WBR Virtual Series: Increasing Pedestrian Safety, Q&A Session

1. With draft recommendations, any consideration around proposed changes to crash reporting?
   a. Jay Aber: Yes. The program itself is more about the funding and implementation of VRU safety projects in the state, so the program doesn't cover the crash reporting. However, the Strategic Highway Safety Plan (SHSP) recommendations to include in the next SHSP related to VRUs does talk a lot about data and data quality, so that is in there.
   b. Vanessa Spartan: Vanessa Spartan, Chief of Transportation Safety at KDOT. Going back to the question about crash reports. So the biggest thing is, is that we use NHTSA standards for crash reports. We do have a goal to update to the latest Model Minimum Uniform Crash Criteria (MMUCC) compliance. We are staggering that as we're in a process of updating our crash report repository system. So once that's updated, then we're going to embark on updating the crash report. There is some specific language in the bipartisan infrastructure law about NHTSA is changing the standards of how VRU crashes are reported in crash reports, but we have to follow NHTSA's lead as to how that is done.

2. In regard to STEM Lessons: Do we know of cases where a Planning or Engineering teams has actively used it in conjunction with Safe Routes to School to directly involve the students in identifying specific problems to be addressed and come up with possible solutions.
   a. Becky Crowe: I used to manage a SRTS program a long time ago, I know we were always asked if we had that type of activity out there. I think the SRTS National Center had developed a few, but I don't know if these are being used that way or not. We did have a partnership with ITE, and a lot of the state ITE chapters were using them, but I don't know if they're being used in conjunction with SRTS.
   b. Tammy Sufi: I'll just add that KDOT is actively rebooting and refreshing their SRTS program. And I know that Ann Katt, the safest to school coordinator, is on this call along with some of the team from Toole Design and Burns and McDonnell who are helping support that effort. We will take this idea into account as we're working on these programs statewide.

3. For Jay/Maggie - Any consideration around funding for traffic calming/iterative design projects?
   a. Jay: That's a big part of the program. Something we found with the program that the way this safety funding has been traditionally done has been challenging for smaller projects, systemic projects, projects like traffic calming projects and kind of lower cost implementation. So a big part of the program of how we're thinking about it is making it more systemic so we are able to bundle projects and have more flexibility in the funding, so things like traffic calming or pilot projects or low-cost implementation projects are easier to fund and also identify and prioritize through the program.
   b. Vanessa: I think the biggest thing that I would add to that is that largely what we saw on this high injury network and high-risk network was that these were four lane arterial roadways. So the big thing is getting these local agencies to buy in on what's appropriate for those types of roads is really the next big hurdle. Traffic calming typically has been on

collector level or local level roads, not necessarily always on arterials, but there are some examples of local agencies, for example Wichita just applied for a safety project to do a road diet on a corridor that that they think is they have excess capacity on. We're kind of trying to feel out what's going to be appropriate for these high injury locations and see what comes out of out of local agency applications. We're also trying to figure out if there's a way for us to use safety funding to help agencies to make these decisions. Whether that is the work that they're doing in planning and studies or even doing conceptual design and things like that. One of the things we heard in this VRU process was it's hard for the local city engineer to get the local decision makers to buy in on the change, and so they may need some help getting to that point.

4. Thanks Vanessa. Could you also help everybody understand when they will be able to view the VRU? So that they can dig into some of this data as much as they want?

    a. Vanessa: So we have a timeline with our with our consultants aligning with the deadline for November 15th to get the report in to FHWA. Then we to take their analysis and transfer it over to KDOT, but also they will help us create a way to view that data. They already have it in a web map environment for us, but we need to put it in what we call Story Map where it describes the language around how to understand what those layers are telling you. Then we also have to take that through our Chief Counsel and make sure that we're crossing our T's and dotting our I's with how we use that language. The goal is within the next few months to get all of that done. So hopefully before the end of the year, we could be able to launch something and communicate that update to this group of participants when it is available.

5. Is there any work on reducing residential streets to 20 miles per hour? This mostly needs to happen at the local level unless state statutes are changed.