

State of Kansas

Highway Safety Plan FFY 2017

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The FFY 2017 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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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.

The FAST act also requires states to target efforts centered on the unsecured load crashes and fatalities. The following tables shows the previous five years of this data, projections and target number. The state will work with law enforcement on addressing this issue.

	2010	2011	2012	2013	2014	2015	2016	2017
Crashes –Problems with or loss of Cargo	122	143	131	124	158			
Projections						152	157	162
Target								150

	2010	2011	2012	2013	2014	2015	2016	2017
Fatalities –Problems with or loss of Cargo	0	2	0	1	2			
Projections						1.9	2.2	2.5
Target								1

Drowsy driving has also been identified as a contributing circumstance to crashes. The following tables shows the previous five years of crash and fatality data. The KDOT crash

report tracks this issue under the terms “Fell Asleep or Fatigued.” The TSS will work with law enforcement on addressing this issue. Additionally, this issue will be addressed in our annual perception survey designed to get feedback from the citizens in the state on many of the issues surrounding traffic safety.

	2010	2011	2012	2013	2014	2015
Fell Asleep or Fatigued Driving Crashes	778	809	816	863	963	936

	2010	2011	2012	2013	2014	2015
Fell Asleep or Fatigued Driving Fatalities	18	20	16	13	18	12

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 2015 study measured more than 68,000 vehicles and nearly 87,000 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 2015 Adult Study are:

Trucks, which account for about one in five vehicles observed, produce a substantially lower belt use rate (78%) than other vehicles (90%-91%), and male truck drivers are the lowest single category of belt users (77%). 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 5.6% were observed using a cell phone, about 1.3% are texting, dialing, or are otherwise looking at a cell phone while driving, and about 2.4% are displaying other forms of distracted driving, including eating, looking for something, adjusting the sound system, etc. About 91% 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 96%.

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 2015 survey observed was nearly 34,000 children in 20 diversified counties. Excerpts from the 2015 child survey are:

Children are much more likely to be buckled up if the driver is also belted. If the driver is belted, about 95% of the children are also belted. If the driver is not belted, only about 25% 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 2014-2015 is about 87%. The 0-4 age group is buckled up at the highest rate, about 97%, followed by the 5-9 age group, with about a 83% belt use rate. Among 10-14 year olds, about 82% were observed to be buckled up. And the 15-17 year olds were buckled up in about 85% of the observed cases.

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 leading 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 prosecutors 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

2017 Performance Measures

The state of Kansas is using 2010 – 2014 FARS and the state crash database to establish baseline and goals for the 2017 Highway Safety Plan. Additionally, we are using the 2015 statewide observational survey information to establish a baseline and establish the 2017 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.

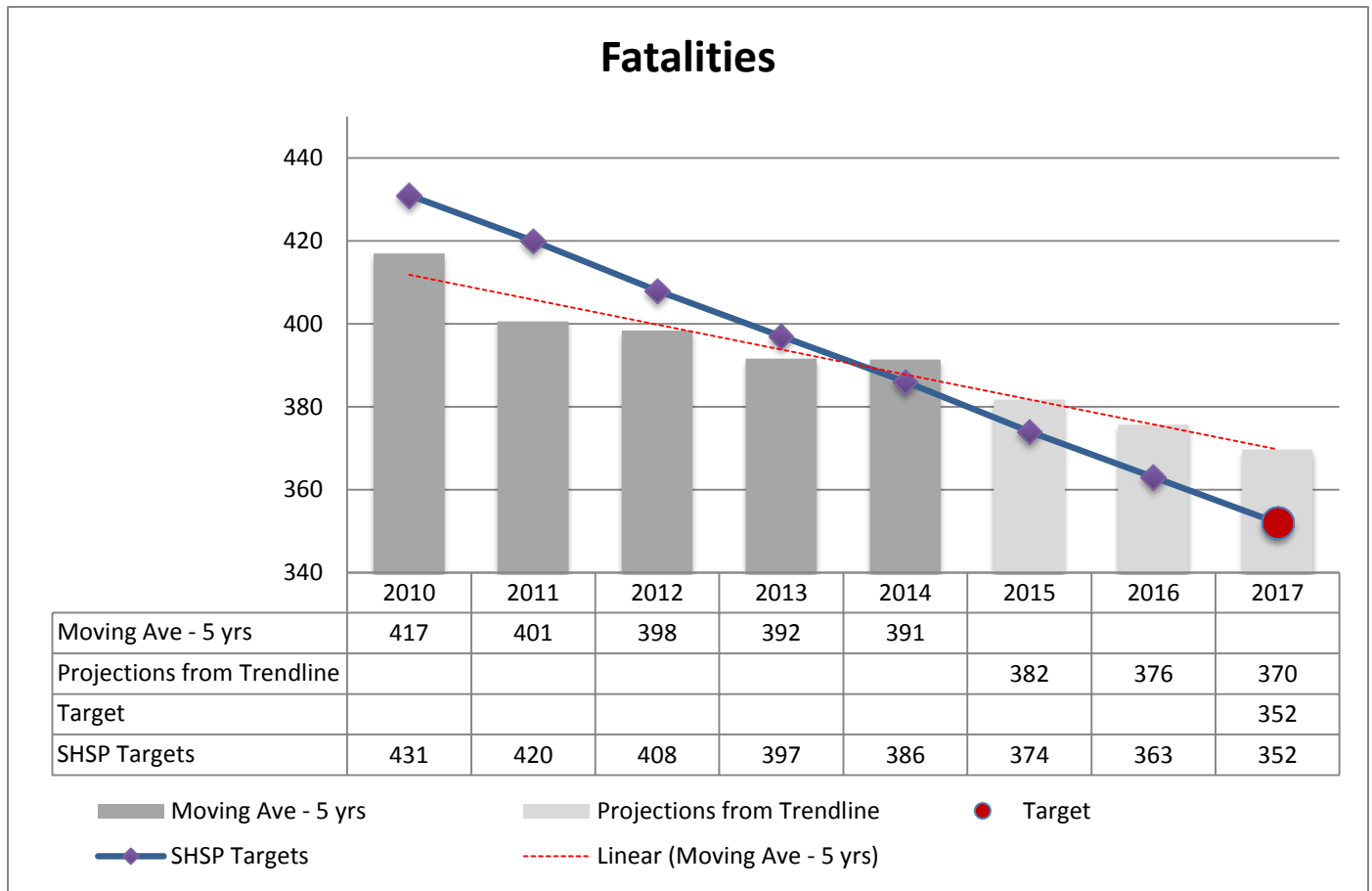
Table 1

2017 Performance Measures					
	Core Outcome Measures	2014 Actual	2017 Trend Projection	2010-14 Baseline*	2017 HSP Goal
C-1	Number of Traffic Fatalities (FARS)	385	370	391	352
C-2	Number of Serious Injuries (KCARS)	1,201	1,367	1,507	1,353
	Serious Injury Rate per 100 million VMT (KCARS)	3.911	4.481	4.983	4.433
C-3	Fatalities/VMT (FARS/FHWA)	1.25	1.22	1.29	1.18
	Rural Fatalities per 100 million VMT (FARS/FHWA)	2.010	2.041	2.110	2.0
	Urban Fatalities per 100 million VMT (FARS/FHWA)	.55	.415	.518	.407
C-4	Number of unrestrained fatalities all positions (FARS)	150	148	165	144
C-5	Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS)	103	104	109	99
C-6	Number of speeding fatalities (FARS)	109	109	109	101
C-7	Number of motorcyclist fatalities (FARS)	48	38	43	37
C-8	Number of un-helmeted motorcyclist fatalities (FARS)	28	24	28	23
C-9	Number of Drivers, 20 and Under, Involved in Fatal Crash (FARS)	55	51	63	45
C-10	Number of pedestrian fatalities (FARS)	23	21	21	20
C-11	Number of bicycle fatalities (FARS)	7	5	5	4
	Core Behavior Measure				
B-1	Observed seat belt use (FFY 15 State Survey)	82	82	86	87
	FFY 15 Activity Measures				
A-1	Number of seat belt citations issued during grant-funded activities	21,886			
A-2	Number of impaired driving arrests made during grant-funded enforcement activities	588			
A-3	Number of speeding citations issued during grant-funded enforcement activities	5,036			
	Kansas Specific Measures				
	Distracted Driving Crashes (KCARS)	15,520	11,293	15,014	11,000

* Baseline is the 5 Year (2010-14) Moving Average

Core Performance Measure Charts and Goals

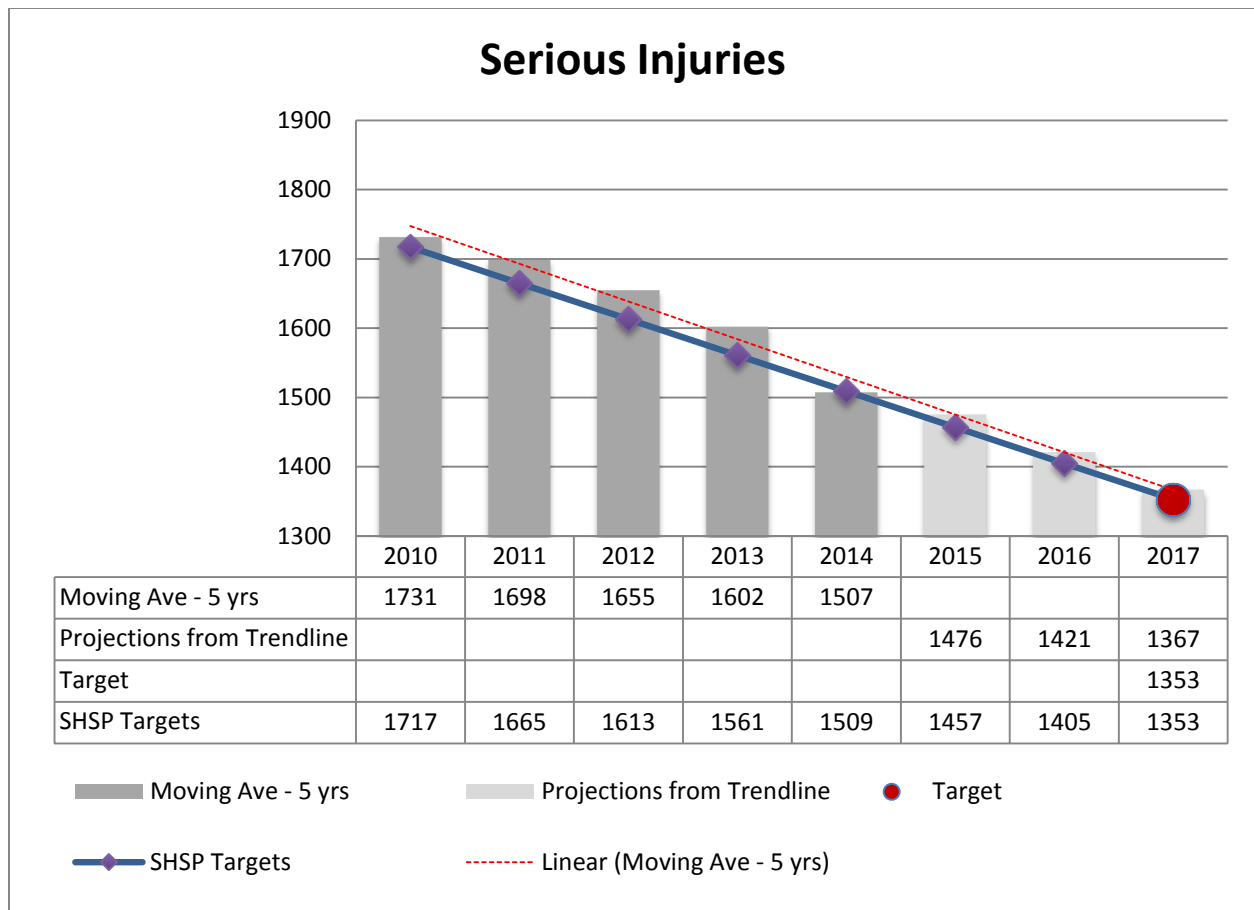
Number of Traffic Fatalities (FARS):



Goal Statement

Number of Traffic Fatalities: The 2017 five year moving average projection based upon the trend line indicates 370 total fatalities. A five percent reduction in this projection would derive our goal of 352 total fatalities in 2017. Based upon past history, the trend line of the SHSP target, the five percent reduction goal is realistic and attainable. The 2017 HSP and 2017 SHSP goals are equal.

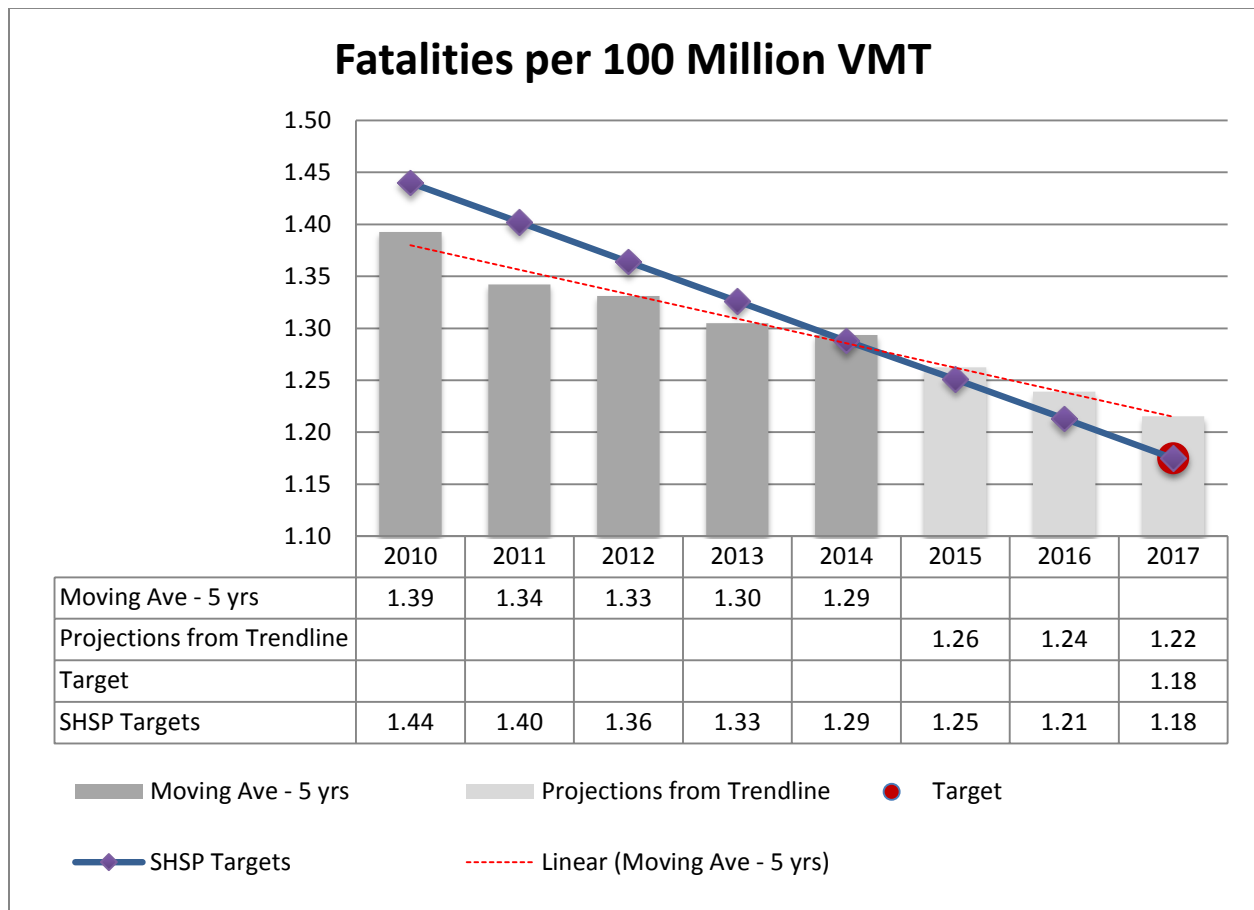
Serious Injuries (KCARS):



Goal Statement

Number of Serious Injuries: The 2017 five year moving average projection based upon the trend line indicates 1,367 serious injuries. A one percent reduction in this projection would derive our goal of 1,353 serious injuries in 2017. Based upon past history, the trend line of the SHSP target, the one percent reduction goal is realistic and attainable. The 2017 HSP and 2017 SHSP goals are equal.

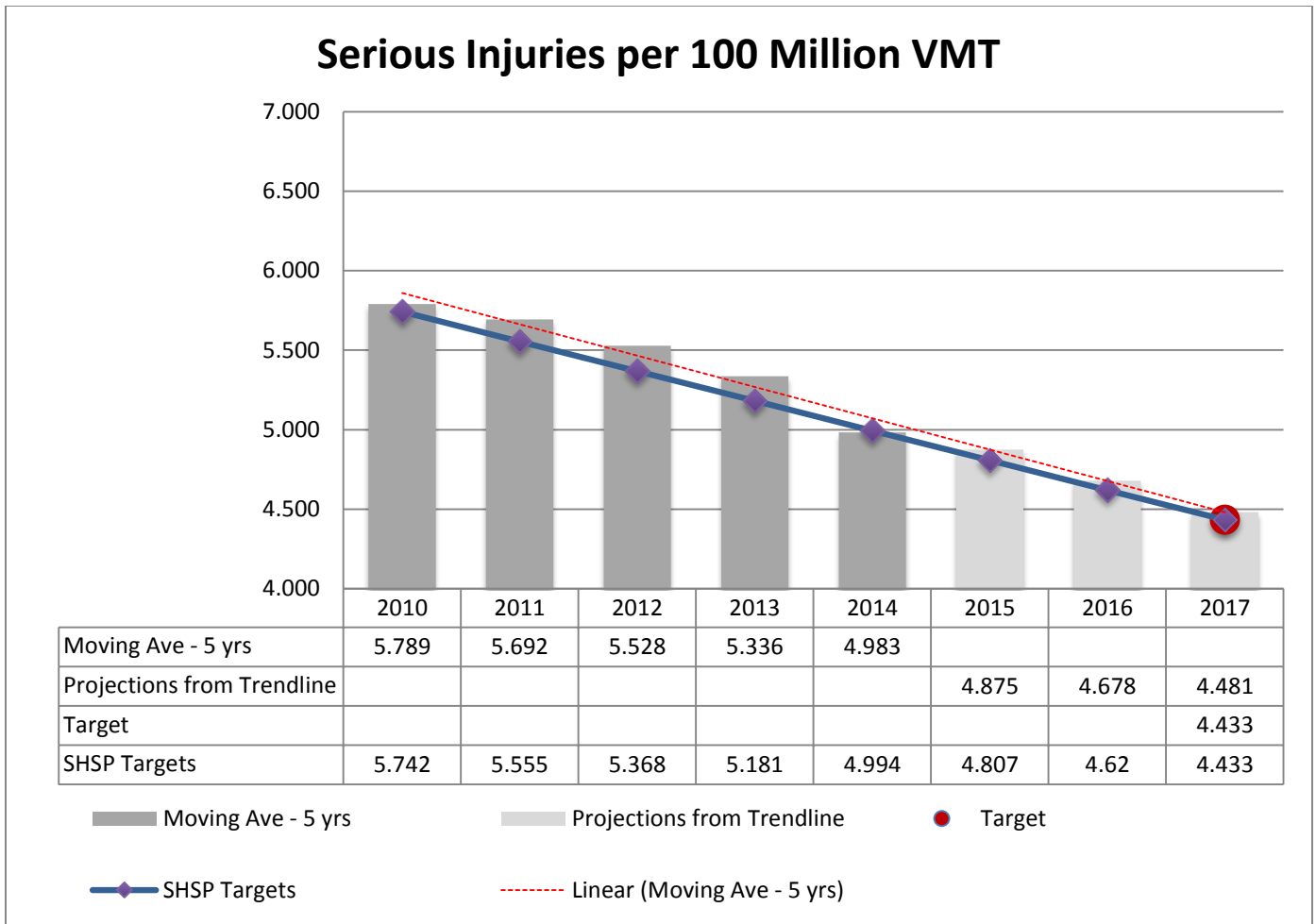
Fatality Rate per 100 million VMT (FARS):



Goal Statement

Fatality Rate per 100 million VMT: The 2017 five year moving average projection based upon the trend line indicates 1.22 fatalities per 100 million VMT. A 3 percent reduction in this projection will produce our goal of 1.18 fatalities per 100 million VMT in 2017. Based upon past history, the trend line of the SHSP target, the 3 percent reduction goal is realistic and attainable. The 2017 HSP and 2017 SHSP goals are equal.

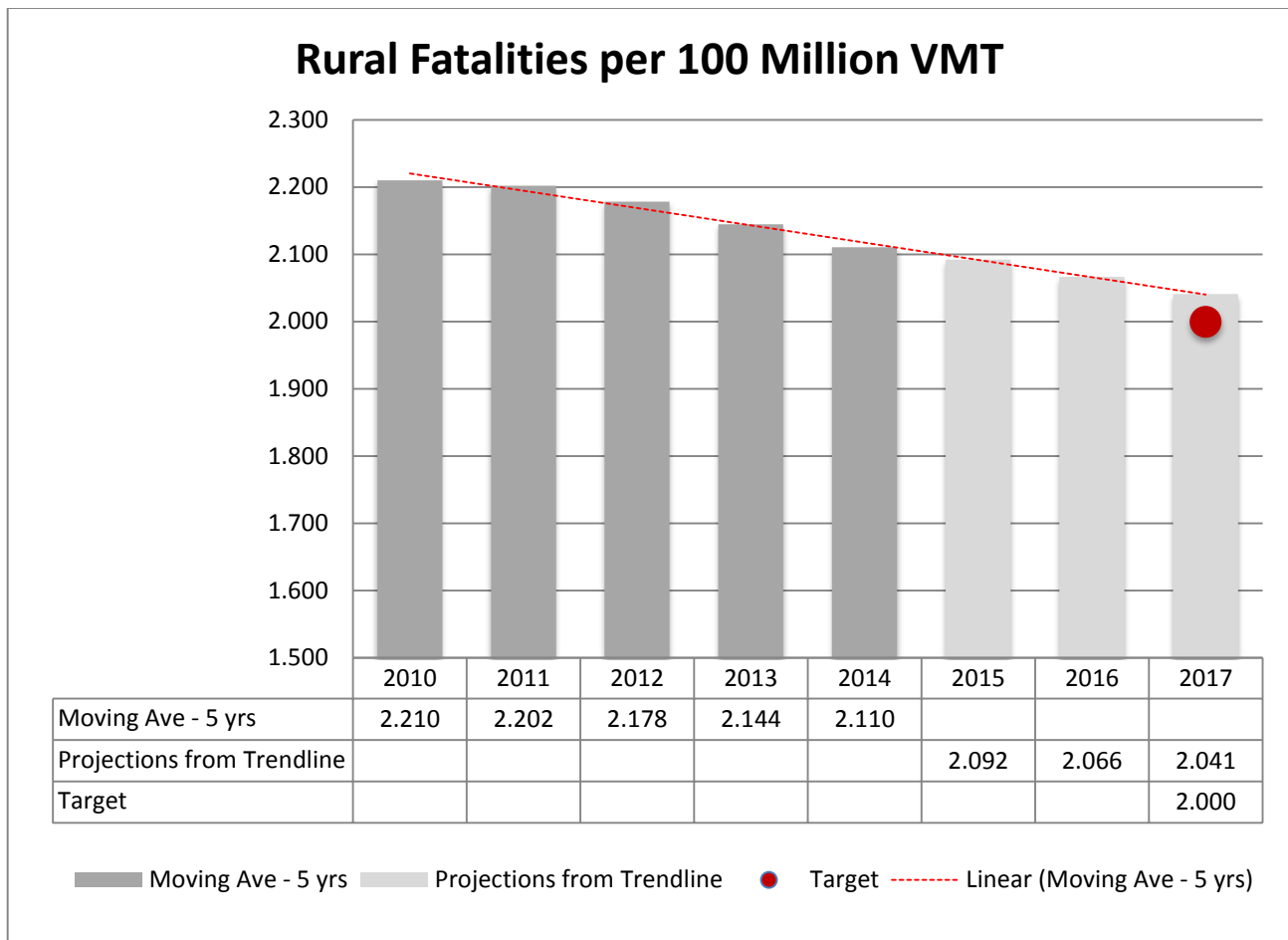
Serious Injury Rate (KCARS/FARS):



Goal Statement

Serious Injury Rate: The 2017 five year moving average projection based upon the trend line indicates 4.481 serious injury rate per 100 million VMT. A one percent reduction in this projection would lead to our goal of 4.333 serious injury rate per 100 million VMT in 2017. Based upon past history, the trend line of the SHSP target, the one percent reduction goal is realistic and attainable. The 2017 HSP and 2017 SHSP goals are equal.

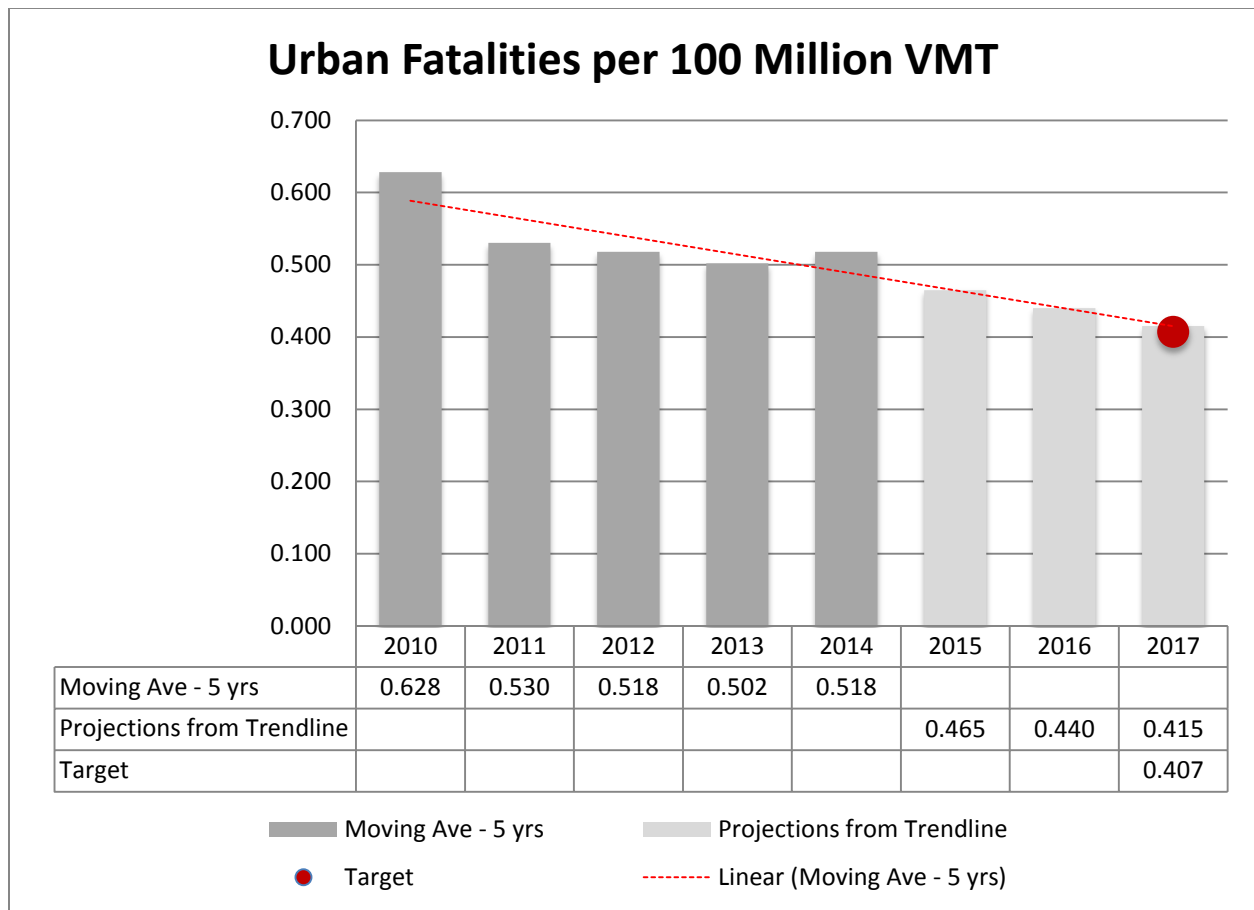
Rural Fatality Rate (FARS):



Goal Statement

Rural Fatalities per VMT Goal Statement: The five year moving average 2017 projection based upon the trend line indicates 2.041 rural fatalities per 100 million VMT. A two percent reduction in this projection would equal our goal of 2.000 rural fatalities per 100 million VMT in 2017. This trend has stayed relatively flat and therefore a two percent reduction goal is realistic and attainable.

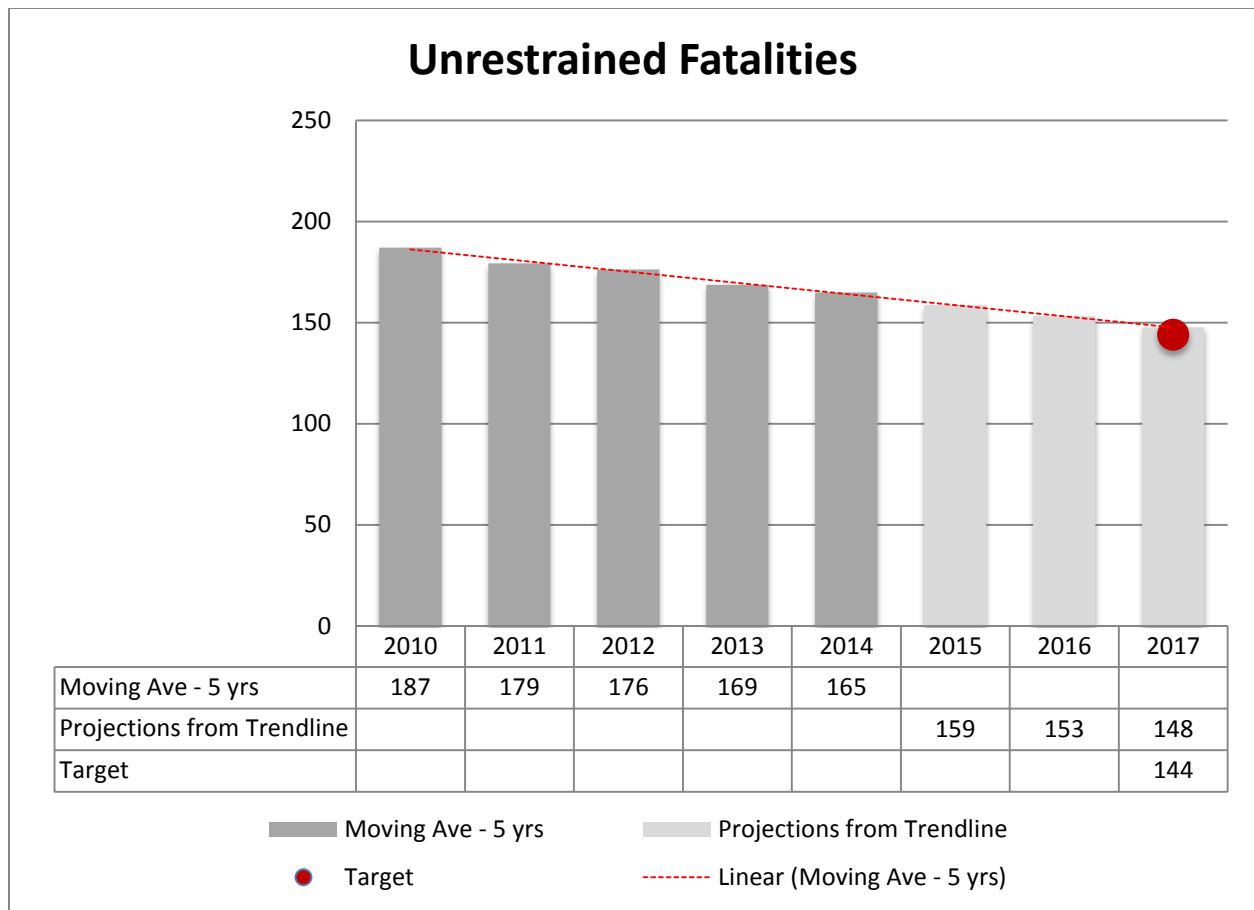
Urban Fatality Rate (FARS):



Goal Statement

Urban Fatalities per VMT Goal Statement: The five year moving average 2017 projection based upon the trend line indicates .415 urban fatalities per 100 million VMT. A two percent reduction in this projection would equal our goal of .407 urban fatalities per VMT in 2017. Based upon past history, the two percent reduction goal is realistic and attainable.

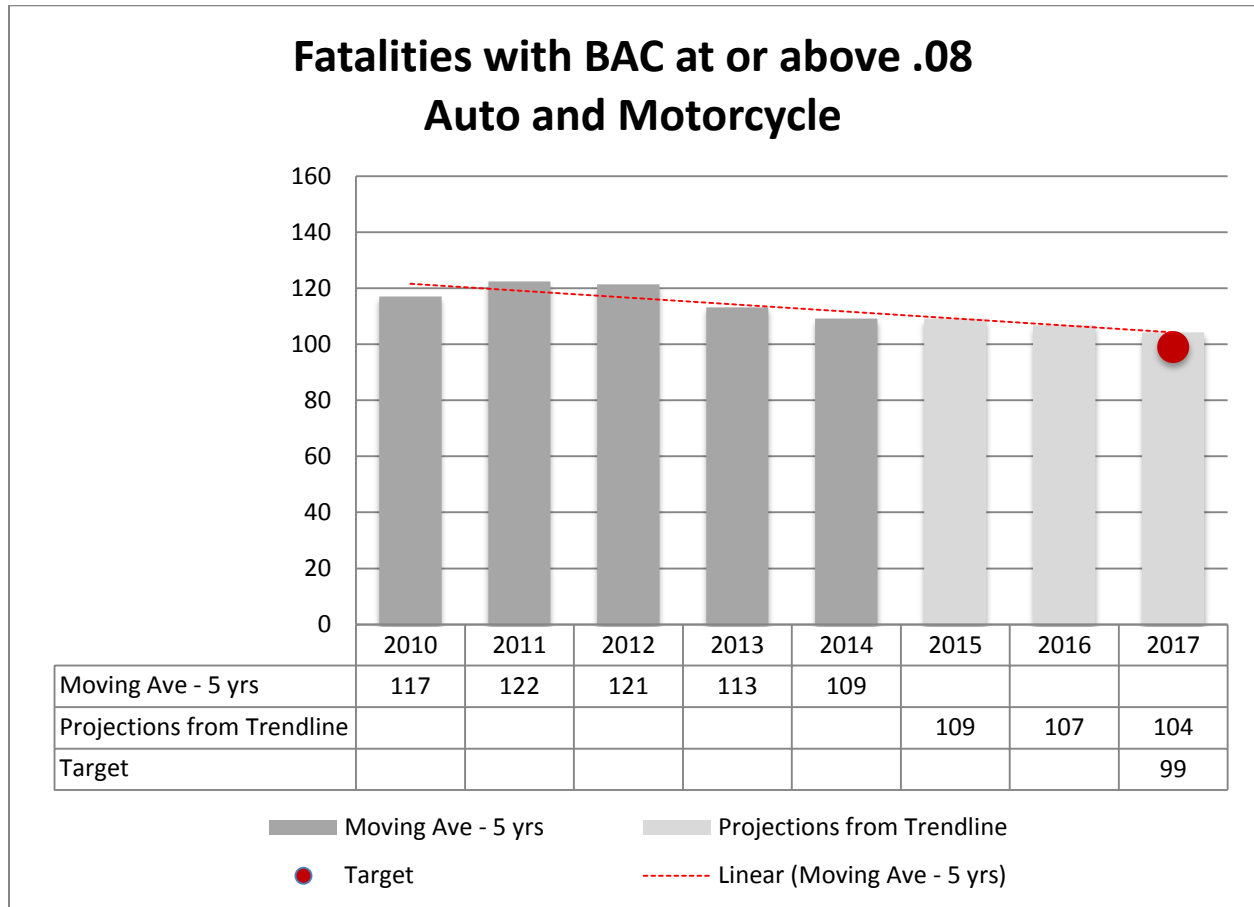
Unrestrained Fatalities All Positions (FARS):



Goal Statement

Unrestrained Fatalities all Positions: The five year moving average for 2017 projection based upon the trend line indicates 148 unrestrained fatalities. A three percent reduction in this projection would equal our goal of 144 unrestrained fatalities in 2017. Based upon past history, the recent moderate gains in the number of observed persons wearing their seatbelt, three percent reduction goal is realistic and attainable.

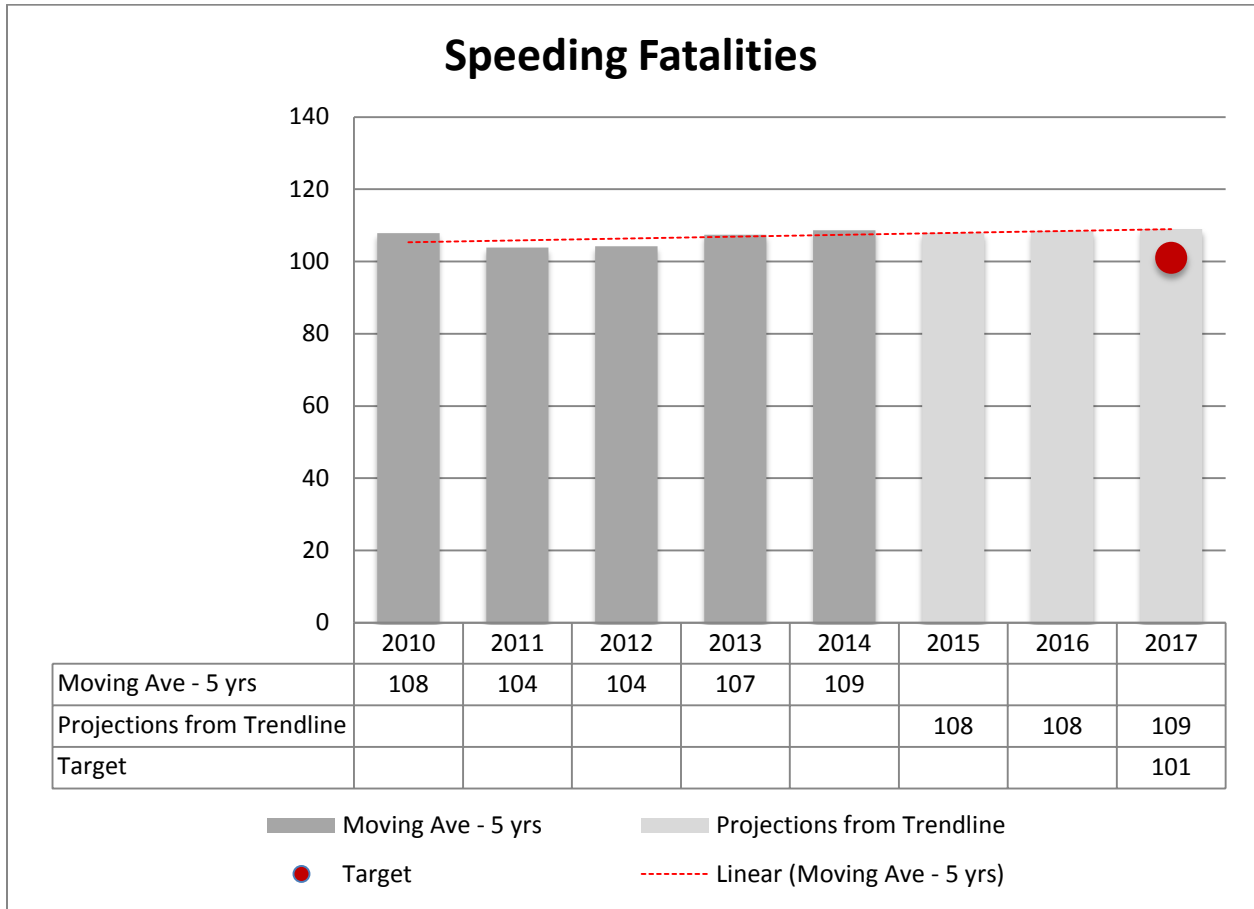
Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with BAC of .08 or above (FARS)



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 2017 projection based upon the trend line indicates 104 alcohol-impaired fatalities. A five percent reduction in this projection would equal our goal of 99 alcohol impaired fatalities in 2017. Based upon past history, the recent achievements in impaired driving legislation, a five percent reduction goal is realistic and attainable.

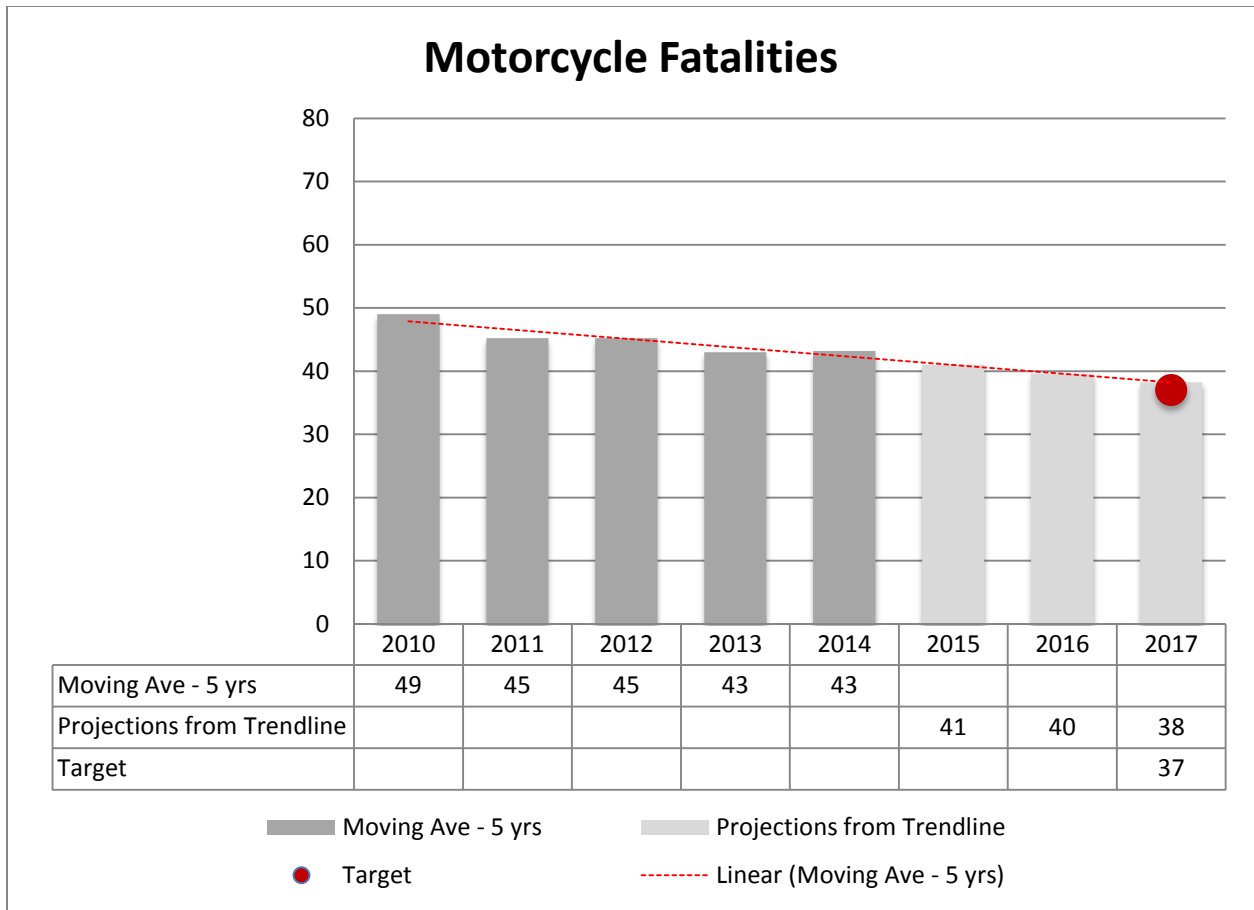
Speeding Fatalities (FARS):



Goal Statement

Speeding Fatalities: The five year moving average for 2017 projection based upon the trend line indicates 109 speeding fatalities. A seven percent reduction in this projection would equal our goal of 101 speeding fatalities in 2017. Based upon past history and absent any recent law changes, a seven percent reduction goal is realistic and attainable.

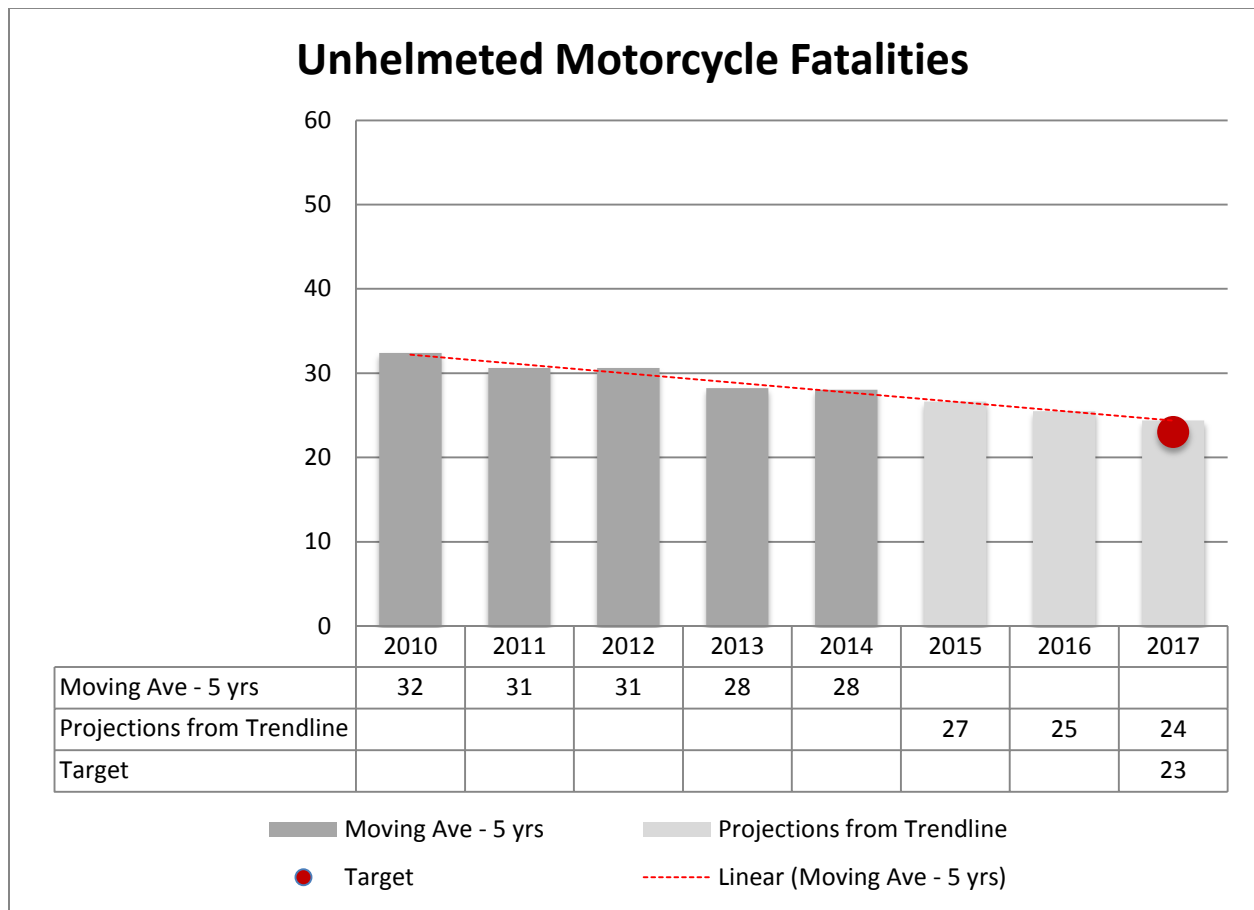
Number of Motorcyclist Fatalities (FARS):



Goal Statement

Motorcycle Fatalities: The five year moving average for 2017 projection based upon the trend line indicates 38 motorcyclist fatalities. A three percent reduction in this projection would equal our goal of 37 motorcyclist fatalities in 2017. Based upon past history, a three percent reduction goal is realistic and attainable.

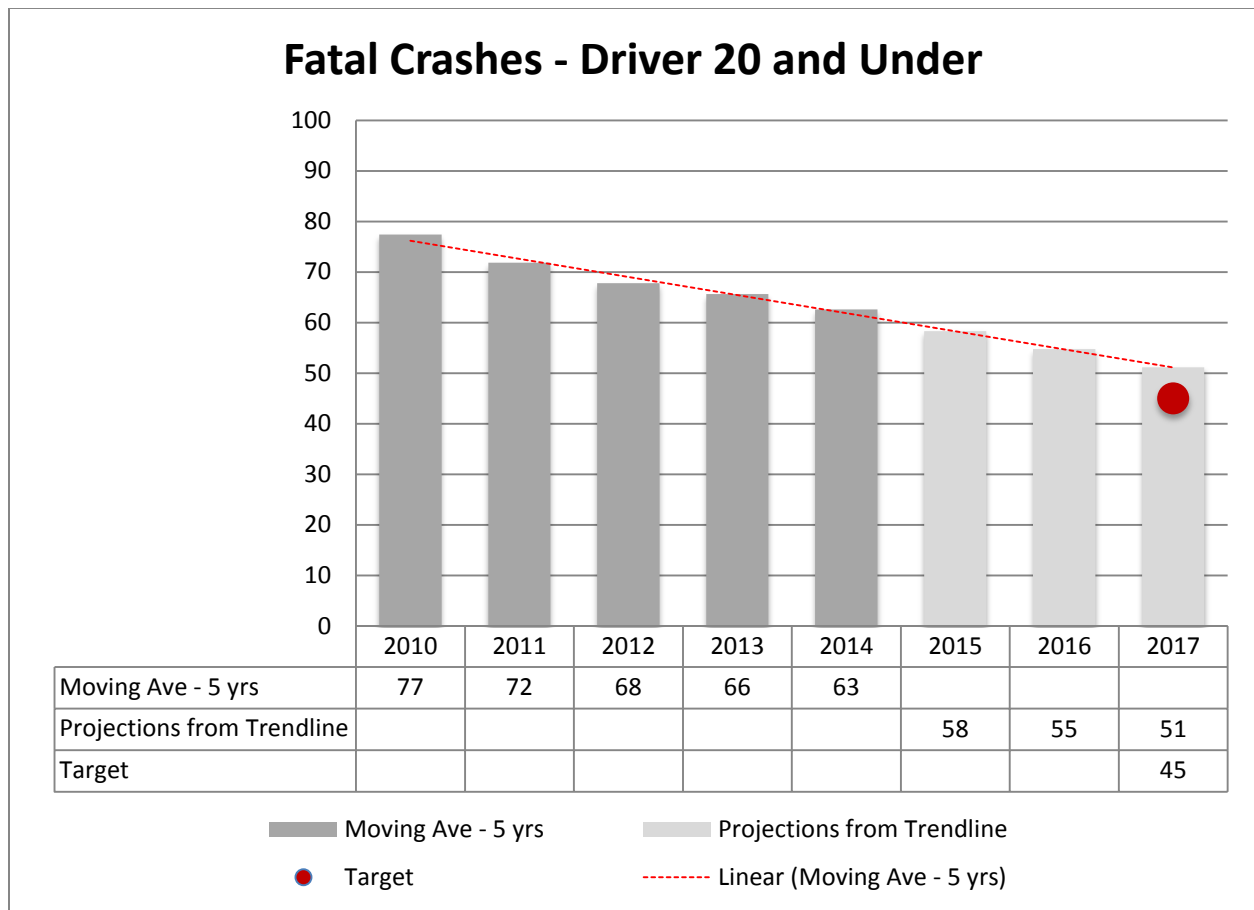
Number of un-helmeted Motorcyclist Fatalities (FARS):



Goal Statement

Un-helmeted Motorcycle Fatalities: The five year moving average for 2017 projection based upon the trend line indicates 24 un-helmeted motorcyclist fatalities. A six percent reduction in this projection would equal our goal of 23 un-helmeted motorcyclist fatalities in 2017. Based upon past history, and absent a universal helmet law, a six percent reduction goal is realistic and attainable.

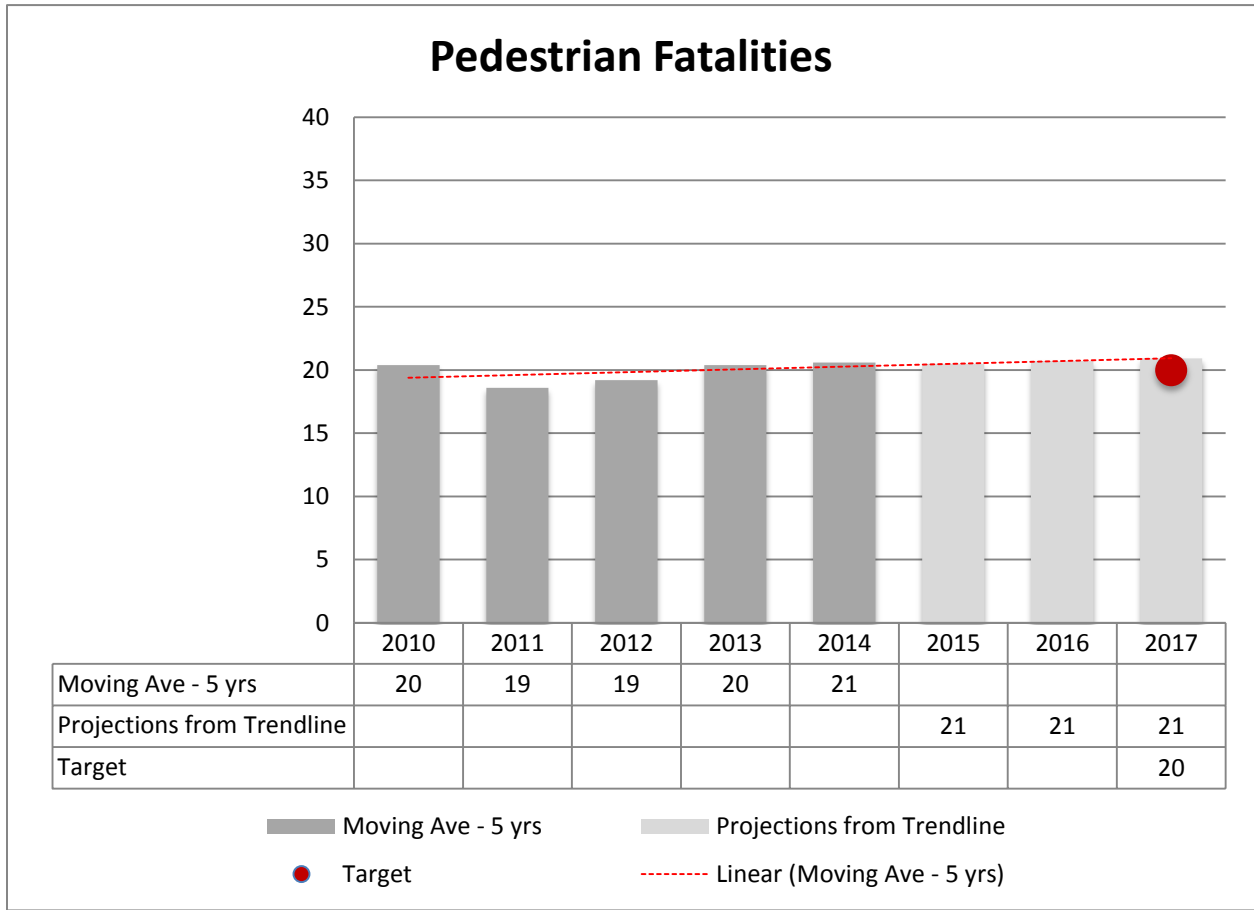
Number of Fatalities with Driver 20 or under (FARS):



Goal Statement

Fatalities with Driver 20 or Under: The five year moving average for 2017 projection based upon the trend line indicates 51 fatalities with a driver age 20 or under. A 12% reduction in this projection would equal our goal of 45 fatalities with a driver age 20 or under in 2017. Based upon past history, the recent legislative achievements in our GDL law and expansion of the SAFE program, a 12% reduction goal is realistic and attainable.

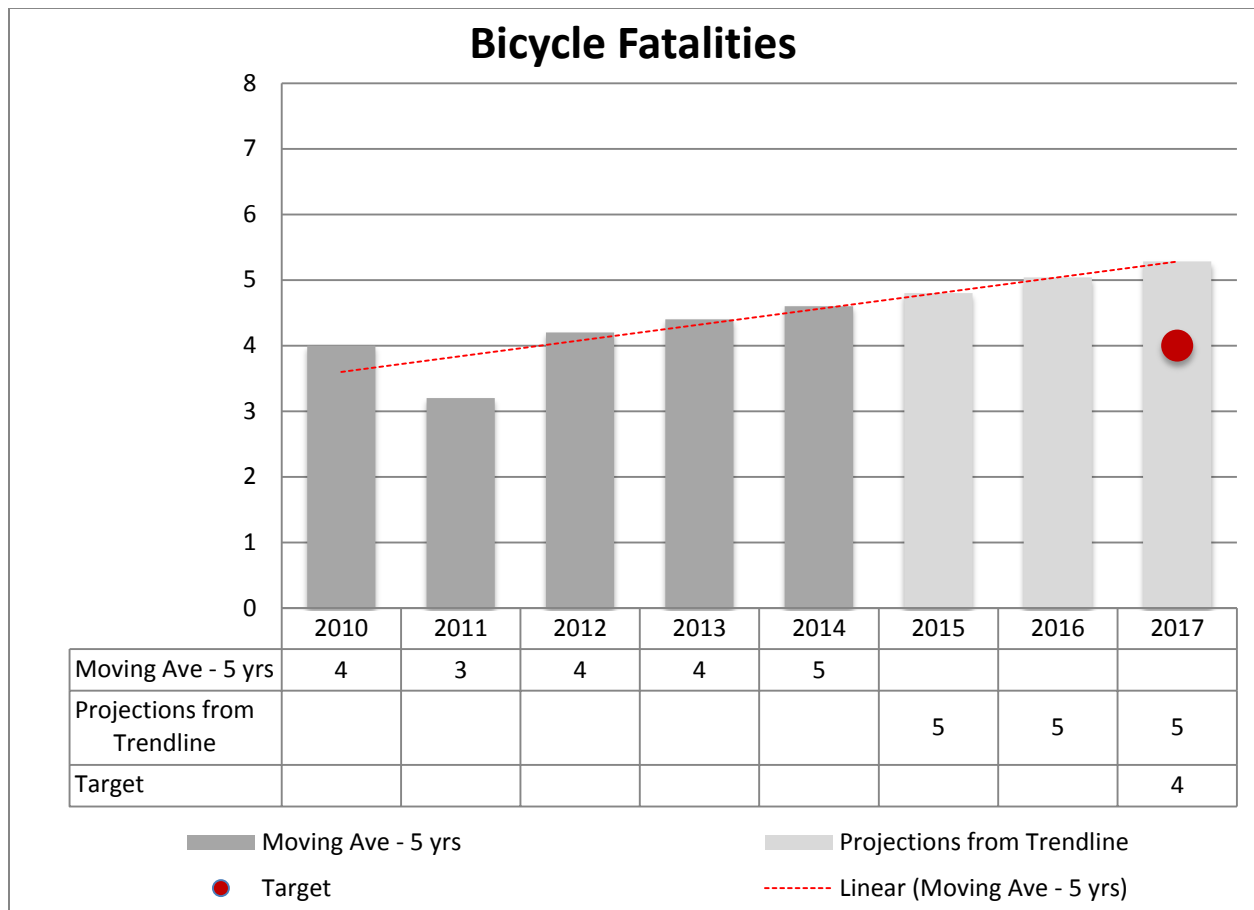
Pedestrian Fatalities (FARS):



Goal Statement

Pedestrian Fatalities: The five year moving average for 2017 projection based upon the trend line indicates 21 pedestrian fatalities. A five percent reduction in this projection would equal our goal of 20 pedestrian fatalities in 2017. Based upon past history, and relatively small number of pedestrian fatalities, a five percent reduction goal is realistic and attainable.

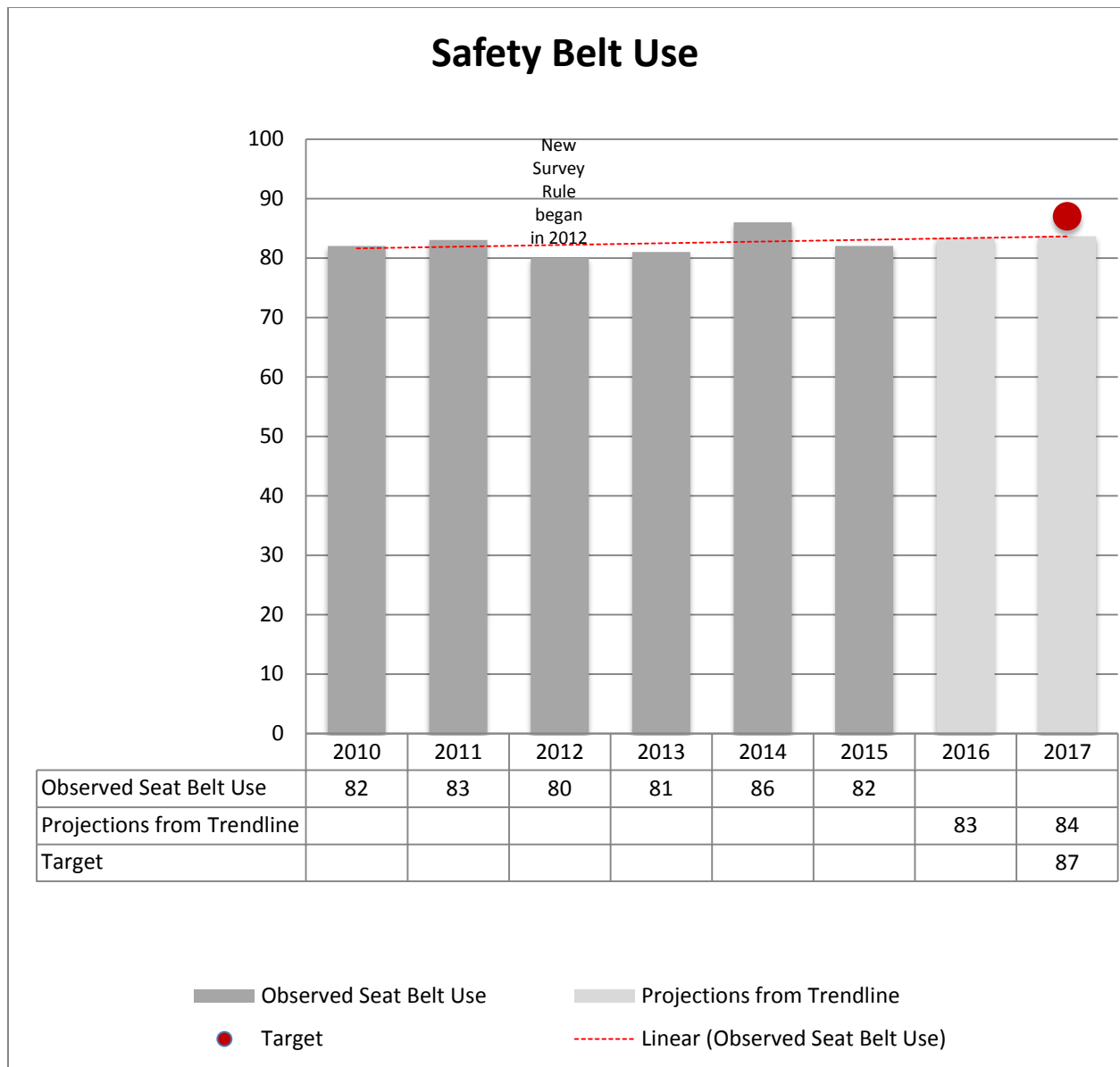
Bicycle Fatalities (FARS):



Goal Statement

Bicycle Fatalities: The five year moving average for 2017 projection based upon the trend line indicates five bicycle fatalities. A 24 percent reduction in this projection would equal our goal of four bicycle fatalities in 2017. Based upon past history, and relatively small number of bicycle fatalities, a 24 percent reduction goal is realistic and attainable.

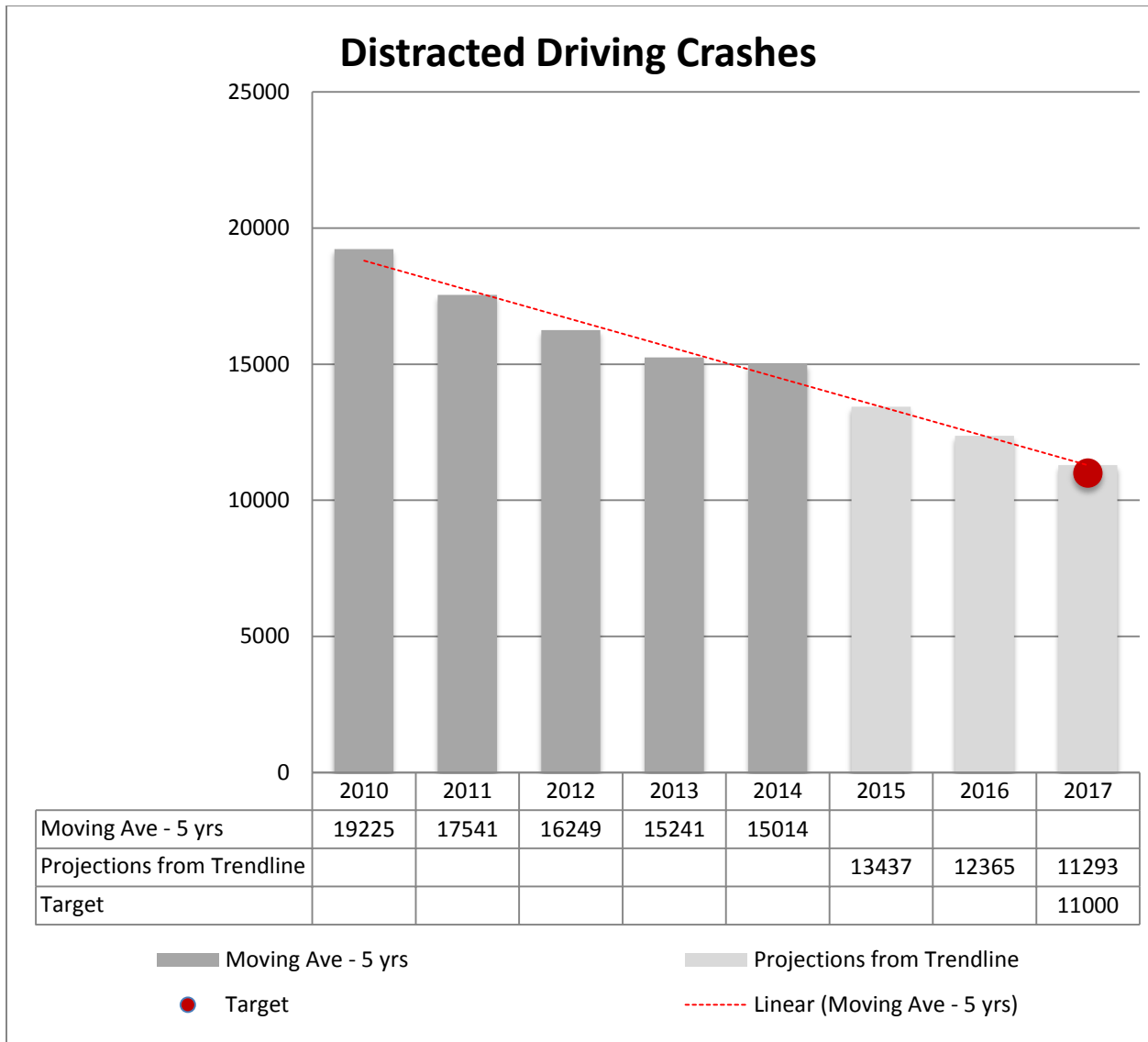
Seatbelt Use Rate (State Survey):



Goal Statement

Seat Belt Usage: The five year moving average for 2017 projection based upon the trend line indicates an 84 percent observed belt use rate. A one percent increase in this projection would equal our goal of an 87 percent observed belt use rate in 2017. Based upon past history, and relatively small recent gains in the number of observed persons wearing seat belts, a one percent increase is realistic and attainable.

Distracted Driving Crashes (KCARS):



Goal Statement

Distracted Driving Crashes: The five year moving average for 2017 projection based upon the trend line indicates 11,293 distracted driving crashes. A three percent reduction in this projection would equal our goal of 11,000 distracted driving crashes 2017. Based upon past history, and increased number of distractions in our vehicles, a three 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 STEP enforcement campaigns – Click it or Ticket and DUI crackdown – along with the Thanksgiving week occupant restraint-DUI campaign. Each of the mobilizations follows the proven “Click it or Ticket” formula of high visibility education/media and enforcement. 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 2015, 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

2015 Belt Use Rates for S1200 Roads Only by County								
Rank	County	Percent	Rank	County	Percent	Rank	County	Percent
1	Seward	96	13	Rush	86	25	Thomas	77
2	Douglas	96	14	Cowley	86	26	Gray	76
3	Sedgwick	95	15	Reno	84	27	Labette	75
4	Miami	95	16	Harvey	83	28	Chase	75
5	Ford	94	17	Riley	83	29	Atchison	74
6	Butler	89	18	Gearry	83	30	Cherokee	73
7	Franklin	89	19	Kearny	82	31	Lyon	71
8	Ellis	89	20	Jefferson	82	32	Ness	71
9	Saline	87	21	Wyandotte	79	33	Crawford	68
10	Montgomery	87	22	Johnson	79	34	McPherson	66
11	Barton	87	23	Shawnee	78	35	Greenwood	58
12	Leavenworth	87	24	Sumner	77			



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

2015 Direct Observational Survey Results by County										
Rank	County	Percent		Rank	County	Percent		Rank	County	Percent
1	Seward	96		13	Geary	86		25	Johnson	81
2	Ford	94		14	Rush	86		26	Riley	81
3	Douglas	93		15	Cowley	86		27	Harvey	79
4	Miami	93		16	Sumner	86		28	Gray	76
5	Saline	92		17	Butler	86		29	Labette	75
6	Ellis	91		18	Reno	84		30	Atchison	74
7	Sedgwick	91		19	Jefferson	84		31	Cherokee	73
8	Franklin	89		20	Chase	83		32	McPherson	72
9	Thomas	88		21	Lyon	82		33	Ness	71
10	Leavenworth	88		22	Wyandotte	82		34	Crawford	68
11	Montgomery	87		23	Shawnee	82		35	Greenwood	58
12	Barton	87		24	Kearny	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 (stops) 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 more than 75 percent of all crashes in 2015. 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	JOHNSON	11,149	18.64%	18.64%	Yes	Yes	Yes
2	SEDGWICK	10,635	17.78%	36.42%	Yes	Yes	Yes
3	SHAWNEE	4245	7.10%	43.51%	Yes	Yes	Yes
4	WYANDOTTE	3799	6.35%	49.86%	Yes		
5	DOUGLAS	2814	4.70%	54.57%	Yes		
6	BUTLER	1421	2.38%	56.94%	Yes	Yes	Yes
7	RENO	1383	2.31%	59.25%	Yes	Yes	Yes
8	LEAVENWORTH	1272	2.13%	61.38%	Yes		
9	SALINE	1228	2.05%	63.43%	Yes	Yes	
10	RILEY	1136	1.90%	65.33%		Yes	
11	LYON	787	1.32%	66.65%	Yes		
12	MONTGOMERY	749	1.25%	67.90%	Yes		
13	ELLIS	717	1.20%	69.10%	Yes	Yes	Yes
14	GEARY	710	1.19%	70.28%	Yes	Yes	Yes
15	COWLEY	649	1.08%	71.37%	Yes	Yes	Yes
16	FORD	637	1.06%	72.43%	Yes		Yes
17	SUMNER	617	1.03%	73.47%	Yes	Yes	Yes
18	MCPHERSON	601	1.00%	74.47%	Yes		
19	MIAMI	580	0.97%	75.44%	Yes		
20	HARVEY	575	0.96%	76.40%	Yes		

*Special Traffic Enforcement Program- conducts overtime enforcement centered on the national Thanksgiving Week; 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 327 fatal crashes in 2015. Table 5 ranks Kansas counties by the total number of crashes and a percent of the total number of crashes in the state. These forty-two counties represent more than 80 percent of all fatal crashes in 2015. 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	45	13.76%	13.76%	STEP	IDDP	NSEP
2	JOHNSON	23	7.03%	20.80%	STEP	IDDP	NSEP
3	WYANDOTTE	17	5.20%	25.99%	STEP		
4	SHAWNEE	11	3.36%	29.36%	STEP	IDDP	NSEP
5	LEAVENWORTH	9	2.75%	32.11%	STEP		
6	BUTLER	8	2.45%	34.56%	STEP		
7	CHEROKEE	7	2.14%	36.70%	STEP		
8	DOUGLAS	7	2.14%	38.84%	STEP	IDDP	
9	MIAMI	7	2.14%	40.98%	STEP	IDDP	
10	HARVEY	6	1.83%	42.81%	STEP		
11	JEFFERSON	6	1.83%	44.65%			
12	MCPHERSON	6	1.83%	46.48%	STEP		
13	RILEY	6	1.83%	48.32%		IDDP	
14	BARTON	5	1.53%	49.85%	STEP		
15	JACKSON	5	1.53%	51.38%	STEP		
16	SALINE	5	1.53%	52.91%	STEP	IDDP	
17	WILSON	5	1.53%	54.43%	STEP		
18	CHASE	4	1.22%	55.66%			
19	COWLEY	4	1.22%	56.88%	STEP		
20	CRAWFORD	4	1.22%	58.10%	STEP		
21	DICKINSON	4	1.22%	59.33%	STEP		
22	FINNEY	4	1.22%	60.55%	STEP		
23	FORD	4	1.22%	61.77%	STEP	IDDP	NSEP
24	GEARY	4	1.22%	63.00%	STEP	IDDP	NSEP
25	LABETTE	4	1.22%	64.22%	STEP		NSEP
26	MONTGOMERY	4	1.22%	65.44%	STEP	IDDP	NSEP
27	PRATT	4	1.22%	66.67%	STEP		
28	RENO	4	1.22%	67.89%	STEP	IDDP	NSEP
29	CHAUTAUQUA	3	0.92%	68.81%			
30	FRANKLIN	3	0.92%	69.72%	STEP		
31	GRAY	3	0.92%	70.64%			

32	HODGEMAN	3	0.92%	71.56%			
33	LYON	3	0.92%	72.48%	STEP		
34	MARION	3	0.92%	73.39%			
35	MORRIS	3	0.92%	74.31%			
36	NEMAHA	3	0.92%	75.23%	STEP		
37	NEOSHO	3	0.92%	76.15%	STEP		
38	POTTAWATOMIE	3	0.92%	77.06%	STEP		
39	RICE	3	0.92%	77.98%	STEP		
40	RUSSELL	3	0.92%	78.90%	STEP		
41	SEWARD	3	0.92%	79.82%	STEP		NSEP
42	SHERIDAN	3	0.92%	80.73%			

*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 6 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-two counties represent more than 80 percent of alcohol-related crashes in 2015. 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	441	19.45%	19.45%	STEP	IDDP
2	JOHNSON	377	16.63%	36.08%	STEP	IDDP
3	WYANDOTTE	191	8.43%	44.51%	STEP	
4	DOUGLAS	152	6.70%	51.21%	STEP	IDDP
5	SHAWNEE	140	6.18%	57.39%	STEP	IDDP
6	LEAVENWORTH	63	2.78%	60.17%	STEP	
7	RILEY	42	1.85%	62.02%		IDDP
8	BUTLER	39	1.72%	63.74%	STEP	
9	RENO	38	1.68%	65.42%	STEP	IDDP
10	SALINE	36	1.59%	67.00%	STEP	IDDP
11	ELLIS	34	1.50%	68.50%	STEP	IDDP
12	LYON	34	1.50%	70.00%	STEP	
13	MONTGOMERY	33	1.46%	71.46%	STEP	IDDP

14	FORD	27	1.19%	72.65%	STEP	IDDP
15	MIAMI	26	1.15%	73.80%	STEP	IDDP
16	GEARY	24	1.06%	74.86%	STEP	IDDP
17	POTTAWATOMIE	22	0.97%	75.83%	STEP	
18	COWLEY	21	0.93%	76.75%	STEP	
19	HARVEY	21	0.93%	77.68%	STEP	
20	JACKSON	21	0.93%	78.61%	STEP	
21	FINNEY	20	0.88%	79.49%	STEP	
22	CRAWFORD	18	0.79%	80.28%	STEP	

*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 progress in several traffic safety areas. According to the 2015 observational seat belt survey, Wyandotte County adult seat belt compliance rate was 85 percent – up from 58 percent in 2003, and clearly 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. 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 16 Kansas Statewide Performance Measures and Goals and Performance Report				
	Core Outcome Measures	2009-13 Baseline	2016 HSP Goal	2014 Actual
C-1	Number of Traffic Fatalities (FARS)	392	363	385
C-2	Number of Serious Injuries (KCARS)	1,602	1,445	1,201
	Serious Injury Rate per 100 million VMT (KCARS)	5.336	4.836	3.911
C-3	Fatalities/VMT (FARS/FHWA)	1.305	1.213	1.25
	Rural Fatalities per 100 Million VMT (FARS/FHWA)	2.144	2.123	2.010
	Urban Fatalities per 100 Million VMT (FARS/FHWA)	.502	.452	.55
C-4	Number of unrestrained fatalities all positions (FARS)	169	154	150
C-5	Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS)	114	113	103
C-6	Number of speeding fatalities (FARS)	107	101	109
C-7	Number of motorcyclist fatalities (FARS)	43	38	48
C-8	Number of un-helmeted motorcyclist fatalities (FARS)	28	26	28
C-9	Number of fatalities with driver 20 or under (FARS)	66	51	55
C-10	Number of pedestrian fatalities (FARS)	20	17	23
C-11	Number of bicycle fatalities (FARS)	4	3	7
	Core Behavior Measure			
B-1	Observed seat belt use (2014 State Survey) FFY 2010-2014 *2015 Observed State Survey	86	88	82*
	Grant Funded Enforcement FFY 2015			
A-1	Number of seat belt citations issued during the grant funded enforcement activities	21,886		
A-2	Number of impaired driving arrests made during grant funded enforcement activities	588		
A-3	Number of speeding citations issued during grant-funded enforcement activities	5,036		
	Kansas Specific Measure			
	Distracted Driving Crashes (KCARS)	15,063	10,243	15,520

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-1400-17

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 Prosecutors. 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.

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 and support overtime enforcement-based DUI reduction grant opportunities to all counties, with special emphasis on those included in Table 6, above. KDOT will continue to equip and utilize our law enforcement liaisons in this effort.

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 2017 projection based upon the trend line indicates 104 alcohol-impaired fatalities. A five percent reduction in this projection would equal our goal of 99 alcohol impaired fatalities in 2017. Based upon past history, the recent achievements in impaired driving legislation, a five percent reduction goal is realistic and attainable.

Funding Summary:

Alcohol	
Education	\$1,965,000
Enforcement	\$3,750,000
Total	\$5,715,000

Education Countermeasures:

Section 410 and 405(d)

SP-3105-17 & SP-4700-17

Public Information and Education

\$350,000

Project enables the Traffic Safety Section to print selected materials, coordinate public information and education committees, conduct or help sponsor special events and support activities related to prevention of impaired driving.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

SP-4703-17 **Victim Impact Panels and Court Monitoring** **\$400,000**

This contract will assist the Kansas DUI Impact Center and Kansas MADD to increase the number of localities in Kansas which offer a DUI victim impact panel, and to maintain and expand a durable, volunteer/student intern-based program for monitoring felony DUI trials and driver license suspension hearings in the state. These programs are aimed at, in the first case, reducing DUI recidivism and, in the second case, improving DUI prosecution and adjudication, and removing impairment-prone drivers from the roadways.

Countermeasure Selection/Impact Assessment:

- **Court Monitoring******
- **Sanctions-Victim Impact Panels****

SP-3108-17 **KDHE Breath Testing** **\$15,000**

This contract will assist the Kansas Department of Health and Environment Breath Testing Unit with training supplies and attendance at National conferences. New for 2017 and in conjunction with the 2016 purchase of all new Stationary Breath Testing Instruments, is the connectivity of these units that will allow for electronic submission of DUI arrest reports, data and monitoring.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

SP-4709-17 **Traffic Safety Resource Prosecutors** **\$500,000**

The Traffic Safety Resource Prosecutors (TSRP) will assist prosecutors in the adjudication of the traffic laws with an emphasis on “impaired driving.” This position will provide continuing legal education programs, technical assistance and other services to the Criminal Justice Community to improve their ability to prosecute violations of traffic laws. The TSRP’s will also offer specific training to law enforcement agencies concerning the proper documentation of a DUI arrest to ensure the strongest case possible.

Countermeasure Selection/Impact Assessment:

- **Alcohol-impaired driving law review****
- **Communications and Outreach**

SP-4710-17 **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:

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******

SP-XXXX-17 **City of Wichita Ignition Interlock Oversight** **\$200,000**

KDOT will partner with the city of Wichita on a program designed to hold impaired drivers accountable. This program will provide equipment and resources to ensure impaired drivers are following the terms of their conviction with an emphasis on ignition interlock compliance.

Countermeasure Selection/Impact Assessment:

- **DWI Offender Monitoring******

Youth Alcohol Countermeasures

Impaired driving in Kansas accounts for about 30 percent of all fatalities. Education and enforcement of underage drinking laws and impaired driving continue to be a focus for the state. KDOT plans to continue our conference directed at teens and the perils associated with underage drinking. Enforcement of the underage drinking laws is a key component in reducing underage drinking and KDOT will partner with three law enforcement agencies to tackle this issue.

Funding Summary:

Alcohol	
Education	\$210,000
Enforcement	\$65,000
Total	\$275,000

Youth Alcohol Education Countermeasures:

Section 402

SP-2250-17 **Kansas Youth Leadership Summit** **\$200,000**

This project is housed at Kansas Family Partnership and provides funding for 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 area of teen traffic safety, then developing and (after returning home) implementing a plan to address the problem.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

Section 405(d)

SP-2251-17 Youth Alcohol Public Information and Education \$10,000

These funds will allow KDOT to maintain the underage drinking tip-line, 1-866-MUSTBE-21. This line allows for anonymous callers to report underage drinking parties. This project will also allow for the purchase of educational materials focused on reducing underage drinking in the state.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

Youth Alcohol Enforcement Countermeasures:

SP-2252-17 / SP-2253-17 Underage Drinking Enforcement \$30,000

This project provides overtime funding for the Alcoholic Beverage Control and the Pottawatomie County Sheriff’s office to enforcement the underage drinking laws at the Country Stampede. This three day event draws more than 200,000 concert goers annually.

Countermeasure Selection/Impact Assessment:

- **High Visibility Enforcement*******

SP-2254-17 Teen Angel \$35,000

The Overland Park Police Department will utilize this grant to educate and enforce the underage drinking laws in the state. Through a coordinated effort, this agency will focus on reducing access, provide education and enforce the underage drinking laws in their jurisdiction.

Countermeasure Selection/Impact Assessment:

- **High Visibility Enforcement*******
- **Communication and Outreach**

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 Prosecutors, 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 and court monitoring
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



Table 7

Impaired Driving Deterrence Program (IDDP) Grantees, by County			
Funding Source		County	Grantee
405(d)	SP-4704-16	DG	Lawrence Police Department
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	Gardner 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	MG	Coffeyville Police Department
405(d)	SP-4704-16	MI	Miami Co. Sheriff's Office
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	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 2017 projection based upon the trend line indicates 11,293 distracted driving crashes. A three percent reduction in this projection would equal our goal of 11,000 distracted driving crashes 2017. Based upon past history, and increased number of distractions in our vehicles, a three percent reduction goal is realistic and attainable.

Funding Summary:

Distracted Driving	
Education	\$200,000
Total	\$200,000

Education Countermeasures:

Section 405(e)

SP-1703-17

Distracted Driving

\$200,000

These funds will assist in efforts to emphasize the dangers of distracted driving through paid media, public awareness, enforcement 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 48 motorcycle rider fatalities in 2014. 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, radio spots and yard signs to remind drivers to look twice. An enforcement campaign will be conducted in the summer of 2017 in the Kansas City area targeting all aggressive driving and riding. Law enforcement partners will include the Highway Patrol and several local agencies.

Core Performance Measure Goals:

Motorcycle Fatalities: The five year moving average for 2017 projection based upon the trend line indicates 38 motorcyclist fatalities. A three percent reduction in this projection would equal our goal of 37 motorcyclist fatalities in 2017. Based upon past history, a three percent reduction goal is realistic and attainable.

Un-helmeted Motorcycle Fatalities: The five year moving average for 2017 projection based upon the trend line indicates 24 un-helmeted motorcyclist fatalities. A six percent reduction in this projection would equal our goal of 23 un-helmeted motorcyclist fatalities in 2017. Based upon past history, and absent a universal helmet law, a six percent reduction goal is realistic and attainable.

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	\$145,000
Enforcement	\$140,000
Total	\$285,000

Education Countermeasures:

Section 405(f)

SP-4800-17

Motorcycle Safety

\$95,000

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, non-traditional advertising, and/or radio

focusing on Share the Road 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-4801-17 **Kansas Traffic Safety Resource Office (KTSRO)** **\$50,000**

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 “Look Twice” yard signs and cards with Share the Road, rider safety courses and proper Class M licensure information. Other educational materials include posters at motorcycle dealers promoting Share the Road.

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 and driving 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 2017 targeting aggressive driving behaviors for all vehicle operators.

Aggressive Driving Enforcement		
SP-1300-17	Gardner Police Department	\$10,000
SP-1300-17	Johnson County Sheriff’s Office	\$10,000
SP-1300-17	Kansas City Police Department	\$10,000
SP-1300-17	Lenexa Police Department	\$10,000
SP-1300-17	Olathe Police Department	\$10,000
SP-1300-17	Overland Park Police Department	\$20,000
SP-1300-17	Shawnee Police Department	\$20,000
SP-1300-17	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 Instructors	State and Federal	Serve on the Motorcycle Safety 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 82% in 2015. 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 high visibility education and enforcement, followed by reporting and evaluation. As such, there has been a steady increase in the level and diversity of media opportunities utilizing a trend we expect will continue in 2017.

Providing 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), which has grown from just 16 agencies in FFY 2000 – at a cost of \$45,482 – to the point where the program has stabilized at around 150 participating agencies – at a 2015 cost of \$584,797. Over the 16-year period, these agencies issued 187,631 occupant restraint citations – with 70,260 written prior to the implementation 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 classes) High School and Middle School Enforcement Campaigns (March and September), begun in 2013. In FFY 2015, 9 NSEP participating agencies generated 1,266 tickets, while the 2015 no-cost school campaigns attracted participation by 123 police agencies, which collectively issued 2,575 restraint citations.

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.

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*******

Direct Observational Survey							
Year	2011	2012	2013	2014	2015	2016*	2017*
Percent	83	80	81	86	82	83	84

*Projected

Unrestrained Fatalities (FARS)								
Year	2010	2011	2012	2013	2014	2015*	2016*	2017*
Fatalities	206	159	163	146	150	159	153	148

*Projected

Core Performance Measure Goals:

Seat Belt Usage: The five year moving average for 2017 projection based upon the trend line indicates an 84 percent observed belt use rate. A one percent increase in this projection would equal our goal of an 87 percent observed belt use rate in 2017. Based upon past history, and relatively small recent gains in the number of observed persons wearing seat belts, a one percent increase is realistic and attainable.

Unrestrained Fatalities all Positions: The five year moving average for 2017 projection based upon the trend line indicates 148 unrestrained fatalities. A three percent reduction in this projection would equal our goal of 144 unrestrained fatalities in 2017. Based upon past history, the recent moderate gains in the number of observed persons wearing their seatbelt, three percent 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 currently has more than 600 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 2015-16 school year, the state had expanded SAFE into 142 schools in 62 counties. KDOT will continue to promote and expand the program in FFY 2017 and beyond. In 2009, the observed 15-17 year-old seat belt use rate was 61 percent. That rate had improved to 87 percent in 2015. 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 2014, that same rolling average was reduced to 55. 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	\$2,285,000
Enforcement	\$330,000
Total	\$2,615,000

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-1301-17

Public Information and Education

\$230,000

These project funds will enable the Traffic Safety Section to purchase and distribute printed materials, support occupant protection initiatives 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. This project also enables KDOT to administer our statewide law enforcement recruitment

lunches. These lunches serve as a building block for KDOT to promote the STEP and other federal aid programs designed to increase belt use and reduce crashes.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

SP-1304-17 **Child Safety Seats** **\$100,000**

Approximately 1,700 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****

Section 2011, 405 and 405(b)

SP-4506-17 **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**

SP-4206-17 & SP-4501-17 **Booster Seat Awareness** **\$185,000**

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-4207-17 **Child Passenger Safety Outreach** **\$450,000**

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-4500-17 & SP-4502-17 **Child Passenger Safety Paid Media** **\$200,000**

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

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

SP-4503-17 **Safe Kids Buckle Up** **\$50,000**
This project will support local Safe Kids Coalitions initiatives that will facilitate Child passenger safety events/activities in their jurisdictions. Activities such as child safety check-up events, child restraint surveys, Booster Rooster events, etc. will be considered for funding.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

SP-4504-17 **KTSRO Child Passenger Safety** **\$375,000**
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-4501-17 **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-4505-17 **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 13 local law enforcement agencies of various sizes to conduct 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	RN	Reno County SO
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	\$2,300,000
Total	\$2,300,000

Education Countermeasures:

Section 402

SP-1500-17

General/University Advertising

\$480,000

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-1505-17

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-4205-17 & SP-4500-17

Occupant Protection Advertising

\$700,000

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-3105-17 & SP-4700-17

Impaired Driving/Riding Ad Campaign

\$500,000

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-4708-17

Impaired Driving Sports Media

\$600,000

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 male. 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	\$105,000
Total	\$105,000

Core Performance Goal

Pedestrian Fatalities: The five year moving average for 2017 projection based upon the trend line indicates 21 pedestrian fatalities. A five percent reduction in this projection would equal our goal of 20 pedestrian fatalities in 2017. Based upon past history, and relatively small number of pedestrian fatalities, a five percent reduction goal is realistic and attainable.

Bicycle Fatalities: The five year moving average for 2017 projection based upon the trend line indicates five bicycle fatalities. A 24 percent reduction in this projection would equal our goal of four bicycle fatalities in 2017. Based upon past history, and relatively small number of bicycle fatalities, a 24 percent reduction goal is realistic and attainable.

Education Countermeasures:

Section 402

SP-1600-17

Pedestrian and Bike Public Info and Education

\$10,000

These project funds enable Traffic Safety staff to produce and distribute printed materials, other educational items and support 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-1601-17**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******SP-1601-17****Wichita and Topeka Pedestrian and Bike****\$80,000**

These grants will aid two of the largest cities in the state to address pedestrian and bicycle crashes and fatalities. Efforts tied to these grants will consist of educational and support items, bike helmets and paid media.

Countermeasure Selection/Impact Assessment:

- **Conspicuity enhancement*****
- **Driver training***

Local Partnerships:

Agency/Entity	Funding Source	Funded Activities
Local Safe Kids Kansas Chapters	State and Local	Support local events promoting bicycle safety
City of Wichita and Topeka	Local	Support local events promoting driver awareness and conspicuity

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 – each of them a retired career LEO – to maintain and recruit additional law enforcement partners and aid in identifying and addressing traffic enforcement problem areas. Enforcement efforts will include a grant with the Kansas Highway Patrol designed to target aggressive driving behaviors.

Funding Summary:

Police Traffic Services	
Education	\$440,000
Enforcement	\$1,400,000
Total	\$1,840,000

Education Countermeasures:

Section 402

SP-1700-17

Operation Impacts/Local Training

\$80,000

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

Countermeasure Selection/Impact Assessment:

- **Community Outreach**

SP-1700-17

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 a diverse group of over 300 law enforcement agencies scattered over 82,000+ square miles. 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. In this pursuit, they are available to consult with any police agency. Not only do the LEL's promote traffic safety enforcement to law enforcement, but also detail some of the other options the KDOT Traffic Safety Office can assist with including training and media. Another is SAFE (Seatbelts Are For Everyone) which pairs local enforcement agencies with middle and high school students in an effort to grow teen seat belt compliance and foster safer driving practices. The LELs work to sell these ideas to both local police agencies, school districts and sometimes assist in bringing the two sectors together to implement the program.

Countermeasure Selection/Impact Assessment:

- **Community Outreach**

Law Enforcement Liaisons		
SP-1700-17	Corp, David	\$60,000
SP-1700-17	Hamilton, Robert	\$50,000
SP-1700-17	Parks, Terry	\$70,000
SP-1700-17	Wells, Troy	\$70,000
Total		\$250,000

SP-1702-17 **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-17 **Program Management** **\$80,000**

This contract will engage a contractor to manage the law enforcement equipment 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-0931-17 **Law Enforcement Equipment** **\$500,000**

This project supports law enforcement agency activities by funding needed traffic safety equipment to fulfill individual law enforcement contracts. The amount of funding and type of equipment is based on project requirements, need and activities performed to fulfill contracts. It is in the interest of the state whenever possible to purchase equipment in bulk to obtain a reduced price of the purchase. All equipment purchases will meet State and Federal procurement requirements.

SP-1300-17 **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 three reimbursable overtime national traffic enforcement campaigns in FFY 2017, Thanksgiving, Click it Or ticket and the Alcohol Crackdown. Depending on location, several of these agencies may also participate in other overtime enforcement activities targeting specific corridors. Table 9 has a list of grantees, population they serve and collectively, reach more than 90 percent of the state population.

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	12,909	Allen Co SO
402 PT	SP-1300-16	AL		Iola PD
402 PT	SP-1300-16	AL		Moran PD
402 PT	SP-1300-16	AN	7,883	Anderson Co. SO
402 PT	SP-1300-16	AN		Garnett PD
402 PT	SP-1300-16	AT	16,513	Atchison PD
402 PT	SP-1300-16	BB	14,772	Bourbon Co SO
402 PT	SP-1300-16	BB		Fort Scott Dept. of Public Safety
402 PT	SP-1300-16	BR	9,815	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	27,385	Barton Co SO
402 PT	SP-1300-16	BU	66,227	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	9,385	Cloud Co. SO
402 PT	SP-1300-16	CD		Concordia PD
402 PT	SP-1300-16	CK	20,787	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	35,963	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	39,290	Crawford Co SO
402 PT	SP-1300-16	CR		Frontenac
402 PT	SP-1300-16	CR		Pittsburg PD
402 PT	SP-1300-16	CY	8,317	Clay Center PD
402 PT	SP-1300-16	CY		Clay Co. SO
402 PT	SP-1300-16	DG	116,585	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	19,394	Chapman PD
402 PT	SP-1300-16	DP		Elwood PD
402 PT	SP-1300-16	DP	7,874	Highland PD
402 PT	SP-1300-16	DP		Wathena PD
402 PT	SP-1300-16	EL		Ellis Co. SO
402 PT	SP-1300-16	EL	29,013	Hays PD
402 PT	SP-1300-16	EW	6,392	Ellsworth
402 PT	SP-1300-16	FI	37,184	Garden City PD
402 PT	SP-1300-16	FO	34,795	Dodge City PD
402 PT	SP-1300-16	FR		Franklin Co. SO
402 PT	SP-1300-16	FR	25,611	Ottawa PD
402 PT	SP-1300-16	GE		Geary Co. SO
402 PT	SP-1300-16	GE	36,713	Grandview Plaza PD
402 PT	SP-1300-16	GE		Junction City PD
402 PT	SP-1300-16	HV		Halstead PD
402 PT	SP-1300-16	HV	34,820	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		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	574,272	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		Labette Co. SO
402 PT	SP-1300-16	LB	20,960	Parsons PD
402 PT	SP-1300-16	LG		Logan Co. SO
402 PT	SP-1300-16	LG	2,794	Oakley PD
402 PT	SP-1300-16	LN		Linn Co. SO
402 PT	SP-1300-16	LN	9,502	Linn Valley PD

402 PT	SP-1300-16	LN		Pleasanton PD
402 PT	SP-1300-16	LV	78,797	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		33,212
402 PT	SP-1300-16	LY	Lyon Co. SO	
402 PT	SP-1300-16	ME	4,357	Meade Police Dept
402 PT	SP-1300-16	MG	34,065	Caney PD
402 PT	SP-1300-16	MG		Cherryvale PD
402 PT	SP-1300-16	MG		Coffeyville PD
402 PT	SP-1300-16	MG		Independence PD
402 PT	SP-1300-16	MG		Montgomery Co. SO
402 PT	SP-1300-16	MI	32,822	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	10,006	Marysville PD
402 PT	SP-1300-16	NM	10,148	Seneca PD
402 PT	SP-1300-16	NO	16,416	Chanute PD
402 PT	SP-1300-16	NO		Neosho Co. SO
402 PT	SP-1300-16	NT	5,560	Norton PD
402 PT	SP-1300-16	OB	3,756	Osborne PD
402 PT	SP-1300-16	PR	9,850	Pratt Co. SO
402 PT	SP-1300-16	PR		Pratt PD
402 PT	SP-1300-16	PT	22,897	Wamego PD
402 PT	SP-1300-16	RC	10,015	Lyons PD
402 PT	SP-1300-16	RC		Sterling PD
402 PT	SP-1300-16	RL	75,194	Kansas State University Police
402 PT	SP-1300-16	RN	63,794	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	5,155	Plainville PD
402 PT	SP-1300-16	RO		Rooks Co. SO
402 PT	SP-1300-16	SA	55,755	Salina PD
402 PT	SP-1300-16	SA		Saline Co. SO

402 PT	SP-1300-16	SG	508,803	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		Park City PD
402 PT	SP-1300-16	SG		Sedgwick Co. SO
402 PT	SP-1300-16	SG		Wichita PD
402 PT	SP-1300-16	SN		178,406
402 PT	SP-1300-16	SN	Shawnee Co. SO	
402 PT	SP-1300-16	SN	Topeka PD	
402 PT	SP-1300-16	SU	23,528	Wellington PD
402 PT	SP-1300-16	SW	23,465	Liberal PD
402 PT	SP-1300-16	WL	9,028	Fredonia PD
402 PT	SP-1300-16	WL		Neodesha PD
402 PT	SP-1300-16	WY	161,636	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-1300-16	Statewide		Kansas Highway Patrol
129 Agencies + KHP		50 Counties	2,631,061	Population of Counties with STEP
			2,904,021	Population of Kansas

*These counties comprise 91% of the state's population and, accordingly, will account for 91% of total local law enforcement STEP grant funds.

Roadside Safety

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

Funding Summary:

Roadway Safety	
Education	\$100,000
Total	\$100,000

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.

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	\$2,590,000
Total	\$2,590,000

Education Countermeasures:

Section 402

SP-1906-17

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**
- **Employer Programs*******
- **School Programs (SAFE)*****

SP-1900-17

Novice Driver Education

\$100,000

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-1900-17 **Safe Driving Public Information & Education** **\$50,000**

These funds enable KDOT to purchase, reproduce and distribute educational materials and other items produced by media contractors, NHTSA, or other reputable sources targeting and supporting the awareness to the general driving public.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

SP-1901-17 **Wyandotte County Safe Communities** **\$44,000**

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 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-1902-17 **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-1903-17 **Comprehensive Media Campaign** **\$800,000**

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-1904-17

Research Foundation

\$25,000

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, the risks associated with impaired driving and distracted driving.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

SP-1905-17

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-1907-17

Electronic Grant Management System

\$600,000

This project will fund an electronic grant development and tracking system. Potential grantees will have the ability to submit grant applications, reimbursement vouchers and progress reports electronically. This system will also improve work flow, contract documentation, monitoring inside the Traffic Safety office.

Section 1906

SP-2302-17

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-2303-17

Biased Based Policing

\$35,000

The Kansas Law Enforcement Training Center will continue their racial profiling training 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-2150-17**Traffic Records RAPID****\$300,000**

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-2150-17**Crash Reporting and Form****\$800,000**

KDOT in conjunction with the TRCC will work to add additional elements to the current crash report. Additionally, this project will be tasked with increasing the number of local law enforcement submitting crash reports electronically and improving the work flow of validation of these reports submitted to KDOT.

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 17

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	
AL	\$200,000			\$200,000		\$200,000	
MC	\$140,000			\$140,000		\$140,000	
OP	\$330,000			\$330,000		\$330,000	
PM	\$500,000			\$500,000		\$500,000	
PS	\$105,000			\$105,000		\$105,000	\$105,000
PT	\$1,840,000		\$600,000	\$1,840,000		\$1,840,000	\$1,800,000
RS	\$100,000			\$100,000		\$100,000	\$100,000
SA	\$2,590,000			\$2,590,000		\$2,590,000	\$395,000
402 Total	\$5,825,000	20%	\$1,200,000	\$5,825,000		\$5,825,000	\$2,400,000
405 OP	\$100,000	25%		\$100,000		\$100,000	
408 Data	\$100,000	20%		\$100,000		\$100,000	
410 ID	\$15,000	50%		\$15,000		\$15,000	
2011 CPS	\$85,000	50%		\$85,000		\$85,000	
1906 RP	\$125,000	20%		\$125,000		\$125,000	
405 (b) OP	\$2,800,000	20%		\$2,800,000		\$2,800,000	
405 (c) Data	\$2,300,000	20%		\$2,300,000		\$2,300,000	
405 (d) ID	\$6,675,000	20%		\$6,675,000		\$6,675,000	
405 (d) II	\$200,000	20%		\$200,000		\$200,000	
405 (e) DD	\$200,000	20%		\$200,000		\$200,000	
405 (f) MC	\$145,000	20%		\$145,000		\$145,000	
Total Other	\$12,745,000			\$12,745,000		\$12,745,000	
Total	\$18,570,000			\$18,570,000		\$18,570,000	