



Executive Summary

From 2019 to 2023, traffic crashes fatally injured more than 2,000 people and seriously injured more than 8,000 others on public roadways in Kansas. These crashes impact countless family members, friends, and loved ones, and they represent a staggering economic and societal cost to the State. **The 2025-2029 Kansas Drive To Zero Plan (DTZ Plan) represents the State's strategic commitment to bring these fatalities and serious injuries down to the only acceptable number: zero.**

The DTZ Plan is the State's federally required Strategic Highway Safety Plan (SHSP) for the next five years and documents the State's dedicated efforts and commitment to reduce highway fatalities and serious injuries on all public roads. The Plan builds from successes and lessons learned from the previous 2020-2024 SHSP, such as the State's 2023 Vulnerable Road User Safety Assessment (VRUSA, incorporated into this SHSP), significant investments in local safety planning, and the Safety Corridor Pilot Program. The Plan development has been led by the DTZ Coalition, an executive-level body representing local, state and federal agencies, advocacy organizations, the private sector, and the Kansas House and Senate Transportation Committees.

five objectives around which the DTZ Plan is organized: Safer People, Safer Vehicles, Safer Roads, Safer Speeds, and Post-Crash Care. Five volunteer stakeholder teams from across the state, known as Strategy Teams, are each dedicated to one of these five objectives. The DTZ Coalition and Strategy Teams are supported by three Support Teams—Data, Policy, and Communication—which provide technical expertise and resources to advance and implement the Plan strategies and initiatives.

In addition to significant multidisciplinary stakeholder input, the DTZ Plan is rooted in the use of safety data to identify critical transportation safety challenges (Emphasis Areas), some of which were noted in the 2020-2024 SHSP. Statewide crash data for all public roads in Kansas identified the following Emphasis Areas:

- ▶ Roadway Departure
 - ▶ Occupant Protection
 - ▶ Impaired Driving
 - ▶ Older Drivers
 - ▶ Intersections
 - ▶ Local Roads
 - ▶ Teen Drivers
 - ▶ Vulnerable Road Users (Pedestrians and Cyclists)
 - ▶ Speeding*
 - ▶ Distracted Driving*
 - ▶ Motorcyclists*
 - ▶ Commercial Motor Vehicles*
- *New Emphasis Areas for 2025-2029*

Based on the stakeholder input and data analysis, the DTZ Coalition and Strategy Teams identified 23 strategic initiatives (four to five strategies per team) that will be carried out over the next five years as the DTZ Plan is implemented. Each team, along with the Coalition, identified two strategies as “priority.” The 2025-2029 DTZ Plan strategies are shown on the following page. Each strategy has an associated Action Plan that is provided in **Appendix A** of the DTZ Plan, including action steps, leaders, partners, and timelines for implementation.

Over the next five years, the DTZ Coalition will oversee implementation of these strategies by the Strategy Teams, with support from the three



For this 2025-2029 Plan, the DTZ Coalition chose to use the **Safe System Approach** as the organizing structure for the DTZ Plan. The Safe System Approach is the U.S. Department of Transportation's (USDOT's) guiding framework to reduce fatal and serious injury crashes, and it emphasizes designing a system with many redundancies to reduce the likelihood of fatality and serious injury. This approach encompasses

KANSAS DRIVE TO ZERO PLAN |



Support Teams. In addition to the Support Teams, numerous Task Forces will continue to meet on a regular basis and coordinate with the DTZ Coalition and KDOT's Bureau of Transportation Safety. The Bureau and Strategy Teams will continuously evaluate the efficacy of each strategy and if it should be modified or discontinued. While the DTZ Plan is updated every five years, the individual Strategy Action Plans will be updated annually when necessary.

Safety on highways and roads profoundly impacts every Kansan and those traveling through the state. The commitments made in the DTZ Plan will resonate through future generations, fostering a culture where transportation safety is prioritized and cherished. **Kansas's leaders have an opportunity—and a responsibility—to make a significant difference by driving the number of traffic deaths to the only acceptable number: zero.**

SAFER ROADS

- SR 1 "Safety Co-Benefits" across Transportation Programs
- SR 2 HRUR Program**
- SR 3 Prioritizing Implementation of Local Safety Plans**
- SR 4 Context-Appropriate Design Guidance/Policies
- SR 5 KDOT District Safety Plans

SAFER VEHICLES

- SV 1 Advanced Vehicle Safety Feature Promotion**
- SV 2 AV Readiness
- SV 3 CV Enhancements and Pilots**
- SV 4 Assessment of Vehicle Inspection Requirements

SAFER SPEEDS

- SS 1 Excessive Speeding Initiative**
- SS 2 Safety Camera Pilot**
- SS 3 Speed Feedback Sign Program
- SS 4 KDOT Speed Policies and Practices
- SS 5 Transition Zone Effectiveness

SAFER PEOPLE

- SP 1 Safety Corridor Pilot Program**
- SP 2 Educational Initiatives on Proven Countermeasures**
- SP 3 Traffic Safety Culture Initiative
- SP 4 Impaired Driving Testing Improvements

POST-CRASH CARE

- PCC 1 Assessment of Timeliness and Quality of Care**
- PCC 2 Linking Crash, EMS, and Trauma Data**
- PCC 3 Outreach to Prosecutors and Judicial Partners
- PCC 4 TIM Improvements/ Program Expansion
- PCC 5 CAD-to-CAD Interoperability



Bold indicates strategies identified as Priority by DTZ Coalition and Strategy Team members.