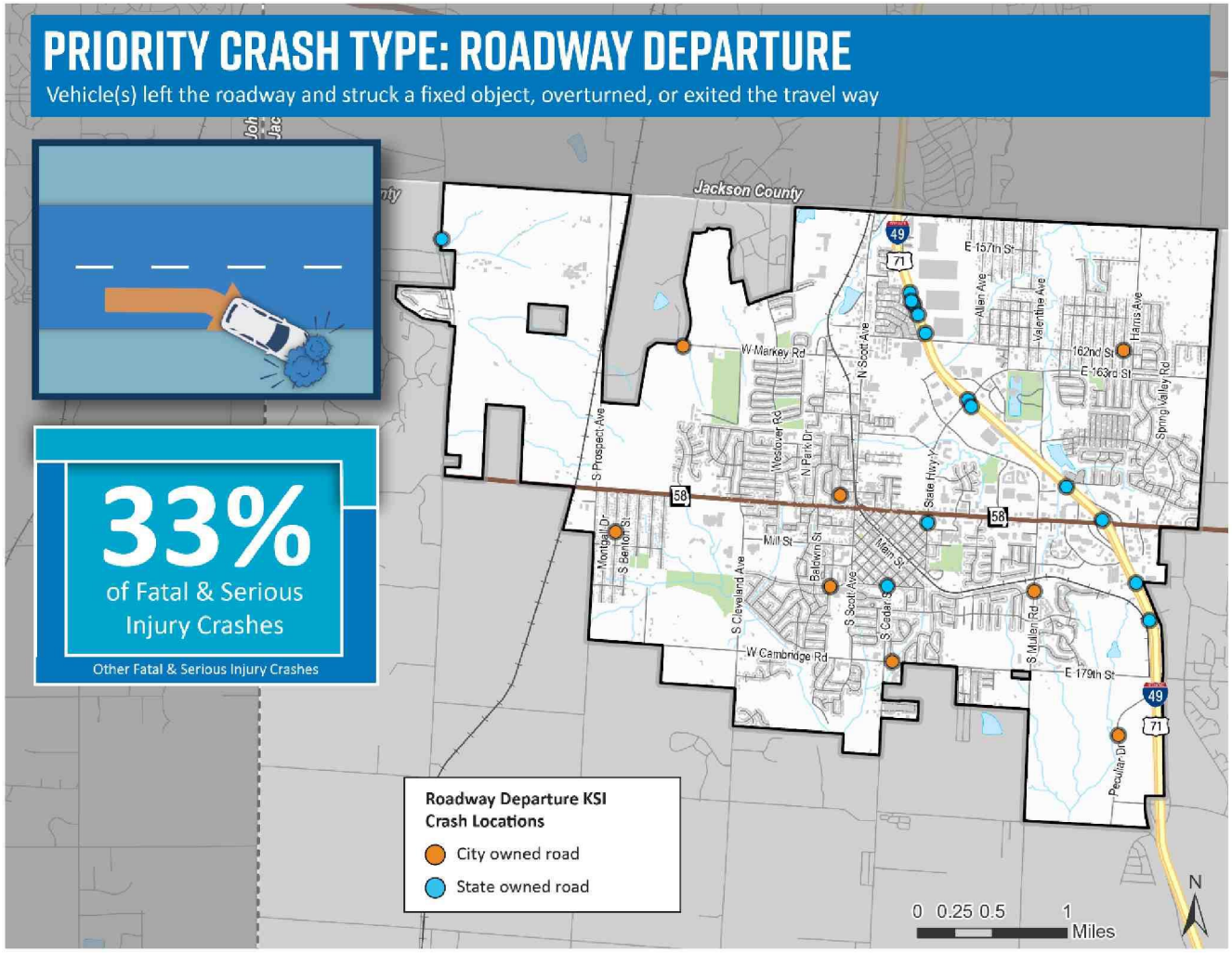


Figure 3 Roadway Departure Crash Location

LEFT TURN AT SIGNALIZED INTERSECTION

Left turns at signalized intersections crashes accounted for **15%** of fatal and serious injury-related crashes. These crashes involved a vehicle that was turning left at a signalized intersection and was struck by an oncoming vehicle. The majority of these crashes occurred on state-owned roads, along MO-58.

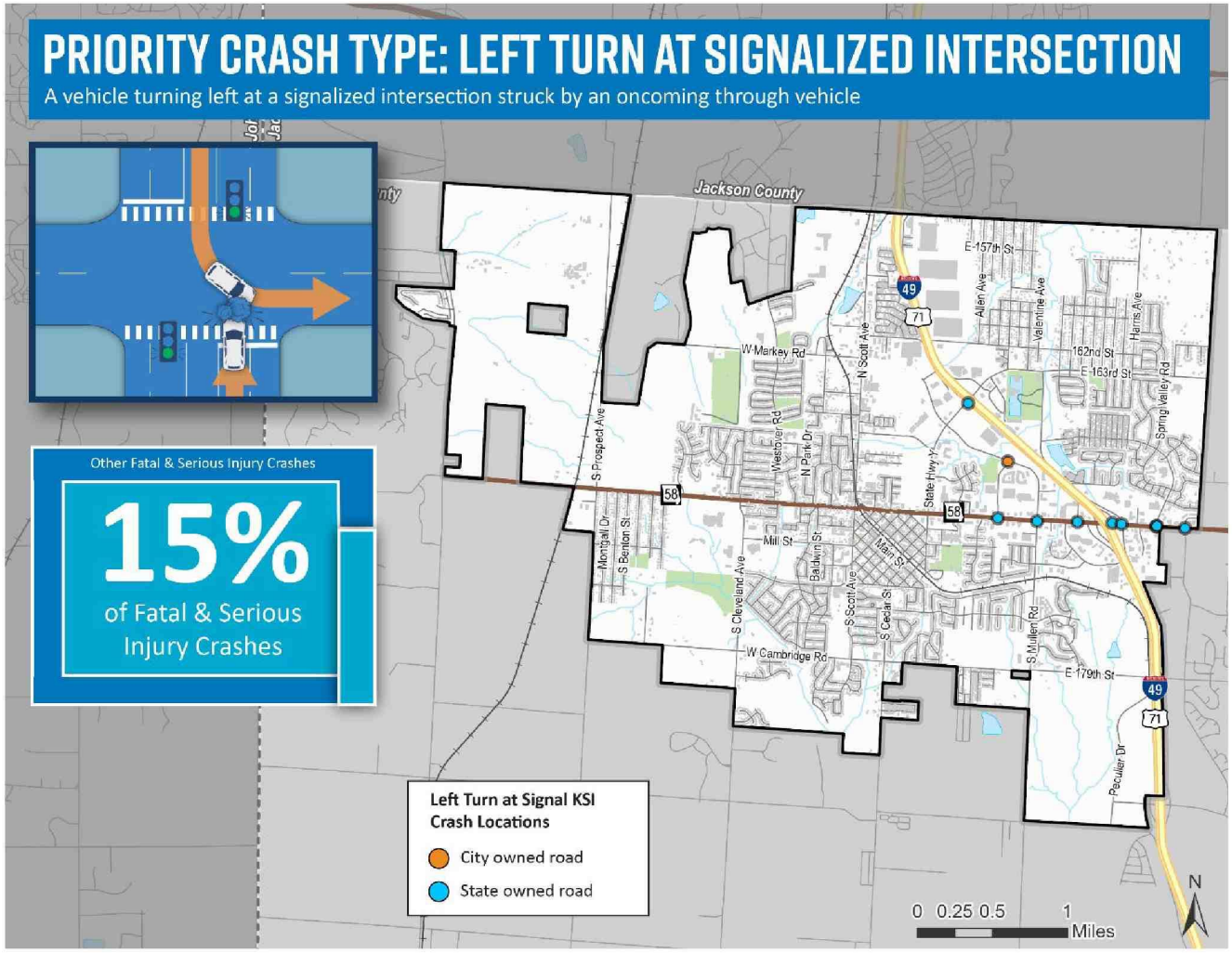


Figure 4 Left Turn at Signalized Intersection Crash Location

PEDESTRIAN CROSSING MAJOR ROAD AT NON-INTERSECTION

9% of fatal and serious injury-related crashes involved pedestrians occurred at non-intersections. These crashes happen between intersections, where pedestrian cross a roadway outside of marked crosswalks. In this case, all the crashes took place on MO-58.

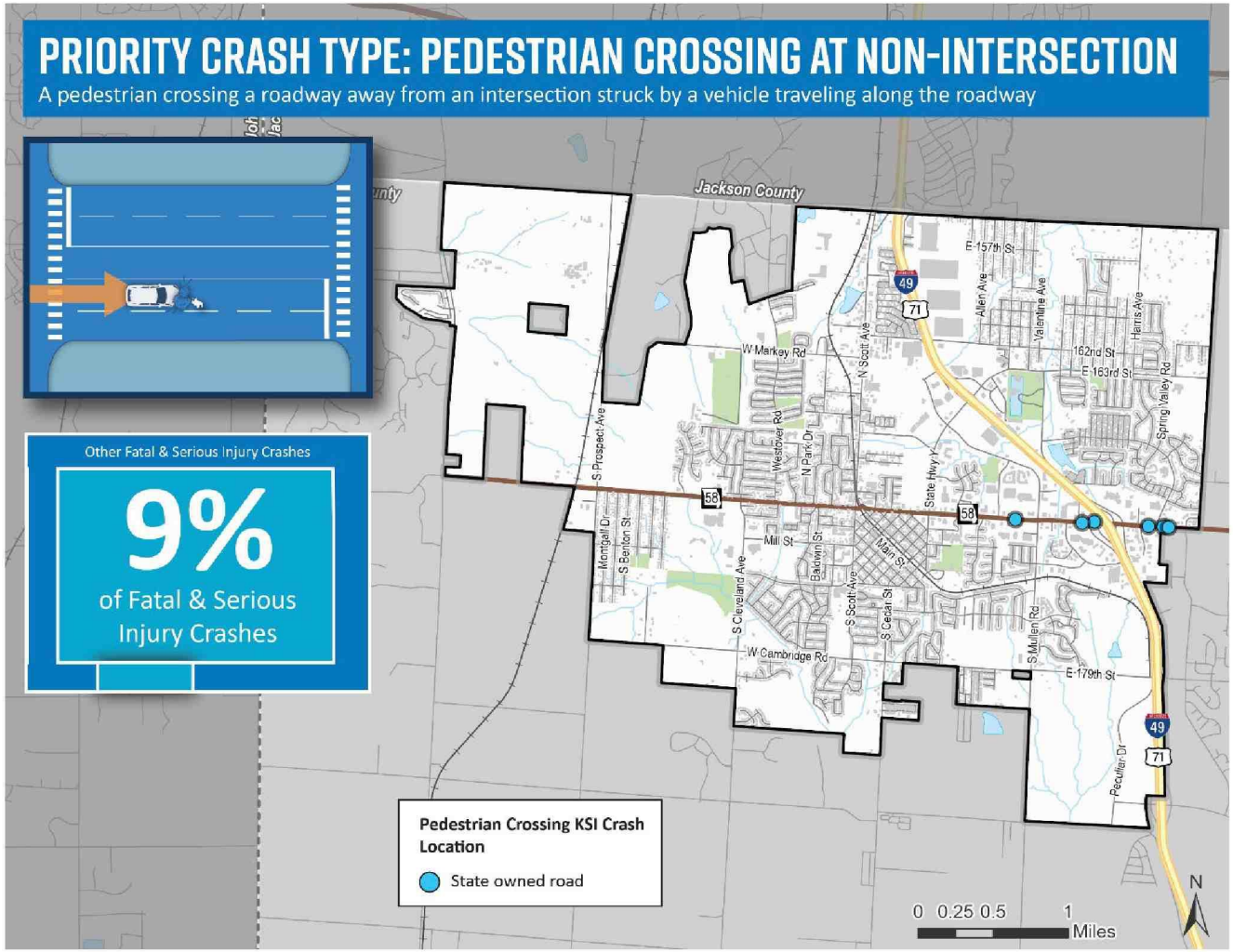


Figure 5 Pedestrian Crossing at Non-Intersection Crash Location

REAR-END AT INTERSECTION ON MAJOR ROAD

Rear-end crashes at intersections accounted for **9%** of fatal and serious injury crashes. **4** out of **5** of those crashes occurred on state-owned roads, along MO-58.

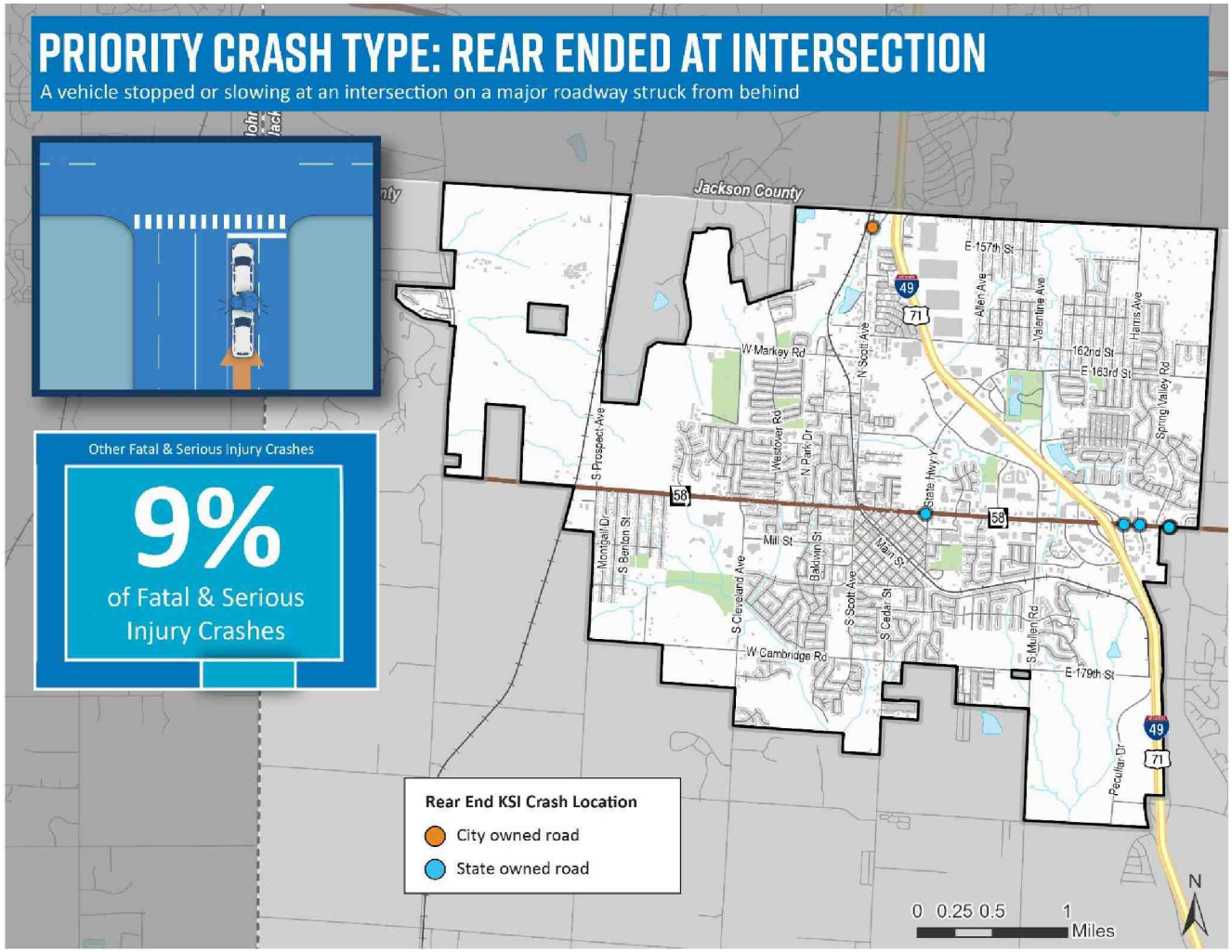


Figure 6 Rear End at Intersection Crash Location

LEFT TURN AT UNSIGNALIZED INTERSECTION

Left turns at unsignalized intersections account for **8%** of fatal and serious injury-related crashes. For these types of crashes, a vehicle turning left at an unsignalized intersection is struck by an oncoming through vehicle.

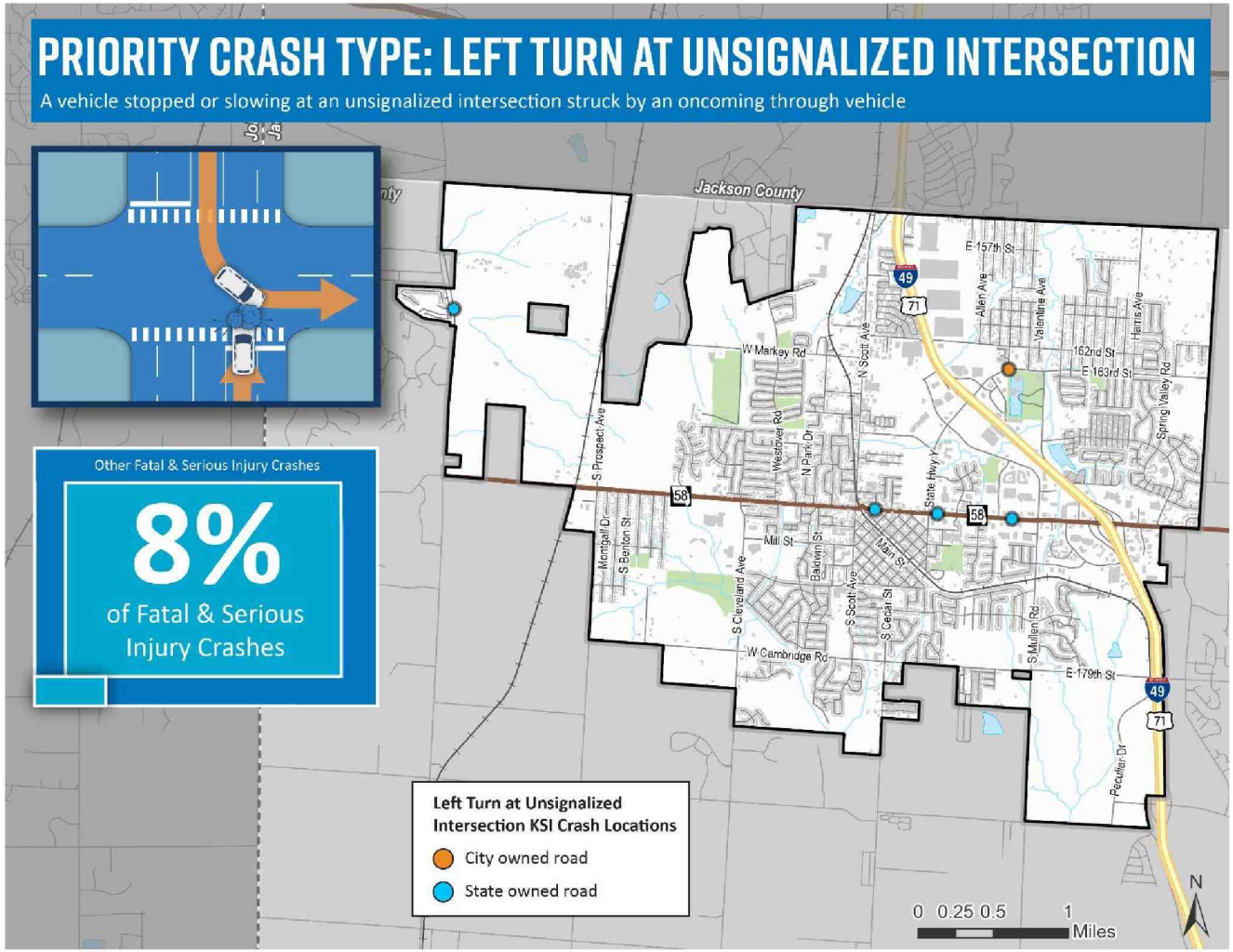


Figure 7 Left Turn at Signalized Intersection Crash Location

RED LIGHT RUNNING

Red Light Running is when a driver enters an intersection after the signal turned red and collides with a vehicle proceeding on a green light. These crashes account for **5%** of fatal and serious injury-related crashes.

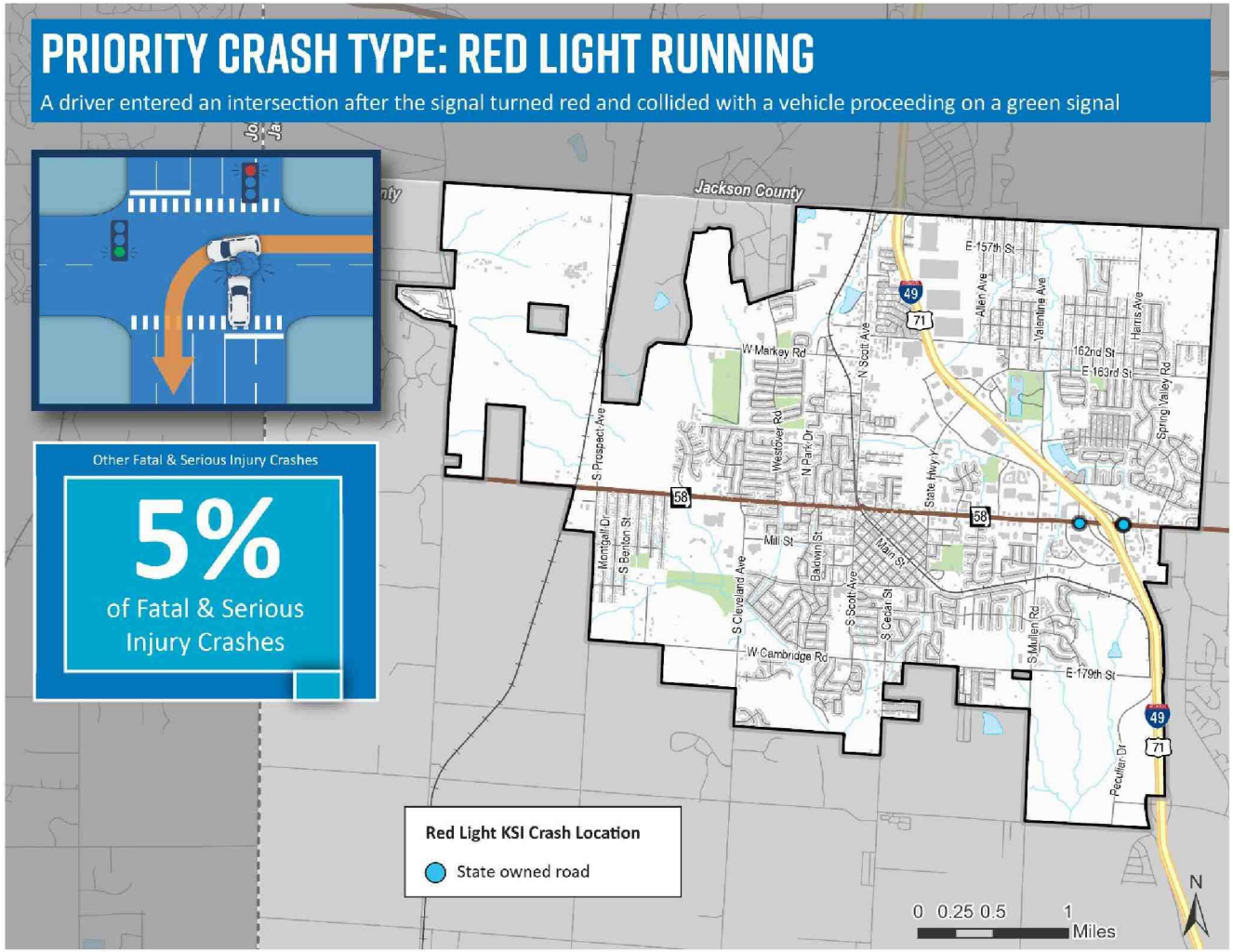


Figure 8 Red Lighting Crash Location

VULNERABLE ROAD USERS (VRU) CRASH PROFILES

Bicyclists and pedestrians are considered VRUs and are much more likely to experience a serious injury or fatality from a crash in comparison to other road users. VRUs make up a disproportionate number of fatal and serious injury crashes in Belton with nearly **20%** of total KSI crashes. A VRU is anyone not in a motor vehicle who is at higher risk on the road, such as pedestrians, bicyclists, other cyclists (like those on scooters or skateboards), and highway workers on foot in work zones. This definition does not include motorcyclists.

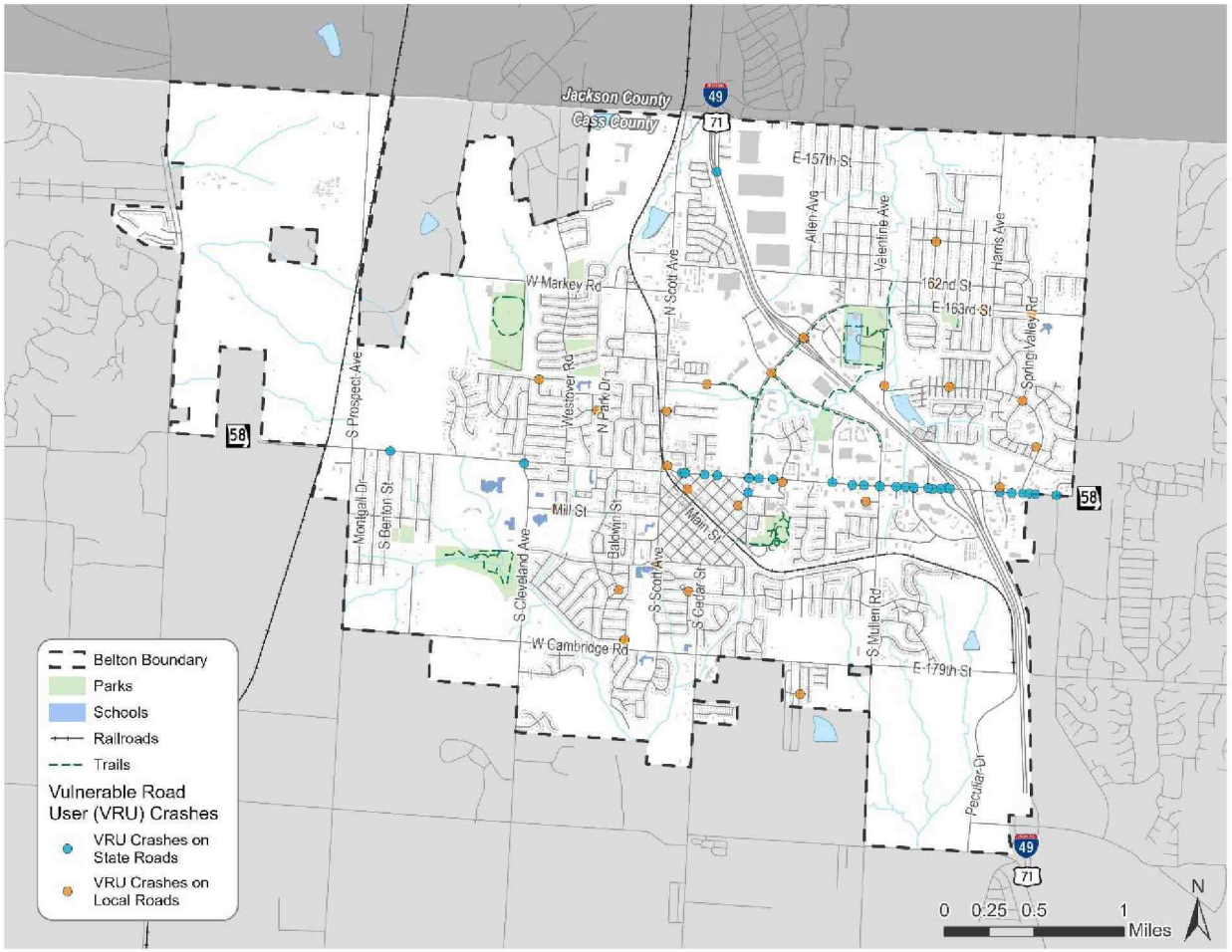


Figure 9 All Vulnerable Road Users Crashes in Belton

PEDESTRIAN CRASH SUMMARY

A total of **32** crashes involving pedestrians occurred in Belton on state and local roadways. Summary includes several types of crashes involving pedestrians. These include:

- **Unmarked Crosswalks** – When a pedestrian attempts to cross a road at a location without a marked crosswalk. These are the most common type of pedestrian crashes in Belton, accounting for **34%** (11 out of 32 pedestrian related crashes) of all pedestrian related crashes.
- **Mid-Block** – Mid-Block crashes occur between intersections, often where pedestrian cross outside of marked crosswalks, accounting for **25%** (8 out of 32 pedestrian related crashes) of all pedestrians related crashes.
- **Driveway** – Crashes occur when a motorized vehicle is backing out of or entering a driveway and strikes a pedestrian. Driveways crashes account for **9%** (3 out of 32 pedestrian related crashes) of all pedestrian related crashes.
- **Intersection Crosswalks** – Crashes occurring at marked crosswalks within signalized or stop-controlled intersections account for **13%** (4 out of 32 pedestrian related crashes) of all pedestrian related crashes.
- **Travel Lanes** – Crashes involving VRUs traveling within or adjacent to the vehicle travel lane, such as cyclists riding in the roadway or pedestrians walking along unaccommodating shoulders. Travel lane crashes account for **6%** (2 out of 32 pedestrian related crashes) of all pedestrian related crashes.
- **Other** – Crashes involving unique circumstances not captured by standard location-based categories. These incidents often occur on private property or involve vehicle rollbacks or reversing maneuvers.

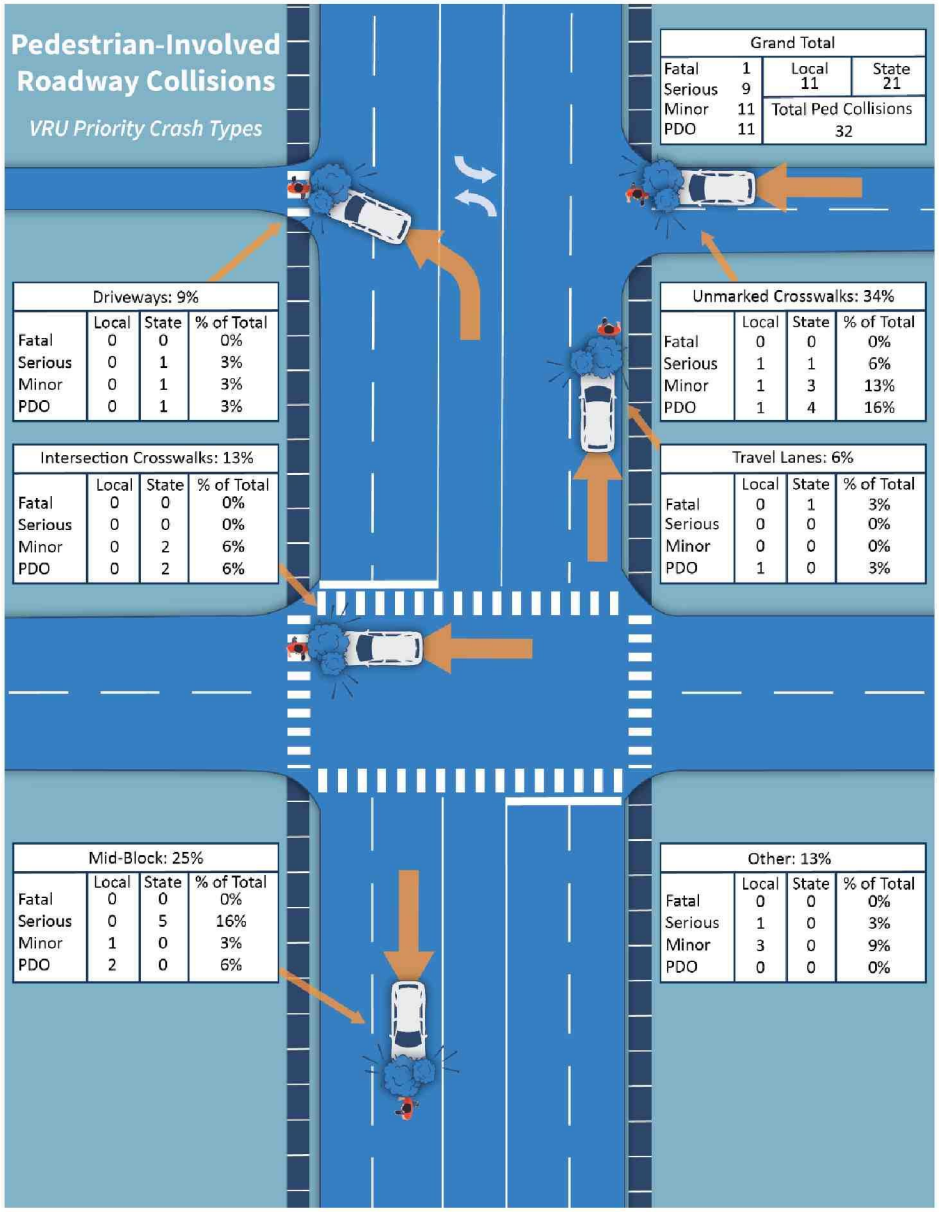


Figure 10 Pedestrian Involved Roadway Collisions VRU Priority Crash Types Summary

CYCLISTS CRASH SUMMARY

Figure 11 shows a summary of cyclists involved in roadway collisions. A total of **25** crashes involving cyclists occurred in Belton on state and local roads. Summary includes three types of crashes involving cyclists. These include:

1. **Driveway** - Crashes occur when a motorized vehicle is backing out of or entering a driveway and strikes a cyclist. Driveway crashes account for **12%** of total cyclist crashes.
2. **Intersections**- Crashes occurring at intersections that are either stop controlled or signalized accounting for **76%** of total cyclist crashes.
3. **Travel Lanes**- Crashes that occur when cyclists are operating with the roadway travel lane accounting for **12%** of total cyclist crashes.

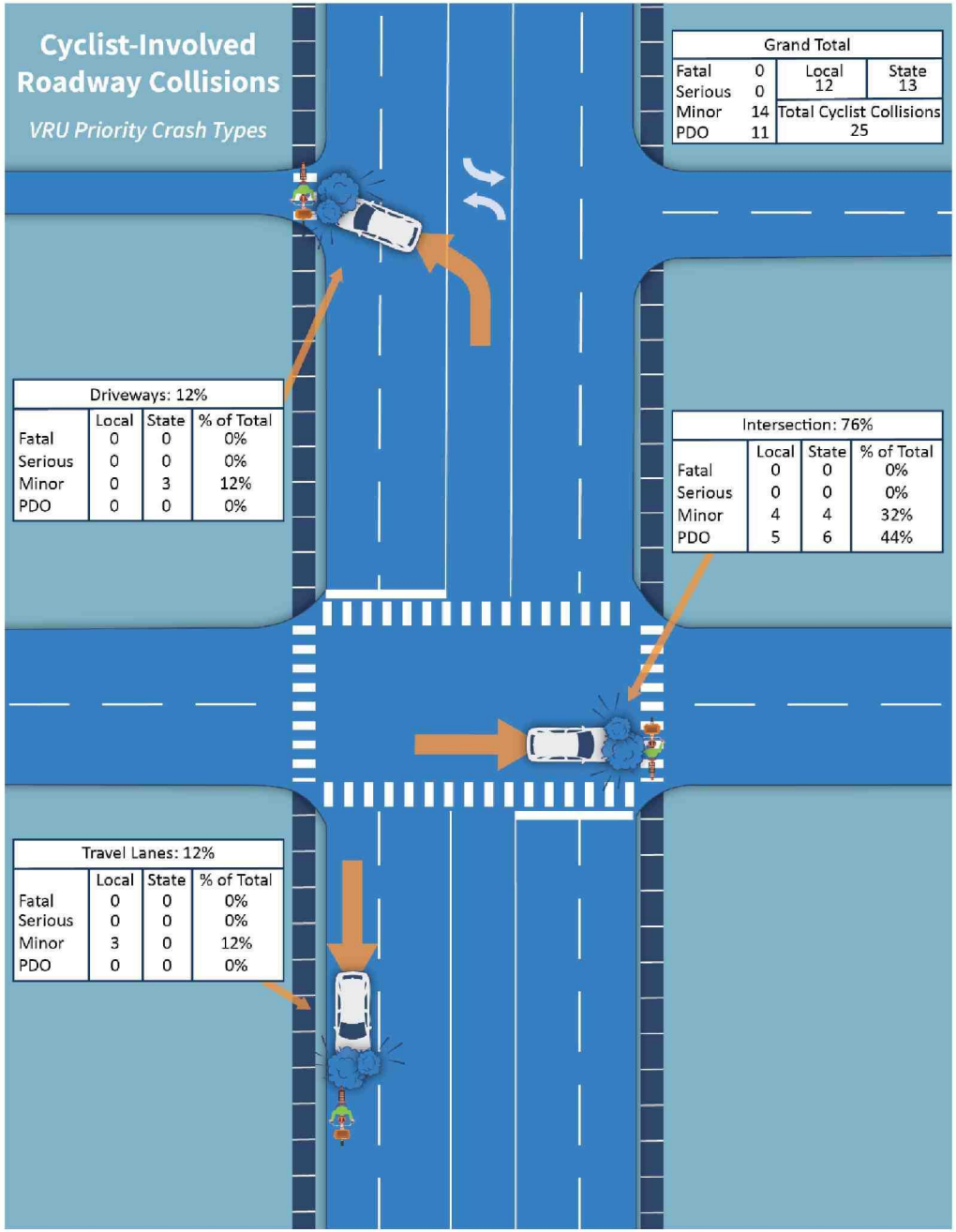


Figure 11 Cyclists Involved Roadway Collisions VRU Priority Crash Types Summary

APPENDIX D:

MO-58 SAFETY NEEDS WITHIN THE CITY OF BELTON

MO-58 Safety Needs within the City of Belton

The following document outlines needed comprehensive safety improvements along the state-owned roadway **MO-58,** specifically focusing on the segment from Scott Avenue, over the I-49 interchange, and east to Kentucky Road, where the majority of the City of Belton crashes occur (Figure 1). Proven safety countermeasures are needed that will significantly reduce fatal and serious injuries along this critical corridor within our community. Improvements to MO-58 can enhance the safety and quality of life for all road users in Belton, aligning with the **Vision Zero Initiatives** that many transportation agencies, including the Federal Highway Administration (FHWA), and **MoDOT's Show-Me-Zero** campaign, are striving for.

Figure 1: MO-58 Relative Crash Density (2019-2023, All severity)

Aligning with MoDOT's Show-Me Zero Initiative

Improvements to MO-58 align with MoDOT's Show-Me Zero initiative and its goal of eliminating traffic fatalities and serious injuries through a Safe System Approach.

MoDOT's recent partnership with St. Louis County on a designated safety corridor shows how local and state collaboration can improve high-crash roadways. MO-58 is a strong candidate for a similar initiative in the Kansas City region, given its role as a major connector and the high number of severe crashes.

The application of proven strategies can reduce crashes on MO-58 and advance the goals of Show-Me Zero in western Missouri. By designating MO-58 a safety corridor and applying the same

collaborative framework used in the St. Louis region, tangible progress can be made toward the Show-Me Zero goals, while also providing a model for urban safety corridor partnerships across the state.

Development Pressures and Access Management Challenges on MO-58

MO-58 is not only a vital corridor for regional mobility but is also a high-activity spine of commercial and residential development. Over the past two decades, commercial growth has concentrated along this corridor, particularly in the form of strip retail, fast food, and auto-oriented services. This development pattern, while economically beneficial, has created access management challenges. Numerous driveways, minimal spacing between signalized intersections, and limited median control have introduced a high number of conflict points for all road users – especially for those walking or biking.

In addition, MO-58 serves as a critical link for residents commuting into and out of the City of Belton for employment, school, and essential services. It operates both as a gateway and a destination, handling significant volumes of local and regional traffic throughout the day. The combination of high traffic demand and fragmented access control has strained the corridor's safety and operational performance. These dynamics intensify risk exposure for vulnerable users and create daily friction for all travelers.

Addressing these challenges requires a proactive, systematic approach that recognizes MO-58 not merely as a through-road, but as an urban multimodal corridor. Improvements should reflect the intensity and diversity of adjacent land uses, prioritize safe access for all users, and better balance throughput with local accessibility and safety.

Problem Statement: A High-Injury Segment in Belton

Data collected by the City of Belton for the five-year period from 2019-2023 reveals a disproportionate concentration of severe crashes on MO-58:

- Of the **57 serious injury crashes, 23 occurred on MO-58 (Figure 2).**
- Of the **9 fatal crashes** in the City of Belton during this period, **3 occurred on MO-58**
- While only 1.92% (66 out of 3432) of all crashes resulted in a killed or serious injury (K/A) crash, **40% (26 out of 66) of these K/A crashes happened on MO-58**. This identifies MO-58 as a significant part of the City of Belton's High-Injury Network (HIN), necessitating focused attention and investment. This is consistent with the understanding that a small percentage of roadways or corridors often account for a large majority of crashes.

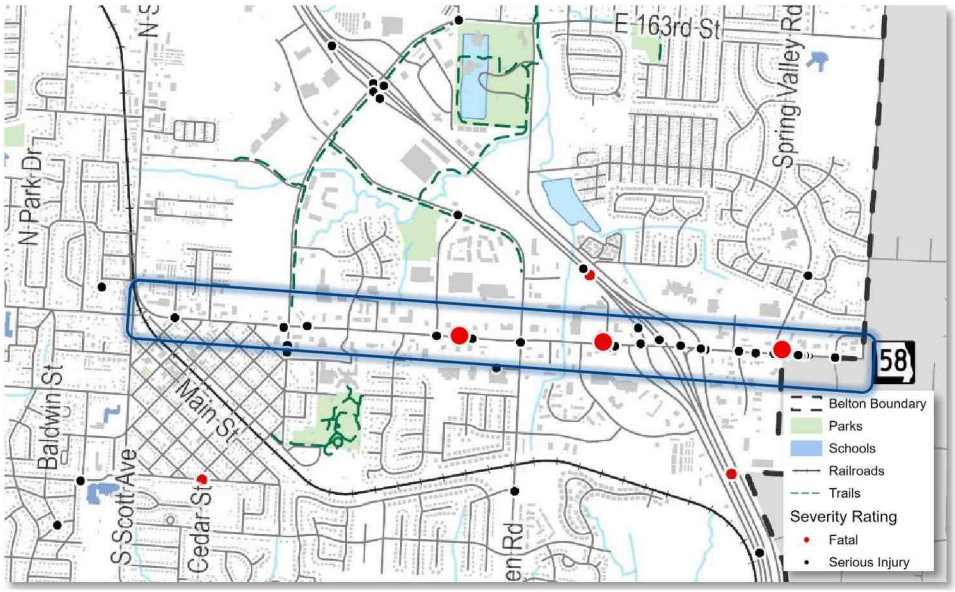


Figure 2: Fatal & Serious Crashes on MO-58 in Belton (2019-2023)

Key Crash Patterns and Operational Deficiencies on MO-58:

The majority of vulnerable road user (VRU) crashes in the City of Belton occur along the MO-58 corridor, underscoring a clear need to improve conditions for people walking and biking (Figure 3). As the City's primary east-west thoroughfare, MO-58 presents numerous conflict points and barriers to safe, comfortable crossings. Enhancing pedestrian and bicycle infrastructure along and across this corridor is essential to addressing current safety risks and supporting broader goals for connectivity and livability.

Figure 3: Vulnerable Road User Crashes in Belton (2019-2023)

Our analysis further identifies specific crash patterns and operational issues contributing to the high incidence of severe injuries and fatalities on MO-58:

- Rear-End Crashes: Common crash type, even with higher severity, indicating operational and access management challenges on the corridor.
- Left-Turn Crashes: These are a recurring crash type, indicating a need for designs that separate turning vehicles from pedestrian crossing intervals, such as protected left-turn phases.
- Red-Light Running: This behavior is a direct contributor to crashes and could be addressed through a combination of engineering, education, and enforcement countermeasures.
- Dispersed Pedestrian/Bicycle Crash Pattern:
    - Many pedestrian/bicycle crashes involve individuals "not crossing at signals" or "walking along the road". This suggests a lack of safe, convenient crossing opportunities and continuous pedestrian facilities.
    - Incomplete street designs can be dangerous and unpleasant for pedestrians and bicyclists, increasing the risk of accidents.
    - A primary objective to improve pedestrian safety is to "provide sidewalks and walkways separate from motor vehicle traffic". Paved shoulders, at least 6 feet wide, are also recommended for walking and bicycling where sidewalks are not present.
- Signal Issues at Intersections: We observed problems with signal phasing and non-working pedestrian push buttons.

- Pedestrian signals are crucial for indicating when it is safe to cross, and they should be long enough to allow pedestrians to cross the entire street.
- Accessible and illuminated push buttons should be properly located and functional to ensure pedestrians can actuate the signal and comply with pedestrian phases.
- The implementation of pedestrian countdown signals to indicate remaining crossing time, would encourage pedestrians to complete their crossing and reducing late initiations.

Recommendations for MoDOT: Implementing Safety Countermeasures and Further Study

Given MoDOT's responsibility for operations, signing, signals, and maintenance along MO-58, there is a need for the agency to implement proven safety countermeasures and consider additional studies to address corridor-wide risk. These improvements can align with MoDOT's planned MO-58 interchange project in the STIP for the Kansas City urban district, offering a timely opportunity to bundle safety with planned infrastructure investments.

1. Prioritize Speed Management

- Speed is a leading factor in crash severity and frequency.
- Streets must be physically designed to encourage safer speeds, not just posted for them.
- Tools like road diets, traffic calming, and medians can reduce conflict points and improve comfort for non-motorized users.
- MoDOT should explore speed management strategies as part of both corridor improvements and broader SHSP updates.

2. Improve Pedestrian and Bicycle Infrastructure

- Add continuous sidewalks, crossings, and lighting to increase visibility and comfort.
- Use pedestrian islands, curb extensions, and tighter corner radii to shorten crossing distances and slow turning vehicles.
- Upgrade signal infrastructure, including countdown timers, protected left-turn phases, and accessible push buttons.
- Apply Complete Streets principles during routine resurfacing, restriping, and signal projects.
- Improve access management by limiting driveway widths and frequency to reduce vehicle-pedestrian conflict points.

3. Coordinate Education and Enforcement

- Pair infrastructure improvements with targeted enforcement and education campaigns focused on driver behavior.
- Collaborate with law enforcement and State Highway Safety Offices (SHSOs) to deploy NHTSA-funded programs on speeding, red-light running, and pedestrian safety.

Additional Recommendation: Study Corridor Operations and Safety

To better understand safety and operational deficiencies, the following would benefit safety on MO-58:

- Conduct a Road Safety Audit (RSA) along MO-58 in partnership with local agencies and stakeholders.
- Review traffic operations and signal performance, including turn lanes, timing plans, and pedestrian phases.
- Assess access management practices, including driveway locations, spacing, and signal density.

This deeper analysis will help identify low-cost, high-impact improvements and build the foundation for longer-term investments.

Closing

MO-58 plays a critical role in the City of Belton's economy, mobility, and livability, but its safety record demands urgent attention. Improvements to MO-58 can reduce fatal and serious injury crashes and create a safer, more accessible corridor for all road users.

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R2025-082
COUNCIL ACTION REPORT

Title: **Belton Transportation Safety Action Plan**

Agenda Date: **October 28, 2025**

Presented by: **Greg Rokos, Assistant City Manager/Public Works Director**

Background

- City staff is requesting the consideration of the Belton Transportation Safety Action Plan (funded by the Safe Streets For All program) prepared by Wilson & Company in coordination with staff and a task force of community members.
- A summary of community engagement is included in the plan, which included online engagement and pop-up events. An in-depth analysis of existing conditions of roadway design and safety features for all transportation modes are included, which lead to the identification of the high-injury network (HIN) and high-risk network (HRN), which cover 33% of Belton's roadways.
- Recommendations included in the plan cover priority areas for improvements, action items, potential timeframes, estimated costs, and responsible agencies that the City could partner with to complete recommendations.
- The Planning Commission held a public hearing for the review and recommendation on the Belton Transportation Safety Action Plan on October 7, 2025. No one spoke in favor or in opposition the plan. The Planning Commission unanimously recommended approval of the Plan.

Financial/Budget Considerations

- There will be no financial/budget impact to the City on the adoption of the Belton Transportation Safety Action Plan. However, the implementation chapter lists recommendations that should be considered in future budgets, especially the Capital Improvements Plan (CIP).

Legal Considerations

- The attached item has been reviewed by the City Attorney.

Policy Considerations

- The adoption of the Belton Transportation Safety Action Plan provides recommendations on policy changes that are needed in the future to achieve the goals outlined in the Plan. Some policy changes could be incorporated into the Public Works Design and Construction Manual and the Unified Development Code, which includes the City's subdivision regulations.

Staff Recommendation

- Staff recommends approval of the Belton Transportation Safety Action Plan.