

**LAWRENCE
VISION ZERO
SAFETY ACTION PLAN**

PUBLIC OPEN HOUSE #1

VISION ZERO SAFETY ACTION PLAN



1 Project Overview and Outline

2 Crash Data and Analysis

3 Vision & Goals

4 Introducing Strategies and Solutions

5 Next Steps and Closing Remarks



1 Project Overview and Timeline

1. Project Introduction
2. Project Approach
3. Timeline

Project Introduction

Vision Zero

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



Project Approach – Highlights of Vision Zero

Vulnerable Road Users
(VRUs)

Eliminating Deadly Vehicle
Crash Types

Equity

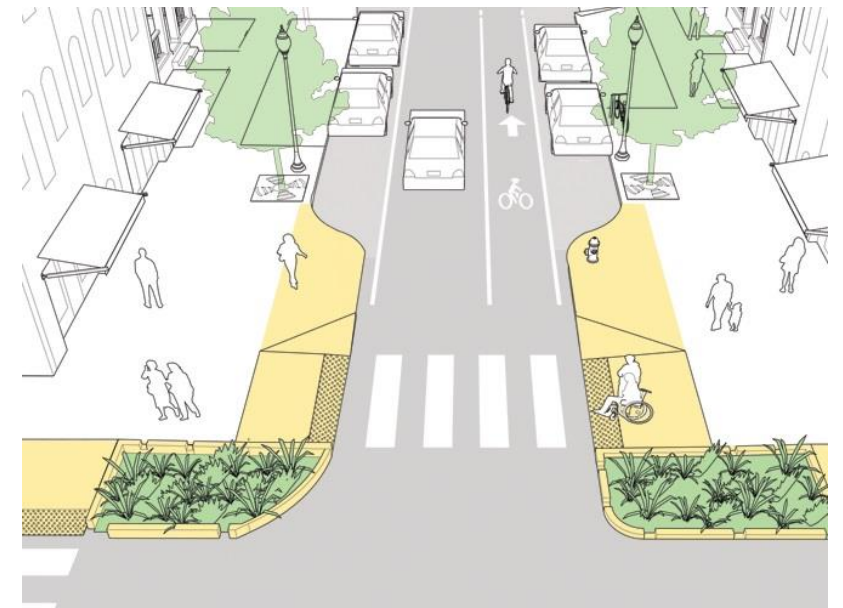
Speeds and Road Design



Cyclists and Pedestrians (VRUs)
1% of Crashes Overall
28% of Fatal and Serious Injury Crashes

Deadliest Vehicle Crash Types
50% Angle Crashes
25% Head-On

Equity – Disadvantaged Areas/High Poverty Rate
28% of Fatal and SI Crashes
33% Deadly VRU Crashes



Project Approach – First Steps

Committing to Zero

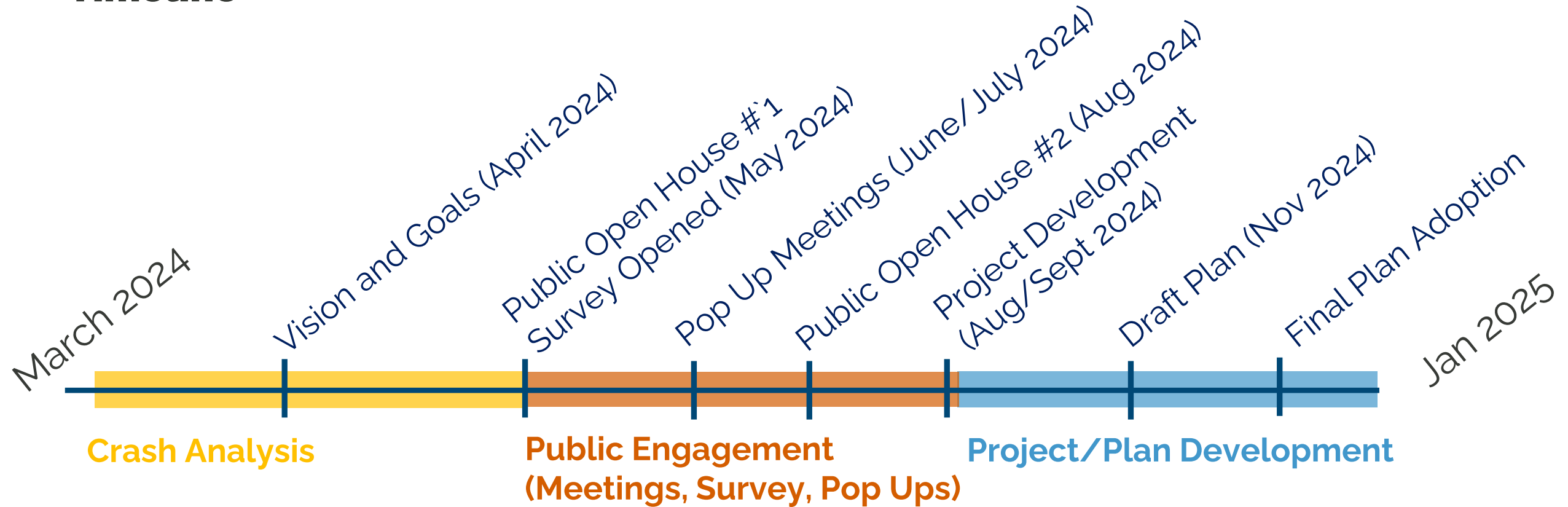
- Commitment to Vision Zero
- Timeline to Zero
- Action Plan to Get Us There



**Safe Systems,
not traffic stops**

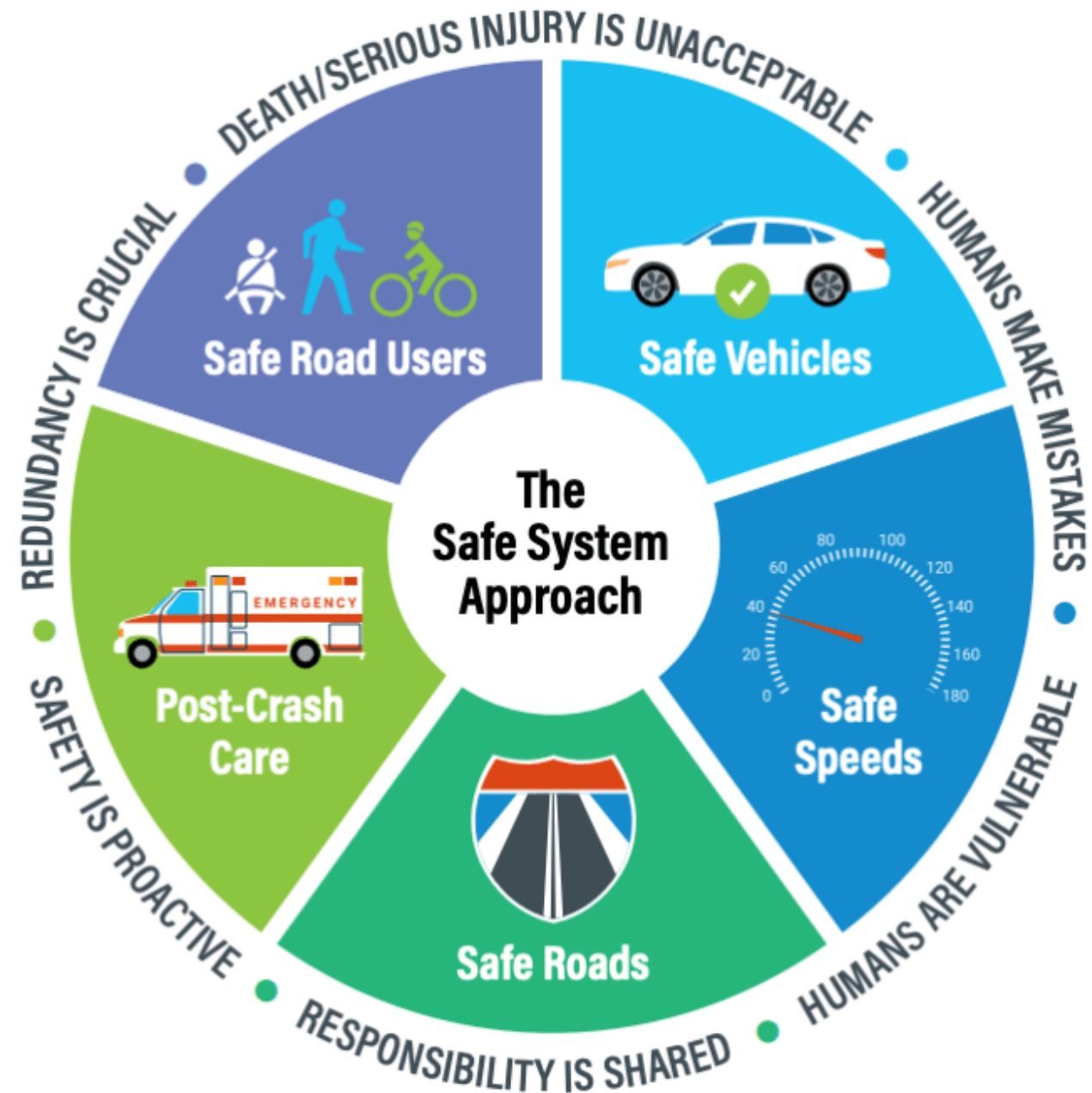


Timeline



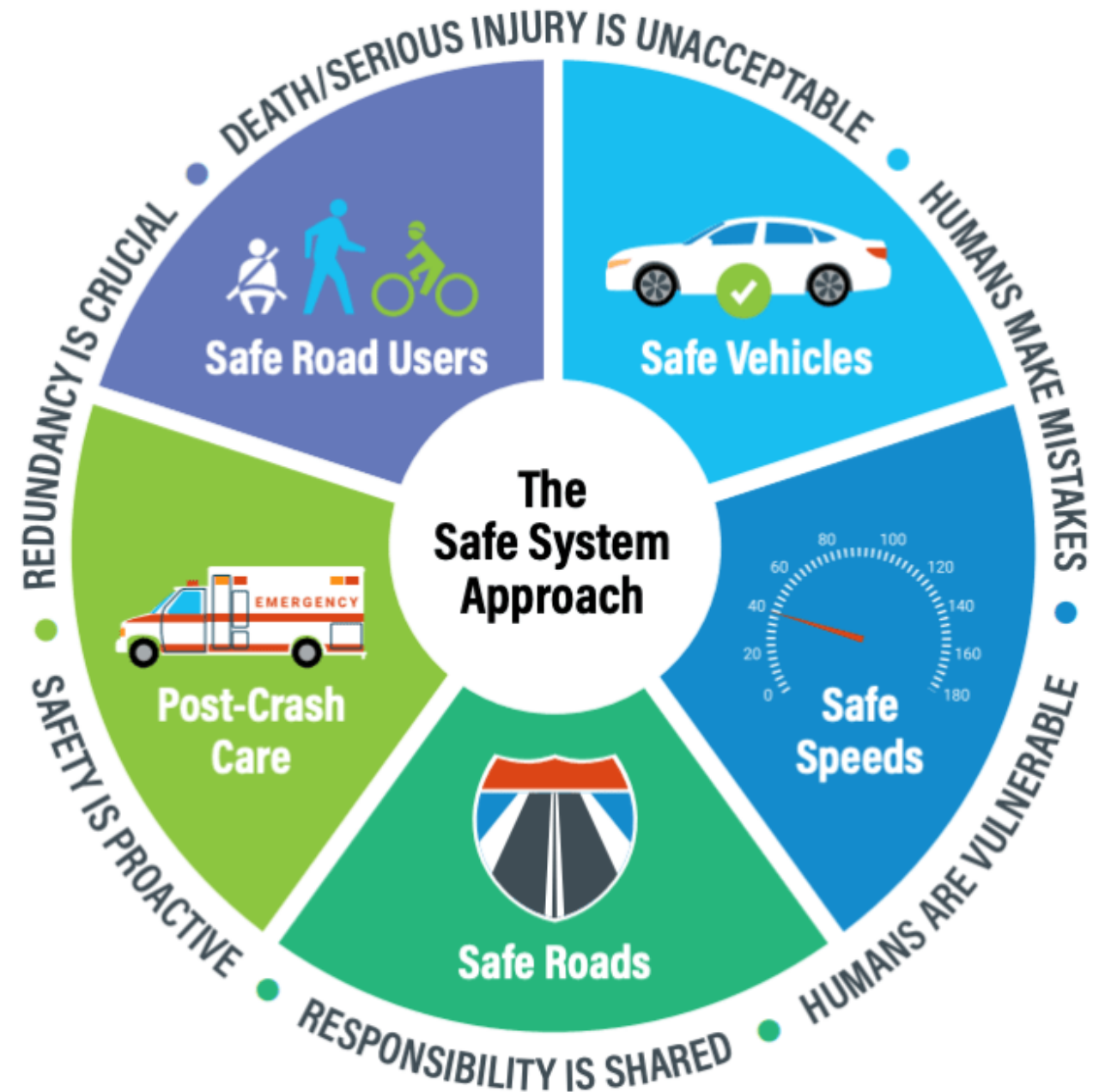
Project Approach – First Steps

- Committing to Zero
- Vision and Goal Setting
- Crash Analysis & Problem ID
- Public Engagement & Collaboration (**WE ARE HERE**)
- Equity Considerations



Project Approach – Future Steps

- Building a Crash Dashboard
- Project Development
- Project Prioritization
- Implementation & Monitoring
- Communicating Progress with the Public





2

Crash Data and Analysis

1. Crash Analysis and Draft High Injury Networks (HINs)

Time Period: 5 years - 2018-2022 (2023 Crashes still need to be verified)

Definitions

Vulnerable Road Users (VRUs)

- Bicyclists
- Pedestrians
- Scooter Riders
- Someone in a Wheel Chair
- Skateboarders
- Etc.

High Injury Network (HIN)

- Areas where dangerous crashes are concentrated
- Can include corridors and intersections
- Based on crash density, crash severity, and crash frequency

Crash Types and Crash Data

Data Collection:

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

Data Processing:

- Classification: Crash type, location, environmental conditions
- Coding: Standardized injury and crash codes (e.g., International Classification of Disease-10)
- Validation: Cross-referencing multiple sources, data cleaning

Serious Injury (A):

- Description: Severe injuries (e.g., fractures, TBIs, internal injuries)
- Indicators: Requires hospitalization or surgery

Fatality (K):

- Description: Injuries resulting in death within 30 days

Suspected Serious Injury (B):

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

Minor Injury (C):

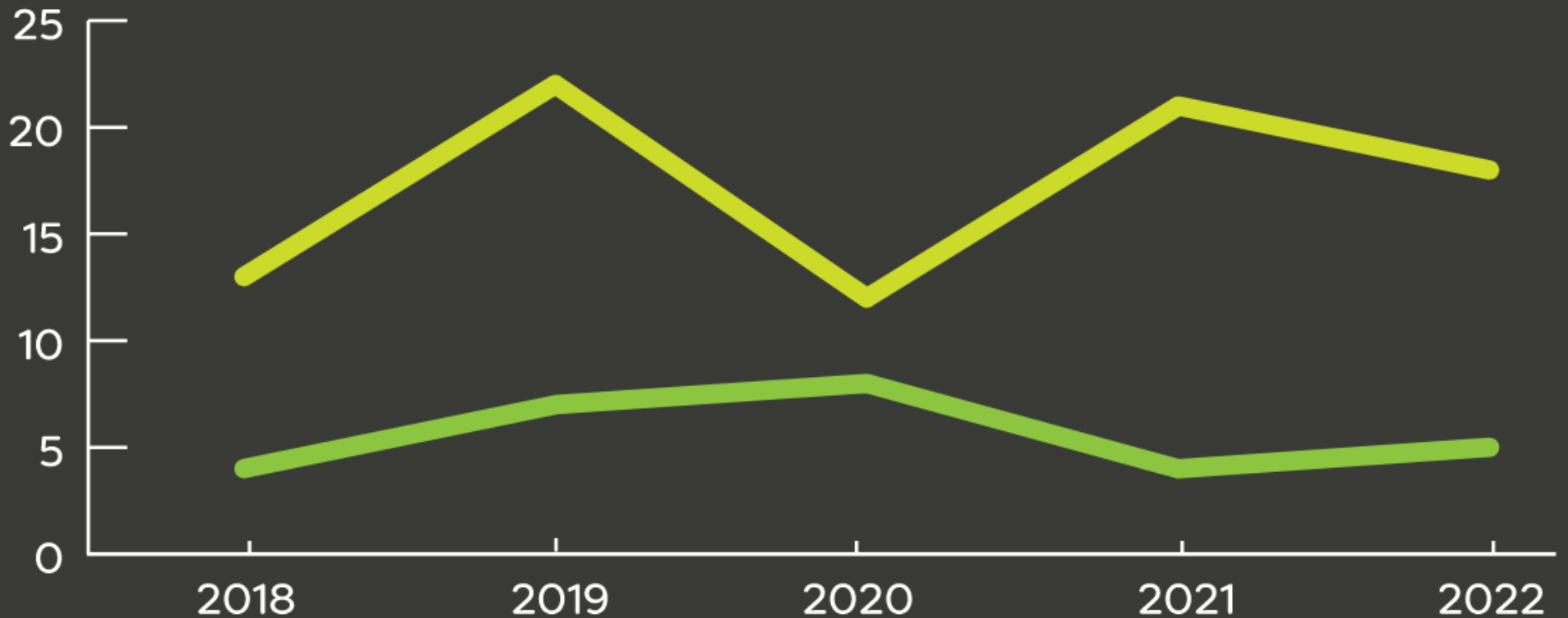
- Description: Evident but non-severe injuries (e.g., bruises, minor cuts, whiplash)
- Indicators: Treated at the scene or with short medical visits

City of Lawrence

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

KSI Crashes IN LAWRENCE URBANIZED AREA

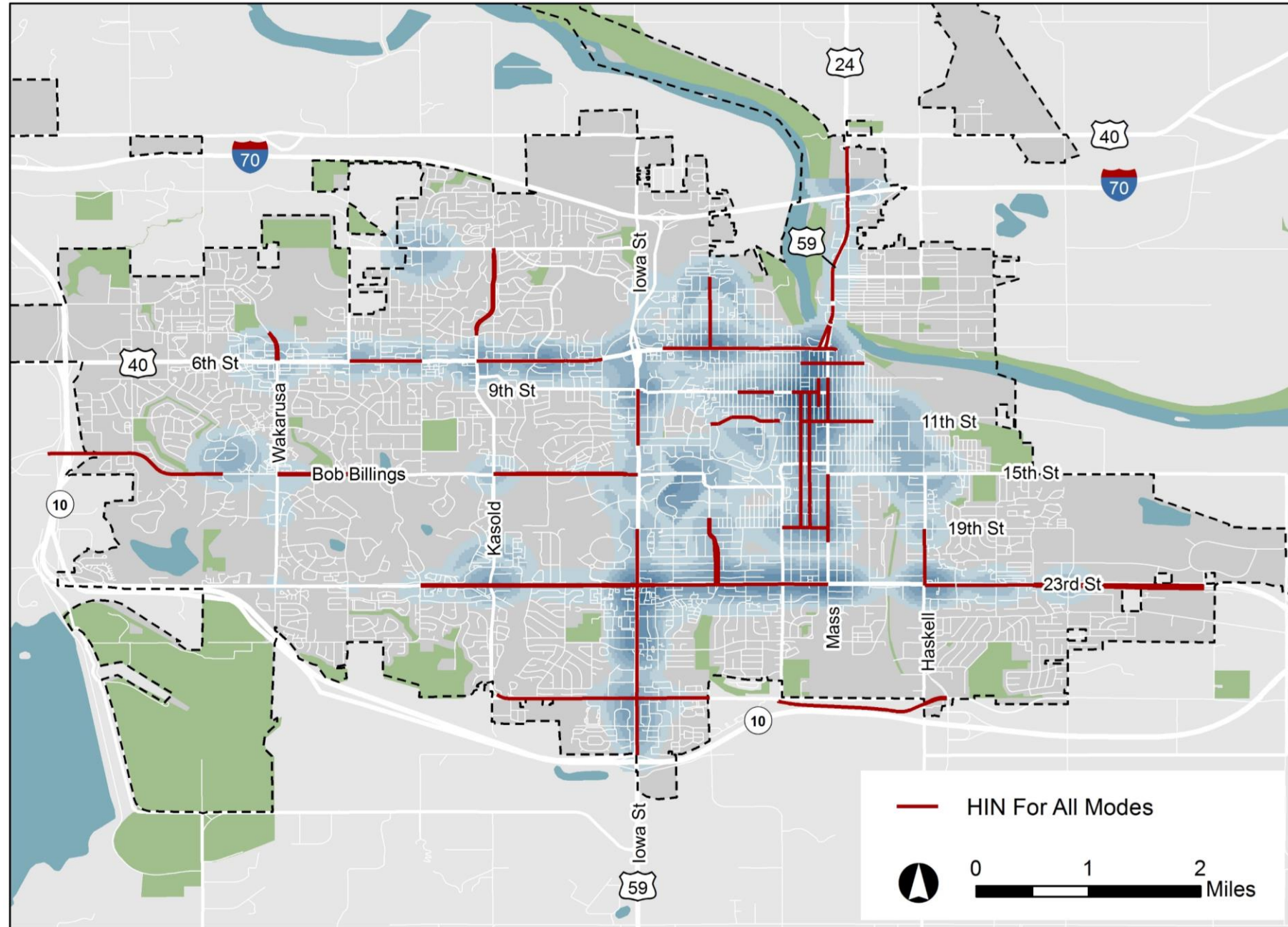
- Seriously Injured
- Fatal



City of Lawrence

High Injury Network Draft

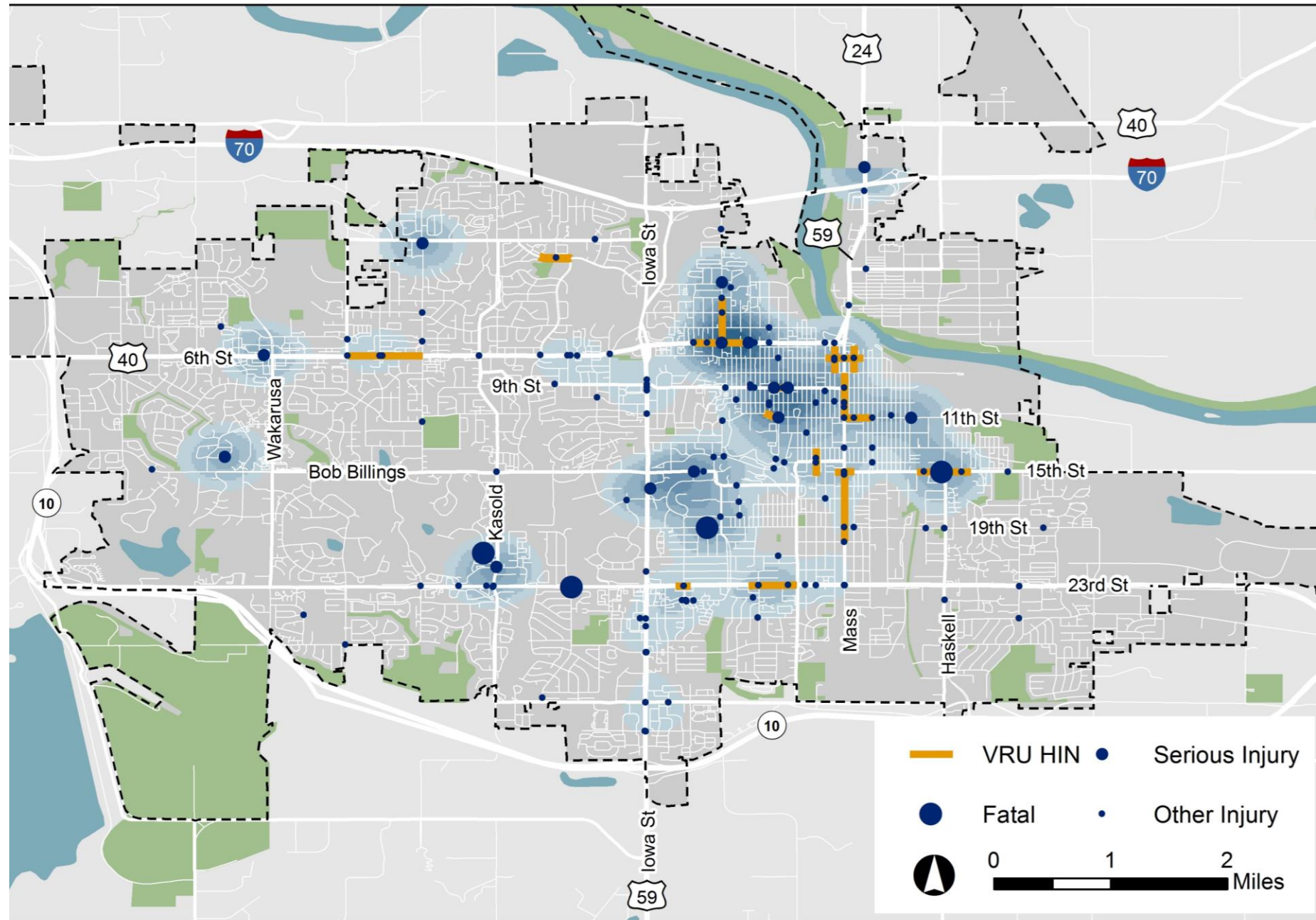
65% of fatal and serious injury crashes have occurred on just 6.5% of the roadways



City of Lawrence

VRU High Injury Network Draft

30% of fatal and serious injury VRU crashes have occurred on just 1% of the roadways



Baldwin City

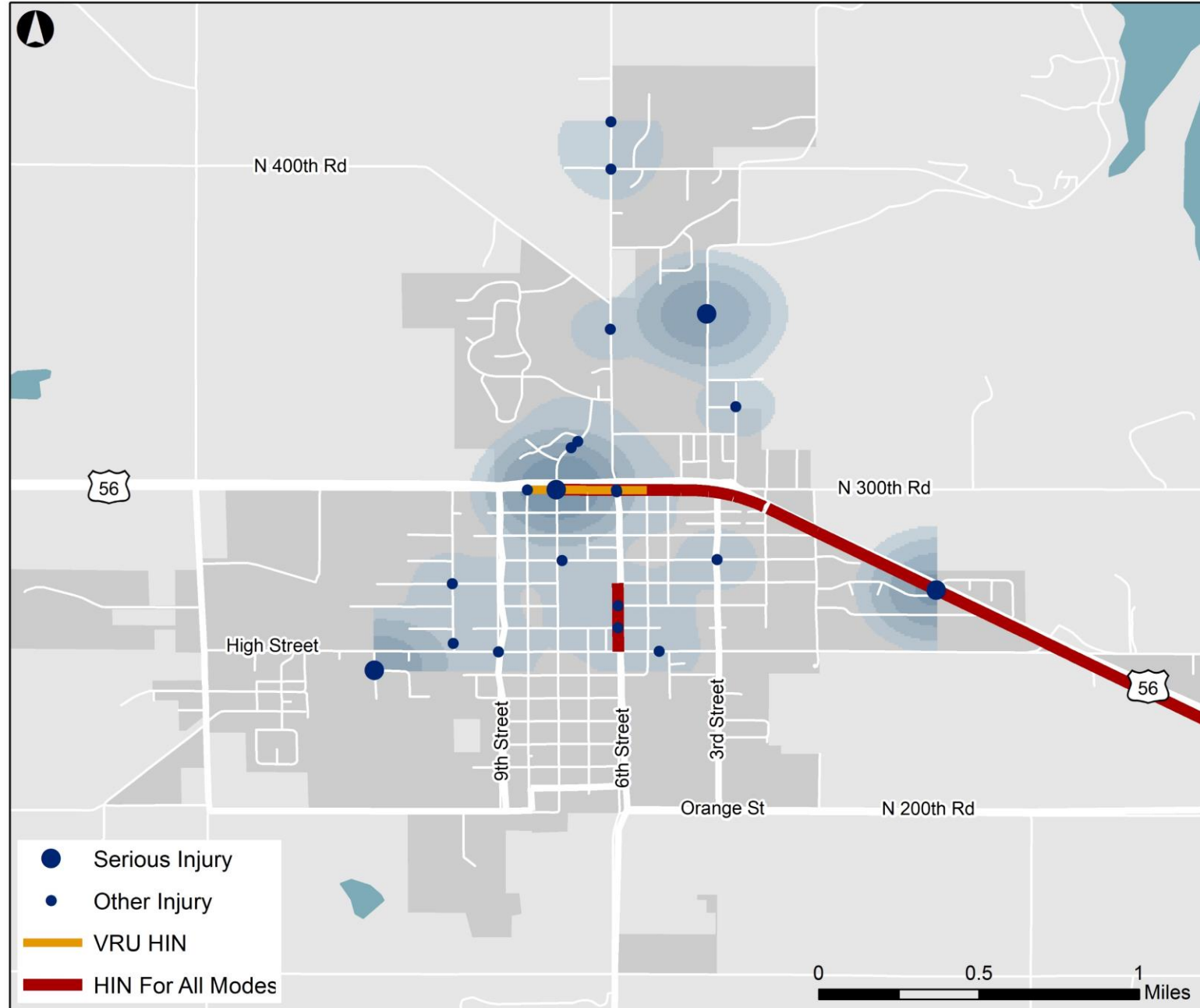
High Injury Network Draft

HIN For All Modes

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

VRU HIN

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



Eudora

High Injury Network Draft

HIN For All Modes

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

VRU HIN

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



3

Vision & Goals

1. Vision
2. Goals to Support Vision

Lawrence, Eudora, and Baldwin City Safety Action Plan Vision

United for Safety

A spirit of mutual care shapes a transportation system that works towards eliminating all deaths and serious injuries on our roadways. Promoting collaboration and proactive engagement, we work to ensure our transportation networks are safe, accessible, accommodating, and comfortable for every community member, especially the most vulnerable.

Goals

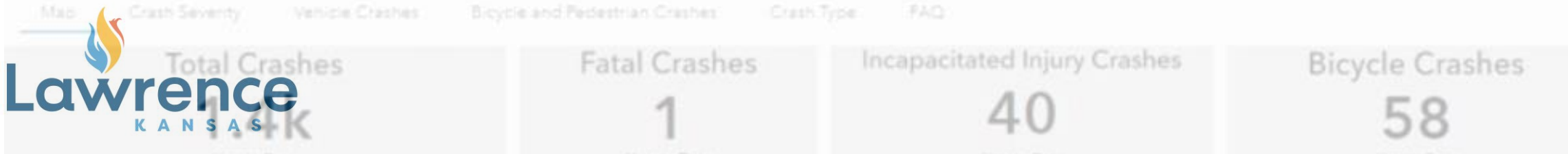
1. Enhanced Multimodal Connectivity: Upgrade our infrastructure to provide safe, efficient, continuous, accessible, and comfortable routes across the city for all modes, with a special focus on protecting vulnerable users.

Goals

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

Goals

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



Goals

1. **Enhanced Multimodal Connectivity:** Upgrade our infrastructure to provide safe, efficient, continuous, accessible, and comfortable routes across the city for all modes, with a special focus on protecting vulnerable users.
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3. **Data-Driven, Proactive Community Safety:** Employ advanced analytics to identify changing safety needs, track improvement over time, encourage transparency, and allow public feedback to shape a pro-active, adaptable, and inclusive transportation system.



4

Solution and Countermeasures

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

Strategies

Enforcement

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

Education

- Cycling Confidence Classes
- Safety Campaigns
- Driving Cultural Change

Engineering

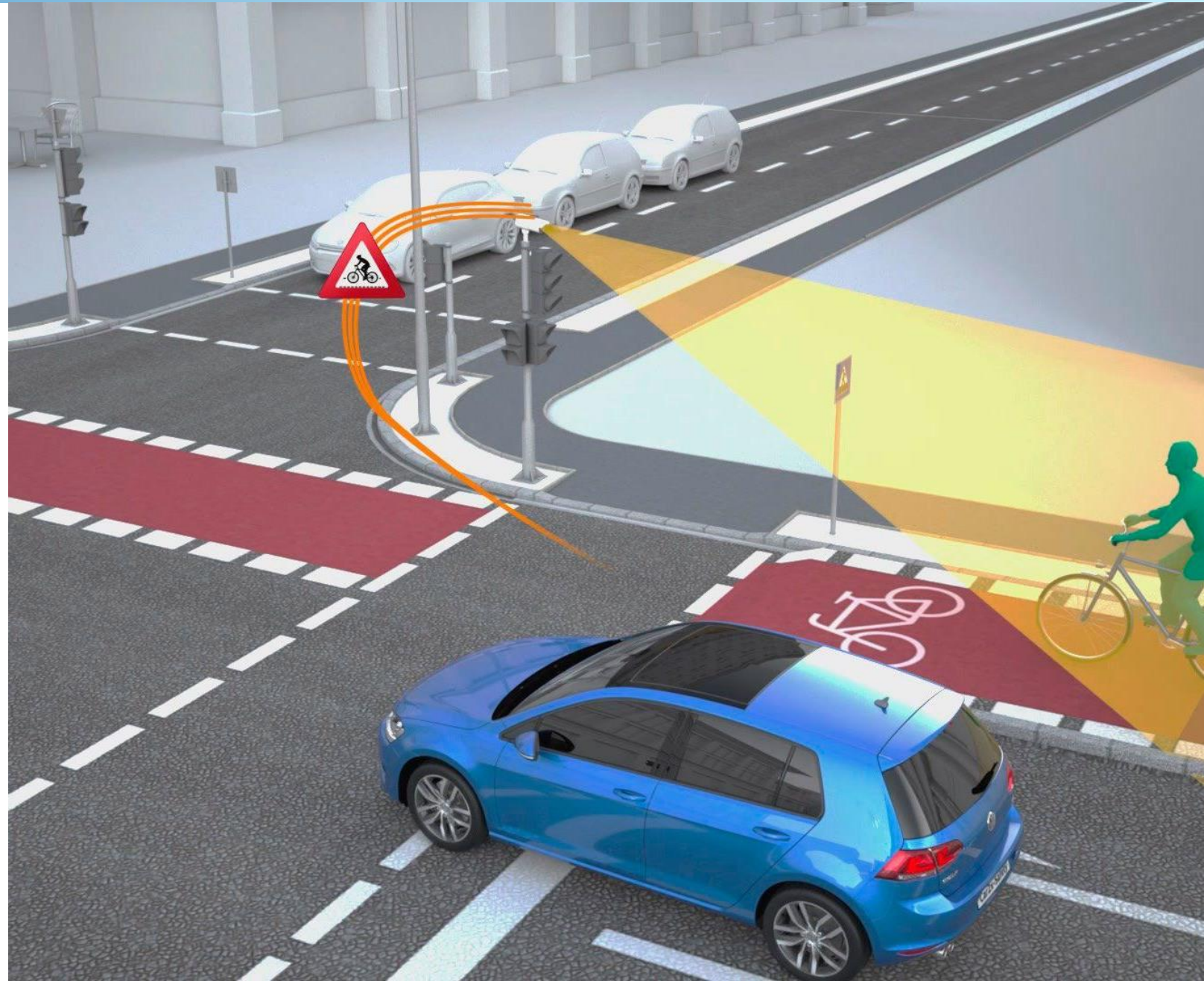
- Roadway Design Changes
- Quick-Build Projects



Strategies

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

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



Strategies

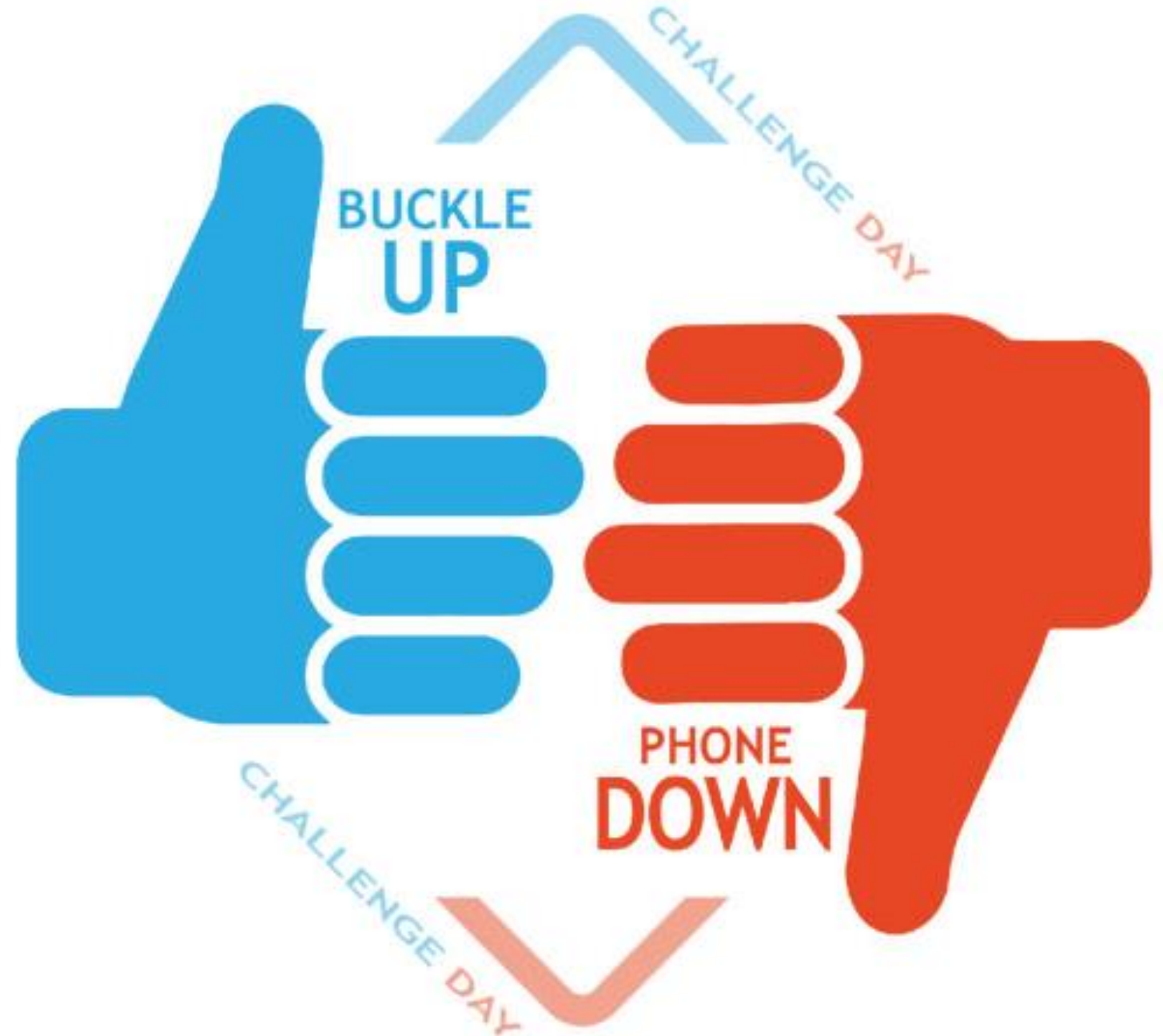
Education – Aims to bring about long-term cultural change

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

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

Positive Pressure to Change –

“Because We Care”



Strategies – Car Focused

Engineering for Safer Driving and Eliminating the most dangerous Crash Types

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

50% Angle
25% Head on

We will confirm where these crash types are occurring and propose interventions



Strategies – VRU Focused

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

May include:

Quick-Build Projects

Bump Outs

Improved Crossings

Road Diets

Tightened Travel Lanes





5 Components of a Safety Action Plan

1. Key Components
2. Examples

Public Comments and Questions

Feedback Sessions



7

Next Steps and Closing

1. Summary of Key Points
2. Activity Intro

Summary of Key Points

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

Activity Intro

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



Questions?





**LAWRENCE VISION ZERO
SAFETY ACTION PLAN
THANK YOU**