



Executive Summary

KANSAS

Strategic Highway Safety Plan

2020-2024

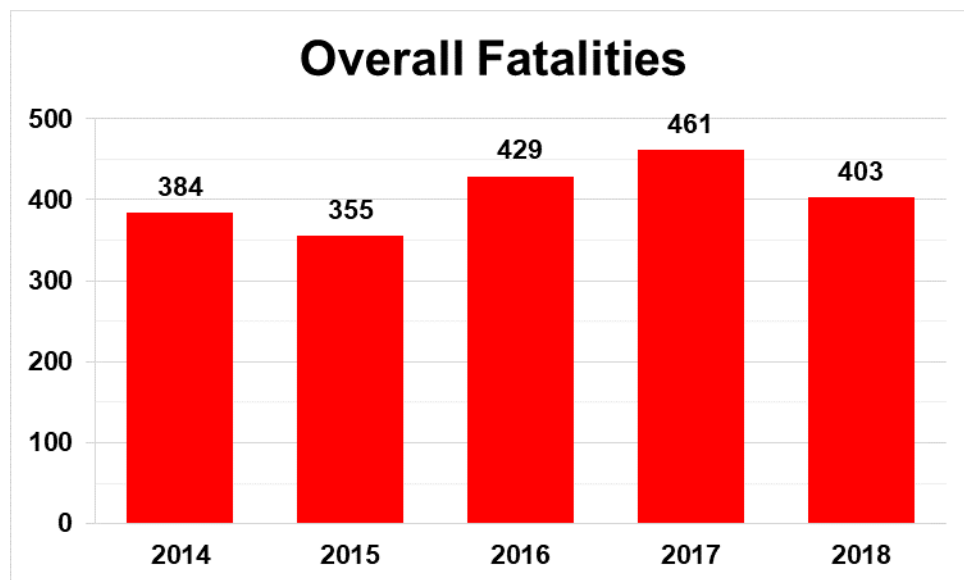


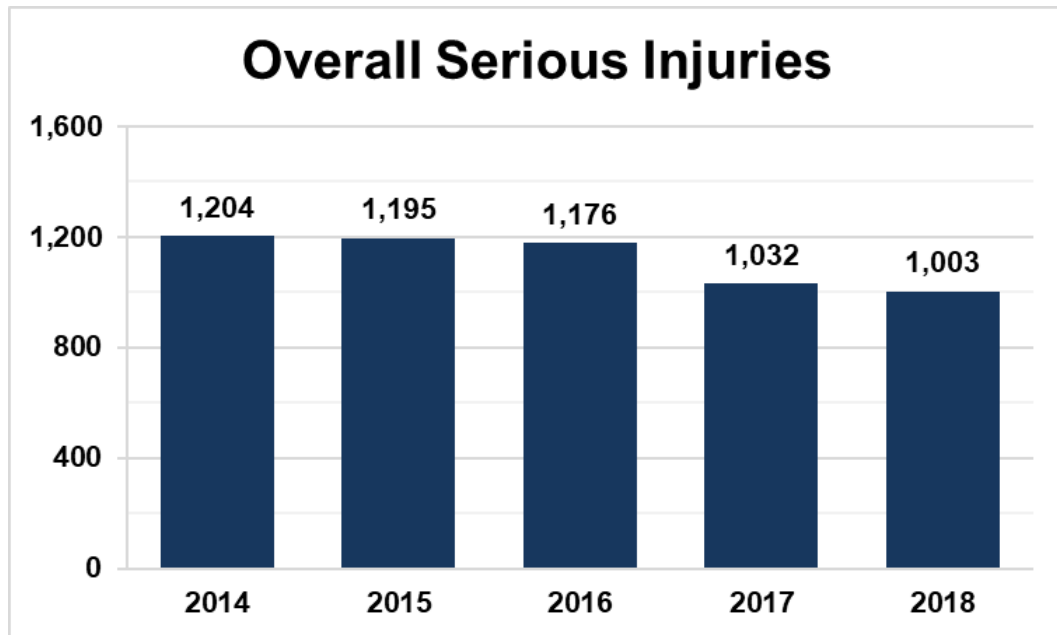


Executive Summary

A strategic highway safety plan is a coordinated and informed approach to reducing highway fatalities and serious injuries on all public roads.

- By *coordinated*, we mean that many agencies staffed by people with a variety of skills representing the 4E's of highway safety take part—including engineering, education, law enforcement and emergency medical services.
- *Informed* refers to a need for crash data. It also means using research results in the deployment of proven safety countermeasures to make travel safer.
- *All public roads* include the 10,000 miles of road within the Kansas state highway system and the 130,000 miles of road owned by cities, counties and townships.





In 2009, we established a goal to cut fatalities and serious injuries in half by 2029. With a five-year average of 417 fatalities, the goal was to be at or below 208 fatalities by 2029. In 2017, the five-year average was 396. We saw record low years in 2013 and 2015, only to see fatalities reach 461 in 2017. However, we did see a significant drop in serious injuries in less than 10 years. The five-year average in 2009 was 1,762, and the goal was to be at or below 881 by 2029. In 2017, the five-year average was 1,211. It is encouraging to note that fatalities and serious injuries have dropped since 2009 even as traffic volumes have continued to increase statewide.

Yet this stark fact remains: between 2014 and 2018 in Kansas, 2,032 people took the last drive of their lives.

As we developed this plan, we realized we were creating a process, too—one that will outlive the plan. Success depends on ongoing cooperation and communication among a variety of teams—local, regional and statewide—as they react to the changing world of surface transportation and anticipate its safety needs in a timely way. Every five years, we plan to perform an in-depth review and revision of the plan.

The Executive Safety Council (ESC) first met in May 2009. The council has championed transportation safety on all public roads in Kansas by developing an SHSP that will drive the formulation and implementation of safety-related programs. The ESC identifies statewide goals and emphasis areas based on data and statistics.

Mission

The mission of the Kansas SHSP is to drive strategic investments that reduce traffic injuries and deaths and the emotional and economic burdens of crashes, utilizing the 4E's (education, enforcement, engineering and emergency medical services) in a collaborative process.

The key ideas here are those of strategic investment and statewide collaboration.

Vision: Drive to Zero

The Executive Safety Council's vision is that a day will come when no life will be lost, no person seriously injured, in a traffic crash. In its words:

Drive to Zero — Every One Matters

Goal

Every successful person, team, organization, and plan has a goal. To be meaningful it must be specific, measurable, attainable, relevant and time-based. Many factors will give indication as to the success of this plan—most notably a reduction in fatalities. However, while this plan is motivated by the need to reduce fatalities and serious injuries statewide, the strategies within will have an influence on reducing all crashes.

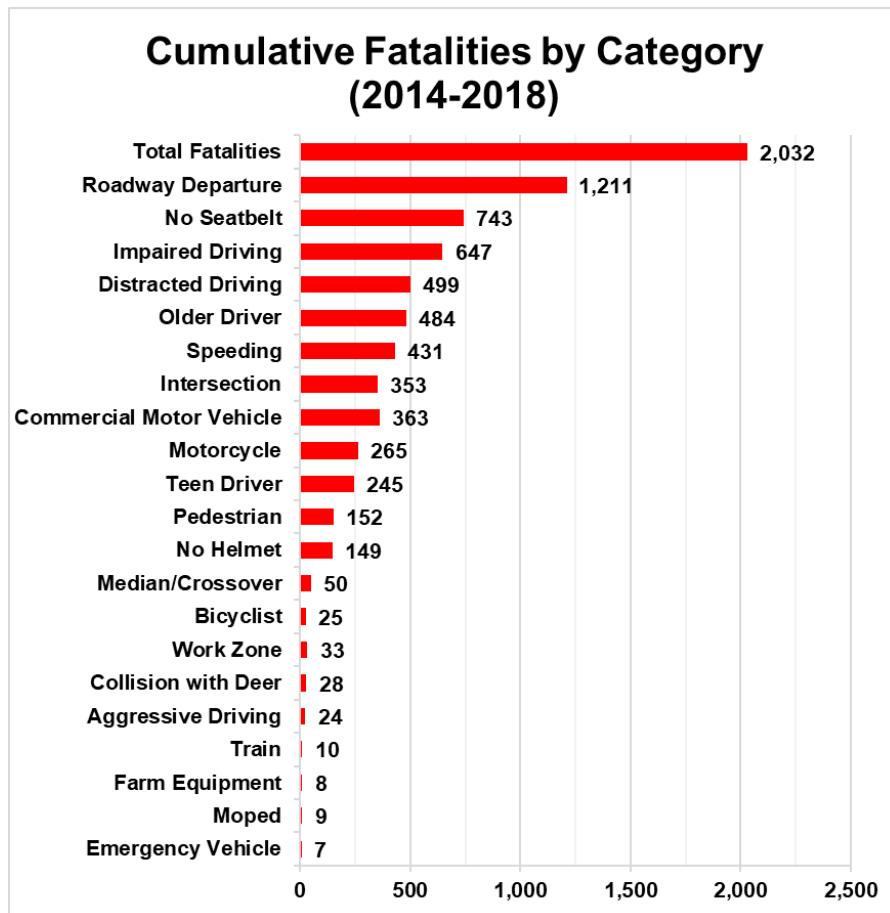
For this reason, the overall goal of this five-year plan is to achieve a fatal and injury crash rate of less than 35 crashes per 100-million vehicle-miles travel by 2024.

In 2010, the five-year average was 51; by 2018 it had dropped to 42. Projecting a ten-year trendline to 2024 predicts 35; projecting a five-year trendline predicts 37. The goal then is to return to and improve upon the ten-year trend.

Statewide Collaboration

Aware of the importance of collaboration between different organizations and disciplines, the ESC staffed eight emphasis area teams and one support team with persons possessed of the requisite skills in the 4E's:

- Roadway Departure
- Occupant Protection
- Impaired Driving
- Older Drivers
- Intersections
- Local Roads
- Teen Drivers
- Pedestrians & Cyclists
- Data Support



Strategies for Reducing Crashes

There is no shortage of ideas on how to address crashes. The challenge for each emphasis area team has been to identify realistic strategies for reducing crashes; prioritize those strategies; and implement those most likely to help us meet our goals by 2024. Discussion of the eight emphasis areas and data needs is presented separately in chapters within the SHSP. Each chapter includes an introduction to the emphasis area, relevant data points, a performance measure, and strategies to implement. Strategies for each emphasis area are listed here.

Roadway Departure

1. Develop and implement a safety corridor program.
2. Implement the FHWA's EDC5-Reducing Rural Roadway Departure initiative.
3. Promote systemic low-cost countermeasures for reducing crashes at horizontal curves.
4. Create and deliver education campaigns that target factors in roadway departure crashes.
5. Provide local roadway safety training and resources through LTAP and direct technical assistance from LTAP's Local Field Liaison Program.
6. Update and implement a new rumble strip policy.
7. Identify and add safety enhancements to pavement preservation projects.

Occupant Protection

1. Create a targeted media campaign directed toward pickup drivers.
2. Provide funding and other forms of support for law enforcement efforts to uphold occupant protection laws.
3. Collaborate with state and local partners, including employers, to promote seat belt usage through education and incentive programs.
4. Enhance existing primary seat belt law to include all seating positions, increase fines and assess court costs.
5. Analyze existing and new data sources to define and support the prioritization of strategies.

Impaired Driving

1. Institute legally permissible roadside oral fluids testing program for drug impaired driving.
2. Equip Kansas forensic crime labs to test oral fluids to allow for courtroom evidence.
3. Institute a state-wide enforcement unit with Kansas Highway Patrol for offender compliance enforcement of ignition interlock devices (IID).

Older Drivers

1. Partner with and provide educational materials about older drivers to stakeholders, including senior centers, law enforcement agencies, Kansas legislature, city and county governments, Chamber of Commerce groups, and the state's Area Agencies on Aging.
2. Educate members of the medical community about how physical and cognitive issues facing older drivers can affect their driving ability.
3. Promote CarFit as an important training opportunity.
4. Establish Mobility Managers at locations throughout the state to work with regional transit agencies to cooperatively meet the longer-distance travel needs of transit-dependent populations, including older drivers.
5. Conduct training for older drivers on how to access and use the public transit system as a transportation option.
6. Establish mandatory physician and law enforcement reporting for drivers of any age who no longer have the necessary physical or mental capacity to effectively operate a motor vehicle.

Intersections

1. Promote strategic enforcement at intersections with safety issues.
2. Promote systemic low-cost countermeasures for reducing crashes at *traffic signal-controlled intersections*.
3. Continue promoting low-cost countermeasures for reducing crashes at stop sign controlled intersections.

4. Continue promoting countermeasures at stop sign controlled intersections that are focused on *speed differential management*.
5. Promote construction of traditional and alternative intersection types which reduce the number of conflict points.
6. Develop education material for new intersection types and new traffic control devices relevant to intersections.

Local Roads

1. Complete up to 20 County Local Road Safety Plans (LRSP) per year until all Kansas counties have a plan.
2. Prioritize projects identified in LRSPs for HSIP/HRRR funding.
3. Provide local roadway safety training and technical assistance.
4. Promote the Traffic Engineering Assistance Program (TEAP).
5. Identify strategies to improve safety on gravel roads.
6. Address driver behavior on the locally owned road system through educational efforts.

Teen Drivers

1. Continue to monitor teen driving laws that are in place, advocate for initiatives that will strengthen or expand existing laws, and work against attempts to alter them in ways that weaken them.
2. Expand the SAFE program (Seatbelts Are For Everyone) across Kansas.
3. Continue to utilize annual high visibility statewide high school and middle school neighborhood safety restraint enforcement campaigns by local and state law enforcement agencies.
4. Continue to facilitate a conference for teens and teen traffic safety advocates geared to improving novice and inexperienced drivers and improve traffic safety.
5. Continue to support Alcoholic Beverage Control and other law enforcement efforts to reduce under-age drinking and driving.
6. Promote the initiation of teen road safety audits.

Pedestrians & Cyclists

1. Improve non-motorized data collection and analysis.
2. Identify and promote the use of best practices when planning and designing transportation facilities for non-motorized modes of transportation.
3. Improve network connectivity and operation of pedestrian and bicycle facilities.
4. Improve public awareness of non-motorized road users.

Data Support

1. Promote web-based mapping tool for local jurisdictions, traffic safety coalitions, and others to access and view crash data.
2. Link crash data to the trauma registry (to improve serious injury data).
3. Collect and inventory roadway data to support crash analysis, project analysis and application of policies.
4. Use safety management process tools such as Safety Analyst to couple data analysis with engineering solutions.
5. Revise official Kansas Motor Vehicle Crash Report form based on the Model Minimum Uniform Crash Criteria (MMUCC).
6. Replace the Traffic Records System (TRS) and the KCARS crash database with a new portal and database.
7. Create processes to monitor changes in roadway data sources.
8. Interface Crash Data with Khub.

The Kansas Strategic Highway Safety Plan is available online at ksdot.org.