

APPENDIX C

(Definitions and Data)



Definitions and Data

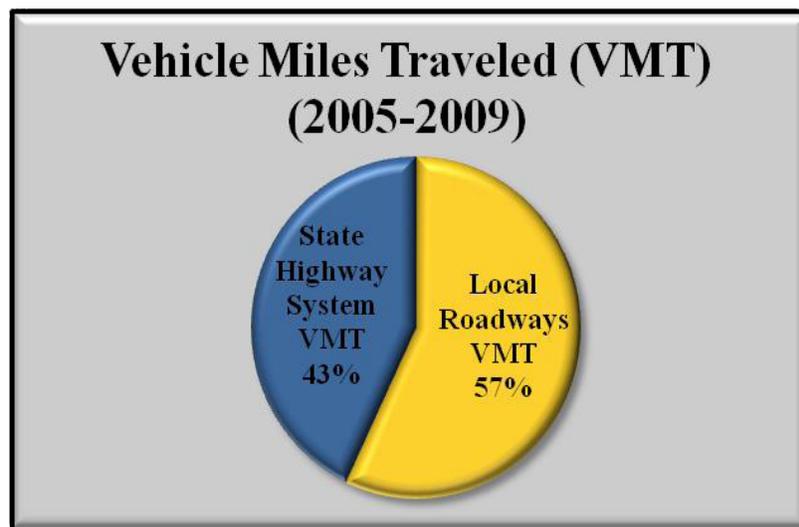
The highways and byways of Kansas constitute a complex network sprawled across a range of settings. Here are the elements of the system.

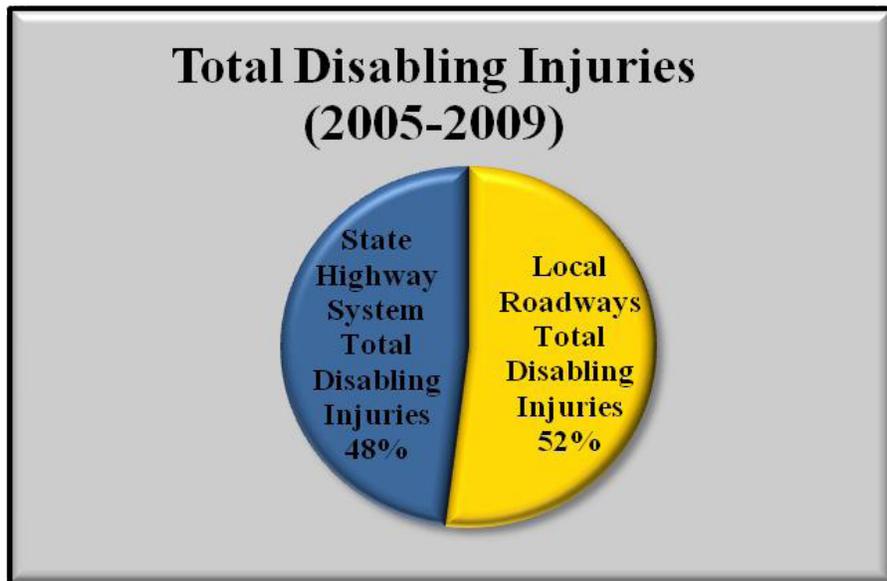
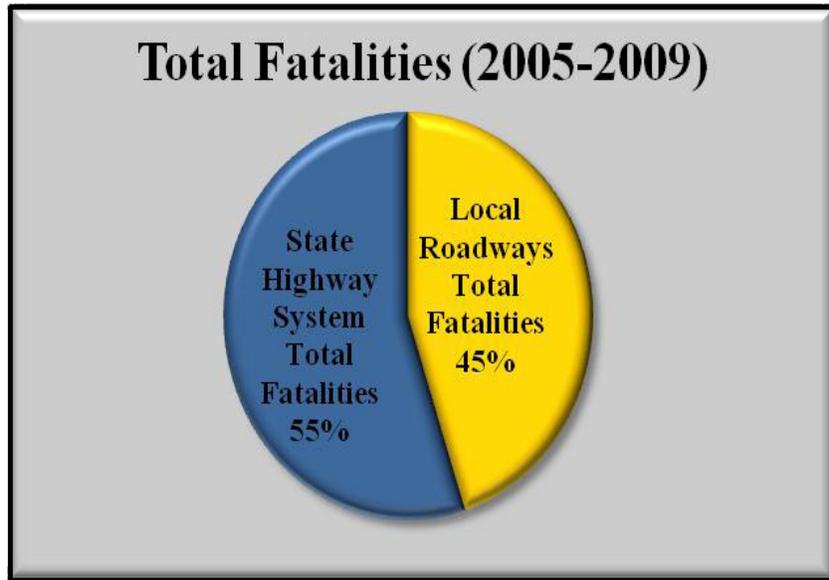
- ❖ The **state highway system** includes all highways with the route designation I (for interstate), US or K. It includes some urban streets designated as city connecting links.
- ❖ **Local roadways** are all public roads outside of the state highway system. They're owned and maintained by local jurisdictions including cities, counties and townships.
- ❖ **Small urban areas**, as defined by the U.S. Bureau of the Census, have a population of at least 5,000 and less than 50,000 people and aren't sited within an urbanized area.
- ❖ **Urbanized areas** are defined by the census bureau as those with a population of 50,000 or more.
- ❖ **Rural areas** are those that fall outside the boundaries of small urban and urbanized areas, as defined above.
- ❖ **Functional classification** is the categorizing of streets, roads and highways by reference to the service they provide. From the most heavily traveled to the least heavily traveled, they are designated *interstate*, *principle arterial*, *minor arterial*, *major collector*, *minor collector* and *local road*. An overview of the difference between arterials, collectors and local roads appears in [Chapter 3](#) of the Federal Highway Administration document "Flexibility in Highway Design." There's a more detailed discussion of the functional classes in "[FHWA Functional Classification Guidelines](#)."

Data Points

- ❖ State highway crashes are deadlier than those on local roads.

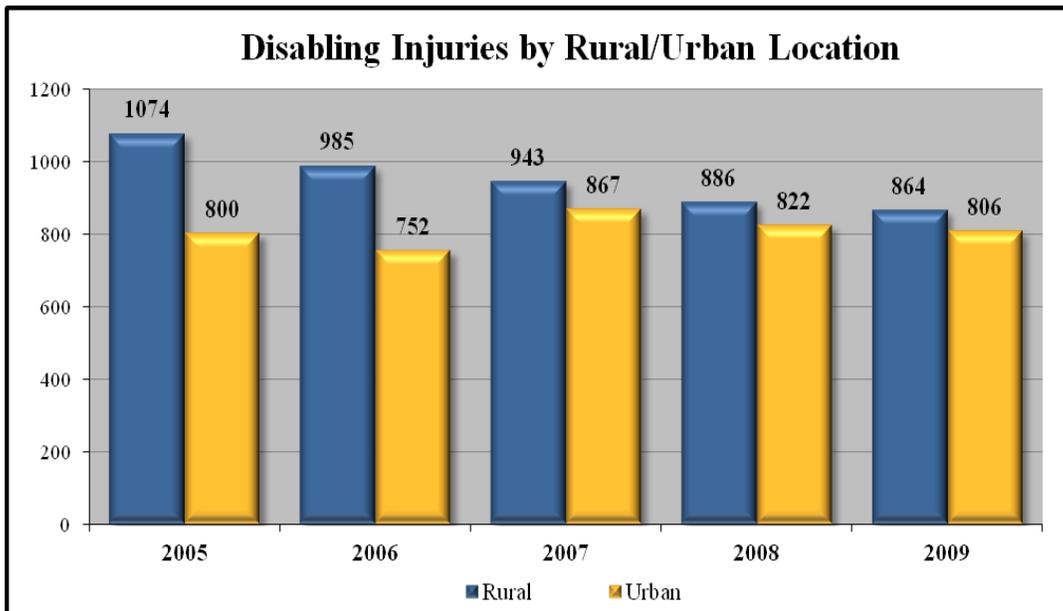
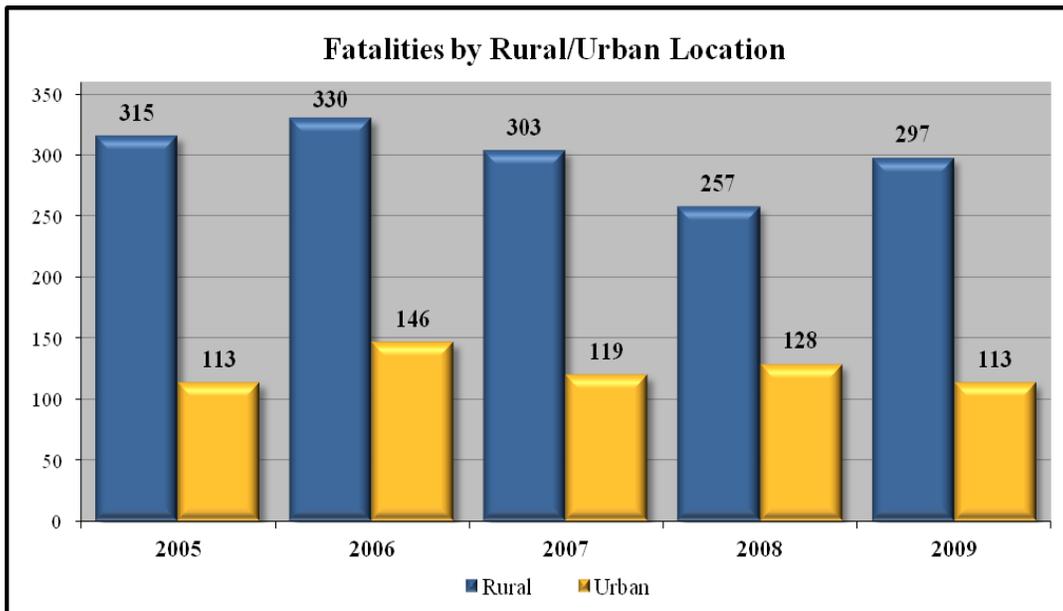
About 8 percent of all the miles of Kansas roads, those in the state highway system, account for 43 percent of the vehicle miles traveled in the state, 55 percent of the fatalities and 48 percent of the disabling injuries. Ninety-two percent of the miles —those in the local road system – account for 57 percent of the vehicle miles traveled, 45 percent of the fatalities and 52 percent of the disabling injuries.





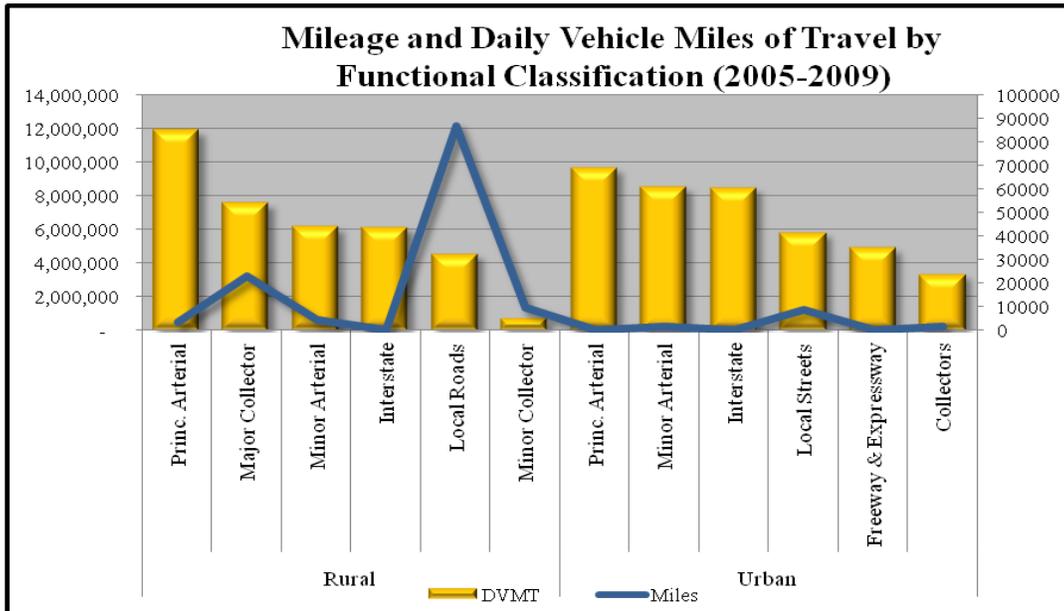
- ❖ Rural crashes are more often fatal than urban crashes.

Twice as many people died in crashes in rural Kansas than in urban Kansas between 2005 and 2009. Only 48 percent of the vehicle miles traveled in Kansas are in rural areas – but that’s where 71 percent of the fatalities and 54 percent of the disabling injuries occur. Fifty-two percent of the vehicle miles traveled are in urban areas, but only 29 percent of the fatalities and 46 percent of the disabling injuries occur there. The numbers underscore the importance of available and timely emergency medical assistance systems to rural areas.



- ❖ Principal arterials in rural Kansas carry the largest volume of traffic.

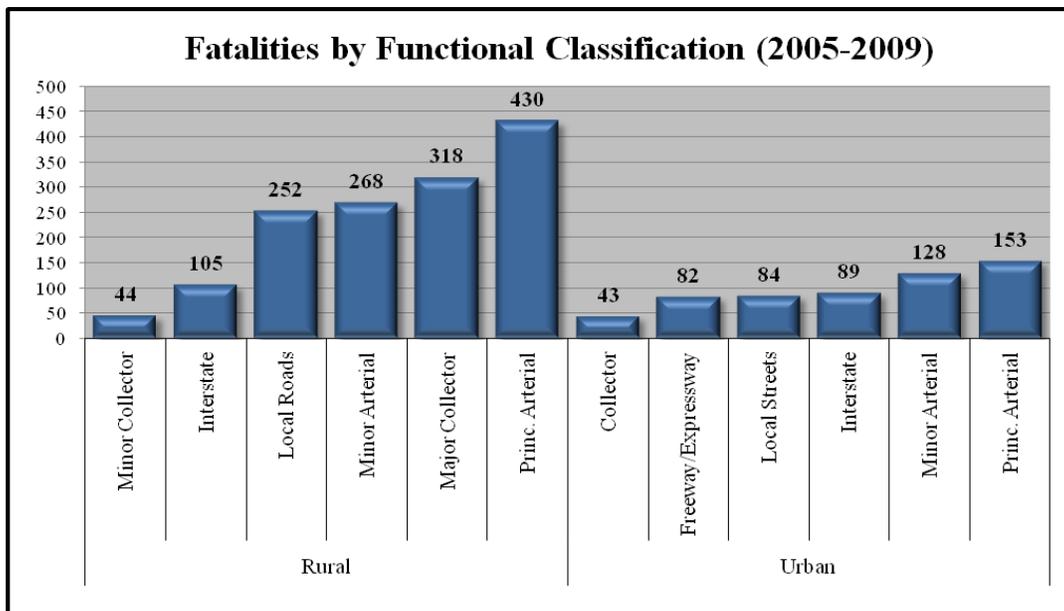
Principal arterials are the most heavily traveled roads in the state. According to the Federal Highway Administration, or FHWA, these roadways “provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.” Between 2005 and 2009, drivers traveled 12 million miles a day on principal arterials in rural Kansas. Principal arterials in rural areas frequently connect urban areas and deliver traffic from rural collectors and rural local roads to urban areas. In urban areas, principal arterials are often commercial corridors.



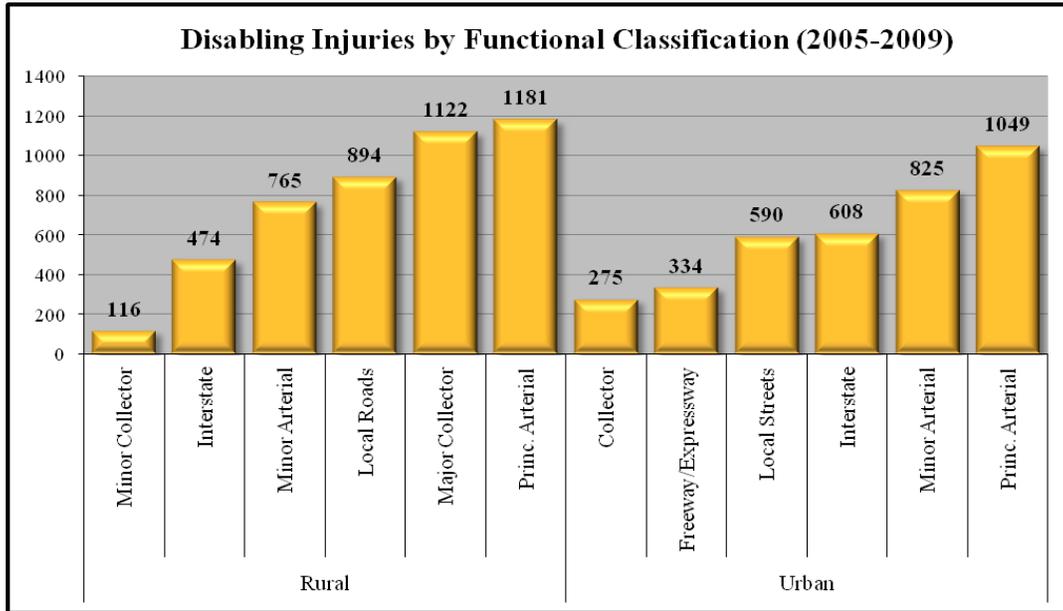
Kansas has more miles of local road than of any other class. These roads, according to the FHWA, provide drivers with great access to a variety of destinations but at a cost: They must proceed more slowly.

- ❖ The fatality volume is highest on principal arterials.

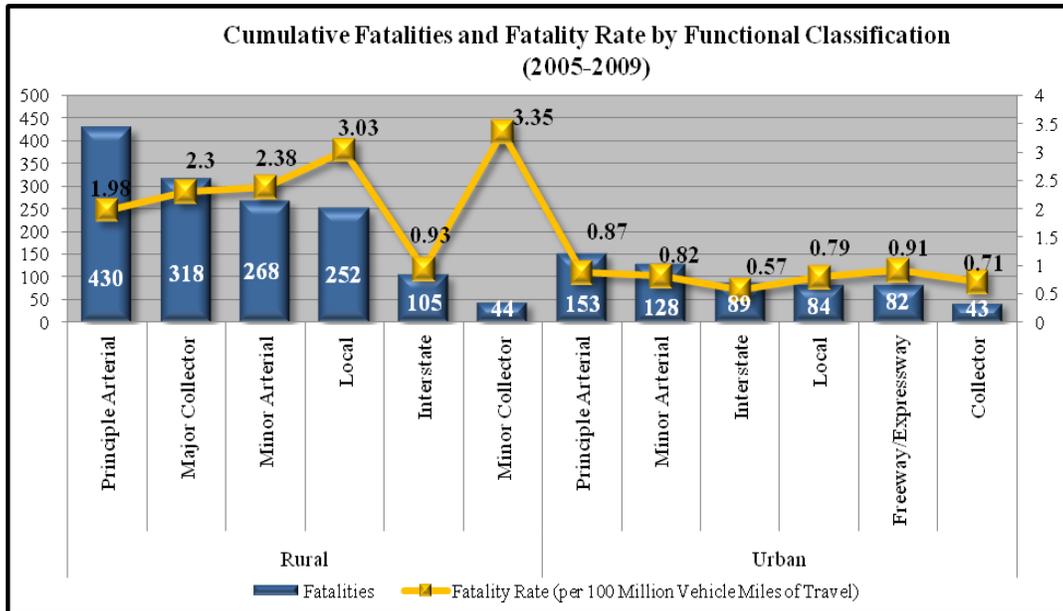
Fatal or disabling injury crashes are least likely to occur on minor collectors in rural areas and collectors in urban areas. According to the FHWA, collectors are streets and highways that provide “a less highly developed level of service [than arterials] at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.”



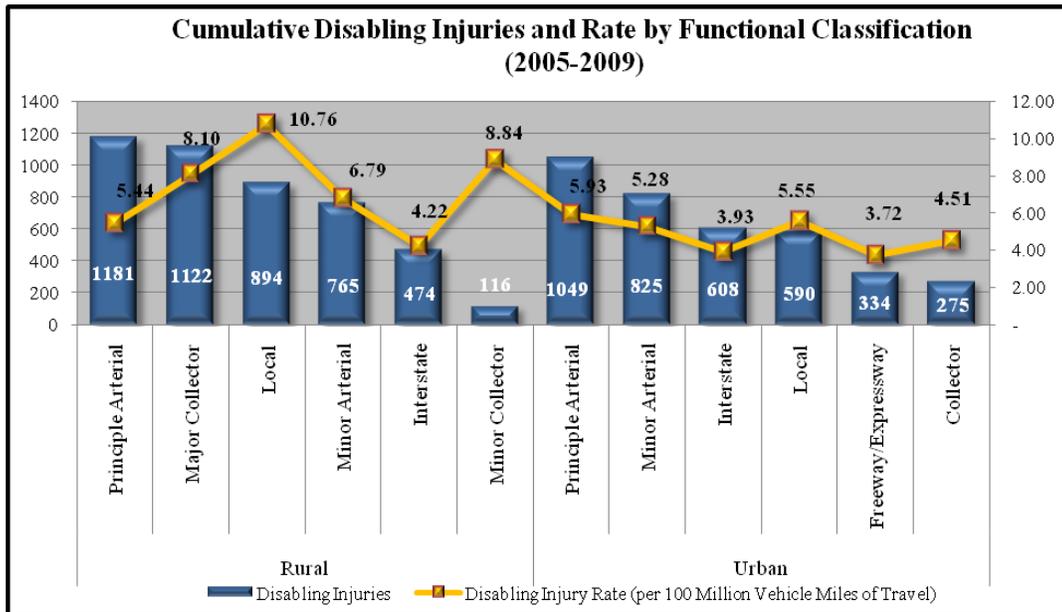
Arterial roads permit travel at higher speeds for longer distances. Local roads provide high access but less mobility. Collectors strike a balance between the need for mobility and access.



- ❖ The fatality rate is highest on the least traveled roads. There are more deaths for every mile driven on minor collectors than on any other class of road.



Rural minor collectors and rural local roads have normal to low fatality **counts** but still pose a hazard: Given the low number of vehicle miles traveled on them, they have a disproportionately high fatality **rate**.



Rural minor collectors and rural local roads, compared with other road classes, have disproportionately high rates of disabling injuries.