

State of Kansas

Highway Safety Plan FFY 2016

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The FFY 2016 Kansas Highway Safety Plan is being submitted to NHTSA and FHWA. The report describes the processes followed by the State of Kansas in the use of federal highway safety funds, consistent with the guidelines, the priority areas, and other requirements established under Section 402 and 405.

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TABLE OF CONTENTS

	Page
Program Admin	3
Program Areas	
Statewide	34
Alcohol	35
Distracted Driving	40
Motorcycle Safety	41
Occupant Protection	44
Paid Media	51
Pedestrian & Bicycle Safety	53
Police Traffic Services	55
Roadway Safety	61
Safe Communities	62
Traffic Records	66
Highway Safety Funding	68

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Mission Statement

The KDOT Bureau of Transportation Safety and Technology, Traffic Safety Section, strives to improve the quality of life for the traveling public by reducing the number of motor vehicle fatalities, injuries and crashes. The Bureau influences human behavior by identifying problems and implementing effective educational and enforcement programs focusing on prevention.

Program Administration

This one year planning document describes the processes followed by the state of Kansas in the use of federal highway safety funds, consistent with the guidelines, the priority areas, and other requirements established under Section 402, 405, 408, 410 and 1906.

Below is a summary of the process currently followed by the Kansas Department of Transportation (KDOT) Bureau of Transportation Safety & Technology (BTST), Traffic Safety (TS) section to plan and implement its federal-aid grant program. The program is based on a complete and detailed problem analysis prior to the selection of projects. A broad spectrum of agencies at the federal, state, local levels and special interest groups are involved in project selection and implementation. TS also awards grants internally to supplement special projects and efforts of statewide significance.

Highway Safety Planning Process

Data Sources

The Kansas Department of Transportation, Traffic Safety Section (TSS) is responsible for preparation and execution of the National Highway Traffic Safety Administration Highway Safety Plan. Problem identification, performance goals and strategies are derived by utilization of Fatality Analysis Reporting System (FARS), the Kansas Crash Analysis and Reporting System (KCARS), observational occupant protection surveys, court data and Department of Motor Vehicle data.

The TSS is also actively involved in several Emphasis Area Teams that support the KDOT Strategic Highway Safety Plan. Each team is tasked with identifying solutions to curb the instance of their respective team. Currently, a member of the TSS is chairing the Occupant Protection, Impaired Driving and Older Driver teams. This collaboration between the HSP and SHSP has led to similar strategies outlined in both plans. The Emphasis Area Teams are diversified and include representatives from private and public entities. The entities include, KDOT, Kansas Highway Patrol, Kansas Department of Health and Environment, Department of Motor Vehicles, law enforcement liaisons, Kansas Traffic Safety Resource Prosecutor, AAA of Kansas and the Mid-America Regional Council. The Highway Safety Plan and Strategic Highway Safety Plan both utilize data from FARS, KCARS, observation belt use survey, courts and the Department of Motor Vehicles to develop problem identification, strategies and allocate resources.

FARS

The State of Kansas utilizes the core performance measures outlined in “Traffic Safety Performance Measures for States and Federal Agencies” (DOT HS 811 025), as developed by NHTSA and GHSA. The FARS database provides ten of the twelve performance measures. These performance measures are not only used to address problem areas, but to gauge recent success or need for improvement at the statewide level.

KCARS

The state of Kansas, Department of Transportation, compiles crash reports submitted by law enforcement that meet or exceed the minimum standards of:

- Crash occurred on public roadway
- Crash involved at least one motor vehicle
- Crash had at least one fatality, injury or property damage exceeding \$1,000

The state receives around 60,000 crash reports annually. This extensive database allows KDOT to target problem areas by gender, age of driver, BAC levels, contributing circumstances, time of day, crash type, crash severity, city or by county. This database also contains one of the twelve mandated performance measures, number of serious injuries and our Kansas Specific Performance Measure, distracted driving crashes.

A brief sampling of other data segments available in KCARS include: teen crashes by location and statewide, teen crashes by age by location or statewide, unbelted drivers and passengers by location and statewide, roadway departure crashes by location or statewide, roll-over crashes by location or statewide and motorcycle crashes by location or statewide.

Vehicle Miles Traveled and Traffic Counts

KDOT maintains vehicle miles traveled charts and figures as well as traffic counts for a great majority of public roads in the state. This is another data source available to the TSS that can be utilized to assist in developing problem identification, identifying resources and allocating funding.

Direct Observational Occupant Protection Surveys

As required, the state of Kansas annually performs a statewide observational survey to gauge seat belt use for adults. Additionally, we perform an observational survey for children. The adult survey is conducted in 35 counties and not only tracks belt use, but gender of front seat occupants, vehicle type and was the driver distracted. The 2014 study measured more than 55,000 vehicles and nearly 71,000 front seat occupants. Beyond the core statewide observational survey number, the adult survey tells us that females are more likely to buckle up than males and pickup truck drivers are the most likely to not be buckled.

Excerpts from the 2014 Adult Study are:

Trucks, which account for about one in five vehicles observed, produce a substantially lower belt use rate (76%) than other vehicles (90%-93%), and male truck drivers are the lowest single category of belt users (76%). Rural counties tend to produce a lower belt use rate than urban counties. And, finally, the more “local” the trip, the less likely occupants are to be buckled up.

Among all drivers, about 5.5% were observed using a cell phone, less than 1.4% are texting, dialing, or are otherwise looking at a cell phone while driving, and about 3% are displaying other forms of distracted driving, including eating, looking for something, adjusting the sound system, etc. About 90% of drivers displayed no distraction while observed. Even among the younger drivers – the most distracted group, about 88% of drivers display no distraction.

Law Enforcement produced a belt use rate of about 92%.

As previously mentioned, Kansas also conducts a child observational survey. This survey is broken down into four age groups, 0-4, 5-9, 10-14 and 15-17. Beyond belt use of the child, the survey also gathers driver gender, vehicle type, driver distraction and restraint type. The 2014 survey observed more than 34,000 children in 20 diversified counties. Excerpts from the 2014 child survey are:

Children are much more likely to be buckled up if the driver is also belted. If the driver is belted, about 96% of the children are also belted. If the driver is not belted, only about 21% of the observed children were also belted. This may be the most important finding in the study.

The state-wide estimate of belt use among Kansas children (0-17) as observed in 2013-2014 is about 86%. The 0-4 age group is buckled up at the highest rate, about 97%, followed by the 5-9 age group, with about a 84% belt use rate. Among 10-14 year olds, about 80% were observed to be buckled up. And the 15-17 year olds were buckled up in about 83% of the observed cases. The 15-17 age group’s belt use is increasing at a faster rate than any other age group.

Court Data

While not as easy to gather and evaluate, the TSS does receive conviction data from the courts. Specific data sets include DUI fillings, DUI diversions, and DUI dismissals. This information is tracked by municipal and district court. While not a great amount of data, it is used in support of problem identification and when coupled with other data sources can really support the identification of a traffic safety problem.

Department of Motor Vehicles

The TSS receives driver's license information from the DMV. Data elements include number of driver's license by age and gender. This information is important as we address teen drivers and will assist when we begin addressing older drivers in the future.

The TSS utilized information from the above mentioned data sources to identify general traffic safety problems and specific locations when planning programs and allocating resources. Outcome and behavior performance measures developed by NHTSA and GHSA (Governor's Highway Safety Administration) were used to plan and evaluate the overall effectiveness of the highway safety program, see table 1. The state of Kansas has chosen to use a five year moving average to determine baseline and development of data driven goals.

Collaboration

Annually, the TSS conducts recruitment lunches around the state. The recruitment lunches are designed to engage law enforcement and other safety advocates on upcoming mobilizations and other traffic safety initiatives. These meetings also give the TSS an opportunity to engage local law enforcement and other safety advocates about potential traffic safety problems and or solutions.

Every year, KDOT hosts the Kansas Transportation Safety Conference. This conference attracts more than 300 professionals and over 150 teens and sponsors. The conference has four emphasis area tracks: Youth, Law Enforcement, Roadway Safety and Injury Control. While participants will gain a better understanding on current programs, new and innovative solutions, it also provides an opportunity to discuss problems and new ideas.

The TSS is also actively involved in several Emphasis Area Teams that support the Strategic Highway Safety Plan. Each team is tasked with identifying solutions to curb the instance of their respective team. Currently, a member of the TSS is chairing the Occupant Protection, Impaired Driving and Older Driver teams. The Emphasis Area Teams are diversified and include representatives from private and public entities. The entities include KDOT, Kansas Highway Patrol, Kansas Department of Health and Environment, Department of Motor Vehicles, law enforcement liaisons, Kansas Traffic Safety Resource Prosecutor, AAA of Kansas and the Mid-America Regional Council.

Monthly, TSS staff, the KDOT Strategic Highway Safety Plan owner, law enforcement liaisons, the Kansas Traffic Safety Resource Office, the Kansas Traffic Safety Resource Prosecutor, the Traffic Safety media contractor, NHTSA and other safety advocates meet to discuss upcoming activities, potential problem identification and possible solutions to problems.

Interaction with these diversified groups of professionals and teams leads to increased traffic safety awareness around the state and also leads to new and innovative ideas geared toward saving lives. Periodically, the TSS staff will meet to discuss new ideas, determine if the idea is part of a proven countermeasure, assess resources and collaboratively, make a decision as to whether or not to implement.

Performance Measures and Targets

Developing performance measures and targets is done collaboratively by the TSS staff and Strategic Highway Safety Plan staff. Armed with the most current data, this group meets to examine the core performance measures and evaluate progress towards the goals established in the most recent Highway Safety Plan. Additionally, as a group, we decide upon targets/goals for the upcoming Highway Safety Plan and ensure these targets are in-line with current goals/targets in the SHSP. The group has focused on developing goals based upon historical data from the data sources listed above, trend-lines of established performance measures, ensuring goals are realistic, achievable and resources are available.

Project Selection

Once the group has settled on performance measures and targets, project selection comes next. Project site selection supports the priority emphasis areas identified in the problem identification. The ranking of priority problem areas in the state, similar to the Highway Safety Strategies and Projects section of the plan coupled with the crash database and other relevant data sources, leads the traffic safety staff to begin formulating a program to address the specific issue. The next step involves engaging the local partner or entity that is best equipped to positively impact the specific countermeasure that is being addressed. Traffic safety staff will then work with the partner on a grant that will define the project, establish performance measures and mutually agree on the outcomes of the project. Another way project selection can occur is through solicitation from local entities or advocacy groups. After the solicitation is received in the traffic safety office, the office will review the proposal to determine if it provides support to reach the ultimate goal of reducing death and injury on Kansas roads. The next step involves input about the project from the traffic safety office staff and other traffic safety advocates including our law enforcement liaisons, our resource prosecutor and the KTSRO. Once the project is deemed appropriate of grant funding, a traffic safety staff person will work with the vendor to formulate the grant. This forms the basis of the primary criterion for project site selection. Whichever method is used, the SHSO has worked with established resources/contractors on implementing a program that mirrors a solution listed in the “Countermeasures that Work” book.

Prior to award, each entity will receive a Risk Assessment. The Risk Assessment will at a minimum, address the following issues: financial stability, quality of management systems, history of performance, reporting timeliness, percent of grant funds expended, reports and findings from audits, ability to conform to statutory requirements, disbarment or suspension.

Strategic Highway Safety Plan and Highway Safety Plan Coordination

The state of Kansas is fortunate in that the SHSP and HSP administrators are in the same Bureau inside of the KDOT Bureau of Transportation Safety and Technology. The current SHSP and HSP both use a five-year moving average of data to plan programs, establish goals and track progress. Both plans rely heavily on the same data sources to establish strategies and goals. These data sources include, but are not limited to: FARS, the statewide crash database and observational surveys. Both plans are similar in that fatalities, urban and rural fatalities,

impaired driving, seat belt use, teen driver fatalities, motorcycles and pedestrians are used as performance measures and developing Emphasis Area Teams. The four identified performance measures – fatalities, fatality rate, serious injuries and serious injury rate – have the same definition and goals. As previously mentioned, several staff in the TSS unit also “chair” emphasis area teams in support of the SHSP. As we move forward with implementation of both plans, the state will continue this great relationship and give each document a similar look and appearance, with similar common goals and strategies.

Performance Plan

2016 Performance Measures

The state of Kansas is using 2009 – 2013 FARS and the state crash database to establish baseline and goals for the 2016 Highway Safety Plan. Additionally, we are using the 2014 statewide observational survey information to establish a baseline and establish the 2016 goal. According to the IFR, each state is required to set a goal beyond the current maintenance of effort. This reduction amount was established from a five year moving average or projection. In order to maintain consistency and stabilize the data, the HSP and SHSP used a five year moving average to determine the baseline data and projections. Each performance measure identifies the current trend, projections and goal. A percentage increase or decrease was determined on each goal. Factors leading to the anticipated increase or decrease include, but are not limited to: recent history, timeframe of enactment of legislation, is it realistic, is it achievable and available resources. The Core Performance Measures were utilized throughout the HSP program areas to identify problem areas, establish proven countermeasures and gauge progress towards goals.

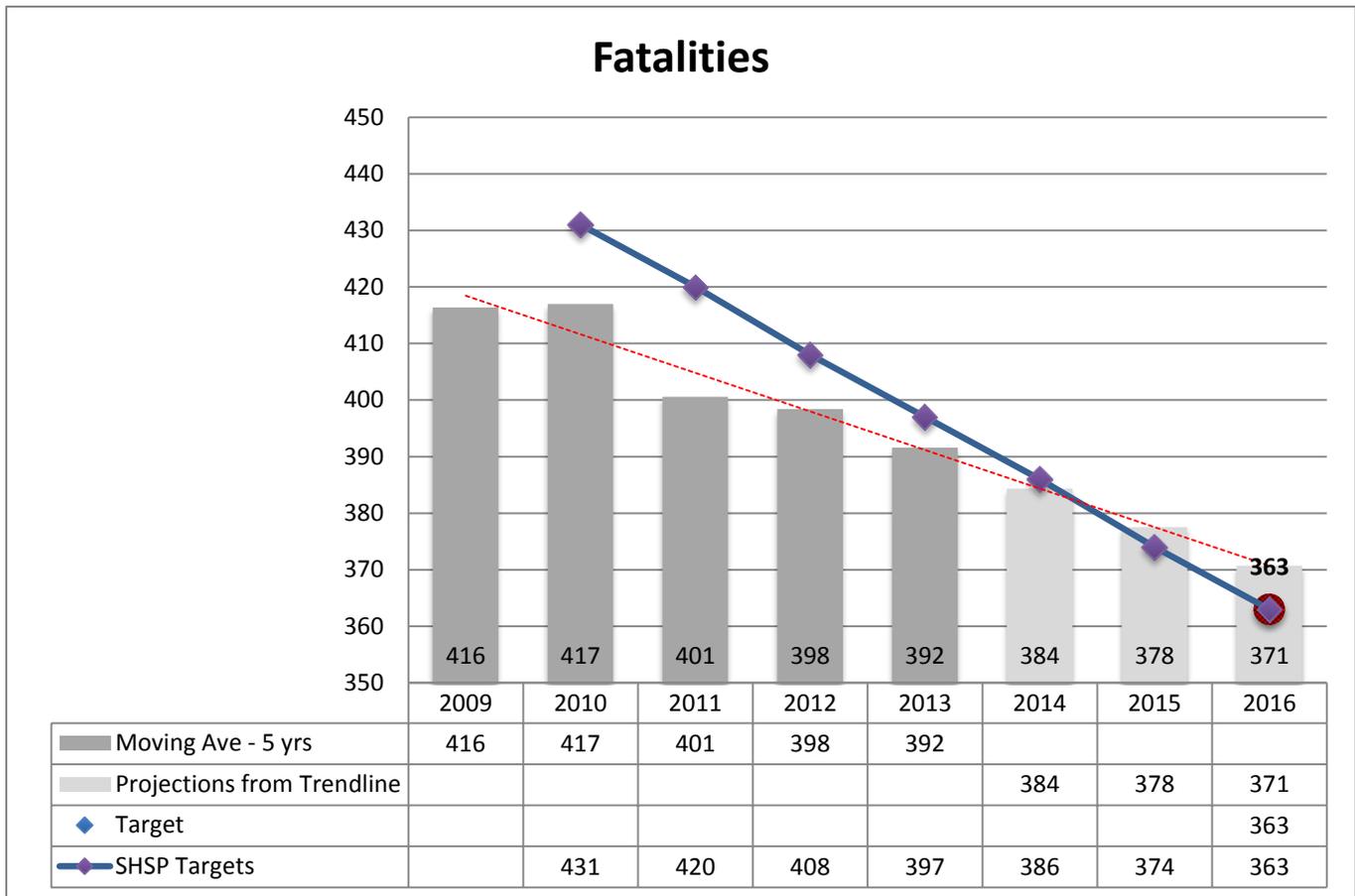
Table 1

2016 Performance Measures					
	Core Outcome Measures	2013 Actual	2016 Trend Projection	2009-13 Baseline*	2016 HSP Goal
C-1	Number of Traffic Fatalities (FARS)	350	371	392	363
C-2	Number of Serious Injuries (KCARS)	1,446	1,491	1,602	1,445
	Serious Injury Rate per 100 million VMT (KCARS)	4.787	4.960	5.336	4.836
C-3	Fatalities/VMT (FARS/FHWA)	1.159	1.236	1.305	1.213
	Rural Fatalities per 100 million VMT (FARS/FHWA)	1.870	2.144	2.144	2.123
	Urban Fatalities per 100 million VMT (FARS/FHWA)	.50	.457	.502	.452
C-4	Number of unrestrained fatalities all positions (FARS)	146	155	169	154
C-5	Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS)	102	126	114	113
C-6	Number of speeding fatalities (FARS)	111	102	107	101
C-7	Number of motorcyclist fatalities (FARS)	35	39	43	38
C-8	Number of un-helmeted motorcyclist fatalities (FARS)	18	27	28	26
C-9	Number of Drivers, 20 and Under, Involved in Fatal Crash (FARS)	54	52	66	51
C-10	Number of pedestrian fatalities (FARS)	25	18	20	17
C-11	Number of bicycle fatalities (FARS)	6	4	4	3
	Core Behavior Measure				
B-1	Observed seat belt use (FFY 14 State Survey)	86	87	86	88
	FFY 14 Activity Measures				
A-1	Number of seat belt citations issued during grant-funded activities	25,541			
A-2	Number of impaired driving arrests made during grant-funded enforcement activities	811			
A-3	Number of speeding citations issued during grant-funded enforcement activities	4,759			
	Kansas Specific Measures				
	Distracted Driving Crashes (KCARS)	14,985	10,319	15,063	10,243

* Baseline is the 5 Year (2009-13) Moving Average

Core Performance Measure Charts and Goals

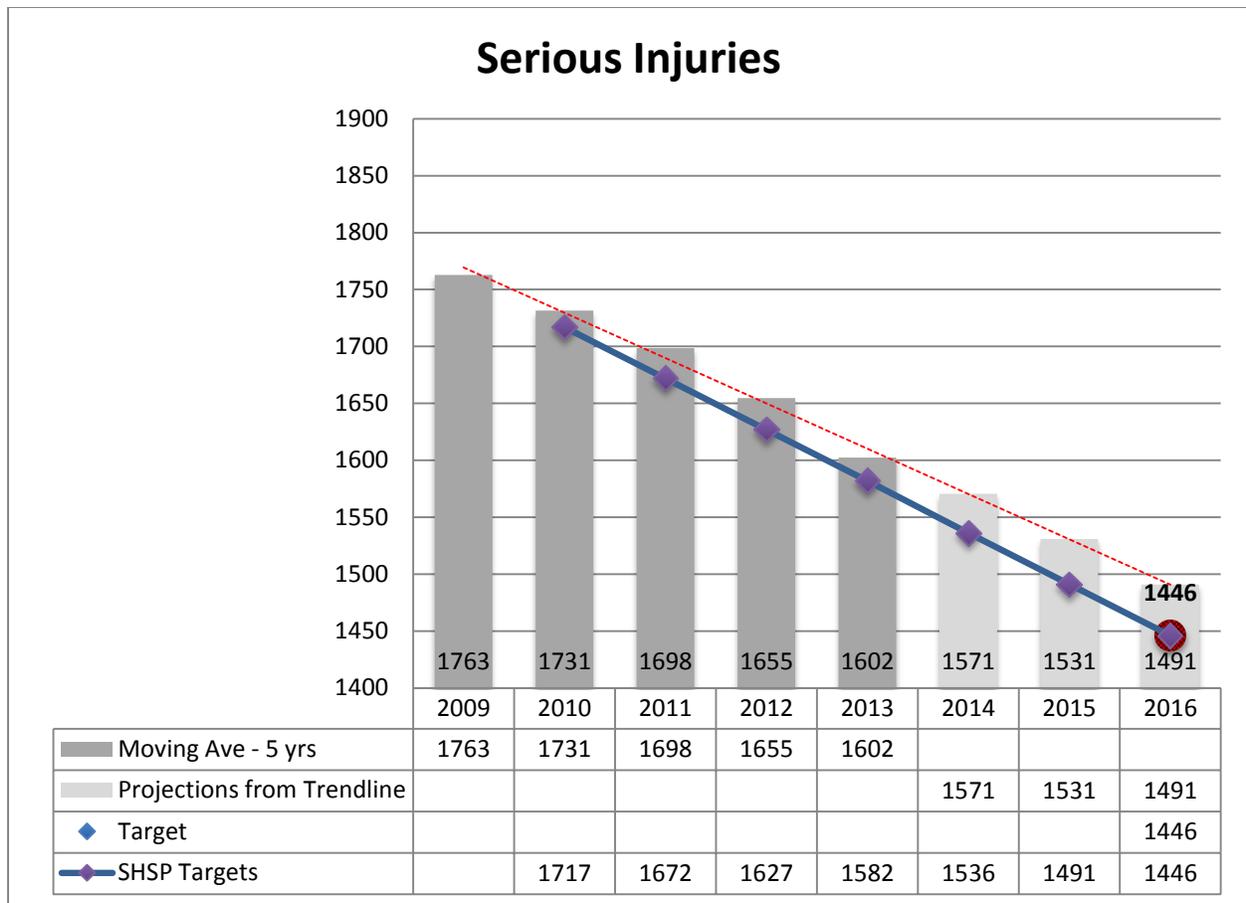
Number of Traffic Fatalities (FARS):



Goal Statement

Number of Traffic Fatalities: The 2016 five year moving average projection based upon the trend line indicates 371 total fatalities. A 2% reduction in this projection would derive our goal of 363 total fatalities in 2016. Based upon past history, the trend line of the SHSP target, the 2% reduction goal is realistic and attainable. The 2016 HSP and 2016 SHSP goals are equal.

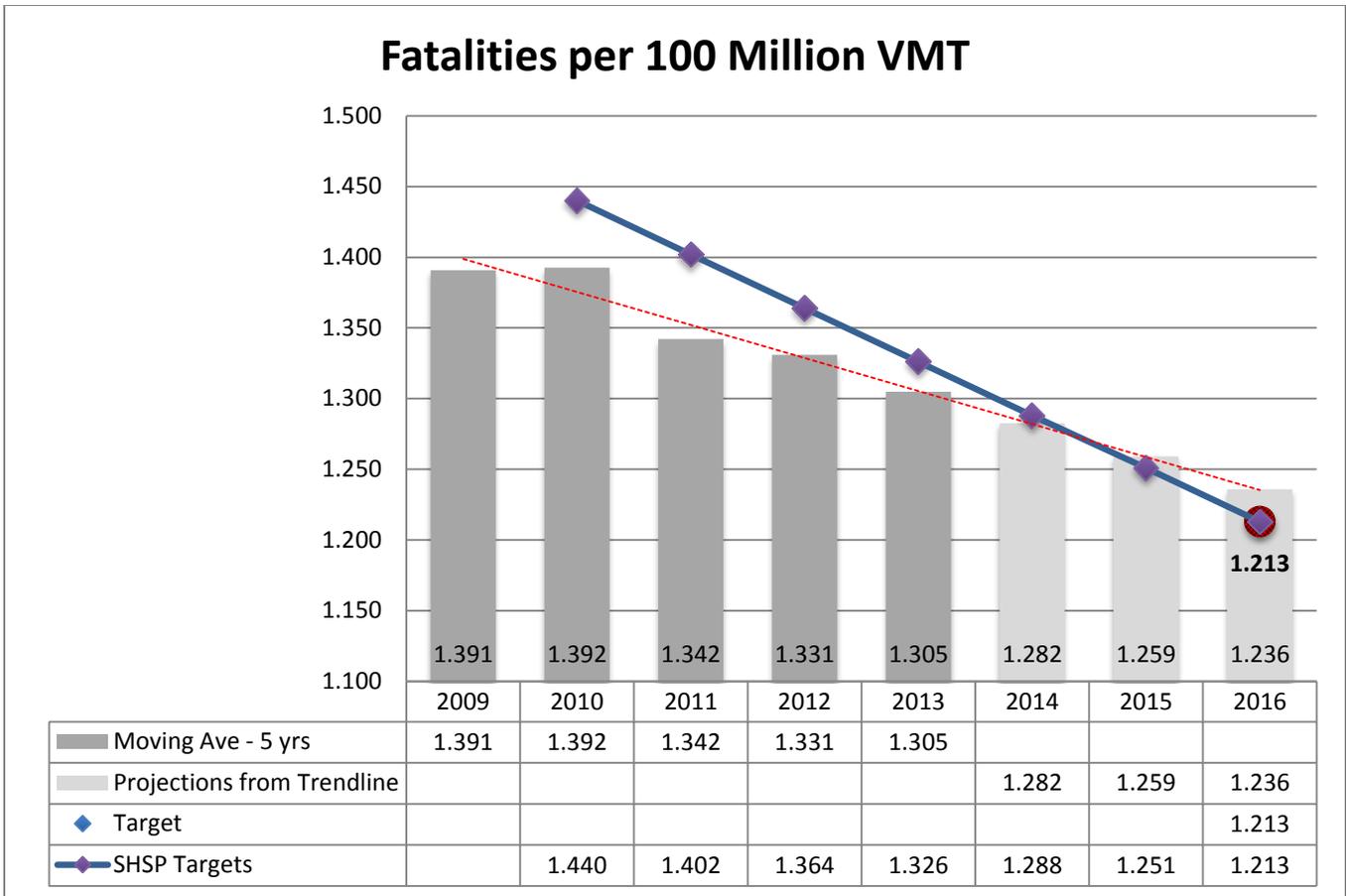
Serious Injuries (KCARS):



Goal Statement

Number of Serious Injuries: The 2016 five year moving average projection based upon the trend line indicates 1,491 serious injuries. A 3% reduction in this projection would derive our goal of 1,446 serious injuries in 2016. Based upon past history, the trend line of the SHSP target, the 3% reduction goal is realistic and attainable. The 2016 HSP and 2016 SHSP goals are equal.

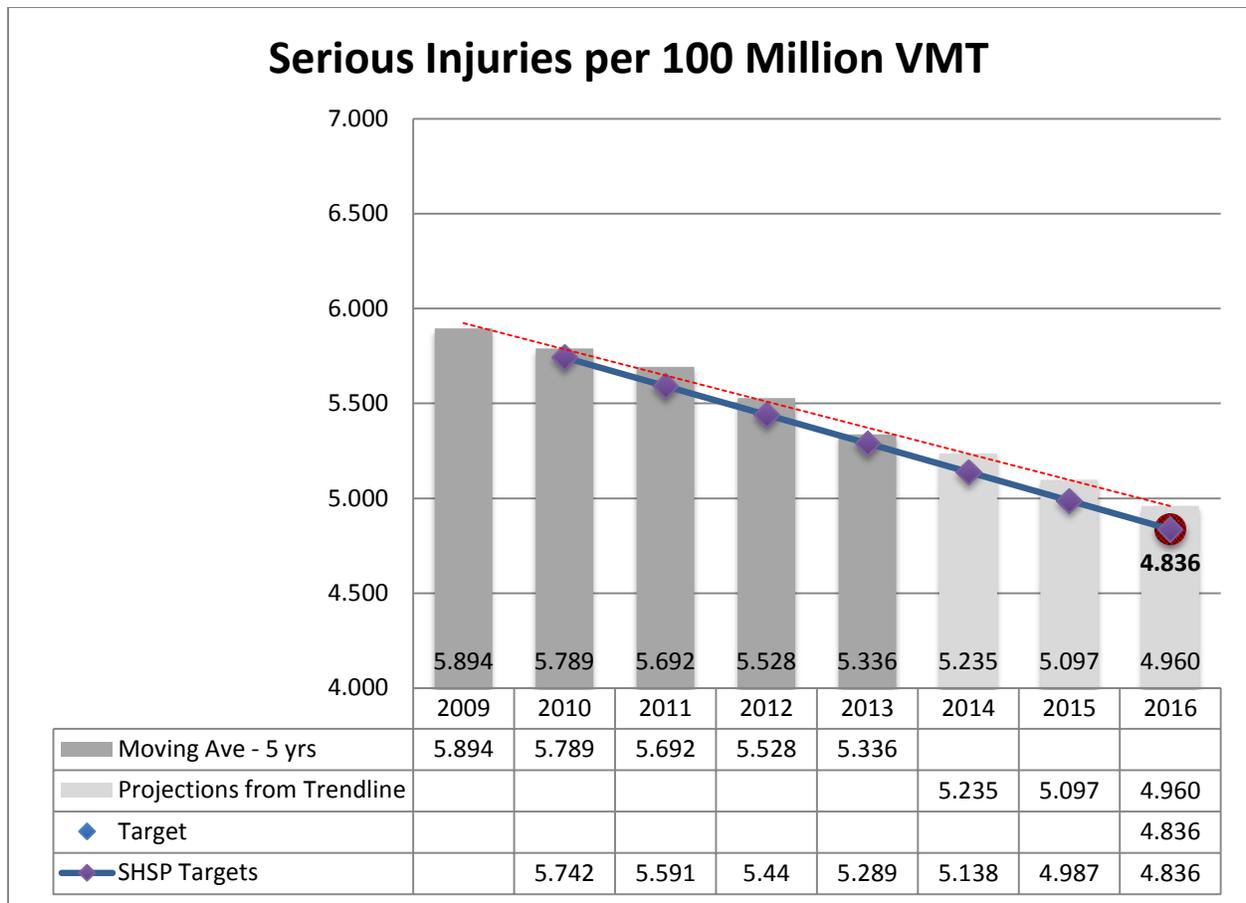
Fatality Rate per 100 million VMT (FARS):



Goal Statement

Fatality Rate per 100 million VMT: The 2016 five year moving average projection based upon the trend line indicates 1.236 fatalities per 100 million VMT. A 2% reduction in this projection will produce our goal of 1.213 fatalities per 100 million VMT in 2016. Based upon past history, the trend line of the SHSP target, the 2% reduction goal is realistic and attainable. The 2016 HSP and 2016 SHSP goals are equal.

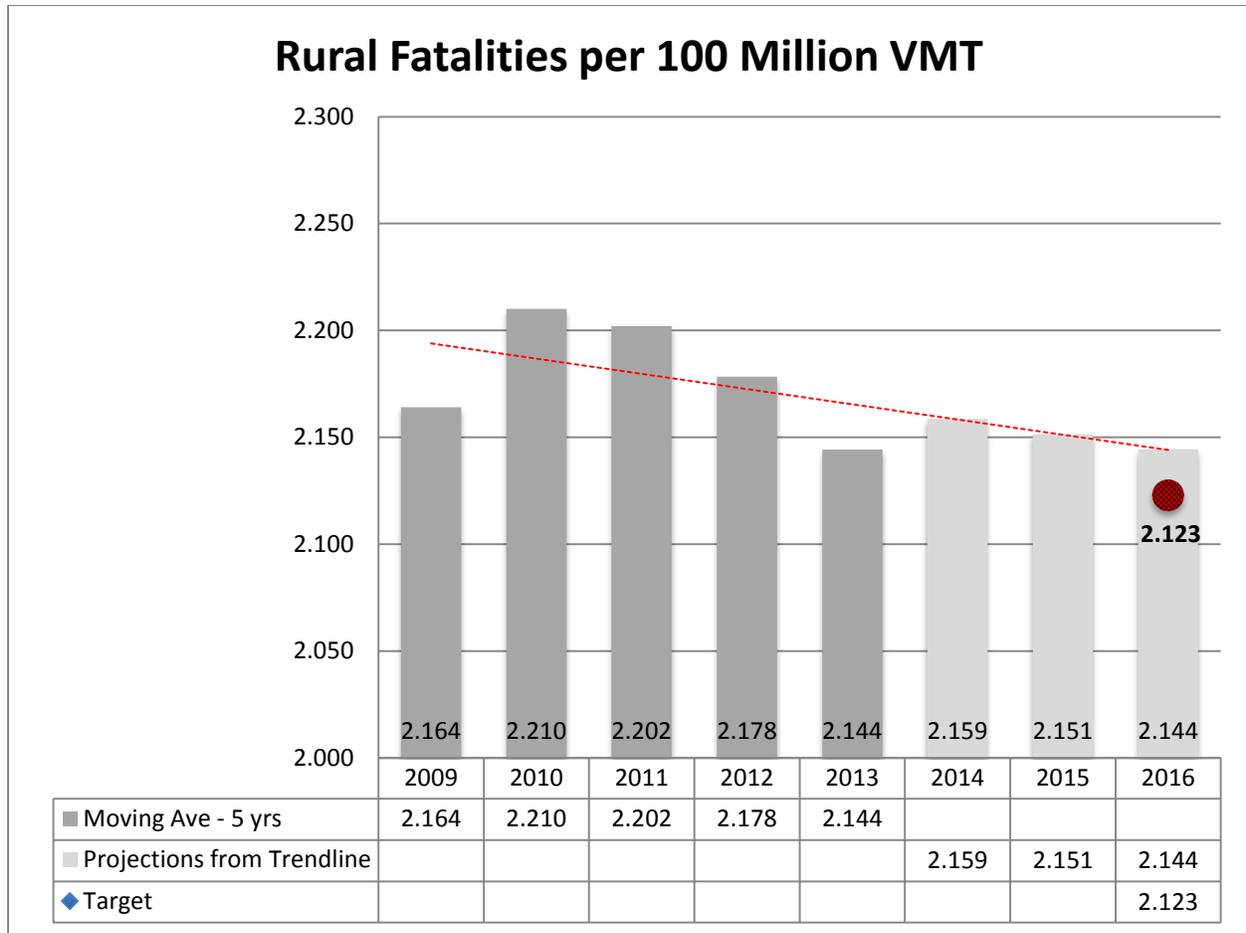
Serious Injury Rate (KCARS/FARS):



Goal Statement

Serious Injury Rate: The 2016 five year moving average projection based upon the trend line indicates 4.960 serious injury rate per 100 million VMT. A 3% reduction in this projection would lead to our goal of 4.836 serious injury rate per 100 million VMT in 2016. Based upon past history, the trend line of the SHSP target, the 3% reduction goal is realistic and attainable. The 2016 HSP and 2016 SHSP goals are equal.

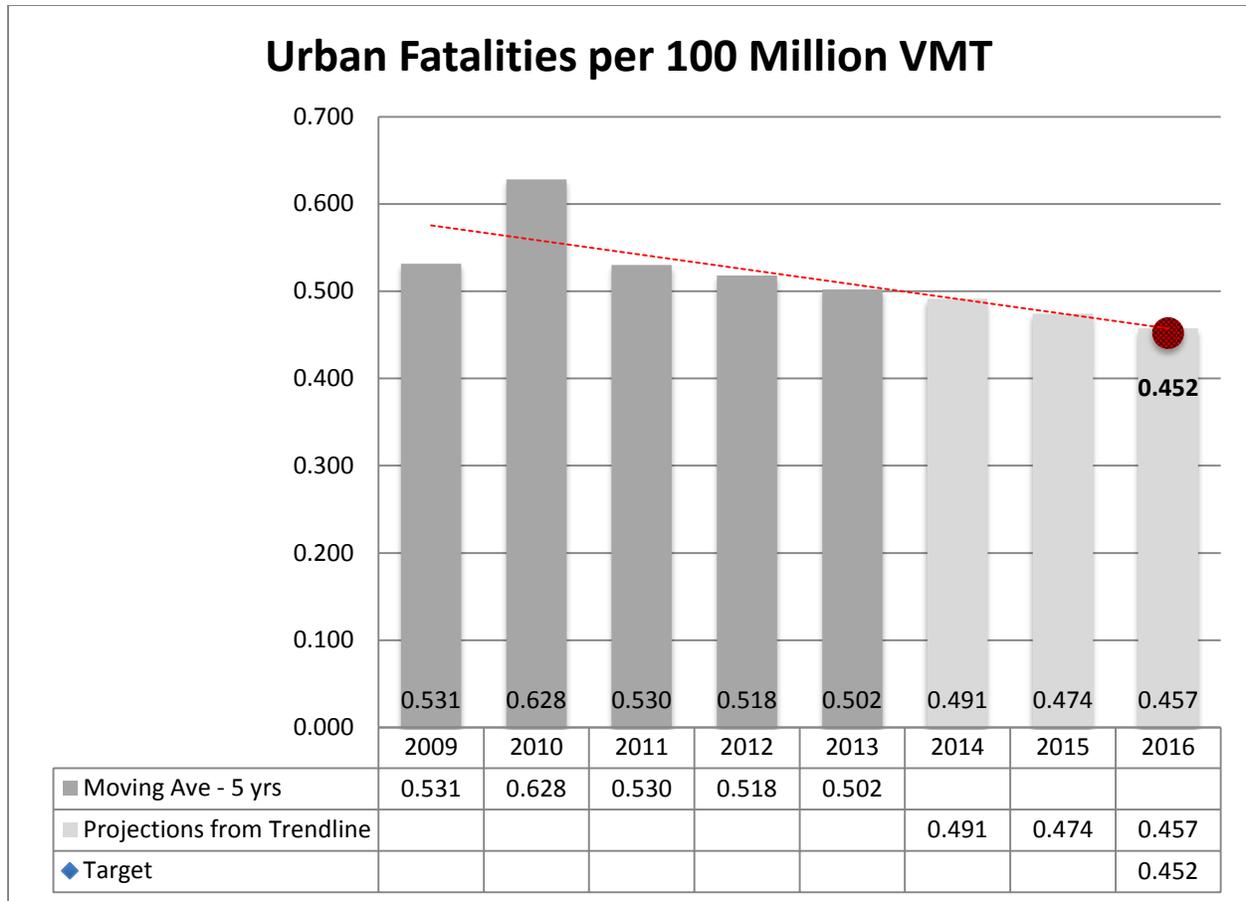
Rural Fatality Rate:



Goal Statement

Rural Fatalities per VMT Goal Statement: The five year moving average 2016 projection based upon the trend line indicates 2.144 rural fatalities per 100 million VMT. A 1% reduction in this projection would equal our goal of 2.123 rural fatalities per 100 million VMT in 2016. This trend has stayed relatively flat and therefore a 1% reduction goal is realistic and attainable.

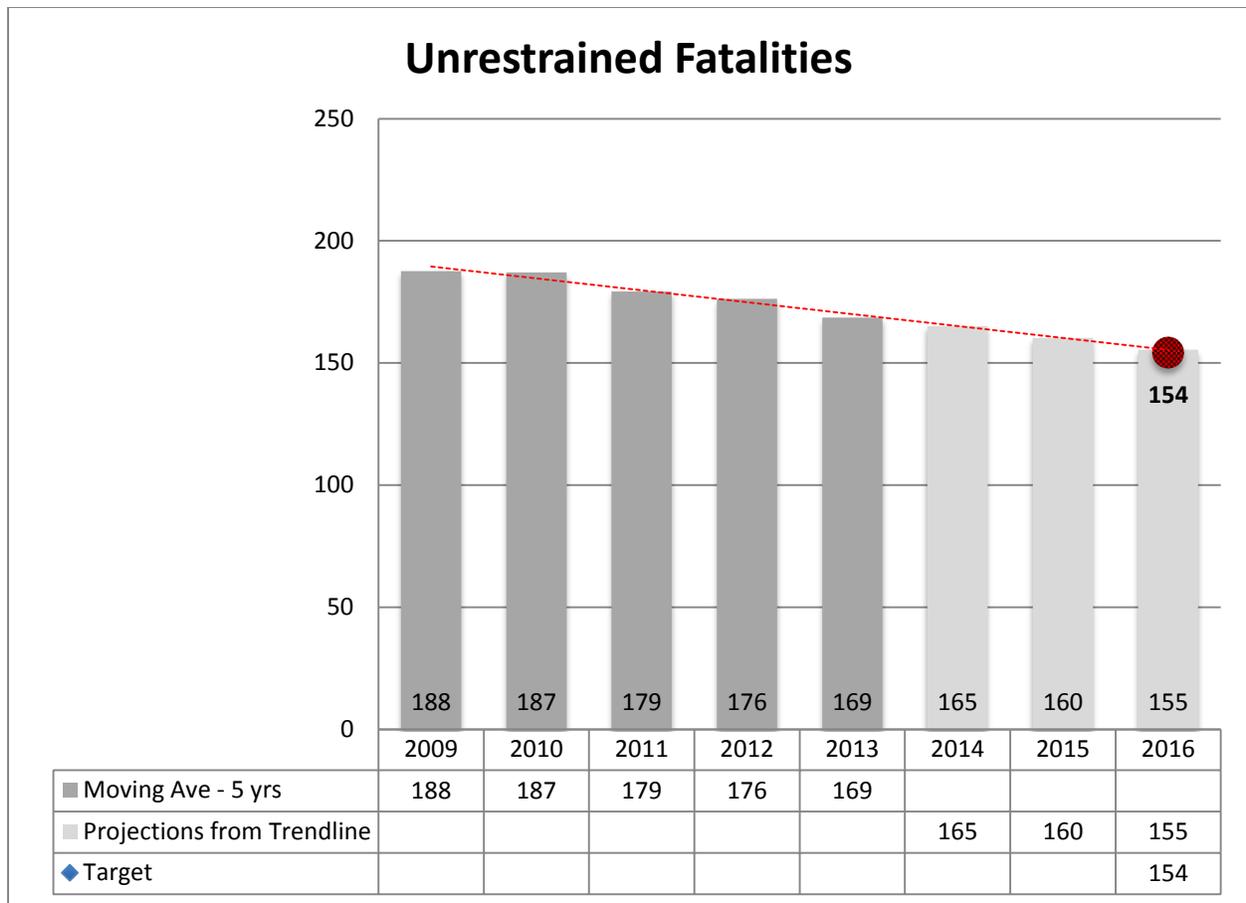
Urban Fatality Rate:



Goal Statement

Urban Fatalities per VMT Goal Statement: The five year moving average 2016 projection based upon the trend line indicates .457 urban fatalities per 100 million VMT. A 1% reduction in this projection would equal our goal of .452 urban fatalities per VMT in 2016. Based upon past history, the 1% reduction goal is realistic and attainable.

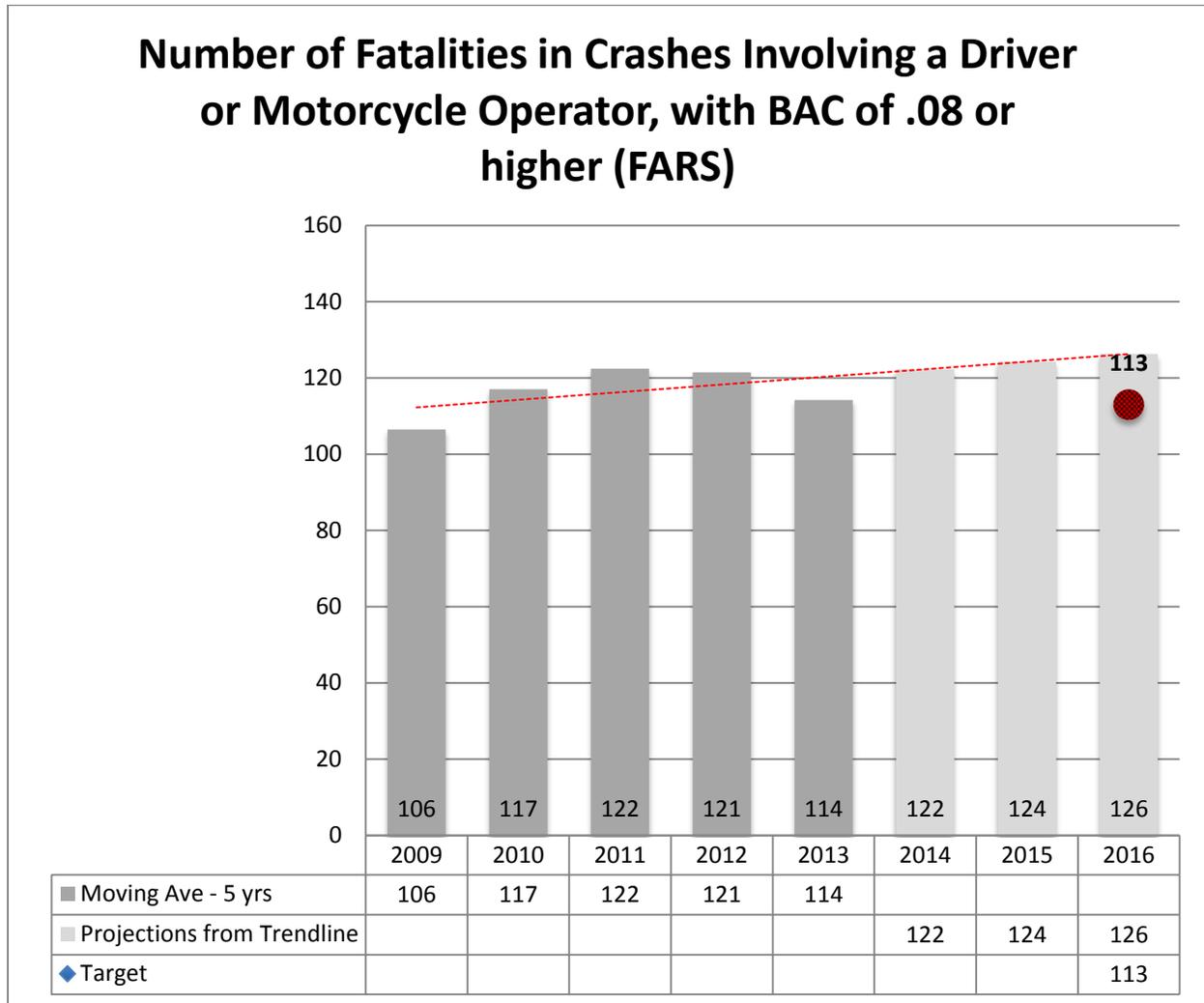
Unrestrained Fatalities All Positions (FARS):



Goal Statement

Unrestrained Fatalities all Positions: The five year moving average for 2016 projection based upon the trend line indicates 155 unrestrained fatalities. A 1% reduction in this projection would equal our goal of 154 unrestrained fatalities in 2016. Based upon past history, the recent moderate gains in the number of observed persons wearing their seatbelt, 1% reduction goal is realistic and attainable.

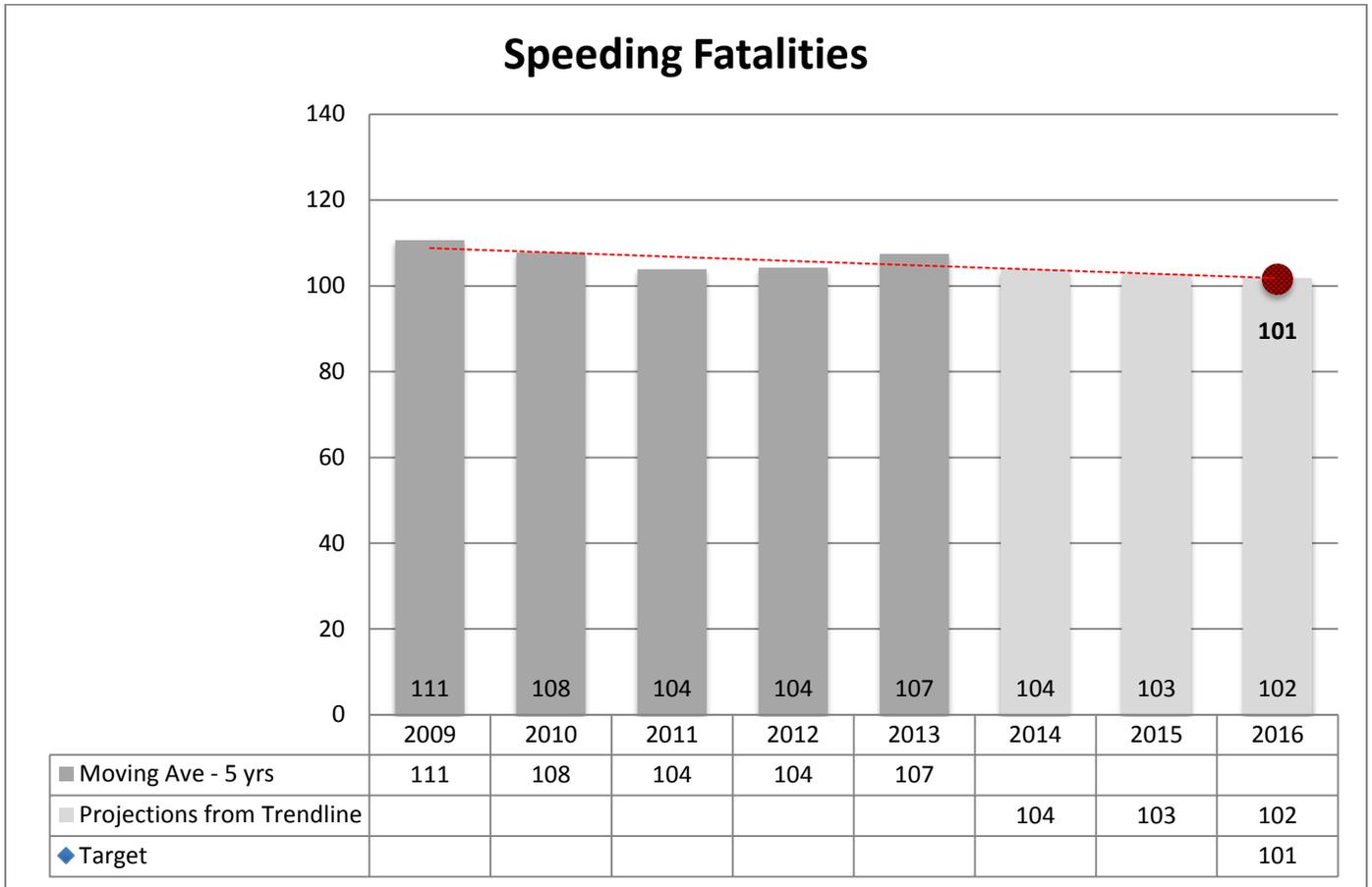
Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with BAC of .08 or above (FARS)



Goal Statements

Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS): The five year moving average for 2016 projection based upon the trend line indicates 126 alcohol-impaired fatalities. A 10% reduction in this projection would equal our goal of 113 alcohol impaired fatalities in 2016. Based upon past history, the recent achievements in impaired driving legislation, a 10% reduction goal is realistic and attainable.

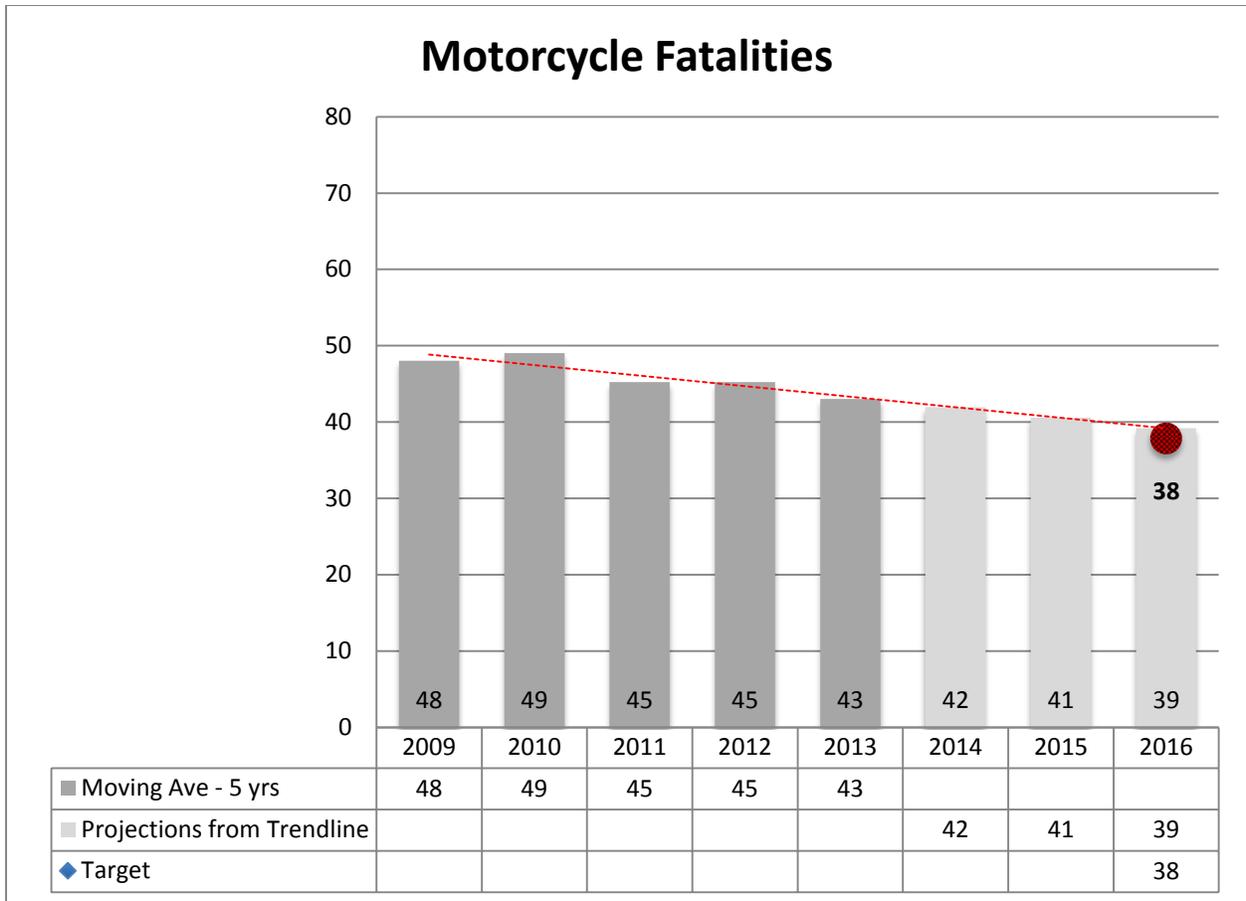
Speeding Fatalities:



Goal Statement

Speeding Fatalities: The five year moving average for 2016 projection based upon the trend line indicates 102 speeding fatalities. A 1% reduction in this projection would equal our goal of 101 speeding fatalities in 2016. Based upon past history and absent any recent law changes, a 1% reduction goal is realistic and attainable.

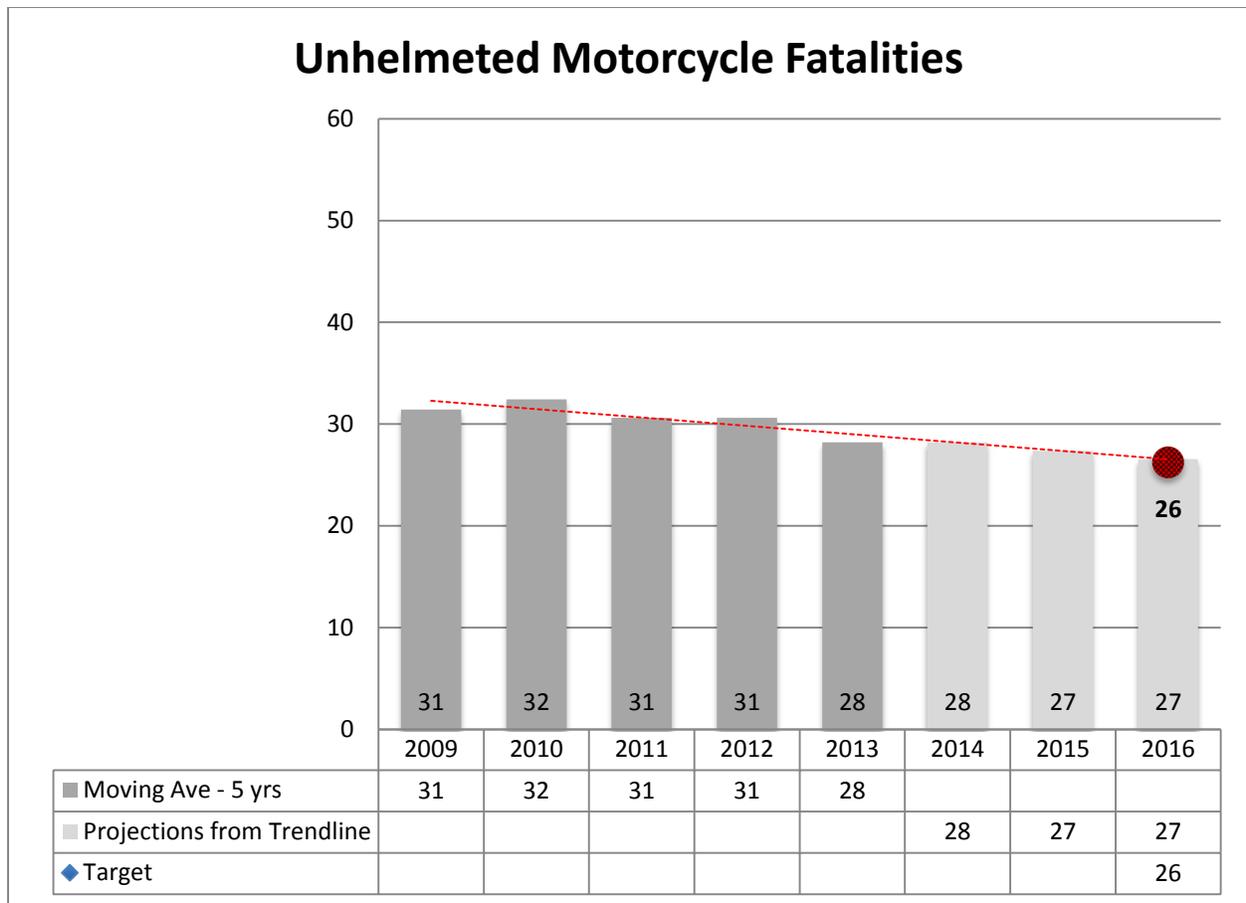
Number of Motorcyclist Fatalities (FARS):



Goal Statement

Motorcycle Fatalities: The five year moving average for 2016 projection based upon the trend line indicates 39 motorcyclist fatalities. A 3% reduction in this projection would equal our goal of 38 motorcyclist fatalities in 2016. Based upon past history, a 3% reduction goal is realistic and attainable.

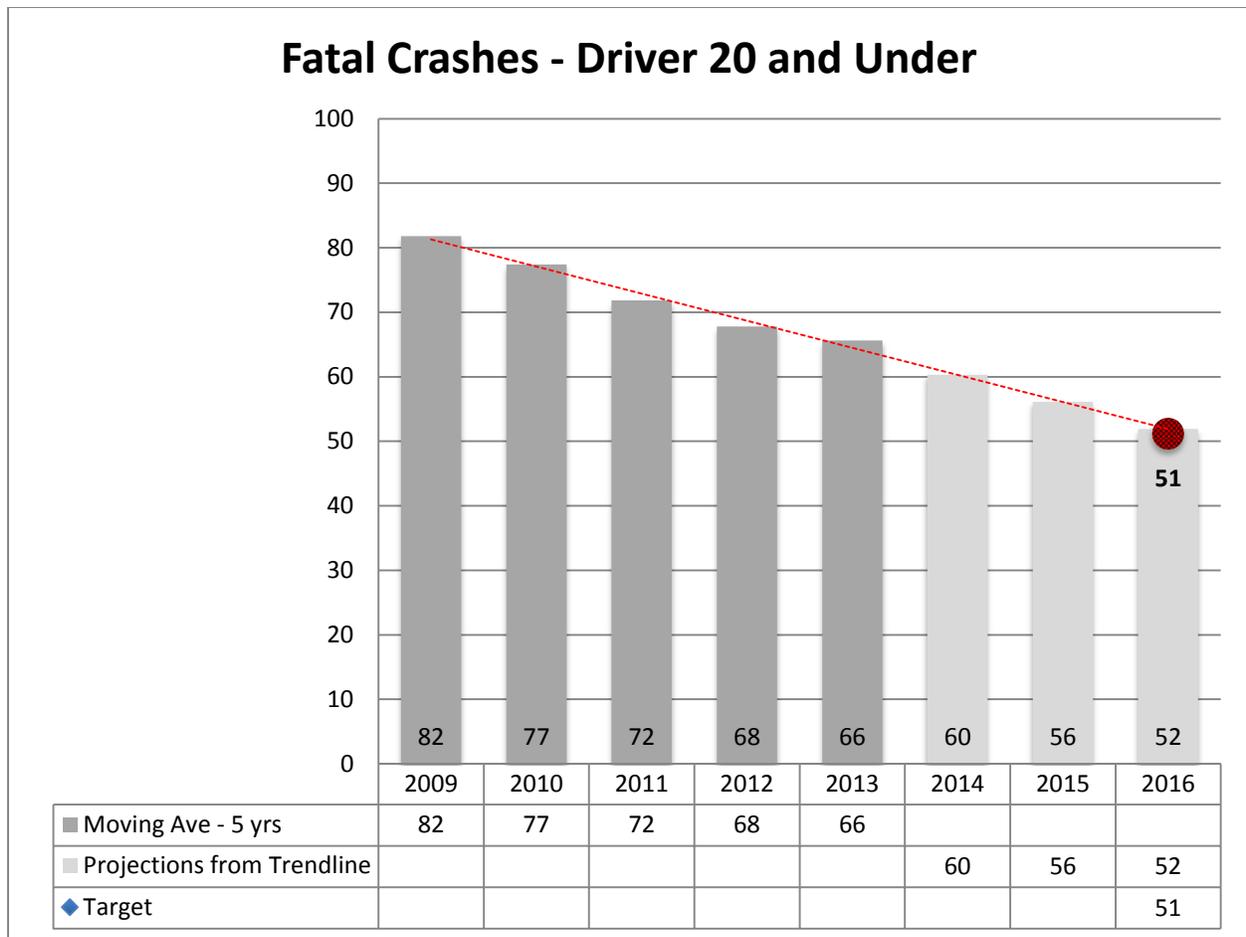
Number of un-helmeted Motorcyclist Fatalities (FARS):



Goal Statement

Un-helmeted Motorcycle Fatalities: The five year moving average for 2016 projection based upon the trend line indicates 27 un-helmeted motorcyclist fatalities. A 4% reduction in this projection would equal our goal of 26 un-helmeted motorcyclist fatalities in 2016. Based upon past history, and absent a universal helmet law, a 4% reduction goal is realistic and attainable.

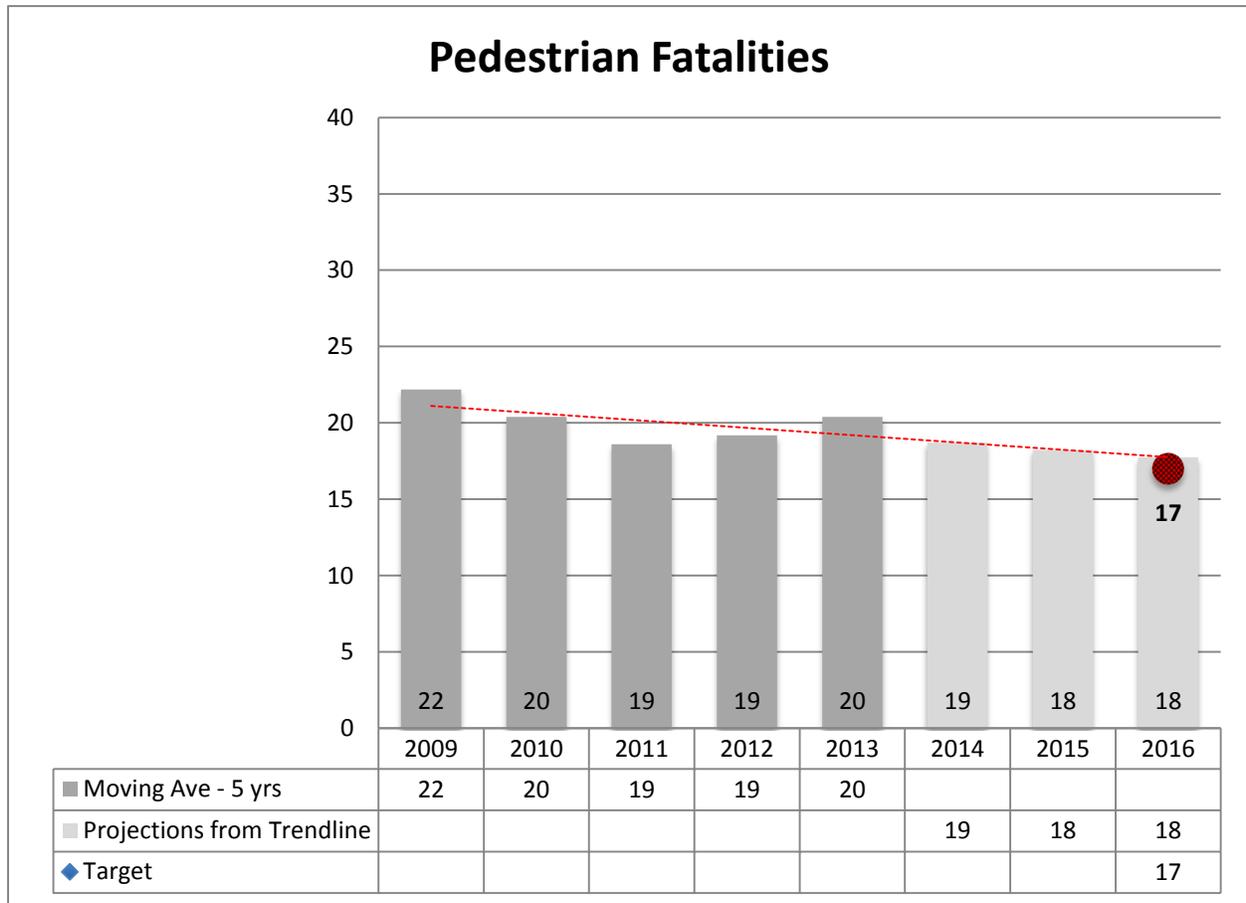
Number of Fatalities with Driver 20 or under (FARS):



Goal Statement

Fatalities with Driver 20 or Under: The five year moving average for 2016 projection based upon the trend line indicates 52 fatalities with a driver age 20 or under. A 2% reduction in this projection would equal our goal of 51 fatalities with a driver age 20 or under in 2016. Based upon past history, the recent legislative achievements in our GDL law and expansion of the SAFE program, a 2% reduction goal is realistic and attainable.

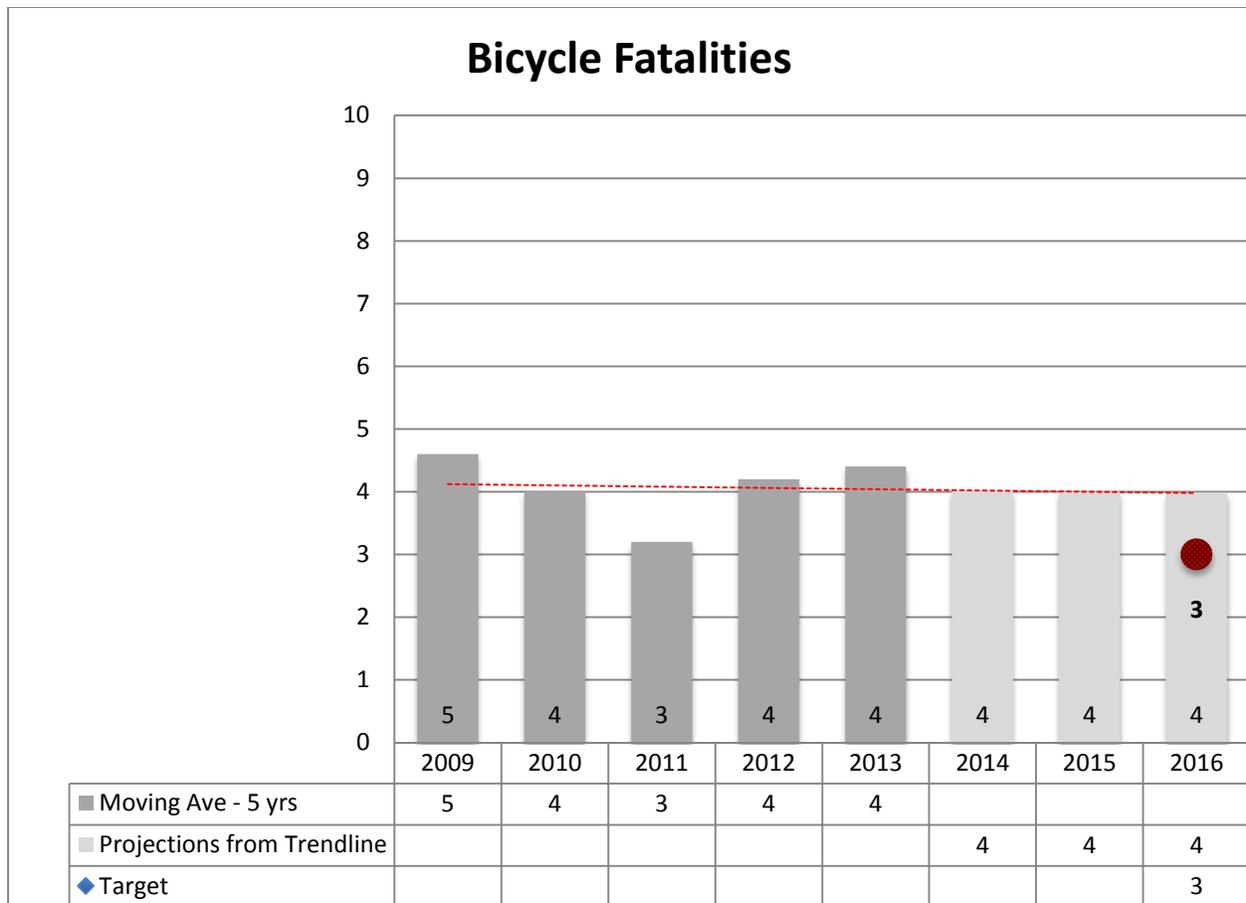
Pedestrian Fatalities (FARS):



Goal Statement

Pedestrian Fatalities: The five year moving average for 2016 projection based upon the trend line indicates 18 pedestrian fatalities. A 6% reduction in this projection would equal our goal of 17 pedestrian fatalities in 2016. Based upon past history, and relatively small number of pedestrian fatalities, a 6% reduction goal is realistic and attainable.

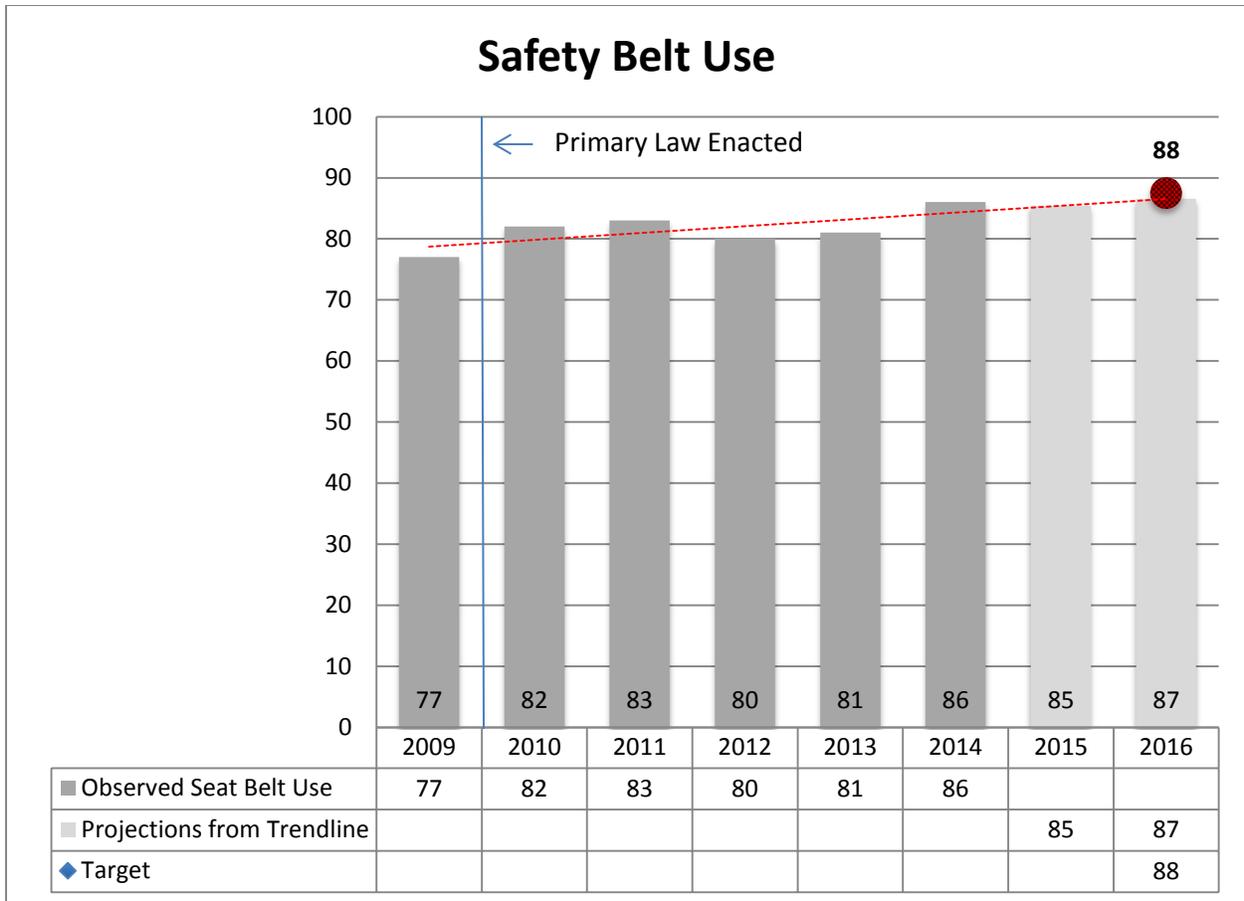
Bicycle Fatalities (FARS):



Goal Statement

Bicycle Fatalities: The five year moving average for 2016 projection based upon the trend line indicates 4 bicycle fatalities. A 25% reduction in this projection would equal our goal of 3 bicycle fatalities in 2016. Based upon past history, and relatively small number of bicycle fatalities, a 25% reduction goal is realistic and attainable.

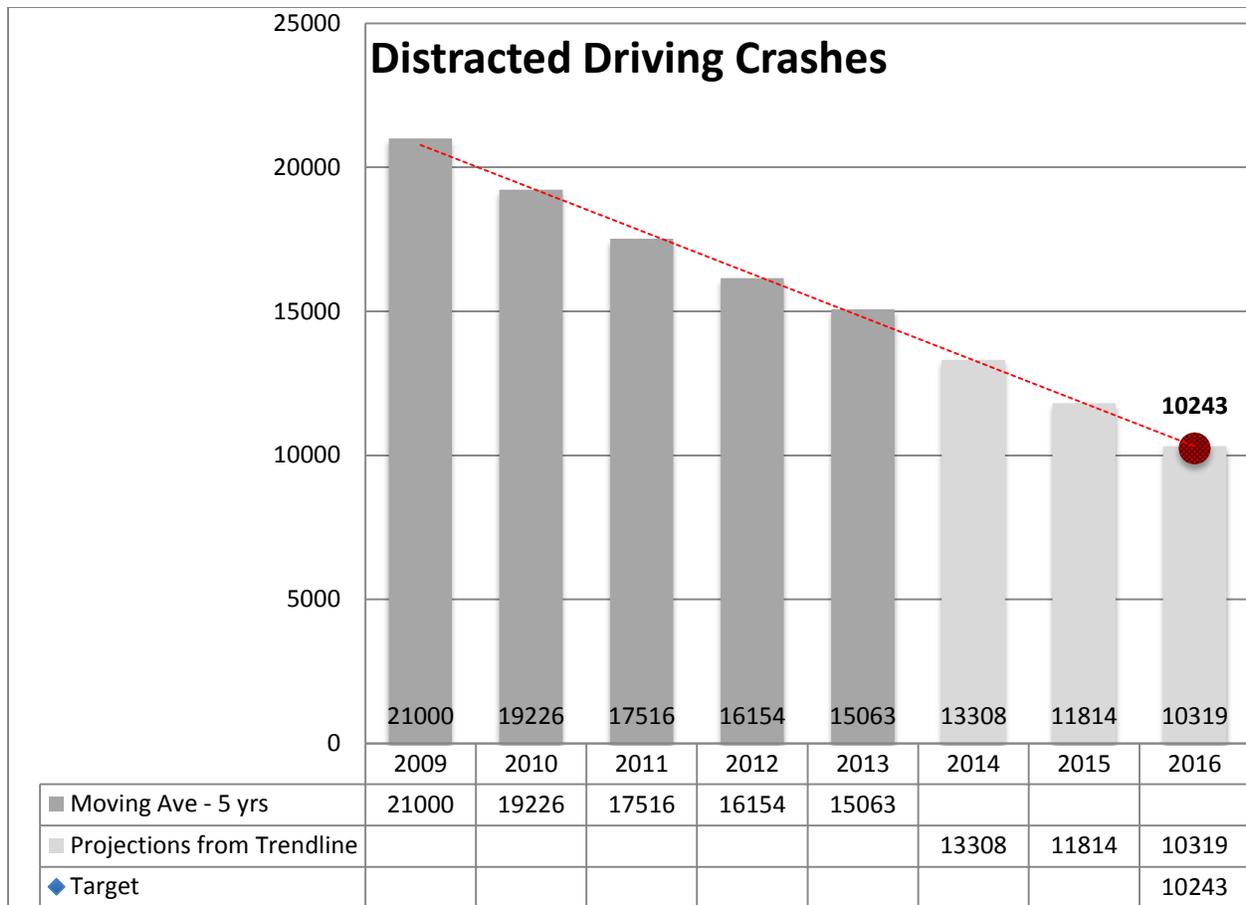
Seatbelt Use Rate:



Goal Statement

Seat Belt Usage: The five year moving average for 2016 projection based upon the trend line indicates an 87 percent observed belt use rate. A 1% increase in this projection would equal our goal of an 88 percent observed belt use rate in 2016. Based upon past history, and relatively small recent gains in the number of observed persons wearing seat belts, a 1% increase is realistic and attainable.

Distracted Driving Crashes:



Goal Statement

Distracted Driving Crashes: The five year moving average for 2016 projection based upon the trend line indicates 10,319 distracted driving crashes. A 1% reduction in this projection would equal our goal of 10,243 distracted driving crashes 2016. Based upon past history, and increased number of distractions in our vehicles, a 1 percent reduction goal is realistic and attainable.

Highway Safety Strategies and Projects

The state of Kansas relies upon proven countermeasures when implementing programs. Kansas participates in the national enforcement campaigns, Click it or Ticket, Alcohol crackdown and Thanksgiving. Each of the mobilizations follow the proven “Click it or Ticket” criteria, of educate, enforce and report. The Seatbelts Are For Everyone (SAFE) program, targeting teen seat belt use, uses the same Click it or Ticket methodology. When implementing new programs, staff utilizes other state proven programs and can reference the latest countermeasures that work document prepared by NHTSA. Collaboration with the SHSP has led to new programs in support of their proven or new strategies. As part of their contract, each grantee is required to report activity. This activity allows KDOT to evaluate the individual program and determine effectiveness toward reaching not only an individual performance measure, but examine the effectiveness towards reaching our statewide performance measures. The TSS has and will continue to constantly monitor the implemented programs and will deploy new countermeasures as problems change and/or shift in the state.

This plan was developed using the most current data available. Throughout the year, new data may emerge that could lead to change in target groups, geographic location or deployment strategies. In the event significant circumstances change, the program and/or enforcement plans will be altered to meet the current need. When the state has identified a problem, further research and data gathering are the next step to determining appropriate proven countermeasures.

The TSS is also actively involved in several Emphasis Area Teams that support the Strategic Highway Safety Plan. Each team is tasked with identifying solutions to curb the instance of their respective team. Currently, a member of the TSS is chairing the Occupant Protection, Impaired Driving and Older Driver teams. The Emphasis Area Teams meet at least twice a year, are diversified and include representatives from private and public entities and are common advocates when it comes to identifying strategies and resources to address traffic safety problems in the HSP and SHSP. The entities include, KDOT, Kansas Highway Patrol, Kansas Department of Health and Environment, Department of Motor Vehicles, law enforcement liaisons, Kansas Traffic Safety Resource Prosecutor, AAA of Kansas and the Mid-America Regional Council. These entities or organizations represent the key stakeholders in reducing death and injury on Kansas roads. Therefore, an examination of the HSP and SHSP will show many similar strategies, objectives and needed resources utilized to implement both plans.

Belt Use Rates for S1200 Roads Only

An S1200 road is generally defined as a non-interstate route, considered a main artery and usually a US or state highway. This road type was selected for county comparisons because it is the only road type observed in all 35 observed Kansas Counties of our observational survey. Using the county figures that include interstates, which are only present in some counties, and/or local roads, which are observed also in only a subset of Kansas counties, may make a county look better or worse, as a function of the types of roads observed. Secondary roads are main arteries, usually in the U.S. Highway, State Highway or County Highway system. These roads have one or more lanes of traffic in each direction, may or may not be divided, and usually have at-grade intersections with many other roads and driveways. They often have both a local name and a route number. The belt use numbers by county, by this specific road type, were derived from our 2014, NHTSA approved, adult survey. Utilizing this data, TSS has and will continue to work with our law enforcement liaisons, identify media opportunities and engage law enforcement partners to increase the belt use in these counties.

Table 2

2014 Belt Use Rates for S1200 Roads Only by County								
Rank	County	Percent	Rank	County	Percent	Rank	County	Percent
1	Seward	95	13	Ellis	89	25	Jefferson	80
2	Crawford	94	14	Ford	89	26	Kearny	78
3	Sedgwick	94	15	Franklin	88	27	Atchison	78
4	Saline	93	16	Leavenworth	87	28	Thomas	77
5	Montgomery	93	17	Miami	87	29	Gray	77
6	Labette	92	18	Butler	87	30	Sumner	76
7	Johnson	91	19	Rush	86	31	Chase	76
8	Cherokee	91	20	Reno	85	32	Lyon	75
9	Douglas	91	21	Shawnee	84	33	McPherson	71
10	Barton	90	22	Cowley	84	34	Ness	65
11	Geary	90	23	Harvey	84	35	Greenwood	61
12	Wyandotte	90	24	Riley	83			

Adult Observational Survey

As required, Kansas performs an adult observational seat belt survey immediately following the national Click it or Ticket mobilization. This data not only gives us our statewide observational use number, but allows us to target counties with low belt use. Coupled with state crash data and the seat belt survey numbers, the SHSO or law enforcement liaisons will reach out to the counties and offer assistance in the form of overtime enforcement, enhanced education, media or other proven countermeasures.

Table 3

2014 Direct Observational Survey Results by County										
Rank	County	Percent		Rank	County	Percent		Rank	County	Percent
1	Seward	95		13	Ford	89		25	Butler	81
2	Crawford	94		14	Thomas	89		26	Riley	80
3	Saline	94		15	Lyon	88		27	Harvey	79
4	Montgomery	93		16	Douglas	87		28	Jefferson	79
5	Labette	92		17	Wyandotte	87		29	Kearny	78
6	Johnson	92		18	Leavenworth	87		30	Atchison	78
7	Cherokee	91		19	Rush	86		31	Gray	77
8	Ellis	91		20	Shawnee	86		32	Chase	72
9	Sedgwick	90		21	Reno	85		33	McPherson	67
10	Barton	90		22	Cowley	84		34	Ness	65
11	Geary	90		23	Sumner	84		35	Greenwood	61
12	Franklin	90		24	Miami	82				

Enforcement Plan

Enforcement plays a critical role in changing behavior. Problem identification based upon all the available data, including the information listed above assisted KDOT in planning targeted enforcement programs. These programs are based upon data proven countermeasures that enable KDOT to target cities, counties and specific behavior. A strong enforcement campaign will include an educational component. Enforcement activities follow the proven strategy of: educate, enforce and report in all enforcement programs. All enforcement grants are required to submit activity reports after each mobilization. This data allows KDOT to continuously monitor contractors and update performance of each grantee. This data also provides a baseline for allocating resources in the future. Annually, KDOT examines crash data and targets state and local law enforcement grants in locations represented in the counties as referenced in tables 4-6. Additional enforcement plan information can be found under the appropriate program area in the HSP.

KDOT developed an internal rating system for our STEP contractors. This system tracks number of citations, number of contacts, number of hours of enforcement and expenditures. Annually, KDOT evaluates each contract. This evaluation is completed with the assistance of the assigned law enforcement liaison. If an agency is underperforming, KDOT and/or our assigned LEL will reach out to

the entity to discuss expectations and re-emphasize the importance of the enforcement focus. Historical enforcement, crash location and man-power data are all used when developing new and renewing existing contracts. Enforcement grants contain a performance measure relating to the number of expected contacts per hour during grant funded activities and can be rewarded for outstanding performance.

Total Crashes

The state of Kansas experiences about 60,000 crashes annually. Table 4 ranks Kansas counties by the total number of crashes and a percent of the total number of crashes in the state. These twenty counties represent nearly 75 percent of all crashes in 2014. The accumulated percentage column represents that county plus all the counties listed above to determine the percent coverage for the state. Enforcement based strategies are well-proven and recommended by NHTSA as an effective countermeasure. Therefore, the TSS has engaged law enforcement partners in these counties to establish overtime enforcement grants targeting all crashes, providing training opportunities through our Traffic Safety Resource Prosecutor, and working with the local media to address the problem.

Table 4

Rank	County	Total Crashes	Percent of Total	Accumulated Percent	STEP Agencies*	IDDP Agencies**	NSEP Agencies***
1	SEDGWICK	10065	17.20%	17.20%	Yes	Yes	Yes
2	JOHNSON	9714	16.60%	33.81%	Yes	Yes	
3	SHAWNEE	4145	7.09%	40.89%	Yes	Yes	Yes
4	WYANDOTTE	3459	5.91%	46.81%	Yes		
5	DOUGLAS	2984	5.10%	51.91%	Yes		
6	RENO	1383	2.36%	54.27%	Yes	Yes	Yes
7	LEAVENWORTH	1351	2.31%	56.58%	Yes	Yes	
8	BUTLER	1347	2.30%	58.88%	Yes		
9	RILEY	1214	2.08%	60.96%		Yes	
10	SALINE	1140	1.95%	62.91%	Yes	Yes	
11	CRAWFORD	827	1.41%	64.32%	Yes		
12	LYON	745	1.27%	65.59%	Yes		
13	MONTGOMERY	732	1.25%	66.85%	Yes	Yes	Yes
14	ELLIS	710	1.21%	68.06%	Yes	Yes	Yes
15	FORD	703	1.20%	69.26%	Yes	Yes	Yes
16	BARTON	684	1.17%	70.43%	Yes		
17	GEARY	666	1.14%	71.57%	Yes	Yes	Yes
18	COWLEY	652	1.11%	72.68%	Yes		
19	HARVEY	644	1.10%	73.78%	Yes		
20	MIAMI	585	1.00%	74.78%	Yes	Yes	

*Special Traffic Enforcement Program- conducts overtime enforcement centered on the national Thanksgiving, Click it or Ticket and Alcohol Crackdown mobilizations.

**Impaired Driving Deterrence Program-conducts overtime enforcement centered on identifying and removing impaired drivers throughout the year.

***Nighttime Seatbelt Enforcement Program- conducts overtime enforcement targeting unbelted drivers throughout the year.

Fatal Crashes

The state of Kansas experienced 341 fatal crashes in 2014. Table 5 ranks Kansas counties by the total number of crashes and a percent of the total number of crashes in the state. These thirty-one counties represent more than 70 percent of all fatal crashes in 2014. The accumulated percentage column represents that county plus all the counties listed above to determine the percent coverage for the state. Enforcement based strategies are well proven and recommended by NHTSA as an effective countermeasure. Therefore, the TSS has engaged law enforcement partners in these counties to establish overtime enforcement grants targeting all crashes, providing training opportunities through our Traffic Safety Resource Prosecutor and working with the local media to address the problem.

Table 5

Rank	County	Fatal Crashes	Percent of Total	Accumulated Percent	STEP Agencies*	IDDP Agencies**	NSEP Agencies***
1	SEDGWICK	40	11.73%	11.73%	Yes	Yes	Yes
2	JOHNSON	20	5.87%	17.60%	Yes	Yes	
3	SHAWNEE	18	5.28%	22.87%	Yes	Yes	Yes
4	WYANDOTTE	16	4.69%	27.57%	Yes		
5	MONTGOMERY	13	3.81%	31.38%	Yes	Yes	Yes
6	JEFFERSON	9	2.64%	34.02%			
7	RENO	9	2.64%	36.66%	Yes	Yes	Yes
8	SEWARD	8	2.35%	39.00%	Yes		Yes
9	BUTLER	7	2.05%	41.06%	Yes		
10	DOUGLAS	7	2.05%	43.11%	Yes		
11	FINNEY	7	2.05%	45.16%	Yes		
12	OSAGE	7	2.05%	47.21%			
13	LABETTE	6	1.76%	48.97%	Yes		Yes
14	LEAVENWORTH	6	1.76%	50.73%	Yes	Yes	
15	SUMNER	6	1.76%	52.49%	Yes		
16	CLOUD	5	1.47%	53.96%	Yes		
17	COWLEY	5	1.47%	55.43%	Yes		
18	HARVEY	5	1.47%	56.89%	Yes		
19	MARION	5	1.47%	58.36%			
20	NEOSHO	5	1.47%	59.82%	Yes		
21	POTTAWATOMIE	5	1.47%	61.29%			
22	CHEROKEE	4	1.17%	62.46%	Yes		
23	ELLIS	4	1.17%	63.64%	Yes	Yes	Yes
24	FRANKLIN	4	1.17%	64.81%	Yes		
25	JACKSON	4	1.17%	65.98%	Yes		
26	LINN	4	1.17%	67.16%	Yes		
27	MARSHALL	4	1.17%	68.33%			
28	MCPHERSON	4	1.17%	69.50%	Yes		
29	MIAMI	4	1.17%	70.67%	Yes	Yes	
30	SALINE	4	1.17%	71.85%	Yes	Yes	
31	TREGO	4	1.17%	73.02%			

*Special Traffic Enforcement Program- conducts overtime enforcement centered on the national Thanksgiving, Click it or Ticket and Alcohol Crackdown mobilizations.

**Impaired Driving Deterrence Program-conducts overtime enforcement centered on identifying and removing impaired drivers throughout the year.

***Nighttime Seatbelt Enforcement Program- conducts overtime enforcement targeting unbelted drivers throughout the year.

Impaired Driving Crashes

Impaired driving continues to be a problem in the state. Table 4 ranks Kansas counties by the number of alcohol-related crashes and a percent of the total number of alcohol related crashes in the state. These twenty counties represent nearly 80 percent of alcohol-related crashes in 2014. The accumulated percentage column represents that county plus all the counties listed above to determine the percent coverage for the state. Enforcement based strategies are well proven and recommended by NHTSA as an effective countermeasure. Therefore, the TSS has engaged law enforcement partners in these counties to establish overtime enforcement grants targeting impaired driving, providing training opportunities through our Traffic Safety Resource Prosecutor and worked with the local media to address the problem.

Table 6

Rank	County	Alcohol-Related Crashes	Percent of Total	Accumulated Percent	STEP Agencies*	IDDP Agencies**
1	SEDGWICK	465	19.99%	19.99%	Yes	Yes
2	JOHNSON	345	14.83%	34.82%	Yes	Yes
3	WYANDOTTE	174	7.48%	42.30%	Yes	
4	DOUGLAS	145	6.23%	48.54%	Yes	
5	SHAWNEE	142	6.10%	54.64%	Yes	Yes
6	LEAVENWORTH	50	2.15%	56.79%	Yes	Yes
7	RILEY	50	2.15%	58.94%		Yes
8	RENO	49	2.11%	61.05%	Yes	Yes
9	BUTLER	45	1.93%	62.98%	Yes	
10	COWLEY	44	1.89%	64.88%	Yes	
11	FORD	41	1.76%	66.64%	Yes	Yes
12	SALINE	38	1.63%	68.27%	Yes	Yes
13	ELLIS	36	1.55%	69.82%	Yes	Yes
14	MONTGOMERY	34	1.46%	71.28%	Yes	Yes
15	LYON	31	1.33%	72.61%	Yes	
16	CRAWFORD	30	1.29%	73.90%	Yes	
17	SEWARD	26	1.12%	75.02%	Yes	
18	BARTON	21	0.90%	75.92%	Yes	
19	GEARY	21	0.90%	76.83%	Yes	Yes
20	HARVEY	21	0.90%	77.73%	Yes	

*Special Traffic Enforcement Program- conducts overtime enforcement centered on the national Thanksgiving, Click it or Ticket and Alcohol Crackdown mobilizations.

**Impaired Driving Deterrence Program-conducts overtime enforcement centered on identifying and removing impaired drivers throughout the year.

Traffic Safety Impact Assessment

The state of Kansas utilizes the most recent Countermeasures that Work document to develop and implement programs targeting data driven problem areas. Consistent with NHTSA guidelines, the Countermeasures that Work document provides invaluable insight into the types of programs that will positively impact our performance measures. In the Program Area section of this document, each proven countermeasure that relates to a specific program has been identified.

Safe Communities Grant

A traffic safety grant has been made to the Unified Government Public Health Department of Wyandotte County to sponsor a coalition of safety advocates – area police agencies, Children’s Mercy Hospital, the Kansas Traffic Safety Resource Office, Kansas Department of Transportation, Mid-America Regional Council, and others – to bring awareness of, and improvement in, the many traffic safety challenges that plague this very fluid and most ethnically- and racially-diverse of Kansas counties.

The Safe Communities Grant has enabled this county to make positive progress in several traffic safety areas. According to the 2014 observational seat belt survey, Wyandotte County adult seat belt compliance rate was 87 percent – up from 58 percent in 2003, and just over the state rate of 86 percent. This county has seen the most change – 29 percentage points – of the five Kansas counties in the Kansas City MSA. For example, its neighbors to the north and south increased their rates by 15 and 12 percentage points respectively. Furthermore, compared with S1200 routes in the other observed counties, this county is in the top 25 percent for adult belt use. However, while restraint usage has improved dramatically, its fluid demographics require persistent attention on the part of the coalition. A less tractable area of concern is the county’s persistent ranking in the state’s top 25 percent of alcohol-related crashes as a percentage of total crashes.

FFY 15 Kansas Statewide Performance Measures and Goals and Performance Report

	Core Outcome Measures	2008-12 Baseline	2015 HSP Goal	2013 Actual
C-1	Number of Traffic Fatalities (FARS)	398	368	350
C-2	Number of Serious Injuries (KCARS)	1,655	1,536	1,446
C-3	Fatalities/VMT (FARS/FHWA)	1.33	1.23	1.16
C-4	Number of unrestrained fatalities all positions (FARS)	176	157	146
C-5	Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS)	121	141	102
C-6	Number of speeding fatalities (FARS)	104	93	111
C-7	Number of motorcyclist fatalities (FARS)	45	45	35
C-8	Number of un-helmeted motorcyclist fatalities (FARS)	31	32	18
C-9	Number of fatalities with driver 20 or under (FARS)	68	50	54
C-10	Number of pedestrian fatalities (FARS)	19	16	25
C-11	Number of bicycle fatalities (FARS)	4	3	6
	Core Behavior Measure			
B-1	Observed seat belt use (2013 State Survey) FFY 2007-11 *2014 Observed State Survey	81	86	86*
	Grant Funded Enforcement FFY 2014			
A-1	Number of seat belt citations issued during the grant funded enforcement activities	25,541		
A-2	Number of impaired driving arrests made during grant funded enforcement activities	811		
A-3	Number of speeding citations issued during grant-funded enforcement activities	4,759		
	Kansas Specific Measure			
	Distracted Driving Crashes (KCARS)	16,154	10,714	14,985

Planning and Administration

Program staff needs resources to receive additional training and travel opportunities to further the existing programs and potentially implement new strategies to address Traffic Safety in the state. This program area will also allow new and current staff to attend NHTSA required training, including: Program Management, Managing Federal Finances and Data Evaluation.

Funding Summary:

Planning and Administration	
Education	\$20,000
Total	\$20,000

Education Countermeasures:

Project Summary

Section 402

SP-1400-16

Travel and Training

\$20,000

This project enables Section staff to obtain training, attend key conferences in other states and travel to monitor grantees. This will allow new staff training on the Grant Tracking System, Program Management and individual program area specialties.

Alcohol

Tackling the impaired driving problem in the state requires a combination of education and enforcement. The state of Kansas will dedicate considerable resources to reduce the number of impaired driving fatalities. Included in this effort is the continuation of an Impaired Driving Taskforce. The taskforce contains representatives from many state and local agencies. The state of Colorado passed the use of recreational use marijuana in 2014. This legislation has been one of the main topics the task force is addressing. Additionally, the Task Force will continue to look at proven methods of addressing recidivism including implementation of a 24/7 program in a mid to large municipal or district court.

KDOT will continue its grant with a media contractor to develop and increase traditional and non-traditional media opportunities targeting the 18-34 year old male and high school students. Educating court personnel will also be addressed through training from our Kansas Traffic Safety Resource Prosecutor. The state has a significant investment in the DRE program and will continue to fund training and provide education opportunities for these officers through the KHP Breath Alcohol Unit. New for 2016 is establishment of a \$20,000 scholarship fund for rural law enforcement agencies to attend DRE and A.R.I.D.E. courses.

As referenced in the Problem Identification Section of the plan, Kansas ranked all counties by alcohol-involved crashes as a percent of all crashes. The state of Kansas has, and will continue to offer, overtime grant opportunities in most of these problem counties. KDOT will equip our law enforcement liaisons with relevant data and seek additional law enforcement commitments from those jurisdictions not currently receiving a grant.

Core Performance Measure Goal:

Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS): The five year moving average for 2016 projection based upon the trend line indicates 126 alcohol-impaired fatalities. A 10% reduction in this projection would equal our goal of 113 alcohol impaired fatalities in 2016.

Funding Summary:

Alcohol	
Education	\$2,025,000
Enforcement	\$3,200,000
Total	\$5,025,000

Education Countermeasures:

Section 410 and 405(d)

SP-2250-16

Kansas Youth Leadership Summit

\$205,000

This project is housed at Kansas Family Partnership and provides funding for an immersive 48-hour training and planning experience for teams of high school students and their sponsors. As a condition of its acceptance for participation, each group is tasked with identifying an area of peer impairment behavior or other problem

SP-4710-16 **24/7 Program/Judge's Training** **\$700,000**

This project will establish a 24/7 program in the state and support training for judges. The 24/7 program has been proven in other states and KDOT will reach out to a medium size municipal or district court for implementation. The training enhances and provides information to municipal and district court judges and court personnel on new laws and the current techniques and resources utilized to remove impaired drivers from Kansas roadways. The 24/7 Program will be managed from the Kansas Attorney General's Office. The Judicial Training program will work in conjunction with the Kansas Office of Judicial Administration.

Countermeasure Selection/Impact Assessment:

- **Alcohol problem assessment, treatment*******
- **DWI offender monitoring******
- **Communications and Outreach**

Enforcement Countermeasures:

Section 410 and 405(d)

SP-4704-16 **Law Enforcement IDDP Patrols** **\$500,000**

This project provides overtime funding for approximately 20 local law enforcement agencies to conduct an agreed upon number of saturation patrols and sobriety checkpoints throughout the grant year. An allowance is also provided for commodities needed to conduct impaired driving traffic activities. See Table 7 for a listing of participating agencies.

Countermeasure Selection/Impact Assessment:

- **Sobriety Checkpoints*******
- **Saturation Patrols******

SP-3115-16 **Law Enforcement Training and Equipment** **\$1,800,000**

This contract is designed to equip local law enforcement with equipment to improve or enhance local law enforcements challenges in the battle against impaired driving. Anticipated expenses will include Preliminary Breath Testing (PBT) units and other state of the art equipment designed to remove impaired drivers off Kansas roads.

Countermeasure Selection/Impact Assessment:

- **Preliminary Breath Test devices******
- **Passive Alcohol Sensors******
- **Communications and Outreach**

SP-4700-16 **Law Enforcement Training and Equipment** **\$200,000**

The Kansas Department of Health and Environment houses the Breath Testing Unit. This project will assist the Breath Testing Unit with costs associated with training and conference expenses.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

SP-4711-16 Kansas Highway Patrol Drug and Alcohol Evaluation Unit \$500,000

Provides support resources for local sobriety checkpoints and saturation patrols. In addition, provides support for SFST (Standardized Field Sobriety Testing) and ARIDE (Advanced Roadside Impaired Driving Enforcement) programs. The unit also coordinates the DRE (Drug Recognition Expert) program, targeting metropolitan and major corridor areas. Another function of the unit is to present/train at educational institutions on drugs in the academic environment. The BAU (Breath Alcohol Unit) will work to teach the “Drugs in the Academic Environment” curriculum.

Countermeasure Selection/Impact Assessment:

- **Sobriety Checkpoints*******
- **Communications and Outreach**

SP-4707-16 Kansas Highway Patrol R.A.V.E. Program \$200,000

The Kansas Highway Patrol supports impaired driving prevention through Roving Aggressive Violation Enforcement (RAVE). Very often this is done in concert with scheduled patrols or checkpoints conducted by local law enforcement agencies. This program is directed to schedule a majority of their efforts in areas of the state with identified impaired driving problems.

Countermeasure Selection/Impact Assessment:

- **Saturation Patrols*******

Local Partnerships:

Agency/Entity	Funding Source	Funded Activities
Kansas Dept of Health and Environment	State and Federal	Assist in the administration of breath testing units, serve on the Impaired Driving Task Force
Kansas Dept of Revenue	State	Administer Drivers Licensing and Ignition Interlock programs in the state, serve on the Impaired Driving Task Force
Kansas Bureau of Investigation	State and Federal	Perform blood testing and house criminal history database, serve on the Impaired Driving Task Force
Office of the Kansas Attorney General	State and Federal	Traffic Safety Resource Prosecutor, adjudication, serve on the Impaired Driving Task Force
Kansas DUI Impact Center	Municipal and Federal	Provide victim assistance and court monitoring

Mothers Against Drunk Driving	State and Local	Provide victim assistance
Kansas Highway Patrol/Local Law Enforcement Agencies	Federal, State and Local	Serve on the Impaired Driving Task Force, enforcement
National Highway Traffic Safety Administration	Federal	Serve on the Impaired Driving Task Force

NOTE: STEP grantees are contracted each year to participate in up to three overtime mobilizations, one focused primarily on occupant protection and the other on impaired driving, while the third is directed at both areas. About one-third of the Section 402 grant funds allocated to this program are expended on impaired driving enforcement with the remainder applied to occupant protection.

Table 7

Impaired Driving Deterrence Program (IDDP) Grantees, by County			
Funding Source		County	Grantee
405(d)	SP-4704-16	EL	Hays Police Department
405(d)	SP-4704-16	GE	Junction City Police Department
405(d)	SP-4704-16	FO	Dodge City Police Department
405(d)	SP-4704-16	JO	Johnson County Sheriff's Office
405(d)	SP-4704-16	JO	Mission Police Department
405(d)	SP-4704-16	JO	Olathe Police Department
405(d)	SP-4704-16	JO	Overland Park Police Department
405(d)	SP-4704-16	JO	Shawnee Police Department
405(d)	SP-4704-16	LV	Leavenworth PD
405(d)	SP-4704-16	MG	Coffeyville Police Department
405(d)	SP-4704-16	MI	Miami Co. SO
405(d)	SP-4704-16	RL	Riley County Police Department
405(d)	SP-4704-16	RN	Hutchinson Police Department
405(d)	SP-4704-16	RN	Reno County Sheriff
405(d)	SP-4704-16	SA	Salina Police Department
405(d)	SP-4704-16	SA	Saline County Sheriff's Office
405(d)	SP-4704-16	SG	Sedgwick County Sheriff
405(d)	SP-4704-16	SG	Wichita Police Department
405(d)	SP-4704-16	SN	Shawnee County Sheriff
405(d)	SP-4704-16	SN	Topeka Police Department

Distracted Driving

Distracted driving is listed as a contributing circumstance for about 25 percent of all reported crashes in the state. The state of Kansas does have a graduated driver's license law addressing wireless communication devices. A driver in the learners or restricted portion of the law is prohibited from using a wireless device while driving. Typically, this restriction which applies to any wireless communication device is lifted around the age of 17 when the individual reaches full, unrestricted license status. Additionally, the state of Kansas passed a texting ban for all drivers in 2012.

Goal:

Distracted Driving Crashes: The five year moving average for 2016 projection based upon the trend line indicates 10,319 distracted driving crashes. A 1% reduction in this projection would equal our goal of 10,243 distracted driving crashes 2016.

Funding Summary:

Distracted Driving	
Education	\$150,000
Total	\$150,000

Education Countermeasures:

Section 402

SP-1703-16

Distracted Driving

\$150,000

These funds will assist in efforts to emphasize the dangers of distracted driving through paid media, public awareness and educational initiatives targeting novice drivers and the general driving public.

Countermeasure Selection/Impact Assessment:

- **GDL Requirements for beginning drivers*******
- **Text messaging laws****
- **Distracted Driving***

Motorcycle Safety

The state of Kansas experienced 35 motorcycle rider fatalities in 2013. The state of Kansas has established multi-disciplined task force to address the issue of motorcycle fatalities. The task force meets quarterly and gives the state direction on ways to combat the problem. This number has remained relatively stagnant over the past several years. KDOT will continue to utilize roadway billboards and yard signs to remind drivers to look twice. An enforcement campaign will be conducted in the summer of 2016 in the Kansas City area. Law enforcement partners will include the Highway Patrol and several local agencies.

Core Performance Measure Goals:

Motorcycle Fatalities: The five year moving average for 2016 projection based upon the trend line indicates 39 motorcyclist fatalities. A 3% reduction in this projection would equal our goal of 38 motorcyclist fatalities in 2016.

Un-helmeted Motorcycle Fatalities: The five year moving average for 2016 projection based upon the trend line indicates 27 un-helmeted motorcyclist fatalities. A 4% reduction in this projection would equal our goal of 26 un-helmeted motorcyclist fatalities in 2016.

State Data

The following counties represent more than 50 percent of all motorcycle crashes in 2014: Sedgwick, Johnson, Shawnee, Wyandotte, Leavenworth and Douglas.

The following counties represent more than 50 percent of all impaired motorcycle crashes in 2014: Sedgwick, Johnson, Wyandotte, Leavenworth, Reno and Geary.

This data will enable the state to target our education and enforcement resources.

Funding Summary:

Motorcycle Safety	
Education	\$80,000
Enforcement	\$140,000
Total	\$220,000

Education Countermeasures:

Section 405(f)

SP-4800-16

Motorcycle Safety

\$50,000

This project will enable KDOT, with the assistance of an established task force, to promote motorcycle awareness to all drivers. A media effort including outdoor signage and non-traditional advertising, focusing on motorcycle conspicuity will be coordinated with this funding. These initiatives will be targeted in counties with high numbers of motorcycle crashes and fatalities.

Countermeasure Selection/Impact Assessment:

- **Other driver awareness of motorcyclists***

SP-4801-16

Kansas Traffic Safety Resource Office (KTSRO)

\$30,000

The KTSRO will continue to provide leadership for the Motorcycle Safety Task Force, which meets quarterly to analyze data and identify creative ways to reduce the number of motorcycle fatalities and crashes. This contract will provide educational materials at public events. Educational materials will include posters at motorcycle dealers promoting share the road. Other educational materials include share the road yard signs and share the road bumper stickers.

Countermeasure Selection/Impact Assessment:

- **Motorcycle rider licensing***
- **Conspicuity and protective clothing***
- **Communications and Outreach**

Enforcement Countermeasures:

Section 402

A task force met to address motorcycle crashes and fatalities in the Kansas City area. The task force identified aggressive riding as one of the main contributors to motorcycle crashes. This funding will provide overtime for law enforcement in the Kansas City area. The enforcement program will consist of two mobilizations in the summer of 2016 targeting aggressive driving behaviors.

Motorcycle Enforcement		
SP-1300-16	Gardner Police Department	\$10,000
SP-1300-16	Johnson County Sheriff's Office	\$10,000
SP-1300-16	Kansas City Police Department	\$10,000
SP-1300-16	Lenexa Police Department	\$10,000
SP-1300-16	Olathe Police Department	\$10,000
SP-1300-16	Overland Park Police Department	\$20,000
SP-1300-16	Shawnee Police Department	\$20,000
SP-1300-16	Kansas Highway Patrol	\$50,000
Total		\$140,000

Countermeasures Selected/Impact Assessment:

- **Aggressive Driving Enforcement*******

Local Partnerships:

Agency/Entity	Funding Source	Funded Activities
National Highway Traffic Safety Administration	Federal	Serve on the Motorcycle Safety Task Force
Motorcycle Rider Organizations (ABATE, GWRRA, CMA), Motorcycle Safety	State and Federal	Serve on the Motorcycle Safety

Instructors		Task Force and support training
Kansas Department of Education	State	Serve on the Motorcycle Safety Task Force and administer the motorcycle training fund
Kansas Department of Revenue	State	Serve on the Motorcycle Safety Task Force and administer motorcycle licensing
Kansas Highway Patrol/Local Law Enforcement Agencies	Federal, State and Local	Serve on the Motorcycle Safety Task Force and enforcement

Occupant Protection

The state of Kansas has experienced a steady gain in seat belt usage over the past ten years, from 64% of adults in 2005 to 86% in 2014. This increase is due in large part to the adoption and implementation, in much of our programming, of the “Click it or Ticket Model” with its emphasis on education, high visibility enforcement, reporting, and evaluation. As such, there has been a steady increase in the level and diversity of paid media products dedicated to occupant protection. In 2016, we anticipate a further increase in the paid media budget for all occupant protection initiatives, along with research of other non-enforcement methods for the promotion of seat belt and child safety compliance.

Giving teeth to our educational efforts has been a healthy increase in, and maintenance of, participation by the law enforcement community in our Special Traffic Enforcement Program (STEP), from just 16 agencies in FY 2000, when 4,255 restraint tickets were written, to the point where the program has stabilized at around 150 participants. In FFY 2014, 149 agencies wrote 22,414 tickets. As of Sep. 2014, Kansas STEP contractors had written 167,144 occupant restraint citations – 70,260 of those before the passage of Primary belt legislation. Supplementing STEP has been the creation and implementation of a close derivative, the Nighttime Seatbelt Enforcement Program (NSEP), begun in 2012, and the voluntary, no-cost, school day (30 minutes before & after school) High School and Middle School Enforcement Campaigns (March, September), begun in 2013. In FFY 2014, 12 NSEP participating agencies generated 2,840 tickets, while the 2014 no-cost school campaigns attracted participation by 123 police agencies, which collectively issued 2,747 restraint citations.

The state of Kansas implemented the new NHTSA protocol for observational surveys in 2012. This new survey methodology, based more on fatalities than population, led to the first decrease in seat belt use since the early 2000’s. The following chart depicts recent direct observational survey information and our 2016 goal of 88 percent.

The direct observational survey also provides the state with specific county data. This data is used to program resources including media and enforcement. The following table depicts the observed rate in the 35 counties where the new fatality based survey is conducted. Additional information in this survey includes rural vs. urban rates and confirms that male pick-up truck drivers have the lowest observed rate.

Direct Observational Survey							
Year	2010	2011	2012	2013	2014	2015*	2016*
Percent	82	83	80	81	86	87	88

*Projected

Unrestrained Fatalities (FARS)								
Year	2009	2010	2011	2012	2013	2014*	2015*	2016*
Fatalities	169	206	159	163	171	169	156	154

*Projected

Core Performance Measure Goals:

- Seat Belt Usage: The five year moving average for 2016 projection based upon the trend line indicates an 87 percent observed belt use rate. A 1% increase in this projection would equal our goal of an 88 percent observed belt use rate in 2016. Based upon past history, and relatively small recent gains in the number of observed persons wearing seat belts, a 1% increase is realistic and attainable.
- Unrestrained Fatalities all Positions: The five year moving average for 2016 projection based upon the trend line indicates 155 unrestrained fatalities. A 1% reduction in this projection would equal our goal of 154 unrestrained fatalities in 2016. Based upon past history, the recent moderate gains in the number of observed persons wearing their seatbelt, 1% reduction goal is realistic and attainable.

Child Restraint Inspection Stations and Child Passenger Safety Technicians

Inspection stations are located throughout the state and reach over 90 percent of the population. While the goal is to meet the needs of every driver/caregiver in the state, special emphasis is placed in reaching those in the high risk population, with specific emphasis on providing seats to children in low income families.

The state of Kansas has more than 625 current CPS Technicians to meet the needs of each inspection station and check-up event. Additionally, the Kansas Highway Patrol has a certified technician in each of the troop locations and is able to reach out to assist counties with current inspection stations and the small number of counties that currently don't have an inspection station. In order to meet the needs, each inspection station has the ability to schedule regular times and/or be available by appointment.

The Kansas Traffic Safety Resource Office recruits and maintains a list of all CPS technicians and instructors around the state. Through correspondence, the KTSRO keeps this group of specialized individuals apprised of upcoming trainings, seat recalls and other important information relating to child passenger safety. The KTSRO plans to host or assist with four to eight CPS Technician classes, one or two Technician renewal classes and a couple Technician updates. Through the KTSRO newsletter, promotion of the CPS program at our annual Transportation Safety Conference, Safe Kids events, medical and law enforcement communities and check lanes conducted around the state, the instructors and technicians are able to identify new professionals to be recruited.

Countermeasure Selection/Impact Assessment:

- **Inspection Stations****

Teen Drivers

During the 2008-09 school year, the state of Kansas implemented the Seatbelts Are For Everyone (SAFE) program in six schools in one county. By the end of the 2014-15 school year, the state had expanded SAFE into 126 schools in 59 counties. KDOT will continue to promote and expand the program in FFY 2016 and beyond. In 2009, the observed 15-17 year-old seat belt use rate was 61 percent. That rate had improved to 83 percent in 2014. In 2008, the five-year rolling average for the number of drivers, ages 20 or under, involved in fatal crashes was 90 in the state of Kansas. In 2013, that same rolling average was reduced to 66. The expansion of the SAFE program has been a main

ingredient in improving seat belt use, reducing teen fatalities, and has contributed to the reduction of teens involved in fatal crashes over the past several years.

SAFE is a program jointly administered by the students and local and state law enforcement. Monthly, students receive reminders of the importance of seat belt use and are eligible for a gift card drawing if they sign a pledge card stating they will wear their seat belt. Each school conducts an observational use survey administered by the students, one in the fall and one in the late spring. These surveys not only give baseline data, but also aid in determining the rate change for the year. Students at the school with the highest use rate and largest increase per county are eligible for the grand prizes. Grants with the Kansas Department of Health and Environment, AAA Kansas, State Farm Insurance, local prosecutors and local businesses fund the monthly and grand prizes. Through the KTSRO grant, KDOT funds a full-time coordinator for this program. The SAFE program couples an enforcement component targeting high school students in the spring.

Countermeasure Selection/Impact Assessment:

- **Supporting enforcement*******
- **Strategies for low-belt-use groups******

Funding Summary:

Occupant Protection	
Education	\$3,420,000
Enforcement	\$330,000
Total	\$3,750,000

Education Countermeasures:

In 2010, the state passed a primary seat belt law for all front seat occupants age 18 and over. This law is actively enforced throughout the state throughout the year. Back seat occupants over the age of 18 are covered with a secondary law.

Countermeasure Selected/Impact Assessment:

- **State Primary enforcement belt use law*******
- **Coverage: seating position, vehicles, ages***

Section 402

SP-1301-16

Public Information and Education

\$130,000

These project funds will enable the Traffic Safety Section to purchase and distribute printed materials that have an occupant protection message to both the general public as well as various target populations. Counties in Kansas identified as having the biggest problem in the area of occupant protection will be targeted for additional materials. Funds will also provide support for schools participating in the SAFE program.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

SP-1304-16

Child Safety Seats

\$100,000

Approximately 2,600 seats are purchased and distributed each year to fitting stations throughout the state. These fitting stations work with low-income families, and must have qualified Child Passenger Safety Technicians to install the seats and instruct parents on their use.

Countermeasures Selection/Impact Assessment:

- **Child Restraint distribution programs****

SP-XXXX-16

Occupant Protection Assessment

\$20,000

The state of Kansas last completed an Occupant Protection Assessment in 2013 and is working with NHTSA on scheduling another one in the spring of FFY 2016.

Countermeasure Selection/Impact Assessment:

- **Research Based**

Section 2011, 405 and 405(b)

SP-4506-16

Observational Seatbelt Surveys

\$295,000

This contract is responsible for conducting a direct observational occupant protection survey in 35 counties in the state using the current NHTSA uniform criteria. The adult survey has a total of 544 sites. In addition, this contract will administer an observational survey for ages 0 to 18 in 20 identified counties.

Countermeasure Selection/Impact Assessment:

- **Research Based**

All motor vehicle occupants age 17 and under are required by law to be in an age appropriate seat. These laws are primary in the state and apply to any seating position.

Countermeasure Selection/Impact Assessment:

- **Implement child restraint laws*******
- **Coverage: seating position, vehicles, ages*******

SP-4206-15 & SP-4501-15

Booster Seat Awareness

\$350,000

This project will strive to educate the traveling public of the importance of booster seats and raise awareness of all child occupant protection issues. KDOT is working with local advocates to determine needs and proper utilization of these funds.

Countermeasure Selection/Impact Assessment:

- **Strategies for Booster Seat Use****
- **Communications and Outreach**

SP-4207-16 **Child Passenger Safety Outreach** **\$350,000**

Utilizing crash data as the basis for selection, this program is designed to raise awareness to children, parents and care givers on the importance of child passenger safety and occupant protection.

Countermeasures Selection/Impact Assessment:

- **Communications and Outreach**

SP-4500-16 & SP-4502-16 **Child Passenger Safety Paid Media** **\$100,000**

This project will focus on advertising mediums to specifically target child passenger safety at athletic events.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

SP-4503-16 **Safe Kids Buckle Up** **\$45,000**

Safe Kids Kansas and KDOT will partner to conduct a one day event that will award financial incentives to drivers of vehicles that have all occupants properly restrained. This event, called Bucks for Buckles, is held around the Labor Day holiday and is conducted statewide. This project will also provide funding for local Safe Kids coalitions to facilitate their child passenger safety Buckle Up events.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

SP-4504-16 **KTSRO Child Passenger Safety** **\$275,000**

The KTSRO will support child passenger safety efforts around the state. Support will include promotion of CPS technician classes and updates, CPS checklanes and educational materials designed to increase child passenger safety compliance rates.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

SP-4501-16 **Occupant Protection Initiatives** **\$400,000**

These funds will be allocated to promote seat belt laws in the state and assist in evaluation of our occupant protection program. These funds will also be available for new and innovative approaches to reach various target audiences, such as minority populations. Efforts will be made to utilize these funds in areas of the state with large populations in our target demographics, including those areas with low seat belt usage rates and high numbers of unbelted fatalities and serious injuries.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

Enforcement Countermeasures:

Section 405 and 405(b)

SP-4505-16

Nighttime Seatbelt Enforcement

\$330,000

This program is a continuation of the Nighttime Seatbelt Enforcement Program started in FFY 2012, and is projected to fund approximately 15 local law enforcement agencies of various sizes to conduct a maximum of nine after-dark saturation patrols and/or spotter call-out type enforcement activities during the year (excluding May and August). Efforts are made to partner with agencies in the counties with the lowest seat belt usage rates and the highest number of unbelted fatalities and serious injuries. See Table 8 at end of section for list of current grantees.

Countermeasure Selection/Impact Assessment:

- **Short high-visibility belt law enforcement*******
- **Combined enforcement, nighttime*******
- **Sustained enforcement*****

Local Partnerships:

Agency/Entity	Funding Source	Funded Activities
AAA Kansas – Traffic Safety Fund	Business based	Provides funding in support of the SAFE program, as well as strong educational and enforcement messages stressing proper seatbelt and child safety restraint use.
State Farm Insurance	Business based	Provides funding in support of the SAFE program, as well as staffing for the Bucks for Buckles program.
KDHE Trauma Program	Federal and State	Provides funding in support of the SAFE program
Schools/SROs	State	Provide support of the SAFE program
Safe Kids Kansas	State	Provides support of the CPS Inspection Stations and CPS check-up events
Kansas Highway Patrol/Local Law Enforcement Agencies	Federal, State and Local	Provide non-KDOT funded enforcement of seatbelt laws for SAFE and other targeted enforcements that are not part of the national campaign. Many agencies also have CPS Inspection Stations, and Technicians and Instructors who assist at CPS check-up events.

Table 8

Night-Time Seat Belt Enforcement Program, by County *			
Funding Source		County	Agency
405b OP	SP-4505-16	EL	Hays PD
405b OP	SP-4505-16	FO	Dodge City PD
405b OP	SP-4505-16	GE	Junction City PD
405b OP	SP-4505-16	LB	Parsons PD
405b OP	SP-4505-16	MG	Coffeyville PD
405b OP	SP-4505-16	RN	Hutchinson PD
405b OP	SP-4505-16	SG	Wichita PD
405b OP	SP-4505-16	SN	Topeka PD
405b OP	SP-4505-16	SW	Liberal PD

Paid Media

Changing driver behavior requires a diversified approach including education and enforcement. Paid media plays a critical role in educating the public, specifically the 18 to 35 year old male. KDOT will continue to partner with universities in promoting seat belt usage and deterring impaired driving. Campaigns will also be developed and implemented around the national enforcement campaigns. KDOT plans to increase utilization of non-traditional mediums to reach the target audience. While paid media will still be utilized to promote improving the driver behavior, earned media still plays a large role in changing the culture. KDOT will partner with our media contractor to plan and execute a minimum of two statewide press events focused on the kick-off of Click it or Ticket and You Drink, You Drive, You LOSE.

Funding Summary:

Paid Media	
Education	\$1,796,000
Total	\$1,796,000

Education Countermeasures:

Section 402

SP-1500-16 **General/University Advertising** **\$350,000**

These funds will enable KDOT to purchase advertising to raise the awareness of impaired driving and occupant protection in the state. These funds will also allow for advertising at the three large universities in the state (Kansas State, Kansas and Wichita State). This funding stream can also be utilized to discourage distracted driving.

Countermeasure Selection/Impact Assessment:

- **Mass Media Campaigns Effectiveness*****

SP-1505-16 **MARC Advertising** **\$20,000**

These funds will enable KDOT to purchase advertising through the Mid America Regional Council (MARC) to raise the awareness of impaired driving and occupant protection in the state in the greater Kansas City area.

Countermeasure Selection/Impact Assessment:

- **Mass Media Campaigns Effectiveness*****

Section 405 and 405(b)

SP-4205-16 & SP-4500-16 **Occupant Protection Advertising** **\$600,000**

Utilize Click it or Ticket paid media at venues or mediums that cater to our target audience of 18 to 34 year old males. In addition to hitting our target population in the urban areas, this also allows us to target areas of the state that may not have a large population, but still have a problem with lack of restraint use. This project will also support our media effort surrounding the national Click it Or ticket enforcement mobilization.

Countermeasure Selection/Impact Assessment:

- **Mass Media Campaigns Effectiveness*****

Section 410 and 405 (d)

SP-3105-16 & SP-4700-16

Impaired Driving/Riding Ad Campaign

\$300,000

Secure air time, as well as non-traditional media, for a targeted effort to support local law enforcement's Labor Day campaign combating impaired driving and riding. Utilization of other media outlets which encompass our target audience of 18 to 34 year old males will also be targeted with our impaired driving message. This project will be coordinated by the KDOT media contractor.

Countermeasure Selection/Impact Assessment:

- **Mass Media Campaigns Effectiveness*****

SP-4708-16

Impaired Driving Sports Media

\$500,000

Secure air time, as well as non-traditional media, for a targeted effort at sporting venues that cater to our target audience of 18 to 34 year old mail. This project will be coordinated by the KDOT media contractor.

Countermeasure Selection/Impact Assessment:

- **Mass Media Campaigns Effectiveness*****

Evaluation

Evaluations will be conducted to support the media efforts described in the Paid Media section. Each paid media buy will include the reach/frequency, gross rating points, total audience reached for each media outlet focusing on the target audience, and will be approved by KDOT prior to any placement agreement. Typically, the "buys" generate free media space due to the large amount of funds expended. KDOT will detail the buy plans and results in the annual report.

Earned media plays an important role in promoting positive driver behavior. KDOT will strive to maximize earned media in all the campaigns we administer with particular emphasis on Click it or Ticket and the Alcohol crackdown.

Pedestrian and Bicycle Safety

Compared with national statistics, the state of Kansas doesn't have a significant pedestrian or bicycle fatality problem. Efforts in the state are centered on education through production and distribution of brochures and distribution of bike helmets at community events.

Funding Summary:

Pedestrian and Bicycle Safety	
Education	\$25,000
Total	\$25,000

Core Performance Goal

- Pedestrian Fatalities: The five year moving average for 2016 projection based upon the trend line indicates 18 pedestrian fatalities. A 6% reduction in this projection would equal our goal of 17 pedestrian fatalities in 2016. Based upon past history, and relatively small number of pedestrian fatalities, a 6% reduction goal is realistic and attainable.
- Bicycle Fatalities: The five year moving average for 2016 projection based upon the trend line indicates 4 bicycle fatalities. A 25% reduction in this projection would equal our goal of 3 bicycle fatalities in 2016. Based upon past history, and relatively small number of bicycle fatalities, a 25% reduction goal is realistic and attainable.

Education Countermeasures:

Section 402

SP-1600-16

Pedestrian and Bike Public Info and Education

\$10,000

These project funds enable Traffic Safety staff to produce and distribute printed materials and other educational items on bicycle and pedestrian safety. Most prominent is the *Tips for Fun and Safe Biking* hang tag card which is distributed to bicycle rodeo sponsors, retailers, cycling clubs, families, and events like the spring Kansas Kids Fitness and Safety Day. Geared to motorists is a downloadable poster, available in two versions, which features share-the-road messaging highlighting bicyclists and pedestrians. In addition, this program also supports the International Walk Your Child to School Day with the purchase and distribution of educational materials.

Countermeasure Selection/Impact Assessment:

- **Bicycle education for children****

SP-1601-16

Bike Helmets

\$15,000

This grant is with the Safe Kids Kansas coalition. Safe Kids Kansas promotes bicycle education and the proper fit and operation of helmets and bicycles. The program will purchase around 1,600 bicycle helmets for distribution around the state at child safety events.

Countermeasure Selection/Impact Assessment:

- **Promote bicycle helmet use with education****

Local Partnerships:

Agency/Entity	Funding Source	Funded Activities
Local Safe Kids Kansas Chapters	State and Local	Support local events promoting bicycle safety

Police Traffic Services

Law enforcement places a crucial role in changing poor driver behavior. Beyond enforcement, law enforcement needs the resources and tools to enforce traffic safety laws in the state. These resources would include traffic safety training and equipment. KDOT will continue to utilize our four law enforcement liaisons to maintain and recruit additional law enforcement partners and aide in problem identification. Enforcement efforts will include a grant with the Kansas Highway Patrol designed to target aggressive driving behaviors.

Funding Summary:

Police Traffic Services	
Education	\$340,000
Enforcement	\$1,000,000
Total	\$1,340,000

Education Countermeasures:

Section 402

SP-1700-16 **LEL Luncheons/Operation Impacts** **\$20,000**

Expenditures in this contract will support the two current Operation Impacts in Kansas City and Sedgwick County. Funds may also be utilized to expand the program to other regions of the state and provide support for the annual spring law enforcement recruitment lunches.

Countermeasure Selection/Impact Assessment:

- **Community Outreach**

SP-1700-16 **Law Enforcement Liaison** **\$250,000**

KDOT has a complement of four LELs – each an independent contractor. These retired traffic enforcement veterans represent KDOT Traffic Safety and its programming to almost 400 diverse law enforcement agencies scattered over 82,000+ square miles protection and impaired driving issues around the state. They are actively involved in the promotion of traffic enforcement as the most efficient way to reduce fatal and serious injury while at the same time reducing the incidence of multiple types of crime. From Traffic Safety they have several programs to offer, one of which has an equipment component which is particularly attractive in this rural state where the majority of its police agencies are under-equipped. Another is SAFE (Seatbelts Are For Everyone), which is aimed at, and owned by, middle and high school students. The LELs work to sell the idea to both local police agencies and school districts and sometimes even build bridges between the two sectors when needed.

Countermeasure Selection/Impact Assessment:

- **Community Outreach**

Law Enforcement Liaisons		
SP-1700-16	Corp, David	\$60,000
SP-1700-16	Hamilton, Robert	\$50,000
SP-1700-16	Parks, Terry	\$70,000
SP-1700-16	Wells, Troy	\$70,000
Total		\$250,000

SP-1701-16 **Local Travel & Training** **\$20,000**

These funds enable KDOT to reimburse local jurisdictions for special traffic-related training opportunities.

Countermeasure Selection/Impact Assessment:

- **Community Outreach**

SP-1702-16 **Crash Reconstruction** **\$30,000**

Expenditures in this contract will support the Kansas Highway Patrol crash reconstruction training. This training will assist the KHP and local law enforcement on the latest training and equipment utilized to conduct crash reconstruction.

Countermeasure Selection/Impact Assessment:

- **Community Outreach**

SP-XXXX-16 **Program Management** **\$20,000**

This contract will employ a contractor to manage the law enforcement equipment incentive program. Responsibilities will include, determining eligibility, amount of equipment reimbursement, gathering of orders from law enforcement, distribution of equipment and reimbursement to locals choosing to purchase their own equipment. This contract will also assist traffic safety staff in compiling and processing law enforcement contracts for the upcoming fiscal year.

Countermeasure Selection/Impact Assessment:

- **Research Based**

Enforcement Countermeasures:

Section 402

SP-0931-16 **Local Law Enforcement Incentives** **\$300,000**

KDOT plans to purchase and distribute equipment to Special Traffic Enforcement Program (STEP) law enforcement agencies that promote and participate in traffic safety enforcement efforts based on level of participation.

SP-1300-16 **Special Traffic Enforcement Program (OP)** **\$900,000**

This program provides funds for almost 150 local police agencies and the Kansas Highway Patrol to participate in as many as three overtime traffic enforcement campaigns in FFY 2015 – each linked to a federal holiday. Each campaign has a principal focus – impaired driving, occupant protection, or both – and each goes after speeders and texters, as well. Occupant protection is the principal focus of the two-week Click It or Ticket

campaign which straddles Memorial Day, and shares priority with impaired driving over Thanksgiving week. See Table 9, for a listing of grantees.

Countermeasure Selection/Impact Assessment:

- **Short high-visibility belt law enforcement*******

Table 9

Special Traffic Enforcement Program (STEP) Grantees, by County				
Funding Source		County	County Population	Grantee
402 PT	SP-1300-16	AL	13,331	Allen Co SO
402 PT	SP-1300-16	AL		Humboldt PD
402 PT	SP-1300-16	AL		Iola PD
402 PT	SP-1300-16	AL		Moran PD
402 PT	SP-1300-16	AN	8,070	Anderson Co. SO
402 PT	SP-1300-16	AN		Garnett PD
402 PT	SP-1300-16	AT	16,411	Atchison PD
402 PT	SP-1300-16	BB	14,884	Bourbon Co SO
402 PT	SP-1300-16	BB		Fort Scott Dept. of Public Safety
402 PT	SP-1300-16	BR	9,927	Brown Co. SO
402 PT	SP-1300-16	BR		Hiawatha PD
402 PT	SP-1300-16	BR		Horton PD
402 PT	SP-1300-16	BT	27,464	Barton Co SO
402 PT	SP-1300-16	BU	65,817	Andover PD
402 PT	SP-1300-16	BU		Butler Co SO
402 PT	SP-1300-16	BU		El Dorado PD
402 PT	SP-1300-16	CD	9,365	Cloud Co. SO
402 PT	SP-1300-16	CD		Concordia PD
402 PT	SP-1300-16	CK	21,385	Baxter Springs PD
402 PT	SP-1300-16	CK		Cherokee Co SO
402 PT	SP-1300-16	CK		Galena PD
402 PT	SP-1300-16	CL	36,272	Arkansas City PD
402 PT	SP-1300-16	CL		Udall PD
402 PT	SP-1300-16	CL		Winfield PD
402 PT	SP-1300-16	CR	39,220	Crawford Co SO
402 PT	SP-1300-16	CR		Pittsburg PD
402 PT	SP-1300-16	CY	8,704	Clay Center PD
402 PT	SP-1300-16	CY		Clay Co. SO
402 PT	SP-1300-16	DG	116,383	Baldwin City PD
402 PT	SP-1300-16	DG		Douglas Co. SO
402 PT	SP-1300-16	DG		Eudora PD

402 PT	SP-1300-16	DG		Kansas University Office of Public Safety
402 PT	SP-1300-16	DG		Lawrence PD
402 PT	SP-1300-16	DK	19,739	Chapman PD
402 PT	SP-1300-16	DP	7,945	Elwood PD
402 PT	SP-1300-16	DP		Highland PD
402 PT	SP-1300-16	DP		Wathena PD
402 PT	SP-1300-16	EL	28,742	Ellis Co. SO
402 PT	SP-1300-16	EL		Hays PD
402 PT	SP-1300-16	FI	37,083	Garden City PD
402 PT	SP-1300-16	FO	34,568	Dodge City PD
402 PT	SP-1300-16	FR	25,931	Franklin Co. SO
402 PT	SP-1300-16	FR		Ottawa PD
402 PT	SP-1300-16	GE	35,323	Geary Co. SO
402 PT	SP-1300-16	GE		Grandview Plaza PD
402 PT	SP-1300-16	GE		Junction City PD
402 PT	SP-1300-16	HV	34,846	Halstead PD
402 PT	SP-1300-16	HV		Harvey Co So
402 PT	SP-1300-16	HV		Newton PD
402 PT	SP-1300-16	HV		North Newton PD
402 PT	SP-1300-16	JO	552,991	Gardner Dept. of Public Safety
402 PT	SP-1300-16	JO		Johnson Co. SO
402 PT	SP-1300-16	JO		Leawood PD
402 PT	SP-1300-16	JO		Lenexa PD
402 PT	SP-1300-16	JO		Merriam PD
402 PT	SP-1300-16	JO		Mission PD
402 PT	SP-1300-16	JO		Olathe PD
402 PT	SP-1300-16	JO		Overland Park PD
402 PT	SP-1300-16	JO		Prairie Village PD
402 PT	SP-1300-16	JO		Roeland Park PD
402 PT	SP-1300-16	JO		Shawnee PD
402 PT	SP-1300-16	JO		Spring Hill PD
402 PT	SP-1300-16	JO		Westwood PD
402 PT	SP-1300-16	LB	21,776	Labette Co. SO
402 PT	SP-1300-16	LB		Parsons PD
402 PT	SP-1300-16	LG	2,783	Logan Co. SO
402 PT	SP-1300-16	LG		Oakley PD
402 PT	SP-1300-16	LN	9,612	Linn Co. SO
402 PT	SP-1300-16	LN		Linn Valley PD
402 PT	SP-1300-16	LN		Pleasanton PD
402 PT	SP-1300-16	LV	77,176	Basehor PD
402 PT	SP-1300-16	LV		Lansing PD

402 PT	SP-1300-16	LV		Leavenworth PD
402 PT	SP-1300-16	LV		Leavenworth SO
402 PT	SP-1300-16	LV		Tonganoxie PD
402 PT	SP-1300-16	LY	33,764	Emporia PD
402 PT	SP-1300-16	LY		Lyon Co. SO
402 PT	SP-1300-16	MC	6,295	Beloit PD
402 PT	SP-1300-16	MG	34,911	Caney PD
402 PT	SP-1300-16	MG		Cherryvale PD
402 PT	SP-1300-16	MG		Coffeyville PD
402 PT	SP-1300-16	MG		Montgomery Co. SO
402 PT	SP-1300-16	MI	61,956	Louisburg PD
402 PT	SP-1300-16	MI		Miami Co. SO
402 PT	SP-1300-16	MI		Osawatomie PD
402 PT	SP-1300-16	MI		Paola PD
402 PT	SP-1300-16	MP	29,241	McPherson PD
402 PT	SP-1300-16	MS	10,005	Marysville PD
402 PT	SP-1300-16	NO	16,449	Chanute PD
402 PT	SP-1300-16	NO		Neosho Co. SO
402 PT	SP-1300-16	NT	5,635	Norton PD
402 PT	SP-1300-16	PR	9,676	Pratt Co. SO
402 PT	SP-1300-16	PR		Pratt PD
402 PT	SP-1300-16	RC	10,076	Lyons PD
402 PT	SP-1300-16	RC		Sterling PD
402 PT	SP-1300-16	RL	72,997	Kansas State University Police
402 PT	SP-1300-16	RN	64,607	Haven PD
402 PT	SP-1300-16	RN		Hutchinson PD
402 PT	SP-1300-16	RN		Reno Co. SO
402 PT	SP-1300-16	RN		South Hutchinson PD
402 PT	SP-1300-16	RO	5,182	Plainville PD
402 PT	SP-1300-16	RO		Rooks Co. SO
402 PT	SP-1300-16	SA	55,844	Salina PD
402 PT	SP-1300-16	SA		Saline Co. SO
402 PT	SP-1300-16	SG	501,076	Bel Aire PD
402 PT	SP-1300-16	SG		Derby PD
402 PT	SP-1300-16	SG		Eastborough PD
402 PT	SP-1300-16	SG		Goddard PD
402 PT	SP-1300-16	SG		Haysville PD
402 PT	SP-1300-16	SG		Kechi PD
402 PT	SP-1300-16	SG		Maize PD
402 PT	SP-1300-16	SG		Park City PD
402 PT	SP-1300-16	SG		Sedgwick Co. SO
402 PT	SP-1300-16	SG		Valley Center PD

402 PT	SP-1300-16	SG		Wichita PD
402 PT	SP-1300-16	SN	178,941	Rossville PD
402 PT	SP-1300-16	SN		Shawnee Co. SO
402 PT	SP-1300-16	SN		Topeka PD
402 PT	SP-1300-16	SU	23,787	Wellington PD
402 PT	SP-1300-16	SW	23,328	Liberal PD
402 PT	SP-1300-16	WL	9,300	Fredonia PD
402 PT	SP-1300-16	WL		Neodesha PD
402 PT	SP-1300-16	WL		Wilson Co. SO
402 PT	SP-1300-16	WY	158,224	Bonner Springs PD
402 PT	SP-1300-16	WY		Edwardsville PD
402 PT	SP-1300-16	WY		Kansas City PD
402 PT	SP-1300-16	WY		Wyandotte Co. SO
402 PT	SP-1302-16	State	2,871,238	Kansas Highway Patrol

Roadside Safety

Partnering with the KDOT Bureau of Local Projects, NHTSA funding will continue to support training of local roadway engineers and fund local roadway studies.

Funding Summary:

Roadway Safety	
Education	\$100,000
Engineering	\$225,000
Total	\$325,000

Education Countermeasures:

Section 402

SP-1402-16

Kansas State University

\$100,000

Provide training for Kansas public works employees who have traffic safety responsibilities. A secondary objective is to develop and/or update workshop materials and handbooks to be used in these trainings and on-the-job activities.

Engineering Countermeasures:

Section 402

Roadside Safety		
SP-0618-16	Lochner Corp	\$75,000.00
SP-0618-16	Parsons Brinckerhoff	\$75,000.00
SP-0618-16	TranSystem Corporation	\$75,000.00
Total		\$225,000.00

Engineering Consultants

In order for the State to realize the highest possible pay off in funds allocated for highway safety it is necessary that traffic engineering services be provided to local government units who currently do not have traffic engineering expertise. Traffic expertise can best be provided to those governmental units on an individual project basis by utilizing consulting firms engaged in traffic, transportation, engineering and planning activities to analyze the problem and develop a solution.

Local Partnerships:

Agency/Entity	Funding Source	Funded Activities
Local Traffic Engineering Staff	State and Local	Develop local engineering plans

Safe Communities

Safe Communities grants are implemented in support of reducing death and injury on Kansas roads and are focused on educating the public on recent traffic safety trends and identifying resources around the state. This program area also includes planning of media campaigns, research opportunities, administration of an adult and youth conference and implementing a safe community’s grant in Wyandotte County.

Funding Summary:

Safe Communities	
Education	\$1,580,000
Total	\$1,580,000

Education Countermeasures:

Section 402

SP-1906-16

Kansas Traffic Safety Resource Office

\$800,000

The Kansas Traffic Safety Resource Office (KTSRO) will work closely with KDOT, law enforcement and traffic safety advocates across the state to provide educational resources to all Kansas drivers and passengers. The KTSRO will also facilitate training opportunities to traffic safety professionals through on-site or web-based trainings. A coordinator for the SAFE (Seatbelts Are For Everyone) program targeting selected high schools across the state will be provided through this project. Another facet will be to identify and contact large employers in the state about the costs and benefits associated with promoting positive traffic safety efforts within their workforce. The KTSRO will also work to identify and locate at-risk minority populations in the state and work to increase compliance with traffic safety laws. The office will continue to maintain a website to promote all traffic safety initiatives, have the responsibility to promote traffic safety initiatives through social media outlets. They will publish a bi-monthly e-newsletter highlighting traffic safety issues, as well as a monthly e-newsletter geared specifically toward large employers in the state. The office will provide a Spanish translation for all publications and news releases.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**
- **Incentive Program (SAFE)*******
- **Employer Programs*******
- **School Programs (SAFE)*****

SP-1900-16

Novice Driver

\$10,000

This project is designed for KDOT to partner with the SROs statewide to provide consistent, thorough and reputable education and resources for novice drivers. The projects, focusing on topics such as impaired driving, seat belts, distracted driving, and other driver behaviors, will run in conjunction with major events such as holidays, Spring Break, Prom and the start and end of the school year.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

SP-1900-16 **Public Information & Education** **\$17,000**

These funds enable KDOT to purchase safe driving items, reproduce and distribute educational materials produced by media contractor, NHTSA, or other reputable sources.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

SP-1901-16 **Wyandotte County Safe Communities** **\$42,000**

A traffic safety grant has been made to the Unified Government Public Health Department of Wyandotte County. That agency partners with a coalition of safety advocates, including area law enforcement, Children’s Mercy Hospital, the Kansas University Medical Center, the Kansas Traffic Safety Resource Office, Mid-America Regional Council, and others to bring awareness of, and improvement in, the many traffic safety challenges that continue to plague this most demographically diverse and fluid of Kansas counties.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

SP-1902-16 **Kansas Operation Lifesaver, Inc.** **\$15,000**

Kansas Operation Lifesaver, Inc. (KS OL) strives to reduce the number of injuries and fatalities at highway-rail grade crossings and on railroad rights-of-way through various methods of Public Service Announcements, education, and videos. While the number of fatalities and injuries has been reduced significantly throughout the state during the last 38 years, the last few years have been on the increase. KS OL continues giving free safety presentations to all target groups across Kansas. This railroad safety message is intended to reach nearly 85,000 people through training and educational materials. “Always Expect a Train! Stay Off! Stay Away! Stay Alive!” “Look, Listen, Live!” Remember “Any Time is Train Time!”

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

SP-1903-16 **Comprehensive Media Campaign** **\$500,000**

This contract provides for professional development of our messages concerning safe driving, occupant protection, and impaired driving. The contractor will produce original TV, radio, and print material, or modify those produced by NHTSA or other entities, to fit the Kansas dynamics and population. They will assist in promoting KDOT’s safety messages through non-traditional media efforts. The contractor will be expected to purchase air time and print space in a manner that optimizes our media dollar by successfully reaching the target populations. Assessment and evaluation activities will also be conducted under this program. As part of the Performance Measures adopted by NHTSA and GHSA, our media contractor will administer an awareness/perception survey around the state. This survey will be designed to gauge the awareness of the programs offered by the state, specifically Click it or Ticket and You Drink, You Drive, You Lose.

Countermeasure Selection/Impact Assessment:

- **Mass Media Campaigns Effectiveness*****
- **Research Based**

SP-1904-16

Research Foundation

\$10,000

This grant will partner with the Research Foundation in the Kansas City area. The research foundation assists teens that have experienced a traumatic brain injury in a motor vehicle crash. These teens will present to other teens on the importance of occupant protection and the risks associated with impaired driving.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

SP-1905-16

Kansas Transportation Safety Conference

\$156,000

This project provides for an annual two-day statewide transportation safety conference to support the implementation of identified safety strategies and improve communication among diverse transportation safety advocates, both youth and adult. Four concurrent tracks – Youth, Law Enforcement, Injury Control, and Roadway Safety – with five workshops each, along with three general session presentations provide ample opportunities for learning within and between specialties. Preceding the conference is a day of specialty training sessions, each three to six hours in length. Topics addressed are chosen by a diverse panel of practitioners representing each of the four tracks, and are intended as responses to current or near-future challenges. KU Center for Research, Inc. is contracted to provide support through the university’s Department of Continuing Education for all non-program functions such as marketing, registration, and meeting site negotiations and on-site logistics.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

SP-1907-16

Graduated Driver’s License Study

\$30,000

The state of Kansas has had a graduated driver’s license law for the past several years. This program will engage a researcher to determine the effectiveness of this law through analysis of crash data and/or other sources for information on novice drivers. The vendor is expected to report on this research in the Spring of 2015 and give insight into the effectiveness and potential areas of improvement that could be implemented in the 2016 Highway Safety Plan.

Countermeasure Selection/Impact Assessment:

- **Research Based**

Section 1906

SP-2302-16 **Racial Profiling** **\$90,000**
Through this funding stream, Kansas will focus on gathering and making any racial profiling traffic stop data available for public viewing through the Attorney General’s website. Additionally, KDOT has entered into agreements with the Attorney General’s office for an investigator and the Kansas Law Enforcement Training Center to educate law enforcement on racial profiling. Dr. Birzer conducted the first evaluation of racial profiling in the state and this contract will allow him to conduct the follow-up research to determine progress or other needs.

SP-2303-16 **Biased Based Policing** **\$100,000**
30 law enforcement trainers will receive the qualification by a live training event to teach the latest law enforcement curriculum developed by the Department of Justice on the subject of racial profiling. These trainers will then be available to teach the curriculum to the 7400+ law enforcement officers at selected locations across the state.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

SP-2300-16 **Biased Based Community Awareness** **\$10,000**
This grant will work with a citizens group in Wichita to help promote community awareness of racial profiling.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

Traffic Records

Development, coordination and availability of current traffic records is vital to problem identification. This program will support the Traffic Records Coordinating Committee and provide an avenue to promote sharing of relevant traffic safety data. The TRCC has representatives from many state and local entities all striving to breakdown the silos of information that current exist. The TRCC Strategic Plan and Performance Measures documents can be found in the state of Kansas Section 405(c) application.

Countermeasures:

Section 408 and 405(c)

SP-4200-16 **eCitation/eStatute** **\$300,000**

The eCitation portion of this contract has a couple distinct projects. The first is a secure, non-public web data entry portal within the KBI network to be used by authorized users to manually enter citation information to be housed in the eCitation Data Repository. The other part of the project will have local law enforcement or courts submitting their citation information electronically. eCitation will enhance the statewide electronic traffic citation prototype constructed in Phase 1B and implement the solution in a Kansas Criminal Justice Information System (KCJIS) production environment.

The Statute Repository is being designed as the “one true source” of statute information for criminal justice users. This repository will allow multiple users to enter and extract statute information and provide a secure environment inside of the KCJIS environment.

SP-4200-16 **KCJIS Security Architecture, Phase 2** **\$520,000**

This project will execute, in a phased manner, KBI’s strategic plan adopted by the KCJIS Committee for the modernization of the KCJIS Security Architecture. It will provide flexibility to our stakeholders, gain the ability to include a broader range of stakeholders, regain our footing as a leading security domain, and maintain our strong security footing going forward.

SP-4200-16 **GIS Mapping Integration** **\$80,000**

GIS Mapping Integration is an efficient method to display crash locations to an internet audience with the context of a map. This has long been a goal for the TRCC, local public works, KDOT, NHSTA, FHWA and other safety advocates.

SP-2100-16 / SP-4600-16 **Traffic Records System Maintenance** **\$400,000**

These funds will provide for Traffic Records System maintenance and support through both a consultant programmer and a permanent staff member. This includes problem identification, proposed solutions, and implementation to insure system availability.

SP-2103-16 / SP-4600-16 **Traffic Records Coordinating Committee** **\$1,000,000**

These funds will allow KDOT to proceed with the TRS 2.0 implementation supporting both project management and programming. This project will also increase the number of users that will have access to traffic records data.

SP-2150-16**Traffic Records RAPID****\$600,000**

Report and Police Impaired Drivers (RAPID) system is being developed to address deficiencies related to Driving Under the Influence (DUI) charges and prosecutions. When implemented it will improve the ability of courts to accurately charge and prosecute DUI by leveraging existing repositories and resources already provided by KCJIS data. Funds are also provided to create the interface between RAPID and the Office of Judicial Administration. Both Federal and State funds are being utilized to complete the system.

SP-4200-16**Traffic Records Equipment / Software****\$100,000**

These funds will be utilized to support and procure hardware and software for the implementation of the Traffic Records System.

Local Partnerships:

Agency/Entity	Funding Source	Funded Activities
Kansas Department of Revenue	State	Dept of Motor Vehicles and Driver's Licensing
Kansas Highway Patrol	State and Federal	State Patrol, Traffic Data, Enforcement and develop and maintain Kansas Law Enforcement Reporting software
Office of Judicial Administration	State	Courts and Adjudication
Kansas Criminal Justice Information System	State	Governance of courts, criminal history and portal for criminal justice users
Kansas Board of Emergency Medical Services	State	Emergency Medical Services statewide
Kansas Bureau of Investigation	State	Traffic and Criminal Data repository
Kansas Department of Health and Environment	State	Trauma Registry statewide
Kansas Association of Chiefs of Police and Kansas Peace Officers Association	State	Law Enforcement
Kansas Sheriff's Association	State	Law Enforcement
Mid America Regional Council	Federal and State	Metropolitan Planning Organization in the Kansas City area

State of Kansas

HSP Cost Summary - FFY 16

Program Area Codes	Approved Program Funds	Match Percent	State & Local Funds	Federally-Funded Programs			40 % Federal Share to Local
				Previous Balance	Modification	Current Balance	
PA	\$20,000	20%	\$600,000	\$20,000		\$20,000	
DD	\$150,000			\$150,000		\$150,000	
MC	\$140,000			\$140,000		\$140,000	
OP	\$250,000			\$250,000		\$250,000	
PM	\$370,000			\$370,000		\$370,000	
PS	\$25,000			\$25,000		\$25,000	
PT	\$1,540,000		\$300,000	\$1,540,000		\$1,540,000	\$1,500,000
RS	\$325,000			\$325,000		\$325,000	\$325,000
SA	\$1,580,000			\$1,580,000		\$1,580,000	
402 Total	\$4,400,000	20%	\$900,000	\$4,400,000		\$4,400,000	\$1,825,000
408 Data	\$200,000	20%		\$200,000		\$200,000	
405 (c) Data	\$2,800,000	20%		\$2,800,000		\$2,800,000	
405 (f) MC	\$80,000	20%		\$80,000		\$80,000	
2011 CPS	\$120,000	50%		\$120,000		\$120,000	
405 OP	\$125,000	25%		\$125,000		\$125,000	
405 (b) OP	\$2,500,000	20%		\$2,500,000		\$2,500,000	
410 ID	\$25,000	50%		\$25,000		\$25,000	
405 (d) ID	\$6,000,000	20%		\$6,000,000		\$6,000,000	
1906 RP	\$200,000	20%		\$200,000		\$200,000	
Total Other	\$12,050,000			\$12,050,000		\$12,050,000	
Total	\$16,450,000			\$16,450,000		\$16,450,000	