1. Project Overview and Outline
2. Crash Data and Analysis
3. Vision & Goals
4. Introducing Strategies and Solutions
5. Next Steps and Closing Remarks
1. Project Introduction
2. Project Approach
3. Timeline
Project Introduction

Vision Zero

- Data-backed
- Eliminating Severe Crashes
- Pro-Active vs. Reactive
- Safe System Approach
- Safety Action Plan

Both are 20mph zones, but only one of them is designed like it.
Project Overview and Timeline

**Project Approach – Highlights of Vision Zero**

Vulnerable Road Users (VRUs)

Eliminating Deadly Vehicle Crash Types

Equity

**Speeds and Road Design**

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**Cyclists and Pedestrians (VRUs)**

1% of Crashes Overall

28% of Fatal and Serious Injury Crashes

**Deadliest Vehicle Crash Types**

50% Angle Crashes

25% Head-On

**Equity – Disadvantaged Areas/High Poverty Rate**

28% of Fatal and SI Crashes

33% Deadly VRU Crashes
Project Overview and Timeline

Project Approach – First Steps

Committing to Zero
- Commitment to Vision Zero
- Timeline to Zero
- Action Plan to Get Us There
Project Overview and Timeline

Timeline

March 2024

Vision and Goals (April 2024)

Public Open House #1

Pop Up Meetings (May 2024)

Public Open House June/July 2024

Project Development (Aug/Sept 2024)

Draft Plan (Nov 2024)

Final Plan Adoption

Jan 2025

Crash Analysis

Public Engagement

(Meetings, Survey, Pop Ups)

Project/Plan Development

Lawrence KANSAS
Project Overview and Timeline

Project Approach – First Steps

• Committing to Zero
• Vision and Goal Setting
• Crash Analysis & Problem ID
• Public Engagement & Collaboration (WE ARE HERE)
• Equity Considerations
Project Overview and Timeline

Project Approach – Future Steps

• Building a Crash Dashboard
• Project Development
• Project Prioritization
• Implementation & Monitoring
• Communicating Progress with the Public
Crash Data and Analysis

1. Crash Analysis and Draft High Injury Networks (HINs)
Time Period: 5 years - 2018-2022 (2023 Crashes still need to be verified)

Definitions

Vulnerable Road Users (VRUs)
• Bicyclists
• Pedestrians
• Scooter Riders
• Someone in a Wheel Chair
• Skateboarders
• Etc.

High Injury Network (HIN)
• Areas where dangerous crashes are concentrated
• Can include corridors and intersections
• Based on crash density, crash severity, and crash frequency
Crash Types and Crash Data

Data Collection:
- Sources: Police reports, EMS, hospital records, insurance claims
- Methods: On-scene investigations, witness statements, traffic cameras, vehicle data recorders

Data Processing:
- Classification: Crash type, location, environmental conditions
- Coding: Standardized injury and crash codes (e.g., International Classification of Disease-10)
- Validation: Cross-referencing multiple sources, data cleaning
Serious Injury (A):
• Description: Severe injuries (e.g., fractures, TBIs, internal injuries)
• Indicators: Requires hospitalization or surgery

Fatality (K):
• Description: Injuries resulting in death within 30 days

Suspected Serious Injury (B):
• Description: Suspected serious injuries (e.g., concussions, non-surgical fractures)
• Indicators: Observation and assessment suggest potential severity

Minor Injury (C):
• Description: Evident but non-severe injuries (e.g., bruises, minor cuts, whiplash)
• Indicators: Treated at the scene or with short medical visits
City of Lawrence

Fatal and Serious Injury Crash Trends For the Last 5 Years
(2023 waiting on verification from KDOT)

**KSI Crashes**

IN LAWRENCE URBANIZED AREA

- **Seriously Injured**
- **Fatal**
65% of fatal and serious injury crashes have occurred on just 6.5% of the roadways.
30% of fatal and serious injury VRU crashes have occurred on just 1% of the roadways.
Baldwin City

High Injury Network Draft

**HIN For All Modes**

50% of Serious Injury Crashes and 31% of all Injury Crashes on 1.1 miles of roadway

**VRU HIN**

100% of Serious Injury VRU Crashes and 66% of all Injury VRU Crashes on just 0.3 miles of roadway
Crash Data and Analysis

Eudora

High Injury Network Draft

HIN For All Modes

25% of Serious Injury Crashes and 32% of all Injury Crashes on 1.5 miles of roadway

VRU HIN

100% of Serious Injury VRU Crashes and 75% of all Injury VRU Crashes on just 0.3 miles of roadway
Vision & Goals

1. Vision
2. Goals to Support Vision
Lawrence, Eudora, and Baldwin City Safety Action Plan

Vision

United for Safety

A spirit of mutual care shapes a transportation system that works towards eliminating all deaths and serious injuries on our roadways. Promoting collaboration and proactive engagement, we work to ensure our transportation networks are safe, accessible, accommodating, and comfortable for every community member, especially the most vulnerable.
1. Enhanced Multimodal Connectivity: Upgrade our infrastructure to provide safe, efficient, continuous, accessible, and comfortable routes across the city for all modes, with a special focus on protecting vulnerable users.
2. Community-Driven Safety Initiatives: Leverage local culture and community insights to enrich street safety designs, utilizing artistic elements and innovative, smart technology that encourage everyone to participate in maintaining a safe environment.
3. **Data-Driven, Proactive Community Safety**: Employ advanced analytics to identify changing safety needs, track improvement over time, encourage transparency, and allow public feedback to shape a proactive, adaptable, and inclusive transportation system.
Goals

1. **Enhanced Multimodal Connectivity**: Upgrade our infrastructure to provide safe, efficient, continuous, accessible, and comfortable routes across the city for all modes, with a special focus on protecting vulnerable users.

2. **Community-Driven Safety Initiatives**: Leverage local culture and community insights to enrich street safety designs, utilizing artistic elements and innovative, smart technology that encourage everyone to participate in maintaining a safe environment.

3. **Data-Driven, Proactive Community Safety**: Employ advanced analytics to identify changing safety needs, track improvement over time, encourage transparency, and allow public feedback to shape a pro-active, adaptable, and inclusive transportation system.
Solution and Countermeasures

1. Strategy Development
2. Project Development
3. Demonstration and Quick Build Projects
Solutions and Countermeasures

Strategies

Enforcement
- Speed Enforcement Alternatives
- Increased Awareness and Pressure to Alter Driving Behaviors

Education
- Cycling Confidence Classes
- Safety Campaigns
- Driving Cultural Change

Engineering
- Roadway Design Changes
- Quick-Build Projects
Strategies

Enforcement & Awareness – Sometimes the best enforcement is greater awareness of a problem

- DC Pilot that notifies car’s owner about running red lights and dangerous speeding
- Automated speed signs and other forms of increased driver feedback
- Text Alerts - Incidents and Dangerous Driving Behaviors
- Smart Traffic Signals Connected to Vehicles Aware of Pedestrians Pushes Crash Alerts
Strategies

Education – Aims to bring about long-term cultural change

Education campaigns and pledges - Focused on major causes of deadly crashes

Workshops for old and young alike about how to keep themselves safe while walking and biking

Positive Pressure to Change –

“Because We Care”
Strategies – Car Focused

Engineering for Safer Driving and Eliminating the most dangerous Crash Types

Head On Crashes and Angle Crashes Represent nearly 75% of all fatal and serious injury crashes.

50% Angle
25% Head on

We will confirm where these crash types are occurring and propose interventions
Strategies – VRU Focused

Engineering to calm traffic and make drivers more aware of pedestrians and cyclists

May include:

Quick-Build Projects
Bump Outs
Improved Crossings
Road Diets
Tightened Travel Lanes
Components of a Safety Action Plan

1. Key Components
2. Examples
Public Comments and Questions

Feedback Sessions
Next Steps and Closing

1. Summary of Key Points
2. Activity Intro
Summary of Key Points

- Commitment to Eliminate Road Deaths and Serious Injury
- Input from this meeting Pop-Ups and the Survey – to help drive our approach and the strategies
- Enforcement, Education, and Engineering

Activity Intro

- Highlight Areas of Concern
- Crashes, Near Misses, Dangerous Driving, etc.
- Highlight Areas to be Emulated
- Feels Comfortable and/or Safe – For What Modes?
Questions?