LAWRENCE VISION ZERO SAFETY ACTION PLAN MEETING 4

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12/12/24

Problem ID

1 Key Safety Findings

Guiding Geographies

1 The HIN Box

2 Campus Border Corridors

Strategy Framework

1 Policy Framework

2 Action Plan Framework

3 Safe Routes to School

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1 Key Safety Findings

1. Top High-Injury Intersections - Vehicles
2. Top High-Injury Intersections – VRUs
3. VRU High Injury Network
4. Fatal and Disabling Injury Crashes

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Top High-Injury Intersections Vehicle Crashes

Injury Intersection Crashes • 1900 Total Crashes

- **1 in 2 - Angle Crashes**
- **1 in 3 - Rear End**
- **1 in 100 - Fixed Object**
- **1 in 200 - Head On**

All KSI Intersection Crashes ● 60 Total Crashes

- **1 in 2 - Angle Crashes**
- **1 in 5 - Fixed Object (Often Speed Related)**
- **1 in 10 - Read End**
- **1 in 10 - Head On**

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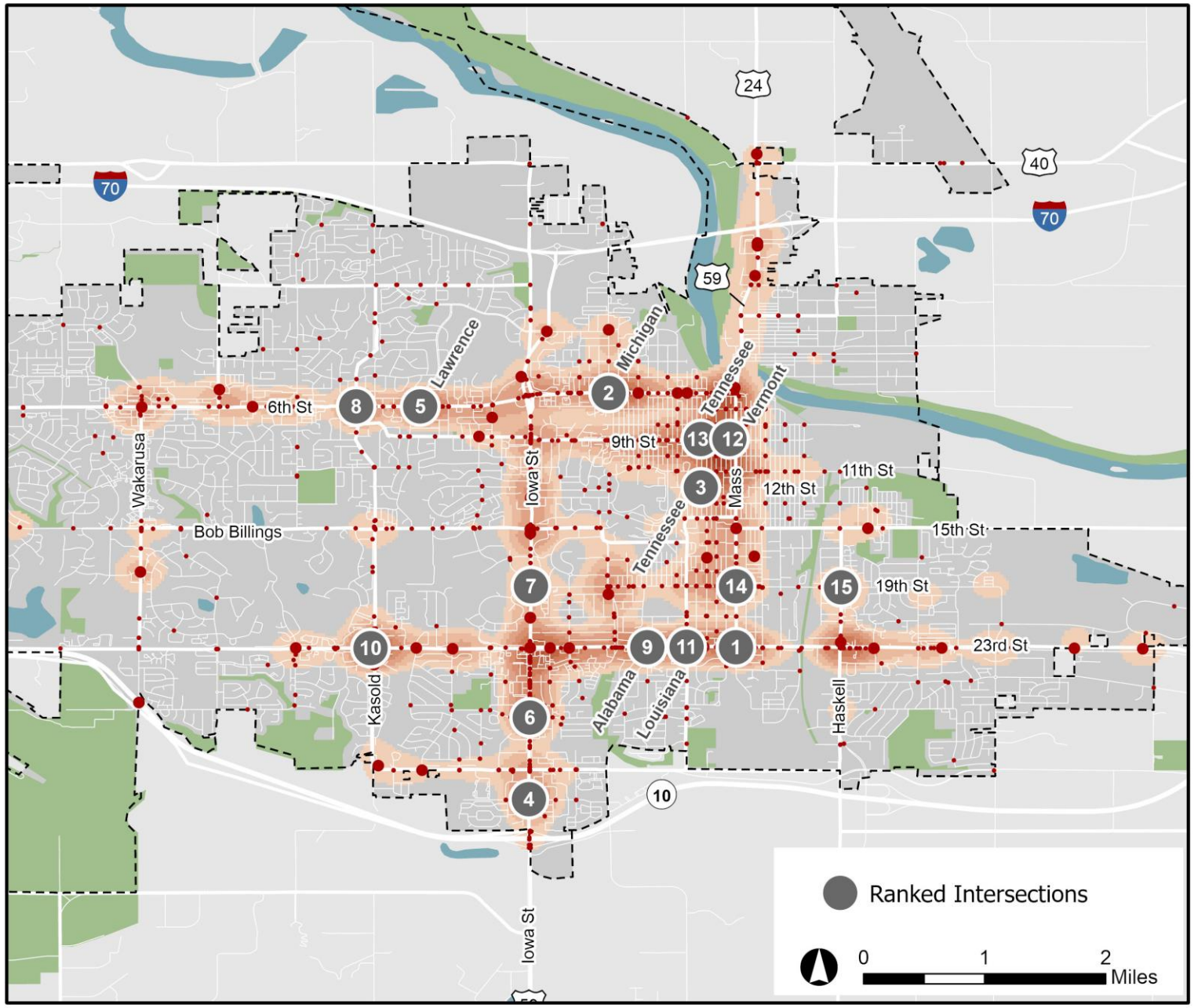
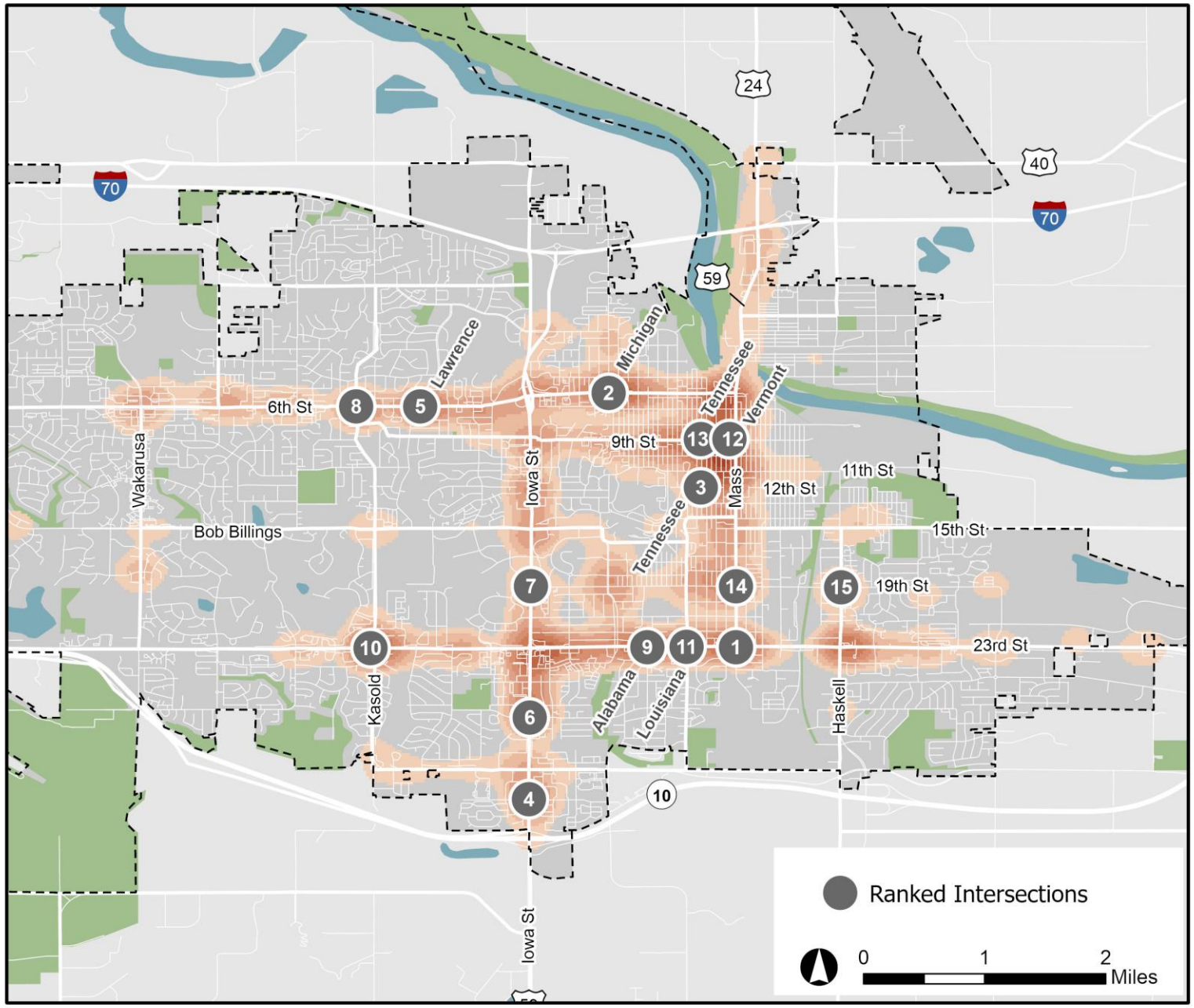


Top High-Injury Intersections for Vehicle Crashes (Cont'd)

Top 15 Crash Intersections

- 1 in 5 of all Intersection-Related Injury Crashes
- 1 in 10 of all Intersection-Related Fatal and Serious Injury Crashes
- 50% Angle, 30% Read End for Injury Crashes
- 70% Angle Crashes for Fatal/Serious Injury



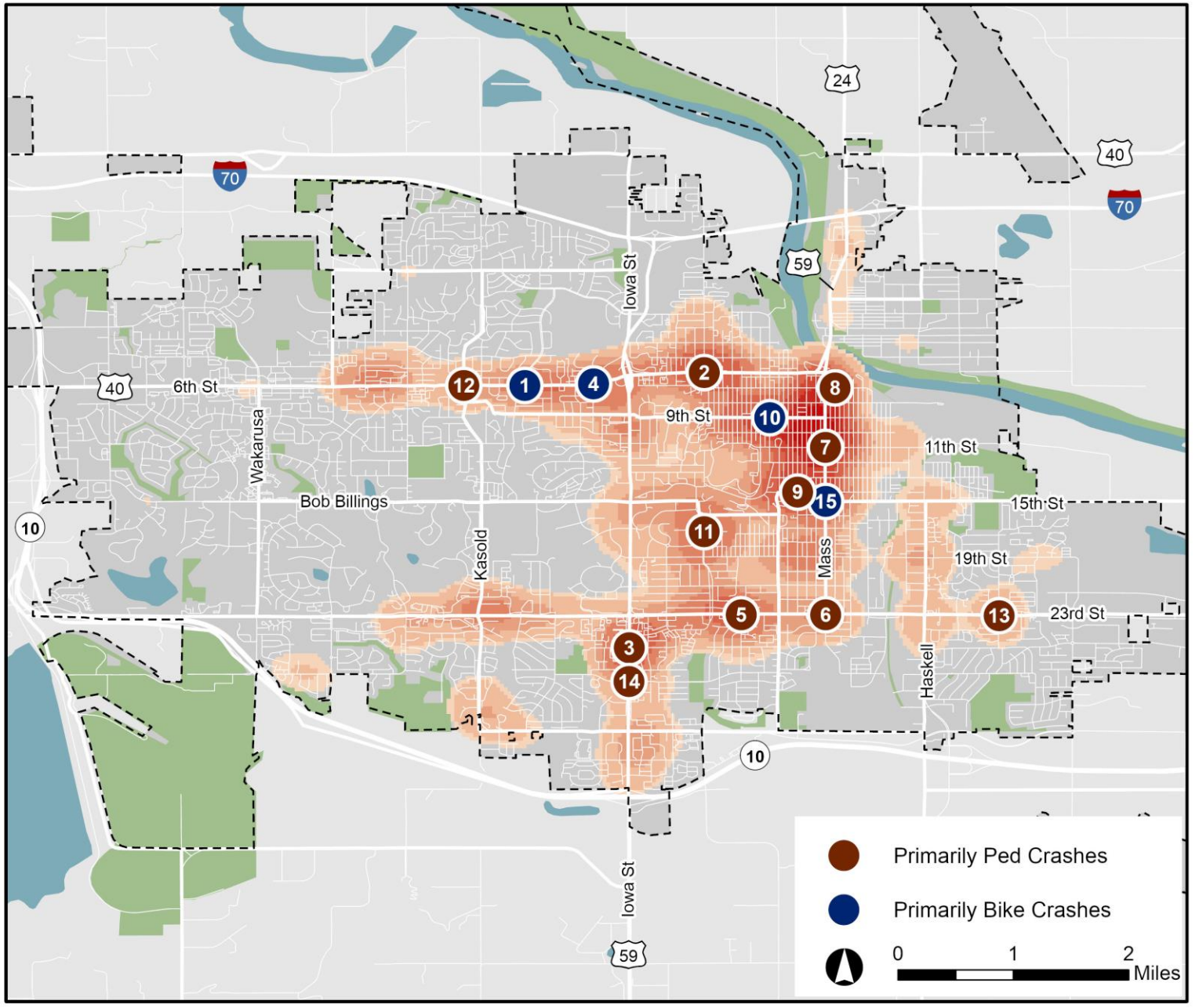
Top High-Injury Intersections VRU Crashes

VRU by the Numbers

- **70% of Injury VRU Accidents Occurred at or near an Intersection**
- **28% of those occurred at these 15 Intersections**

6 Intersections Rank in Both VRU and Vehicle

- **6th & Kasold**
- **6th & Lawrence**
- **6th & Michigan**
- **27th & Iowa**
- **23rd & Alabama**
- **23rd & Mass**



VRU Stats and HIN

19 Fatal & Disabling Injury Crashes (of 65 Total – 30%)

4 F Pedestrian Crashes

4 DI Bike Crashes

11 DI Pedestrian Crashes

VRUs account for

28% of Disabling Crashes (15/52)

33% of Fatal Crashes (4/12)

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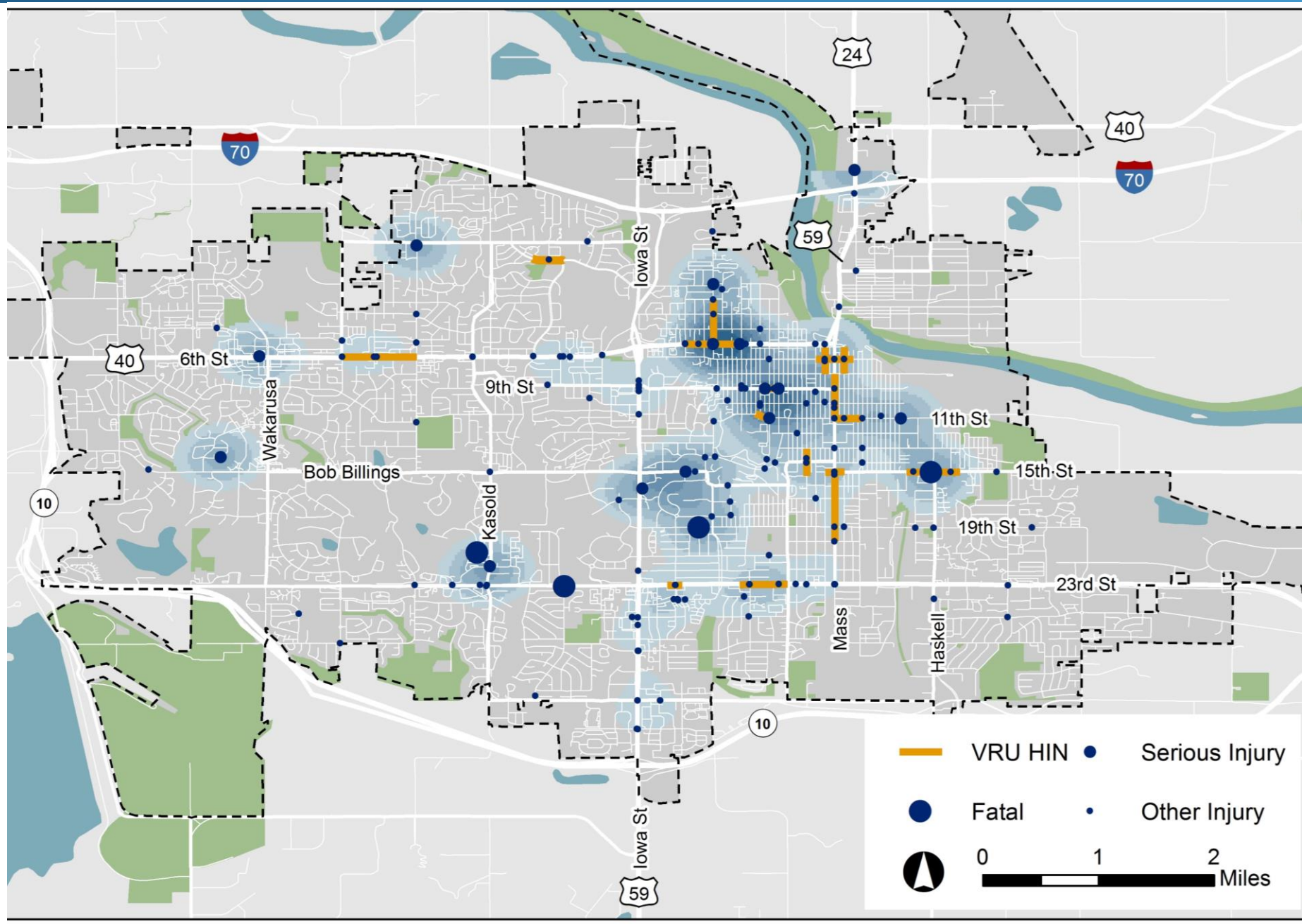

VRU Stats and HIN

Majority of Fatal & Disabling Injury VRU Crashes Occurred Mid-block – **70%**

Majority Also Occurred During the Day – **70%**

However, there were hot spots at night – 9th Street, 23rd & Alabama/Louisiana

VRU HIN accounts for 30% of Injury VRU crashes on just 1% of roadways

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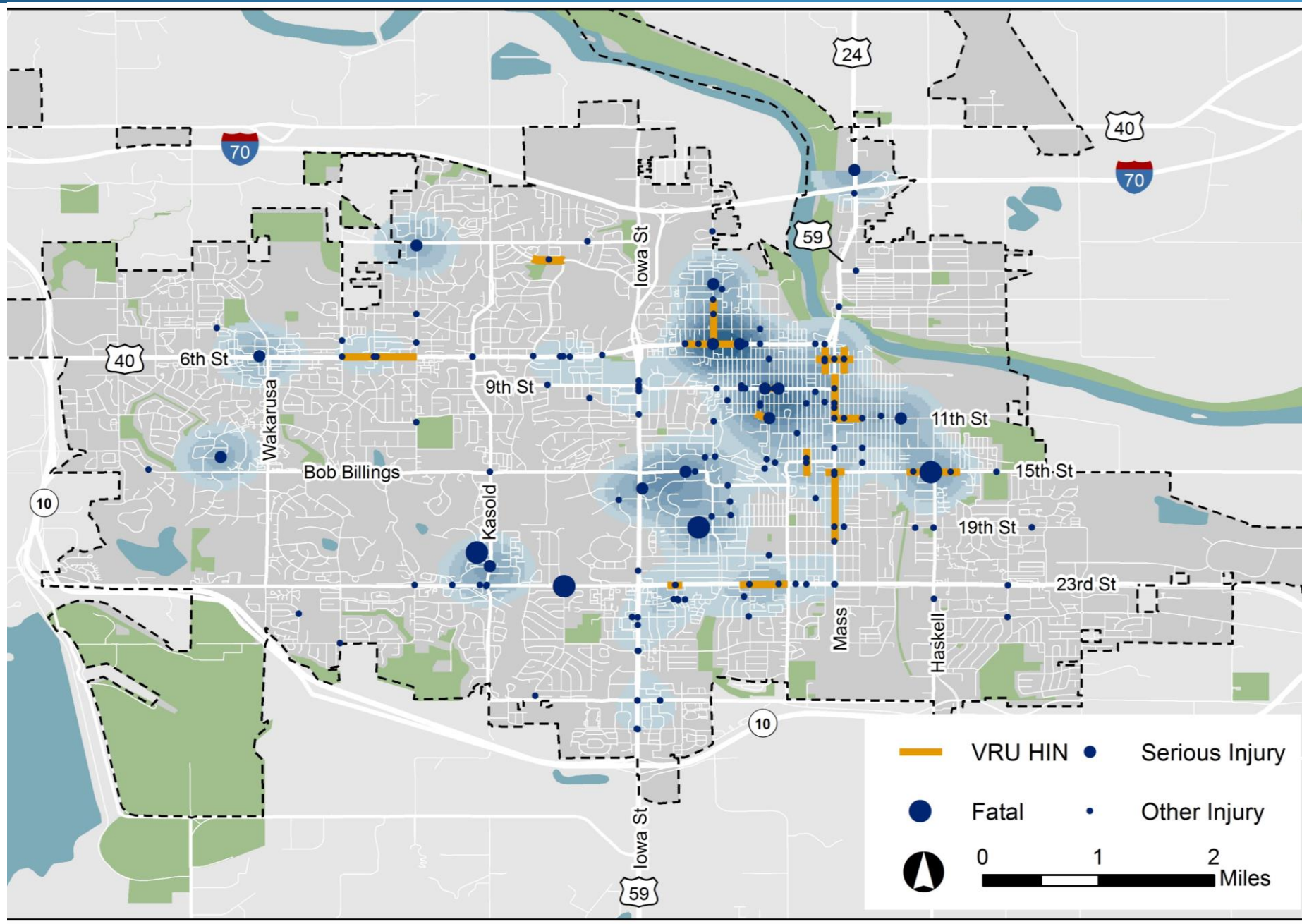

VRU Stats and HIN

30% of Fatal or Disabling Injury VRU Crashes Occurred on just 1% of Lawrences Roads

Reminder:
The VRU HIN will help flag future projects that should include interventions to lower speeds and prioritize cyclist and pedestrian visibility, comfort, and safety.

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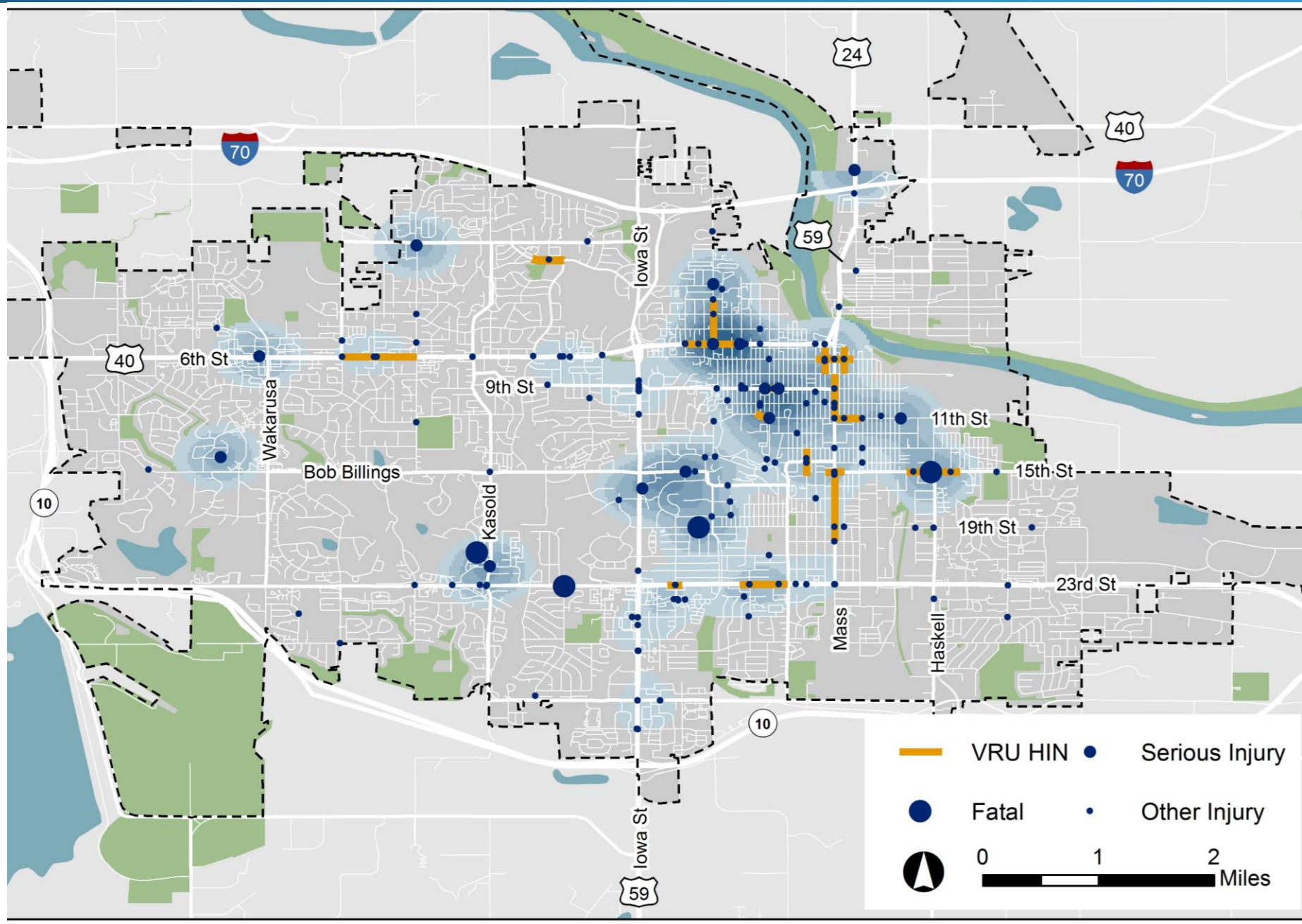
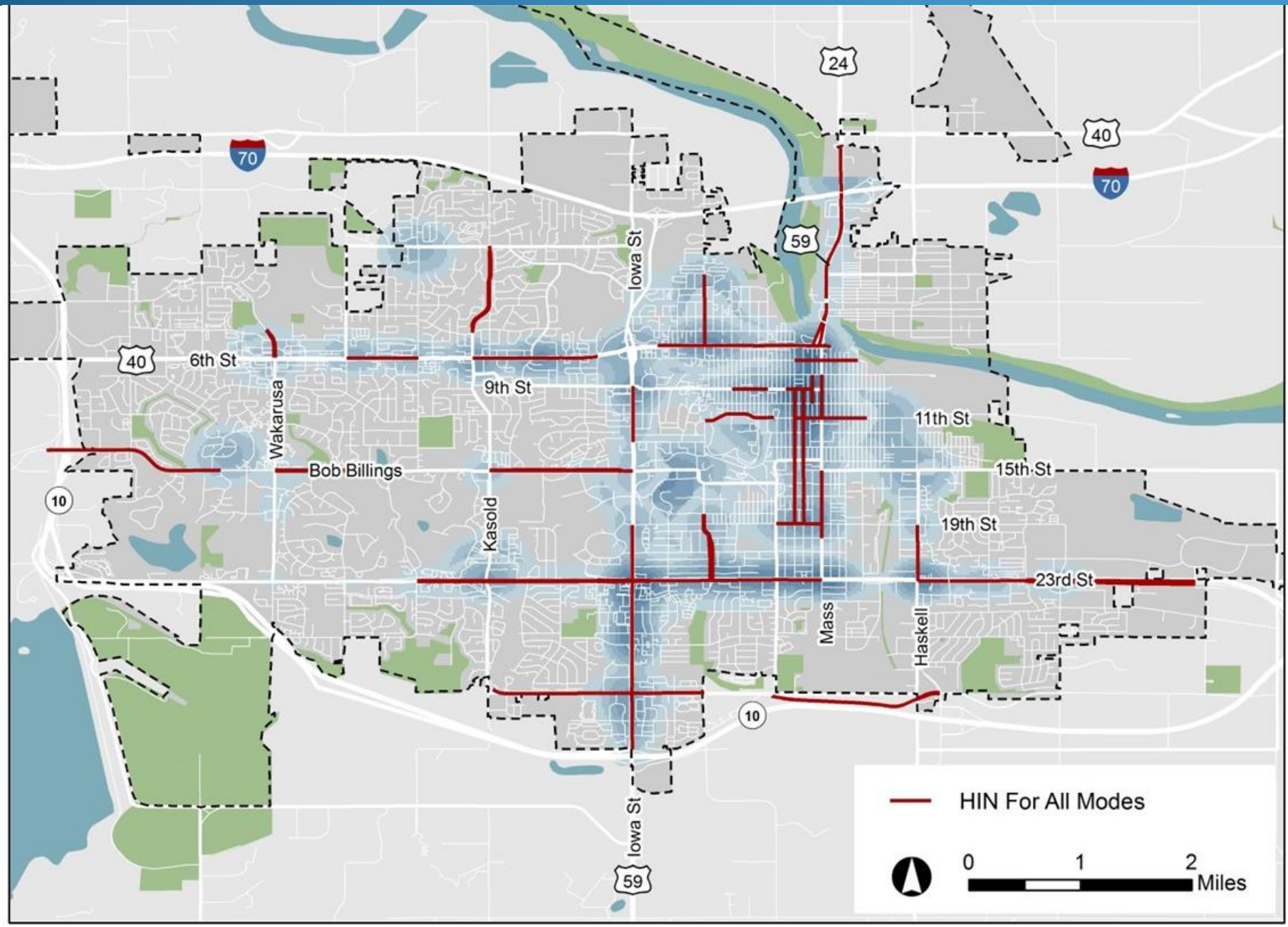


Disabling & Fatal Stats

Stats for Disabling & Fatal (2018-22)

- **25% involved Speeding and/or Reckless Driving**
- **30% involved a Vulnerable Road User** 20% of those involved distracted driving
- **45% Occurred at Night**
- **30% involved occupants who failed to wear a seatbelt**



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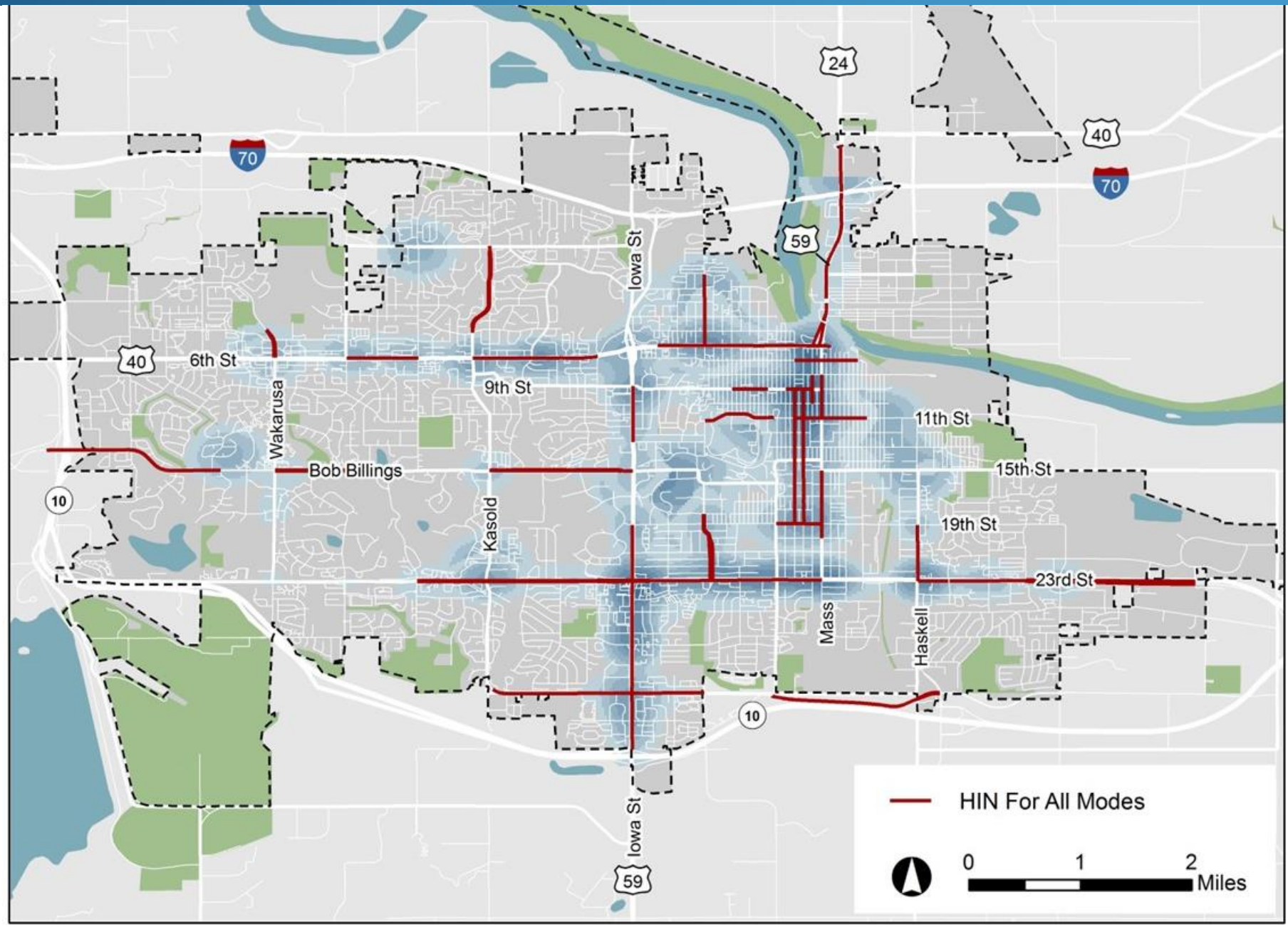
Disabling & Fatal Stats

Stats for Fatal Crashes (2018-22)

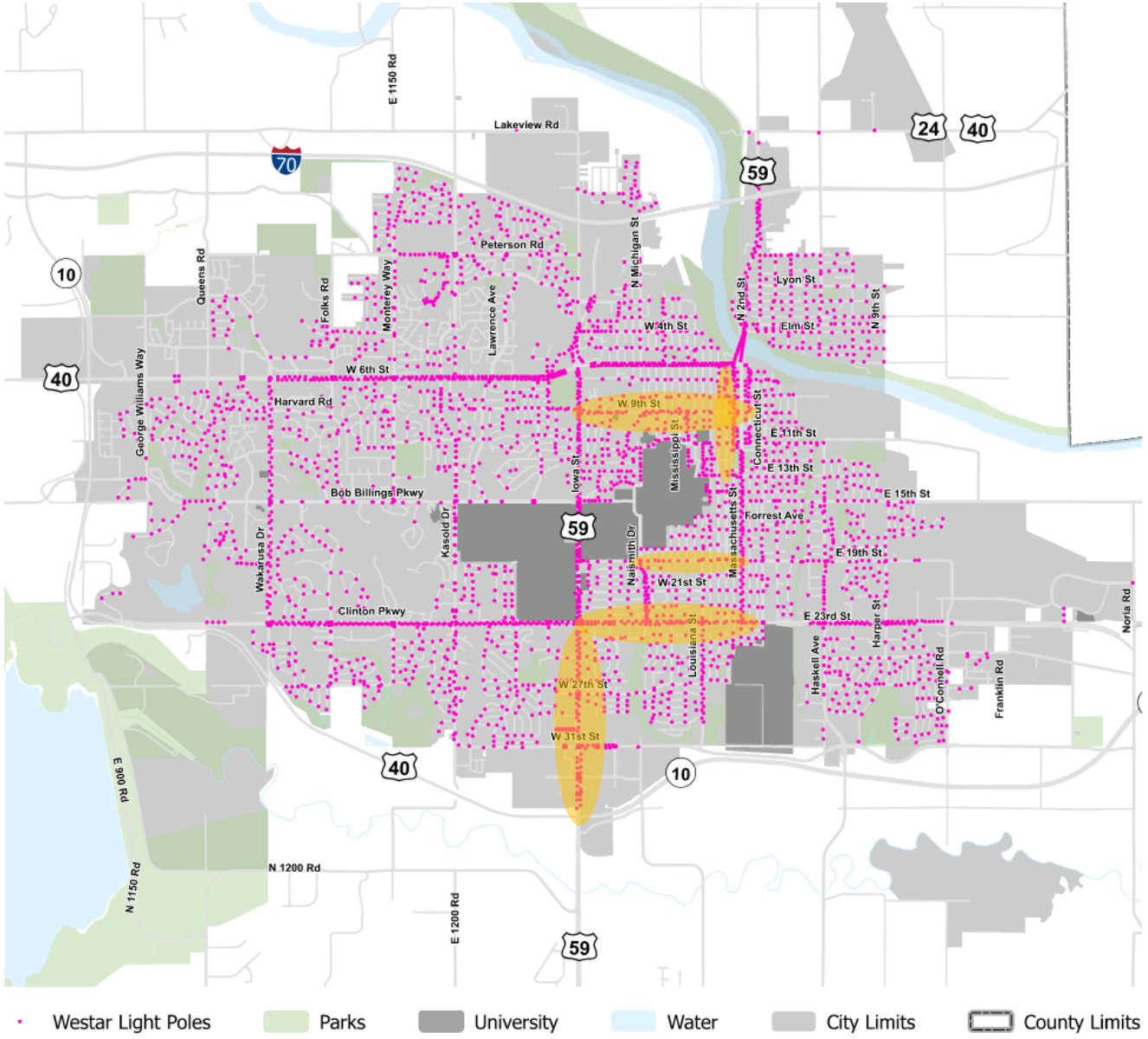
- **12 fatal crashes total**
- **8 of those occurred at night or in low light (70%)**
- **4 involved a VRU (25%)**
- **4 involved Speeding or Reckless Driving (25%)**



Streetlights and Nighttime Crashes

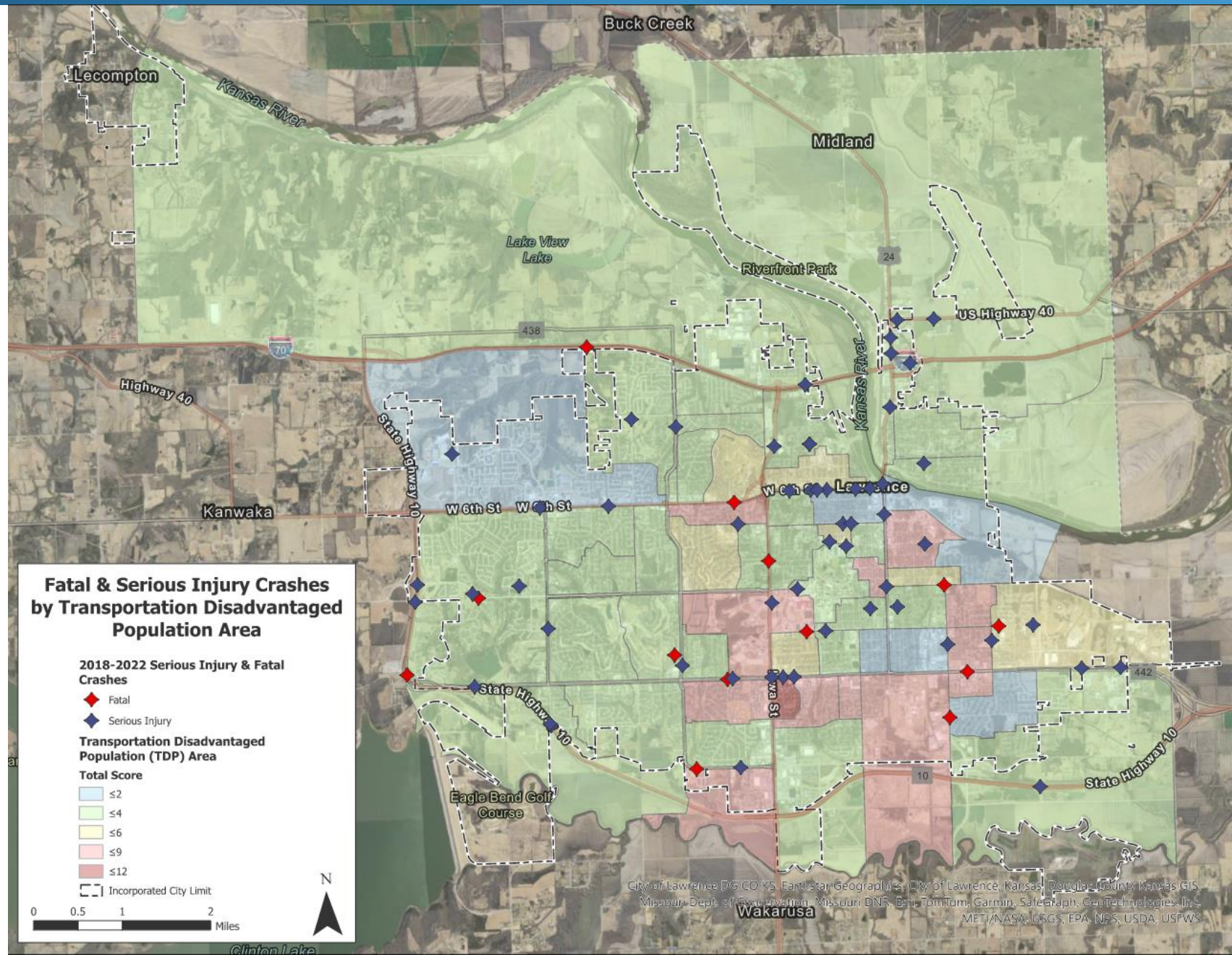
Streetlighting

- Areas in Orange show gaps in Street Light Network
- Involved a higher ratio than average of nighttime injury crashes



Equity Analysis

Serious Injury & Fatal Crashes by TDP Area		
TDP Score / Crash Type	Serious Injury or Fatal Crash Count	% of Fatal or Serious Injury Crashes
1-2	**9**	**13%**
3-4	**43**	**61%**
5-6	**5**	**7%**
8-9	**12**	**17%**
10-12	**1**	**1%**



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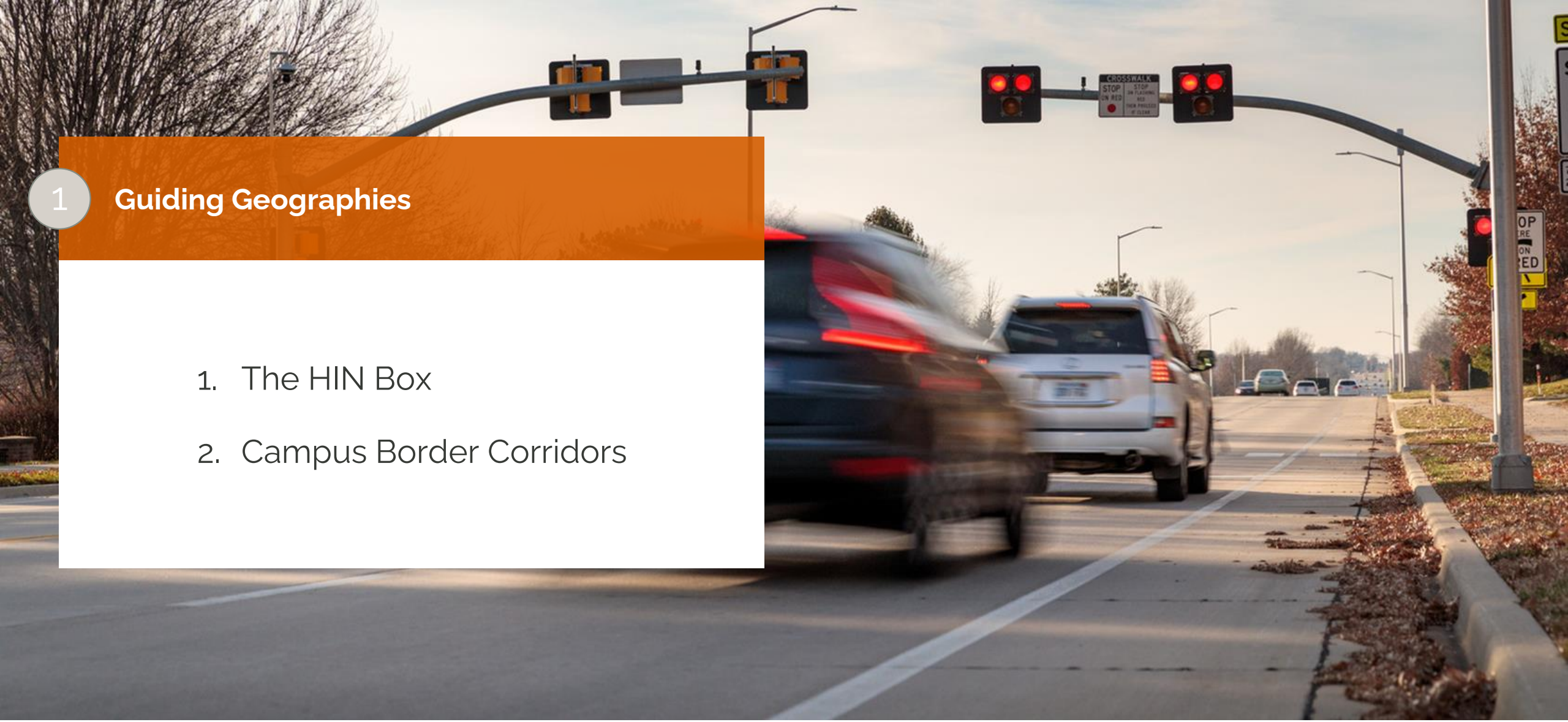

1 Guiding Geographies

1. The HIN Box
2. Campus Border Corridors

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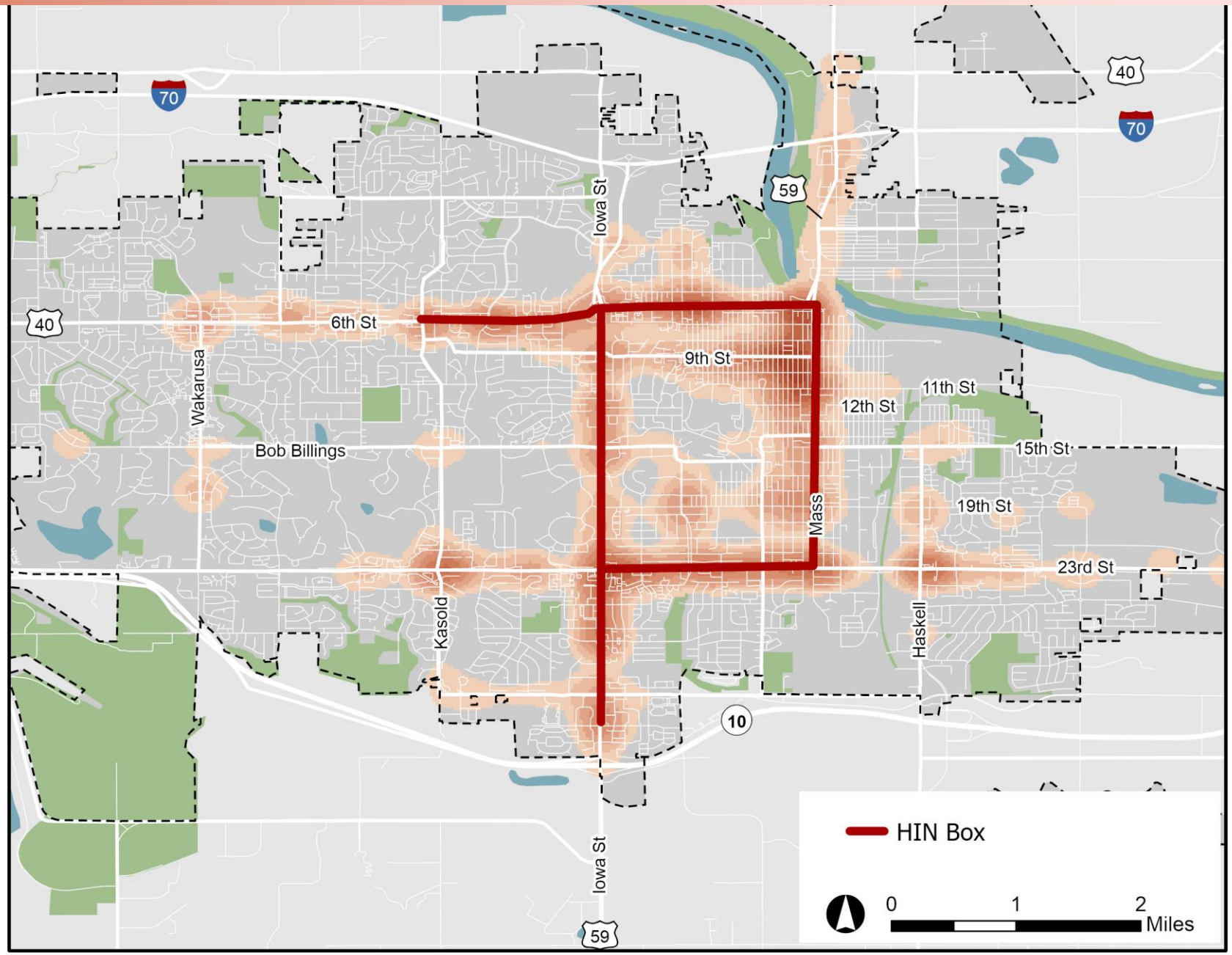
HIN BOX

25% of Fatal and Disabling Injury Crashes Occurred along these 3.4 miles of roadway

Highest Priority for reducing Fatal and Disabling Injury Crashes

Includes **6** of the High Injury Vehicle Crash Intersections and **5** of the High Injury VRU Intersections



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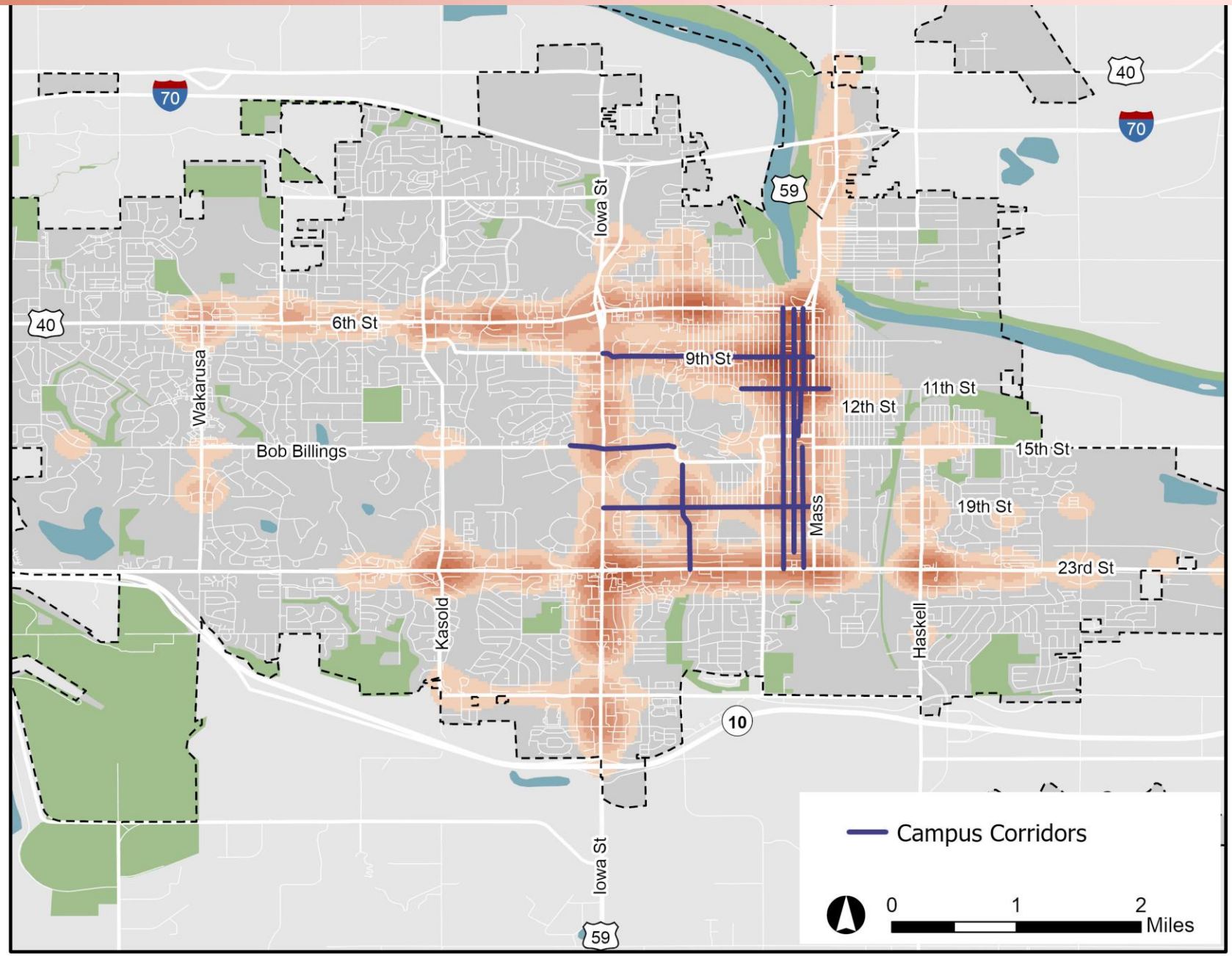
Campus Corridors

20% of Fatal and Disabling Injury Crashes Occurred along these 10.5 miles of roadway

Secondary Priority for reducing Fatal and Disabling Injury Crashes

Includes **5** of the High Injury Vehicle Crash Intersections and **4** of the High Injury VRU Intersections



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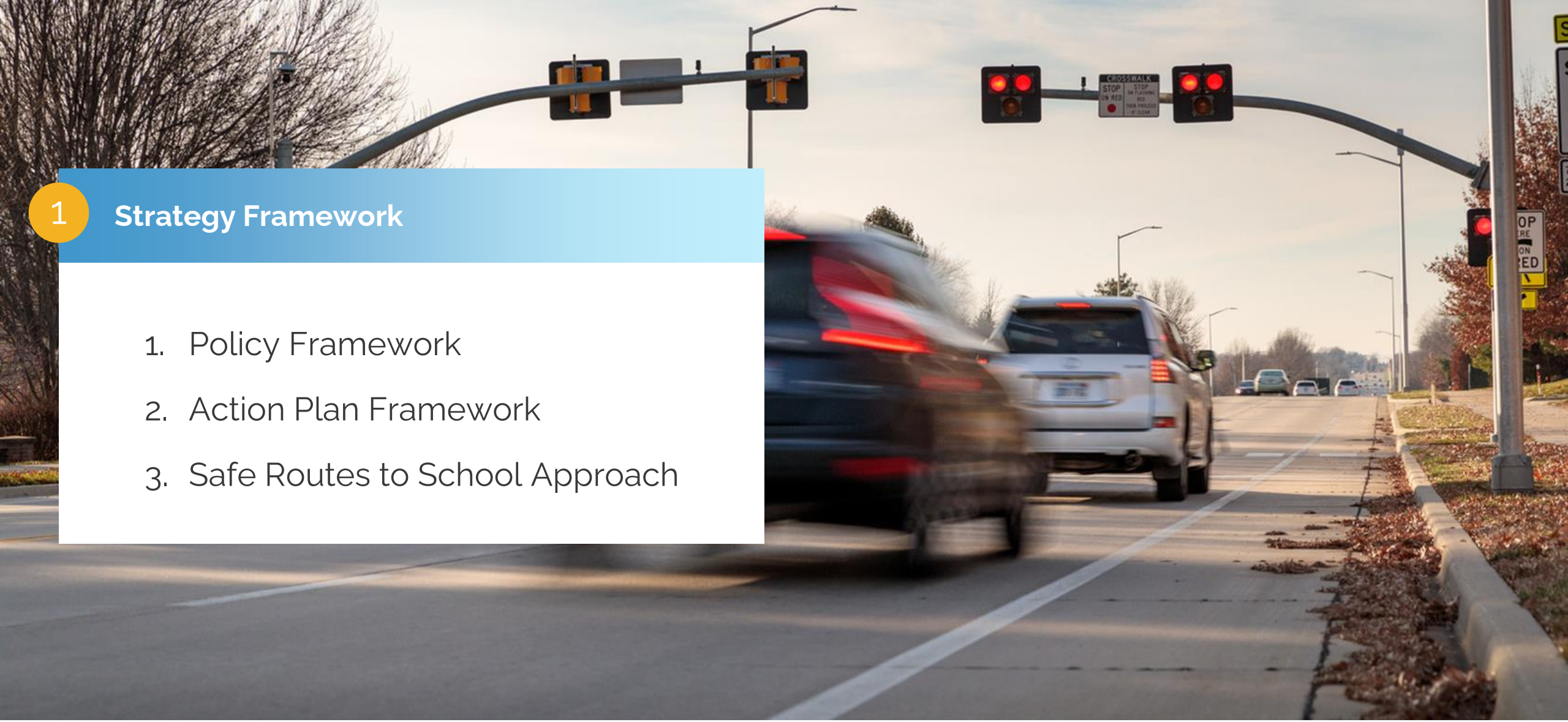

1 Strategy Framework

1. Policy Framework
2. Action Plan Framework
3. Safe Routes to School Approach

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Speed Reduction Policy

First Step – Enforcement & Feedback

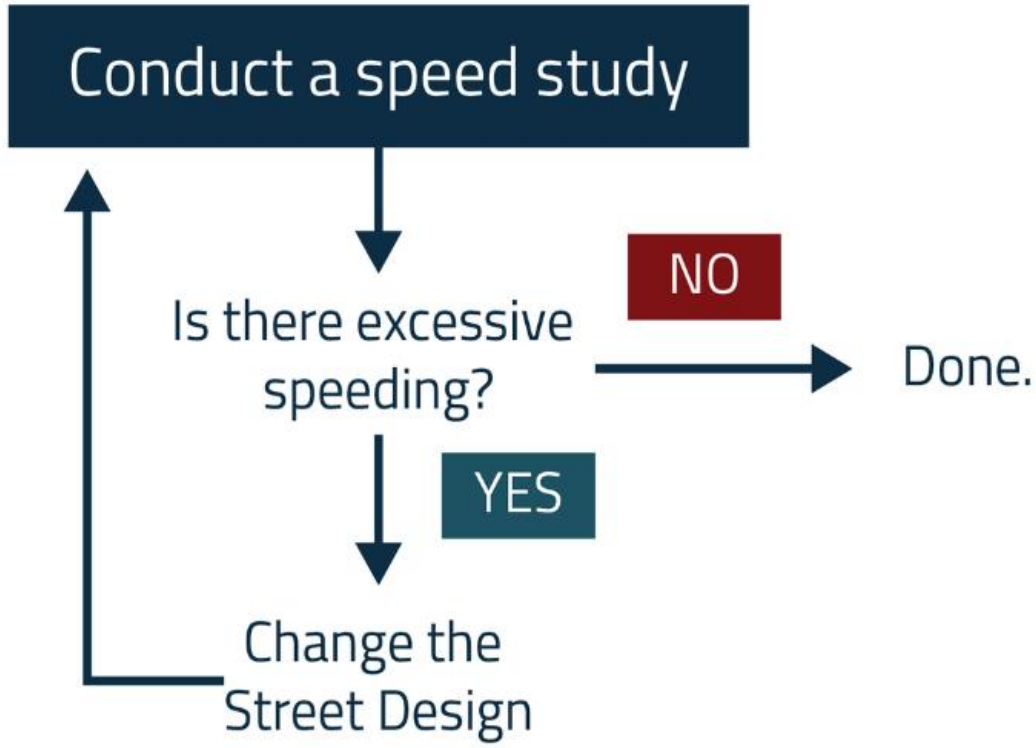
Second Step – Design Change

Proposed Speed Reduction Policy:

Part 1. Work with Police to see if targeted speed patrols are viable. Explore the potential for SS4A or other funding mechanisms to cover costs. Deploy temporary and/or permanent speeding feedback signage in areas where speeding remains problematic.

Part 2. Conduct a Speed Study and Propose Roadway Design Changes to slow vehicles down and save lives in high crash locations

Part 3. Work within the state vision zero plan and with state lawmakers for legalization of automated enforcement methods.



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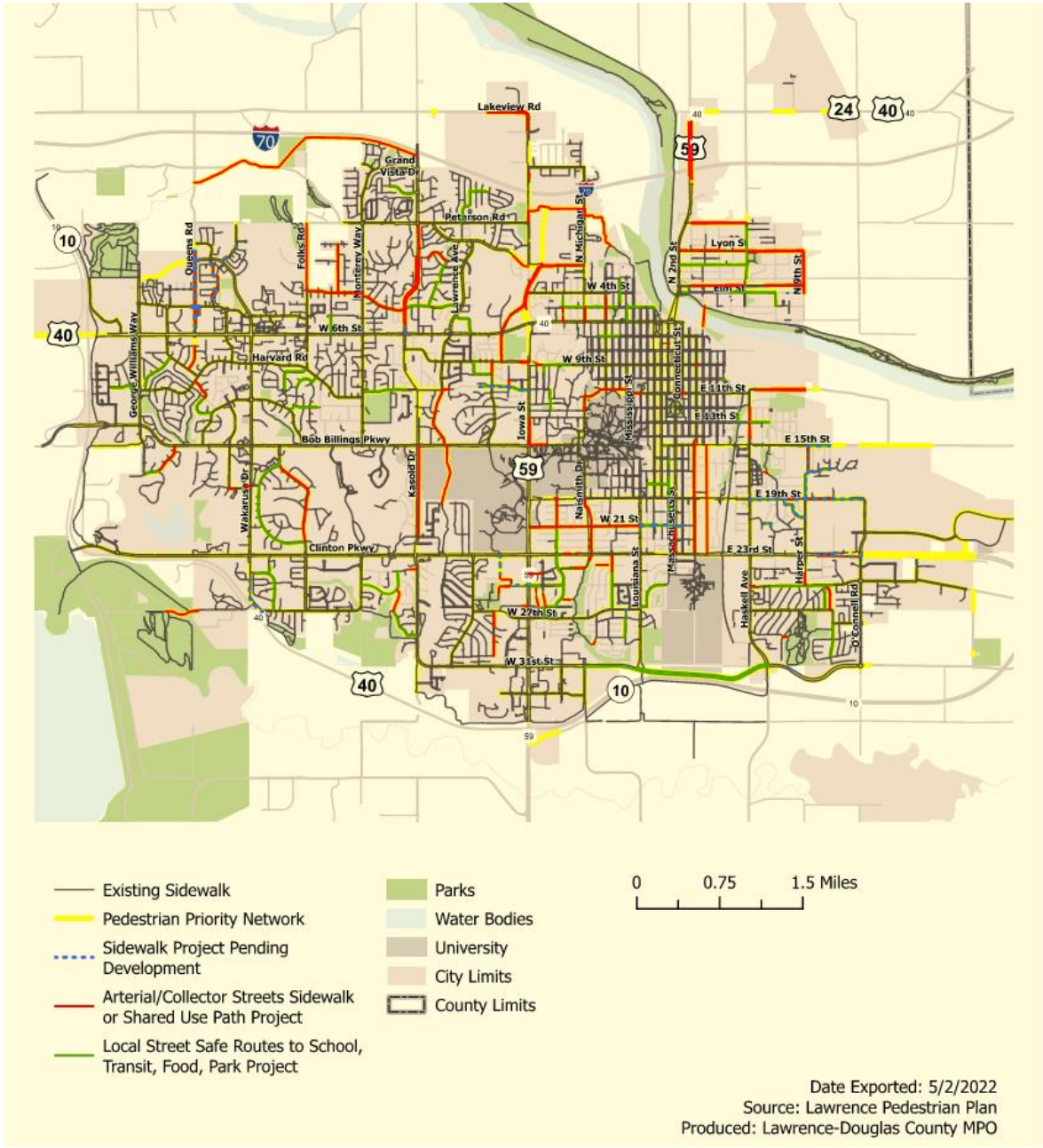
Better Transportation Options 4 All

Bike/Ped Network Completion and Gap Removal Policy

1. Complete Networks Identified in Lawrence's Bike, SRTS, and Pedestrian Plans
2. Prioritize Projects based on the VRU HIN and continue to utilize the Bike/Ped Project Policy currently employed by city
3. Improve pedestrian-scaled lighting based on need and High-Injury Networks – Recommend lighting study (Prioritize based on ADA transition plan and HIN overlap)



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Designing and Constructing Safer Streets 4 All

Safety Project Approach & Guidance

1. **Prioritize High Crash Corridors (See Framework)** – Long-Term Capital Projects – Potential Quick Build Projects to be explored on 9th St, Vermont, Tennessee
2. **Prioritize High Crash Intersections** – Initial Quick Builds, followed by Capital Projects
3. All Future Road Improvements should identify any portions on the **High-Injury Network**

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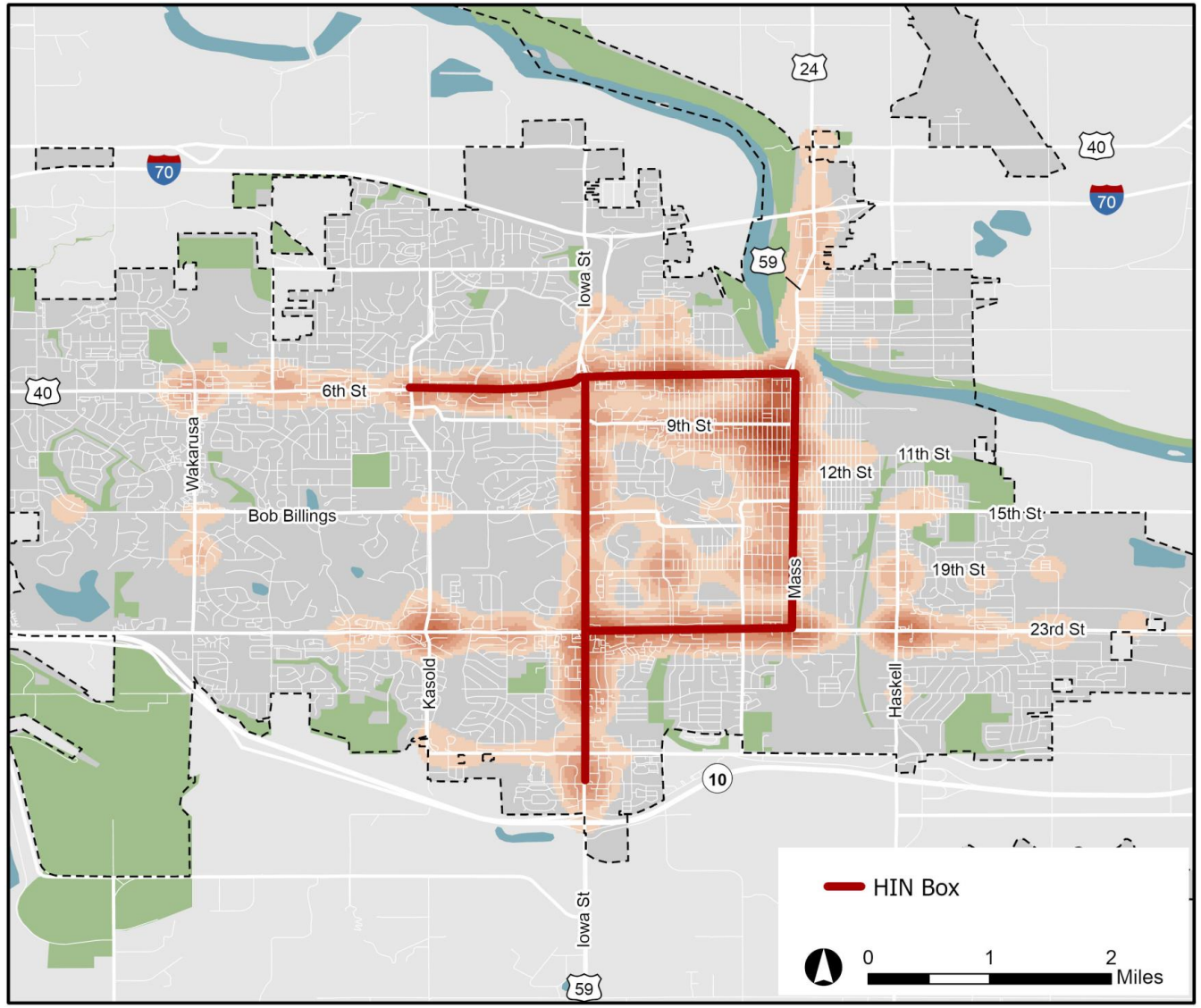
Designing and Constructing Safer Streets 4 All

Safety Project Framework – The High Crash Corridors

A. "The HIN Box" – Redesigns for 6th Street, Iowa Street, and 23rd Street

B. "Campus Border Corridors" – Assess Redesigns on 9th, 15th, 19th, Kentucky, Vermont, Tenn



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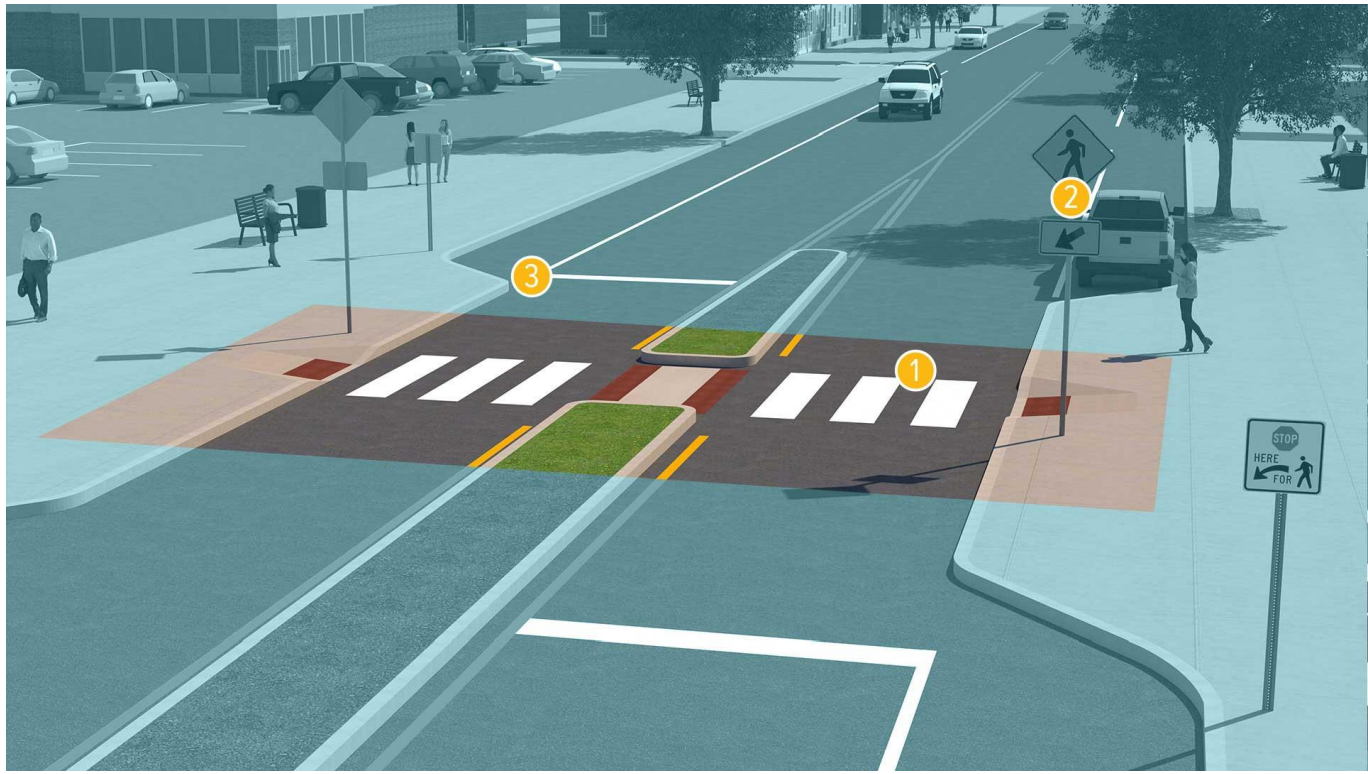
Safe Routes to School Coordination

Action Steps

1. Incorporate current SRTS priorities & routes into Action Plan
2. Analyze need for and install new enhanced crossings with items like raised crosswalks, RRFBs, and HAWK lights to get kids safely to school. Especially where HIN and SRTS overlaps
3. Continue to engage with community as the city updates SRTS Plan – Lawrence School Area Traffic Control Policy
4. Continue work with Unified School District 497, Lawrence/Douglas County Public Health, to continue curriculum, education, and safety training around walking and biking safety



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Questions?

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LAWRENCE VISION ZERO SAFETY ACTION PLAN

THANK YOU

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