



WAMPO Transportation Improvement Program (TIP)

Addendum to 2017 TIP Amendment #6

Federal Safety Performance Measures

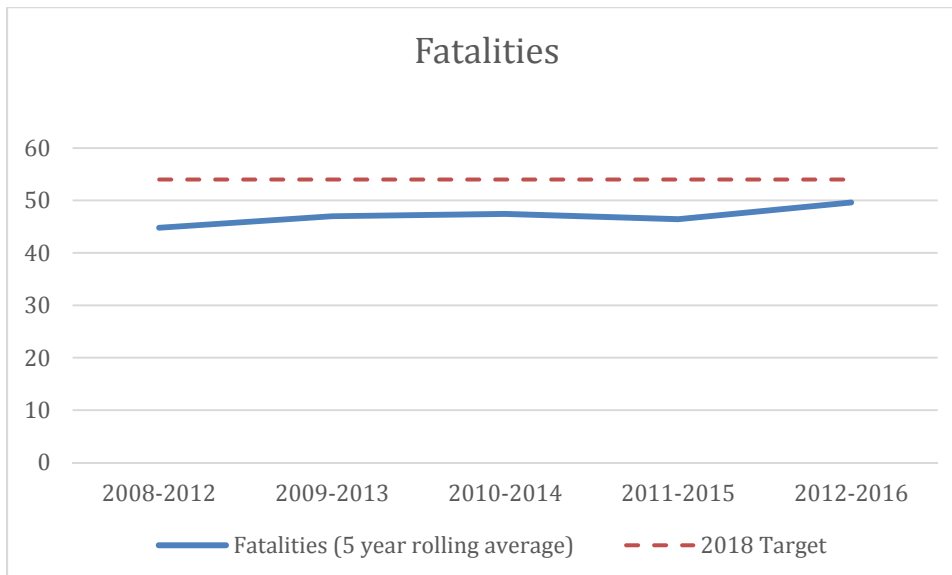
July 2018

The Federal Highway Administration has established five safety performance measures based on the Moving Ahead for Progress in the 21st Century Act (MAP-21). These are fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries.

Each of these performance measures are tracked using a five-year rolling average. Based on safety trends in our region, the WAMPO Transportation Policy Body has adopted targets for these five measures for the five-year period from 2014-2018.

Fatalities and Fatality Rate

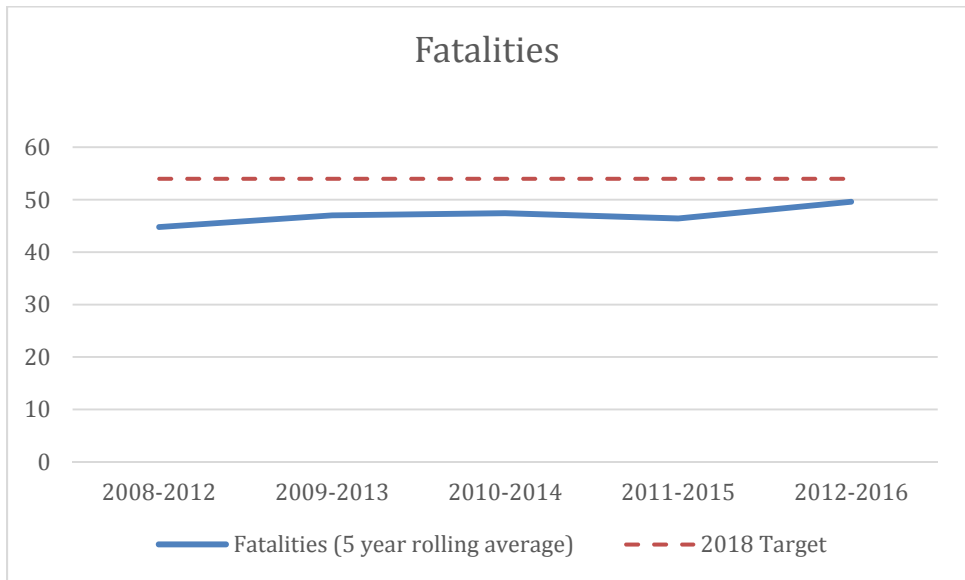
The number of fatalities in the WAMPO region has been climbing, from a low of 45.2 fatalities per year for the 2008-2012 period up to 49.6 fatalities per year for 2012-2016 (the most recent period for which data are available). The WAMPO target for the 2014-2018 period is no more than 54 fatalities per year.



The fatality rate per 100 million vehicle miles traveled has also been on the rise, though the increase has been less consistent. From 2012 to 2016 there were 1.07 fatalities per 100 million VMT per year. The WAMPO target for the 2014-2018 period is no more

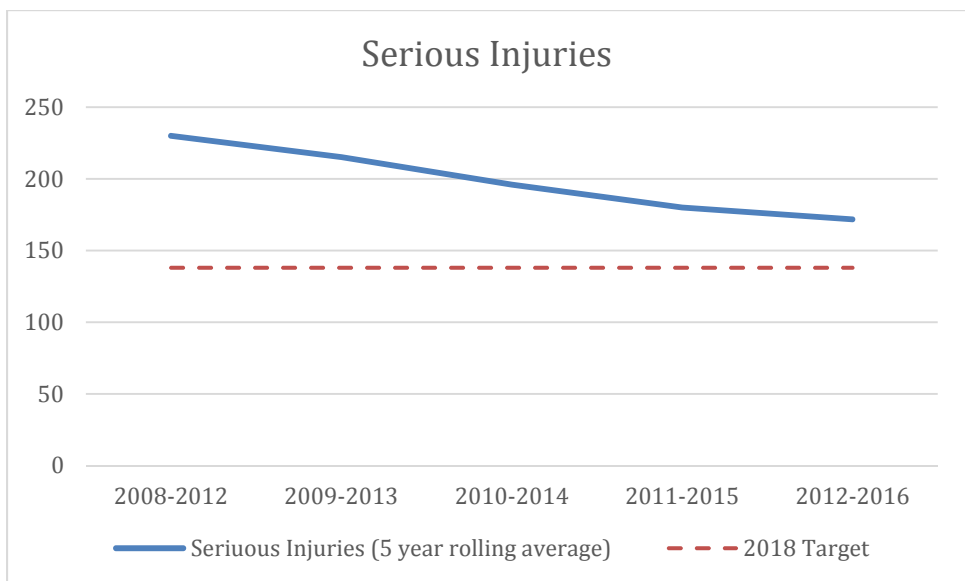


than 1.13 fatalities per 100 million VMT per year. Based on the most recent data available WAMPO is on track to meet the target for this measure.



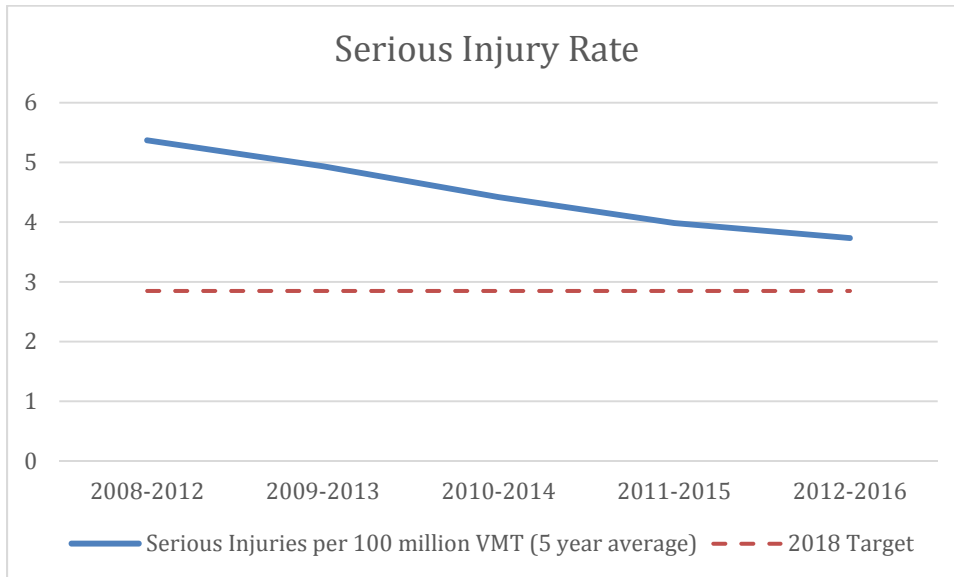
Serious Injuries and Serious Injury Rate

In contrast to fatalities, the number of serious injuries in the WAMPO region has been consistently declining in recent years, dropping from 230 per year in the 2008-2012 period to 171.8 per year for 2012-2016. The WAMPO target for the 2014-2018 period is no more than 138 serious injuries per year. Based on the most recent data available WAMPO is on track to meet the target for this measure.



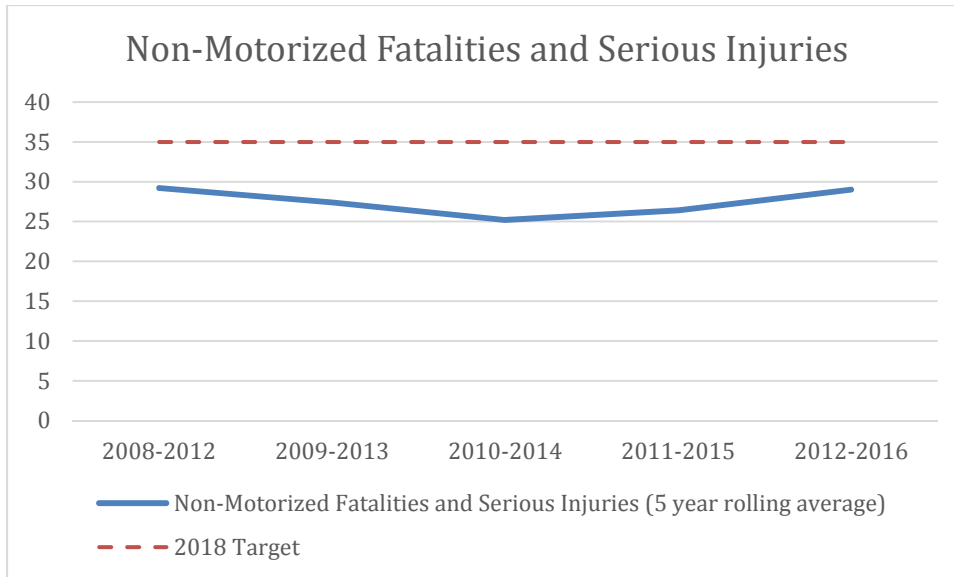


The serious injury rate per 100 million VMT has declined as well, dropping from 5.37 per 100 million VMT per year in the 2008-2012 period to 3.73 per 100 million VMT per year for 2012-2016. The WAMPO target for the 2014-2018 period is no more than 2.85 serious injuries per 100 million VMT per year. Based on the most recent data available WAMPO is on track to meet the target for this measure.



Non-Motorized Fatalities and Serious Injuries

Non-motorized (bicycle and pedestrian) fatalities and serious injuries declined over the 2008-2012, 2009-2013, and 2010-2014 periods, but began to climb in 2011-2015, reaching 29 per year in 2012-2016. The WAMPO target for the 2014-2018 period is no more than 35 non-motorized fatalities and serious injuries per year. Based on the most recent data available WAMPO is on track to meet the target for this measure.



The Effect of the TIP on Performance Measures

The TIP supports the achievement of WAMPO’s safety performance measure targets through projects that provide safety benefits. These projects, and the benefits they provide, can be grouped into several broad categories.

Safety Projects

We have one dedicated safety project in the current TIP:

- Railroad Safety Crossing Improvements

Intersection Reconstructions

Several projects will reconstruct intersections to make them safer, potentially lessening the chance of collisions:

- SW Butler Rd/SW 150th St Intersection (conversion to roundabout)
- Douglas and Hydraulic
- 45th St and Hillside

Bicycle Facilities

Many project include bike lanes or multi-use paths to get bicyclists out of the stream of traffic and make accidents involving bicyclists less likely. These include projects dedicated solely to bike/ped infrastructure:



- Andover Rd Bicycle Pedestrian Path 13th St - 21st St.
- 17th and 18th St Bikeway
- Derby to Mulvane Pathway
- Aviation Pathway Phase 2

Many of our roadway projects also include multi-use paths or bike lanes, including:

- KTA Bridge -159th St. East
- Andover Rd.: Four Mile Creek Bridge to SW 120th St.
- Woodlawn: 45th St to 37th St. N
- Bridge over Chisholm Creek on 61st St North
- Mt. Vernon, Broadway to S.E. Blvd
- Pawnee: Hydraulic to I-135
- 127th St. E.: 13th St. N. To 21st St. N.
- Greenwich: Pawnee to Harry
- 17th Street, I-135 to Broadway
- 143rd St. E.: Kellogg to Central
- 17th St., Hillside to Oliver
- 13th, 119th-135th

ITS Projects

Several Intelligent Transportation Systems projects will improve safety by decreasing clearance times and reducing secondary accidents:

- K15 Corridor ITS Deployment
- Wichita TMC Phase 4

Interchange Reconstruction

The reconstruction of a major interchange in the Wichita region will increase merge distances and eliminate tight ramps with low advisory speed limits:

- I-235/US-54 & I-235 & Central - Phase I