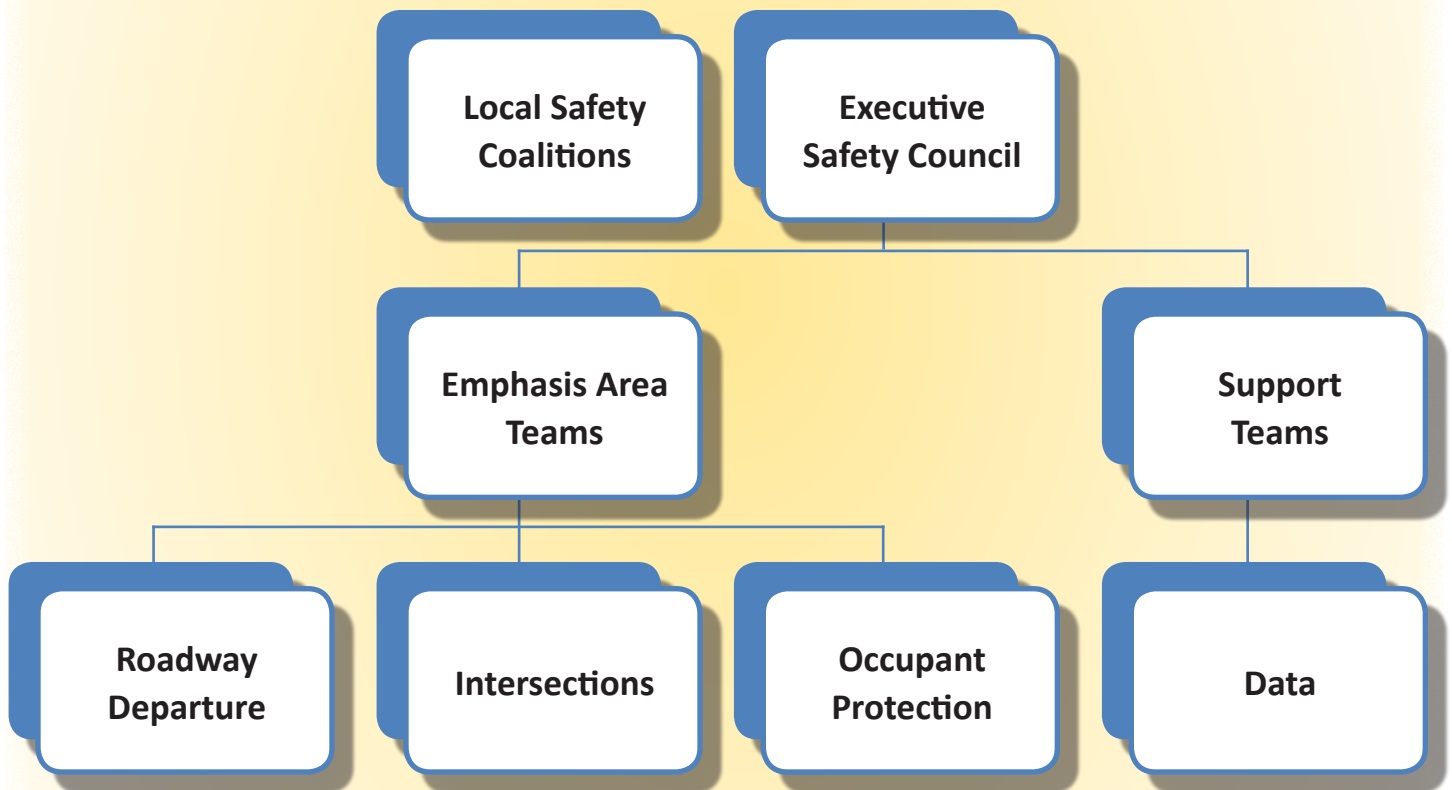


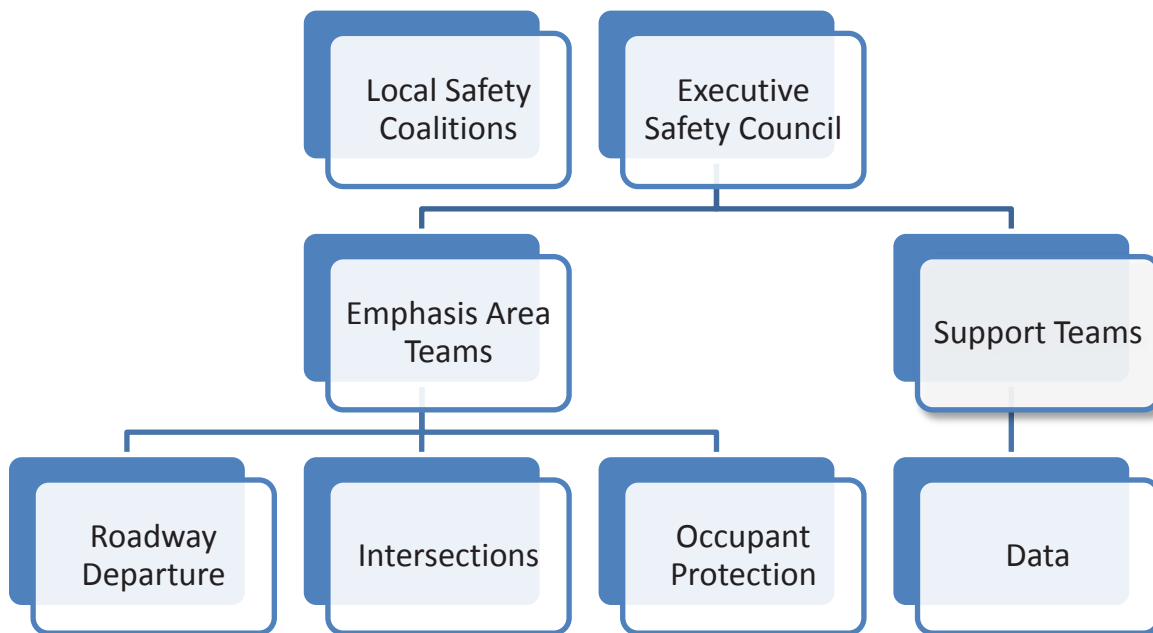
PARTNERS, ROLES AND PROCESSES



Partners, Roles and Processes

Overview

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. This chapter focuses on the role of the groups that appear in the flow chart below.



Executive Safety Council

The Executive Safety Council, or ESC, will tap the skills of many agencies to champion transportation safety on all public roads in Kansas by developing and maintaining the Strategic Highway Safety Plan.

The ESC will

- ❖ analyze data in order to identify statewide goals and emphasis areas,
- ❖ recruit stakeholders for emphasis area teams,
- ❖ direct the teams and
- ❖ support strategy implementation by the appropriate agencies.

The ESC currently comprises 18 agencies and their representatives.

- ❖ Kansas Department of Transportation, Pete Bodyk and Mike Floberg
- ❖ Federal Highway Administration, Mike Bowen
- ❖ Kansas Association of Counties, Norm Bowers
- ❖ National Highway Traffic Safety Administration, Romell Cooks
- ❖ AAA Allied Group, Jim Hanni
- ❖ LTAP Center at the University of Kansas, Lisa Harris
- ❖ Stormont-Vail Trauma Services, Scott Harrison
- ❖ Mid America Regional Council, Mell Henderson
- ❖ Kansas Association of Chiefs of Police, Ed Klumpp
- ❖ Kansas Department of Revenue, Terry Mitchell
- ❖ The League of Kansas Municipalities, Don Moler
- ❖ Kansas Department of Health and Environment, Rosanne Rutkowski
- ❖ Kansas Legislature, Sen. Vicki Schmidt
- ❖ American Traffic Safety Services Association, Kevin Shelton
- ❖ Federal Motor Carrier Safety Administration, Max Strathman
- ❖ Kansas Motor Carriers Association, Tom Whitaker
- ❖ Kansas Emergency Nurses Association, Darlene Whitlock
- ❖ Kansas Highway Patrol, Art Wilburn

The ESC meets four times a year, generally on the second Thursday of February, May, August and November. Agencies other than those listed may be invited to participate in meetings.

Emphasis Area Teams

Reporting to the ESC, the emphasis area teams will develop action plans, including safety-related programs and projects, to implement the SHSP. The teams will

- ❖ select strategies,
- ❖ develop performance measures and
- ❖ identify resources, including funding, legislation, staffing and lead agencies, to support programs and projects.

These groups will meet four times a year on dates agreed to by their members.

Emphasis Areas

Every crash touches many lives. Yet the ESC realized that it couldn't focus equal attention on every potential source of crashes. Instead, it focused on those circumstances and conditions that kill or disable the largest numbers of drivers and riders. It queried a KDOT crash database to do so. The following table lists the areas considered for emphasis and groups them by category.

Potential Emphasis Areas	
Category	Area
Driver Behavior	Impaired Driving
	Distracted Driving
	Aggressive Driving
	Speeding
Preventive Measures	Seat Belts
	Helmets
Demographic	Teen Drivers
	Older Drivers
Crash Types	Intersections
	Roadway Departure
	Median/Crossover
	Collision with Deer
	Pedestrians
	Work Zones
Vehicle Type	Large Commercial Vehicles
	Motorcycles
	Trains
	Farm Equipment
	Emergency Vehicles
	Mopeds
	Pedal Cycles

The ESC decided that emphasis area teams should focus on three crash variables linked to large numbers of fatalities and disabling injuries: roadway departure, occupant protection and intersections. In addition, the ESC designated four other areas for attention as this document is updated: impaired driving, teen drivers, large commercial vehicles and older drivers.

Support Teams

In addition to the emphasis area teams, several support teams will report to the ESC. A data support team has been established, and two other teams – focused on education and locally owned roads – will be added in the future.

The support teams will function in the same way as the emphasis area teams, selecting strategies, developing performance measures and identifying resources to support programs and projects. The difference is that the emphasis area teams will focus on specific crash variables, while the support teams supply them with data, educational resources and other tools.

More detail about the work of the support teams appears in the emphasis area chapters. They will meet four times a year on dates agreed to by their members.

Regional/Local Safety Coalitions

Safety coalitions will be organized to represent the state's regions. They will promote communication among local transportation safety partners as they develop and implement regional traffic safety plans. One regional coalition, Destination Safe, has already been established (see Appendix D, Safety in Numbers.)

The regional coalitions will:

- ❖ analyze data to identify regional goals and emphasis areas,
- ❖ facilitate communication between local law enforcement officials and public works personnel,
- ❖ recommend safety-related projects and programs to KDOT and others,
- ❖ administer a state-funded Traffic Safety Fund used to support the goals of local traffic safety plans,
- ❖ promote access by local decision makers to KDOT crash data to help in the identification of roads with high crash rates for possible safety improvements,
- ❖ recommend systemic safety improvements that are eligible for High Risk Rural Roads Program funding or moneys from other sources and
- ❖ promote timely and relevant safety training for 4E personnel at the local level.

Annual Revision

The reality of change demands flexibility. Therefore, the SHSP will be updated annually under ESC guidance. Resources may be reallocated in response to change, for example, in state or federal transportation laws and funding. The annual update should take into account the following factors:

- ❖ a review of fatal and disabling injury crash data in the KDOT database from the previous five calendar years,
- ❖ a report from each emphasis area team on the measurable results of the implementation of strategies,
- ❖ a report from each support team on the progress toward implementation of specific strategies and related performance measures and
- ❖ a report from each regional safety coalition on the impact of safety spending (if applicable) on local performance measures.