

RESOLUTION NO. 25-8321

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF SALINA,
KANSAS ADOPTING A VISION ZERO POLICY.**

WHEREAS, the life and health of all persons living and traveling within Salina are our utmost priority, and no one should die or be seriously injured while traveling on our city streets; and

WHEREAS, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable;

WHEREAS, Vision Zero is a holistic strategy aimed at eliminating all traffic fatalities and serious injuries suffered by all road users while increasing safe, healthy, equitable mobility for all; and

WHEREAS, streets and transportation systems have traditionally been designed primarily to move cars efficiently, and Vision Zero supports a paradigm shift by designing streets and transportation systems to move all people safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, scooter riders, and motorcyclists, as well as drivers and passengers of motor vehicles; and

WHEREAS, Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure that those inevitable mistakes do not result in serious injuries or fatalities; therefore, transportation planners and engineers and policymakers are expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes; and

WHEREAS, speed is recognized as a major determining factor of survival in a crash; and

WHEREAS, the City of Salina is working toward reducing vehicle speeds because the likelihood of a pedestrian surviving a crash is 10 percent if hit by a vehicle moving 40 mph; and

WHEREAS, children, older adults, people of color, people with disabilities, people who are unhoused, and people with low income face a significantly disproportionate risk of traffic injuries and fatalities; and

WHEREAS, making streets safer for all people using all modes of transportation will encourage people to travel on foot, by bicycle, and by public transit, which supports a healthier, more active lifestyle and reduces environmental pollution; and

WHEREAS, successful Vision Zero programs are a result of both a complete government approach (i.e., interdepartmental, coordinated initiatives) and community support of Vision Zero objectives and action plans; and

WHEREAS, Vision Zero resolutions have been adopted by many jurisdictions across the United States.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SALINA, KANSAS, AS FOLLOWS:

Section 1. Salina adopts the goal of zero traffic deaths and serious injuries, stating that no loss of life or serious injury is acceptable on our streets.

Section 2. Salina adopts the goal of eliminating traffic deaths and serious injuries by 2035 and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.

Section 3. Salina adopts the Vision Zero policy attached hereto as Exhibit A and makes it part of this Resolution, effective immediately.

Section 4. This resolution shall be effective upon its adoption by the Governing Body.

ADOPTED by the City Commission of the City of Salina, Kansas, on November 24, 2025.

(SEAL)



Greg Lenkiewicz, Mayor

ATTEST:



Nikki Goding, City Clerk

Exhibit A

This Vision Zero Policy was adopted by Resolution No. 25-8321 by the City Commission of Salina on November 24, 2025.

VISION ZERO POLICY OF SALINA, KANSAS

A. PURPOSE

The purpose of this Vision Zero Policy (“Policy”) is to eliminate all traffic fatalities and traffic-related serious injuries by using data-driven policy changes and community engagement of diverse and necessary stakeholders to design and implement a transportation system that provides safe, healthy, and equitable mobility for all. This Policy seeks to achieve this purpose by (1) establishing that Vision Zero is a priority goal for Salina and (2) creating a Vision Zero Committee of city officials, staff, and citizens that is responsible for gathering data and working with the community – including traditionally underrepresented groups – to develop an action plan for achieving the goals of Vision Zero through strategies that establish safe speeds, create safe streets, and improve safety culture and collaboration.

B. DEFINITIONS

1. “Community Engagement” means the various methods of informing, consulting, collaborating with, involving, or empowering community members with respect to government decisions.
 2. “Fatal Injury” means [*definition, perhaps one from an existing local or state traffic data collection policy or from, for example, Model Minimum Uniform Crash Criteria (5th ed., 2017) or KABCO Injury Classification Scale and Definitions].*
 3. “High-Injury Networks” means specific streets or roads (or portions thereof) and/or intersections within the boundaries of Salina that have a high concentration of traffic fatalities and/or serious injuries, according to Traffic Safety Data.
 4. “Historically Underinvested Areas” are also defined as “Areas of Persistent Poverty¹”
 5. “Serious Injury” is consistent with the KABCO Injury Classification Scale and Definitions.
 6. “Traffic Safety Data” means data collected for each traffic collision that results in a Fatal or Serious Injury and, to the extent possible, shall include but are not limited to the following data elements: (a) exact location; (b) date and time of day; (c) category of each road user
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involved (e.g., pedestrian, bicyclist, scooter rider, driver of motor vehicle); (d) type of vehicle(s) involved, if applicable (e.g., motorcycle, car, bus, commercial truck); (e) whether any road users were fatally or seriously injured; (f) ages of people involved; (g) collision factors (e.g., unsafe speed, driver distraction, poor lighting); and (h) the movement preceding the collision (e.g., left turn, changing lanes).

7. “Vulnerable Road Users” means pedestrians, bicyclists, people using mobility devices, scooter riders, and any other road users who are at high risk of Serious or Fatal Injury resulting from a collision with a motor vehicle.

C. VISION ZERO COMMITTEE

The purpose of the Vision Zero Committee is to develop and implement the Comprehensive Safety Action Plan, ensuring coordination across all relevant departments, agencies, and stakeholders. The Vision Zero Committee is hereby established and shall comprise the City Manager (or designee), Public Works Department Liaison, Planning Department, First Responders (Police, Fire), and community stake holders.

8. The designee shall chair the Committee and be responsible for ensuring that the duties of the Committee set forth in Section C.3 are completed in a timely manner.
9. The Committee shall perform the following tasks:
 - a. Convene its first meeting no later than 180 days from the effective date of this Policy and meet at least quarterly until zero fatalities and serious injuries have been achieved two consecutive years. When that goal is achieved, the Committee can meet once every 6 months provided fatal and serious injury crashes do not occur.
 - b. Continue to collect and analyze Traffic Safety Data so that such data can be used to monitor progress towards vision zero.
 - c. As part of development and implementation, the Committee shall incorporate pedestrian and bicycling safety initiatives.
 - d. Revise the Action Plan, as needed.
 - e. Report on implementation of the Action Plan and progress toward Vision Zero goals pursuant to Section F of this Policy.
 - f. Maintain a comprehensive public dashboard to share information on Salina’s Vision Zero endeavors – for example, relevant data; the adopted Resolution; the Action Plan and any updates to it; and progress on the strategies in the Action Plan – as well as to solicit feedback on safety concerns, projects, and strategies.

D. VISION ZERO ACTION PLAN

1. Comprehensive Safety Action Plan Guiding Principles

The Comprehensive Safety Action Plan is guided by the following principles:

- a. Human life shall be prioritized over ease of movement for motor vehicles.
- b. People inevitably make mistakes, but these mistakes should not result in death or serious injury; therefore, transportation systems are designed to anticipate these errors so that all transportation users can function safely within the system.
- c. It is unacceptable for any one group to suffer disproportionate effects of traffic collisions based on their race, age, ability, or income.

E. ONGOING IMPLEMENTATION & EVALUATION

The Committee shall be responsible for ongoing implementation and oversight of the Action Plan, including the following tasks:

1. Implementation of all strategies identified in the Action Plan, prioritizing strategies that benefit Historically Underinvested Areas, vulnerable road users, and the High-Injury Networks and High Risk Networks identified in the Comprehensive Safety Action Plan.
2. Identification of funding needs and oversight of strategies to obtain the funding needed to fully implement the Action Plan, prioritizing strategies that benefit Historically Underinvested Areas, vulnerable road users, and the High-Injury Networks and High Risk Networks identified in the Comprehensive Safety Action Plan.
3. Obtaining the data necessary to determine whether the performance goals for each strategy have been met; assessing whether the goals have been met based on these data; and if any goals have not been met, ascertaining the reasons
4. Pursuit and oversight of any partnerships with other public or private entities necessary for implementation of the Action Plan
5. Revision of the Action Plan as needed to meet the Vision Zero goals of the Resolution

F. REQUIREMENTS FOR REPORTING & COMMUNITY MEETINGS

1. Within 12 months of the establishment of the committee, the Vision Zero Committee shall report to the City Commission and the City Manager progress made toward further development of the Action Plan and progress towards the goals. The report should include:

- a. An overview of progress toward full implementation of the Action Plan (and any revisions thereto) and the Vision Zero goals of the Resolution
 - b. The status of all strategies set forth in the Action Plan (and any revisions thereto), including specific highlighting of the status of all strategies benefitting Historically Underinvested Areas and High-Injury Networks
 - c. The status of funding necessary for implementation of the Action Plan, and steps taken to address any unmet funding needs
 - d. A description of any unanticipated obstacles to implementation of the Action Plan, and plans to address those obstacles
2. After the dissemination of a report as set forth above, two or more members of the Committee shall conduct an annual public forum – preferably in an area identified in the Action Plan as a Historically Underinvested Area – on the progress made in developing or implementing the Action Plan and shall provide an opportunity for public comment.