

**STRATEGIC HIGHWAY
SAFETY PLAN 2014**



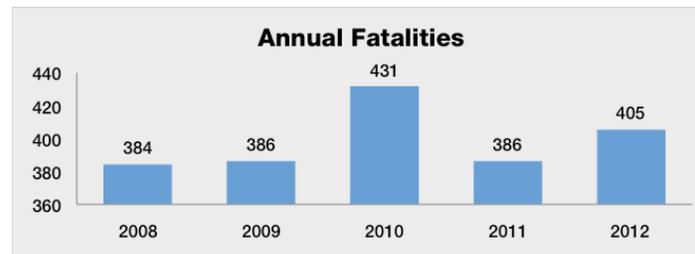
**EXECUTIVE
SUMMARY**

SAFEKAN

Road to Zero Fatalities

A strategic highway safety plan (SHSP) 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 have to take part – including engineers, educators, planners, persuaders, law enforcers and medical care providers.
- *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 outside of that system.



The number of fatal crashes has fallen in recent years, both in Kansas and the nation. The fatality *rate* – the number of fatalities per mile driven – has also dropped. Yet this stark fact remains: Between 2008 and 2012 in Kansas, 1,992 people took the last drive of their lives. On average, 398 people die in crashes every year.

As we develop this plan, we realize we are creating a process, too – one that will outlive the plan. The process we envision 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 attempt to anticipate its safety needs in a timely way. Change happens, so good planning is flexible. Therefore, we plan to update the SHSP – as a living document – annually, typically with the state fiscal year, or July 1. This update will include sections which represent all identified emphasis area teams as well as

SHSP support teams. A checklist of where we have been and where are going with our strategies will be included in the update. Every five years, we plan to take additional steps to perform an in-depth review and revision of the plan. The first version of the entire plan will be published on March 1, 2015.

The Kansas Executive Safety Council, or ESC, first met in May 2009. The purpose of the ESC is to champion transportation safety on all public roads in Kansas by developing and maintaining a SHSP that will drive the formulation and implementation of safety-related programs. The ESC mission, vision and goals were set in 2009. The information you see below reflects the goals this committee aims to reach through targeted safety efforts by the year 2029.

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

Vision: Vision Zero – Every One Matters

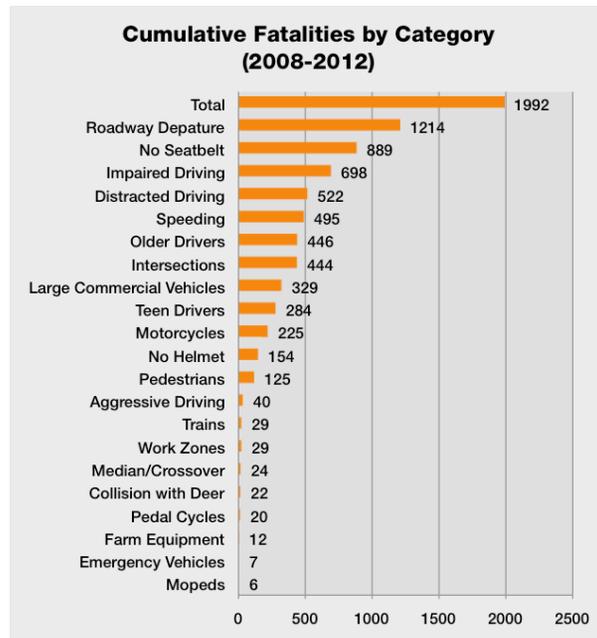
Goal: To reduce fatalities and serious injuries by half in 20 years (base period 2005 – 2009) (Given projected increases in traffic volume during the 20-year period, for the goal to be met the crash *rate* will have to be reduced not by 50 percent but by 63 percent!)

Aware of the importance of collaboration between different organizations and disciplines, the ESC formed emphasis area teams, staffed by persons possessed of the requisite skills in the 4E's, to deal with the crash variables it had prioritized. In addition, it also formed three support teams. A data team coordinates the data needs of the ESC and emphasis area teams; an Education team coordinates the

education strategies that are identified by the emphasis area teams; and a Local Roads team identifies ways to bring local partners into the SHSP mission, vision and goals.

The data led the ESC to designate the emphasis areas and support teams as follows:

- Current Emphasis Area Teams
 - + Roadway Departure
 - + Occupant Protection
 - + Intersections
 - + Impaired Driving
 - + Teen Drivers
 - + Older Drivers
- Future Emphasis Area Teams
 - + Large Commercial Vehicles
 - + Emergency Medical Services
- Support Teams
 - + Data
 - + Local Roads
 - + Education



Updates:

The Kansas Strategic Highway Safety Plan can be found online at www.ksdot.org.

Fiscal Year 2015 Strategies:

As any plan is put together, it is wise to look at what has already been accomplished, what can be accomplished in the short-term and what can be accomplished in the long-term. Strategies throughout the SHSP can be placed in these three main categories as current/completed, new and future strategies. Current/completed strategies are those strategies that were already completed or established prior to the publishing of this plan. New strategies are those that have the goal of completion between fiscal years 2015 – 2019. Future strategies are those strategies that have a goal of completion after fiscal year 2020 and they are included in the plan as place holders for good ideas.

As you read through the SHSP, you will see much has already been accomplished in traffic safety but there is still a long way to go. Reaching these goals requires cooperation and action by a variety of persons and all may not be attainable. Priorities which were identified as actionable in Fiscal Year 2015 are as follows:

Emphasis Area Teams:

Impaired Driving:

- Enhance DUI law with provisions to enable prosecutors to charge offenders with Aggravated Battery DUI in DUI cases involving serious or great bodily harm to others,
- Examine DUI fee structure and distribution,
- Enhance existing Kansas Ignition Interlock program to enable the state to be able to monitor the specific violations that are logged by the device ,
- Establish a “Per Se” DUI law for drugged impaired drivers ,
- Change existing law to clarify jurisdiction of consumption of alcohol for minors,
- Work with media outlets to emphasize the dangers of impaired driving,
- Expand driver education to bring more emphasis to the issues related to prescription and over-the-counter medications,
- Work with law enforcement agencies across the state to emphasize the importance of continuation of traffic enforcement ,
- Create a program to improve report writing / courtroom testimony skills of law enforcement officers to reduce the incidents of dismissals and acquittals due to poor reports and testimony,

- Expand the Drug Recognition Expert (DRE) program to encourage more law enforcement to participate in the detection of the drug impaired driver,
- Encourage all law enforcement academies to implement “wet workshops” when training officers in the skills of Standardized Field Sobriety Testing (SFST),
- Educate law enforcement agencies / officers on changes in impaired driving laws (“happy hours,” criminalization of refusals) and environmental changes within the community (Casinos, dance clubs, pubs),
- Expand the Nighttime Seatbelt Enforcement Program (NSEP) to increase contact with the traveling public during peak impaired driving hours of the day,
- Implement Alcohol Safety Action Program (ASAP) in strategically located areas that lack sufficient manpower to conduct high-staffing enforcement activities,
- Encourage citizen academies to enhance their curriculum to include the importance of impaired driving deterrence through citizen detection and reporting,
- Develop an educational program for the medical community which details the importance of gathering evidence that can be used by law enforcement to prosecute and adjudicate DUI offenders in Kansas ,
- Develop a statewide program that partners EMS with their local law enforcement agencies to obtain blood samples in a timely manner ,
- Establish a Kansas law enforcement phlebotomy program,
- Keep up-to-date on new technologies in breath alcohol instrumentation,
- Expand staffing for the KBI toxicology section to address workloads,
- Establish a KBI satellite laboratory in Great Bend, KS,
- Establish a statewide repository for tracking and monitoring DUI offenders,
- The KTSRP is developing a DUI “Bench” book, designed to provide judges with current DUI law at their fingertips,
- Establish a true DUI Court(s); and
- Implement the “24/7” program in Kansas.

Intersections:

- Develop a method to project the expected number of crashes based on intersection types and traffic volumes in order to identify intersections with the potential for improvement,
- Promote research into experimental low-cost countermeasures; and
- Develop a program to fund targeted enforcement programs at high-crash intersections.

Occupant Protection:

- Focus policy efforts on amending the seat belt fine in KSA 8-2504 to at least \$60 plus court costs for ages 14 and older, and/or strike subsection (2)(d) which prohibits local authorities from enacting stricter fines. Also strive to amend KSA 8-2504 subsection (2)(b) for a seat belt violation to be reportable to the Department of Revenue as a moving traffic violation instead of a misdemeanor,
- Focus policy efforts on amending KSA 8-1345(a) to allow for multiple violations (and fines) if more than one child is unrestrained. Additionally, amend KSA 1345(b) to waive the fine if the driver provides proof that they have purchased or acquired and installed the appropriate child passenger safety restraint; and
- Provide model transportation policies to groups like churches, child care agencies and schools that regularly transport children.

Older Driver:

- This is a fairly new team; strategies are under development

Roadway Departure:

- Recommend new distribution of HSIP funding based on Kansas crash statistics. (This is a strategy jointly recommended by the roadway departure and intersections EATs.),
- Develop a process to account for recommendations from traffic studies (such as road safety assessments and Traffic Engineering Assistance Program studies) to generate projects within existing safety programs and contribute to new and future projects in other programs,
- Expand the use of high-friction surfacing; and
- Develop and implement a Safety Corridor Program.

Teen Drivers:

- Expand the SAFE program,
- Oppose actions to repeal or amend teen driving laws that are in place; and
- Research the impact of the GDL.

Support Teams:

Data:

- Use SafetyAnalyst to couple data analysis with engineering solutions; and
- Complete and automate geo-coding (assignment of latitude and longitude) of crashes on local roads.

Education:

- Develop a tiered network of organizations and individuals to deliver messages to targeted audiences; and
- Develop a checklist tool for the EATs to use when implementing their education strategies.

Local Roads:

- Take advantage of flexibilities to maximize federal participation on projects,
- Improve local access to geo-coded crash maps through an automated process,
- Pilot regional or local safety coalitions,
- Promote regular meetings of local personnel representing such interests as public works, law enforcement, EMS and trauma centers to review crash records and develop solutions,
- Pilot local road safety plans,
- Design a course on the acquisition and use of crash data and information to reduce crashes on local roads,
- Start a Safety Circuit Rider program; and
- Promote the importance of traffic enforcement to the law enforcement community.

Local/Regional Safety Coalitions:

Traffic Safety must be a state-wide, not just state-level priority. Citizens must be provided with a platform to not only express local/regional concerns but to also build a network of safety advocates and set/implement local and regional goals. This can be accomplished through local and regional safety coalitions.

KDOT is partnering with the Kansas Department of Health and Environment's Healthcare Emergency Preparedness Coalitions in order to form traffic safety regional safety coalition subcommittees which are replicable and cover the entire State. This partnership makes sense as traffic safety performance measures, fatalities and serious injuries, are a healthcare emergency with over 2,000 traffic-related fatalities or serious injuries within the state on an annual basis.

The first RSC subcommittee has been established in the Northwest part of the State. As lessons are learned and programs are implemented, KDOT will begin to reach out to the other 6 healthcare coalition regions of the State in order to form additional traffic safety subcommittees.

After regional safety coalitions are implemented, the next natural step is implementation of local safety coalitions. KDOT will work to form local safety coalitions as they make sense.

Call for Volunteers and Input:

The remaining teams Large Commercial Vehicles and Emergency Medical Services have not been formed. To participate, contact Steven Buckley, State Highway Safety Engineer, at 785-296-1148, or Buckley@ksdot.org. We look forward to hearing from you!