



## Safety & Health Committee Meeting Agenda

Wednesday, May 4, 2022 at 9:30 AM

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## Meeting Agenda

[Note: Meeting agenda is subject to change during the meeting.]

1. Welcome & New Chair Introduction (Jack Brown)	09:30 AM	
2. <a href="#">February 2, 2022 Meeting Summary</a>	09:33 AM	Page 2
3. Data Review		
A. <a href="#">2019 &amp; 2020 Crash Maps/5-Yr Rolling Average Table</a> Mark Kruep, WAMPO	09:35 AM	Page 3
B. <a href="#">Comparing Crashes to Different Regions</a> Dora Gallo, WAMPO	09:40 AM	Page 11
C. <a href="#">Potential Safe Routes to School Planning Project</a> Ashley Bryers, WAMPO	09:50 AM	Page 21
4. Open Discussion	10:00 AM	
5. Adjournment	10:45 AM	

### Resources:

**Next Meeting: 9:30 AM on Wednesday, August 3, 2022**

#### SAFETY & HEALTH COMMITTEE

The primary activities of this committee will be updating regional technical reports on Safety and Health. This committee will review and update the regional data. This committee will update technical reports through discussions on:

- Improved safety & health for the region
- Safety of all modes of transportation
- Updating safety & health data reports
- Environmental Air Quality, ozone
- Strategies for reducing crashes in our region
- Develop Educational Awareness Tools
- Explore new initiatives, such as Vision Zero goals

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**Meeting Summary**  
**Safety & Health Committee Meeting Summary**  
**Wednesday, February 2, 2022 @9:30 AM**  
**Online Meeting via GoToMeeting**



**Meeting Duration:** 64 minutes

**Members in Attendance:**

Mark Borst	Jane Byrnes	Nina Rasmussen
Dan Squires	Jenny Kramer	Kristi Wilson
Raven Alexander	Jolene Graham	James Wagner
Alan Kailer	Kim Neufeld	Jack Brown

**Other Attendees:**

Chad Parasa, WAMPO Director     Ashley Bryers, WAMPO     Nicholas Flanders, WAMPO

**1. The meeting started at 9:30 AM.**

**2. Data Review**

**A. Safety Plan (Steering Committee Ideas and Purpose)**

Chad Parasa and Ashley Bryers discussed WAMPO's role in working with its jurisdictions to develop a safety plan and then work with them to implement the plan using funding allocated through the Transportation Improvement Program and the Long Range Plan. The goal is to reduce fatalities and serious injuries through the use of planning and implementation. A proposal by Ms. Bryers was made to assemble a Steering Committee, consisting of organization representatives which are not already represented in the Committee, which would provide their input on priorities relating to the Committee's Safety Plan, followed by discussion identifying potential representatives.

**B. What Can a Safe Routes Program Look Like?**

Ashley Bryers presented her previous experience with Safe Routes to School (SRTS) programs. SRTS is a comprehensive program which provides students with safer and easier access to school via walking and/or biking. The Lawrence SRTS Plan included the MPO, City, and School District with specific roles for each entity. A brief discussion was held about how a potential SRTS Program could work in the WAMPO region. It may make sense to develop a WAMPO SRTS policy document rather than trying to create a plan for the entire region. Chad Parasa said he is planning on setting aside funding to work on SRTS work in 2023. For now, discussions and coordination needs to occur to set the stage for the planning work.

It is important to note, KDOT distributes funding to the non-urbanized portion of WAMPO and would like to see a SRTS Plan before awarding funding to fill sidewalk gaps identified in the plan.

**3. Open Discussion**

**4. Meeting adjourned at 10:34 AM.**

**Next Meeting will be held on Wednesday, May 4, 2022 at 9:30 AM.**

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**Agenda Item 3A**  
**2019 & 2020 Crash Maps/5-Year Rolling Average Table**  
Mark Kruep, GIS Analyst/Transportation Planner

## Background

Staff evaluated crashes in the WAMPO region provided by the Kansas Department of Transportation (KDOT) for 2019 and 2020. Staff also developed the 5-year rolling averages for fatalities, serious injuries, and non-motorized fatalities and serious injuries.

	Fatalities	Serious Injuries	Non-Motorized Fatalities & Serious Injuries
2019	58	215	42
2020	64	259	45

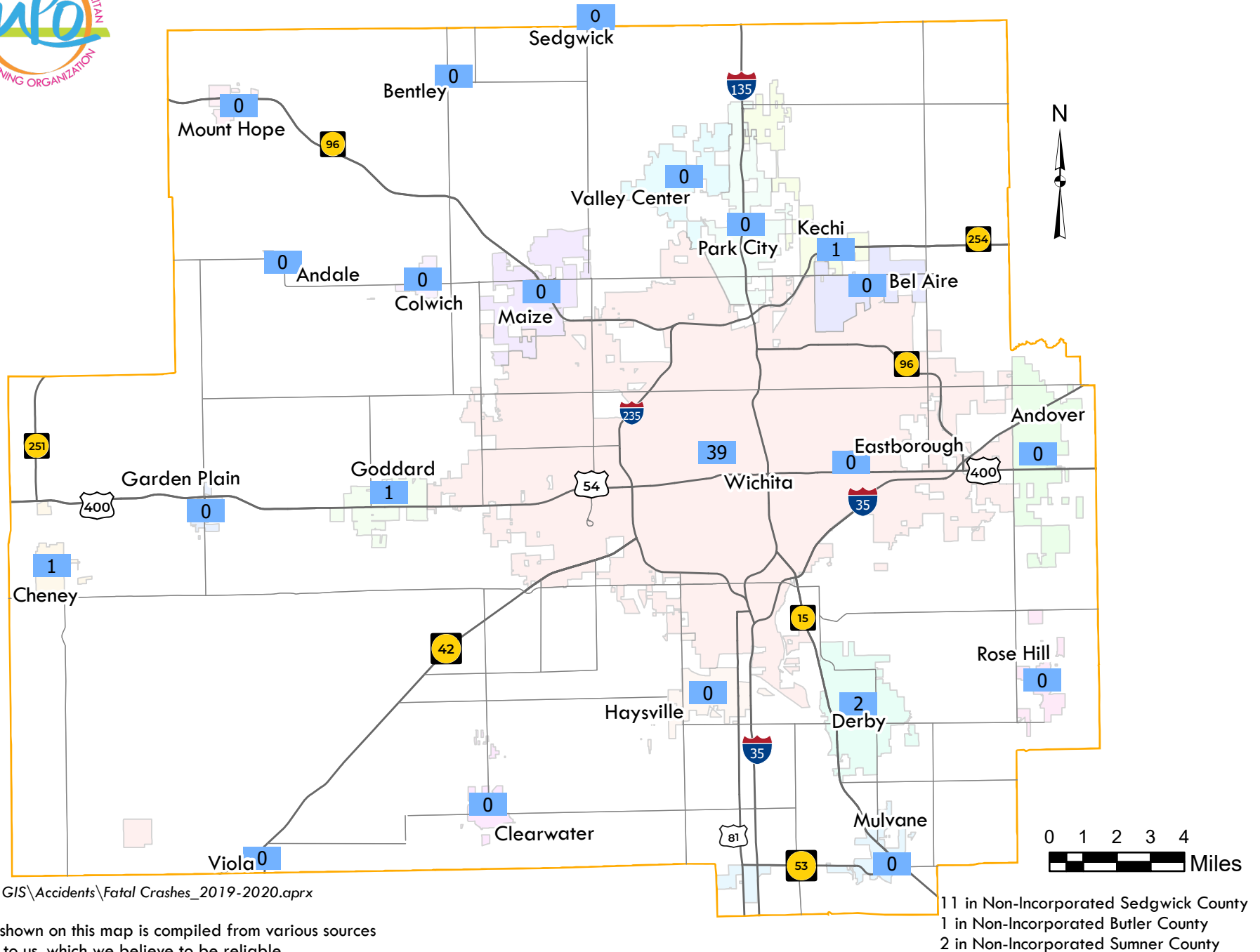
For information on the five-year rolling average for 2012 through 2020, see the attachment, “Five-Year Rolling Average Table.”

## Attachments:

- 2019 Fatalities
- 2019 Serious Injuries
- 2019 Non-Motorized Fatalities & Serious Injuries
- 2020 Fatalities
- 2020 Serious Injuries
- 2020 Non-Motorized Fatalities & Serious Injuries
- Five-Year Rolling Average Table



# Crash Fatalities in the WAMPO Region, 2019



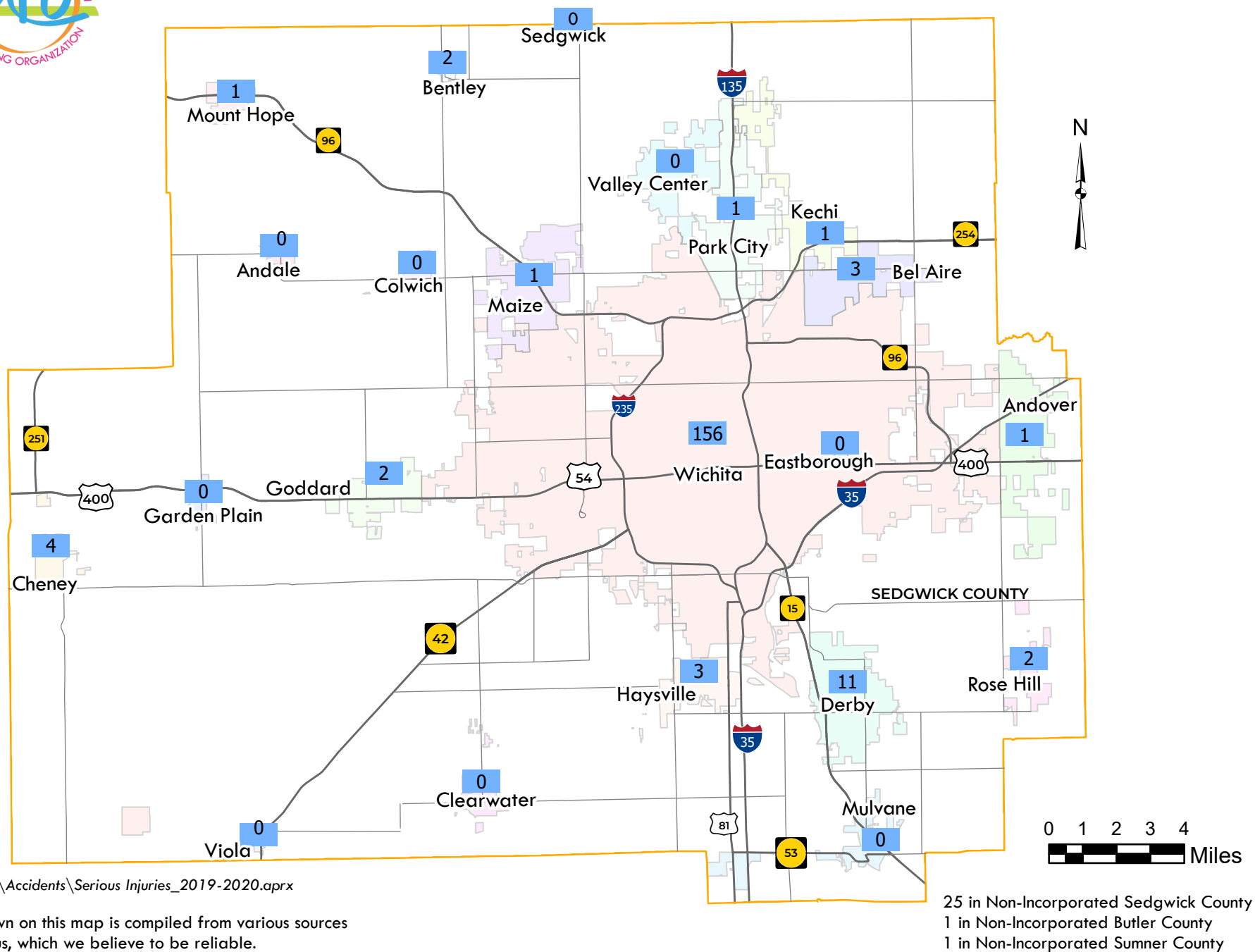
4/19/2022

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The information shown on this map is compiled from various sources made available to us, which we believe to be reliable.



# Serious Injuries in the WAMPO Region, 2019



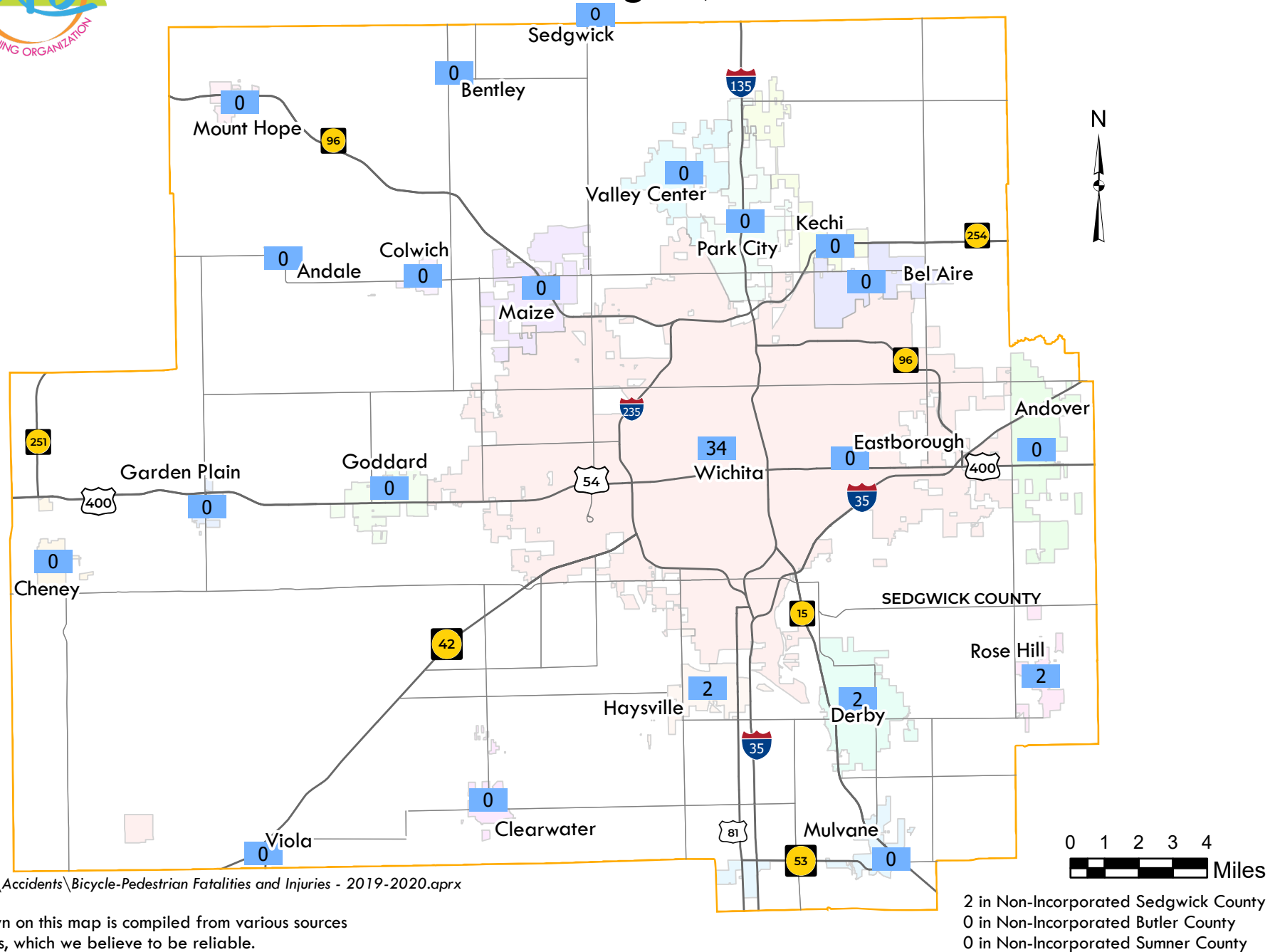
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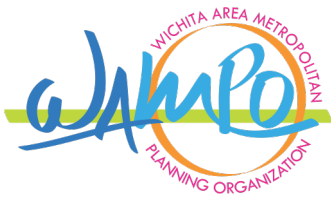
# Non-Motorized Fatalities & Serious Injuries in the WAMPO Region, 2019



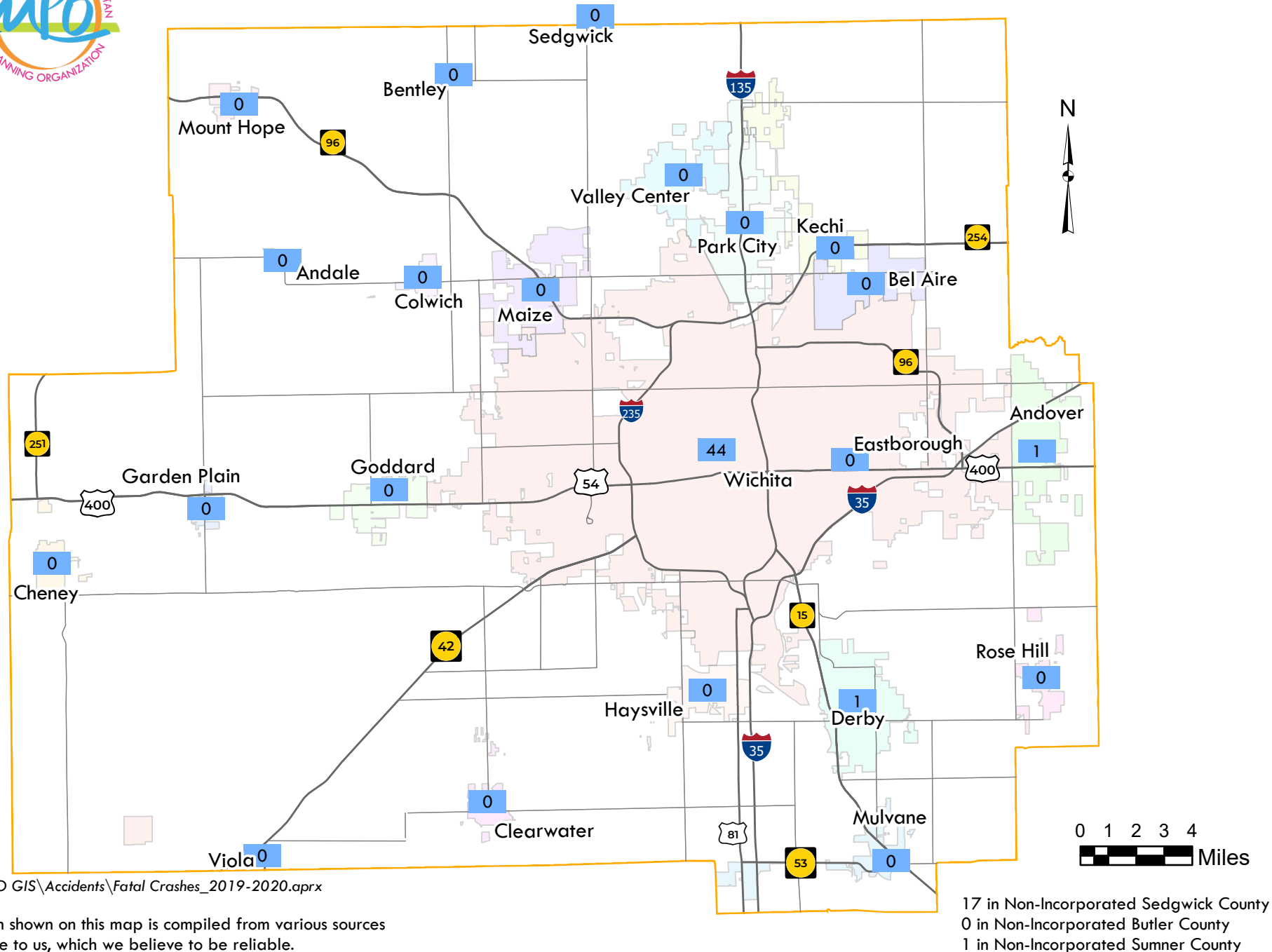
4/19/2022

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The information shown on this map is compiled from various sources made available to us, which we believe to be reliable.



# Crash Fatalities in the WAMPO Region, 2020



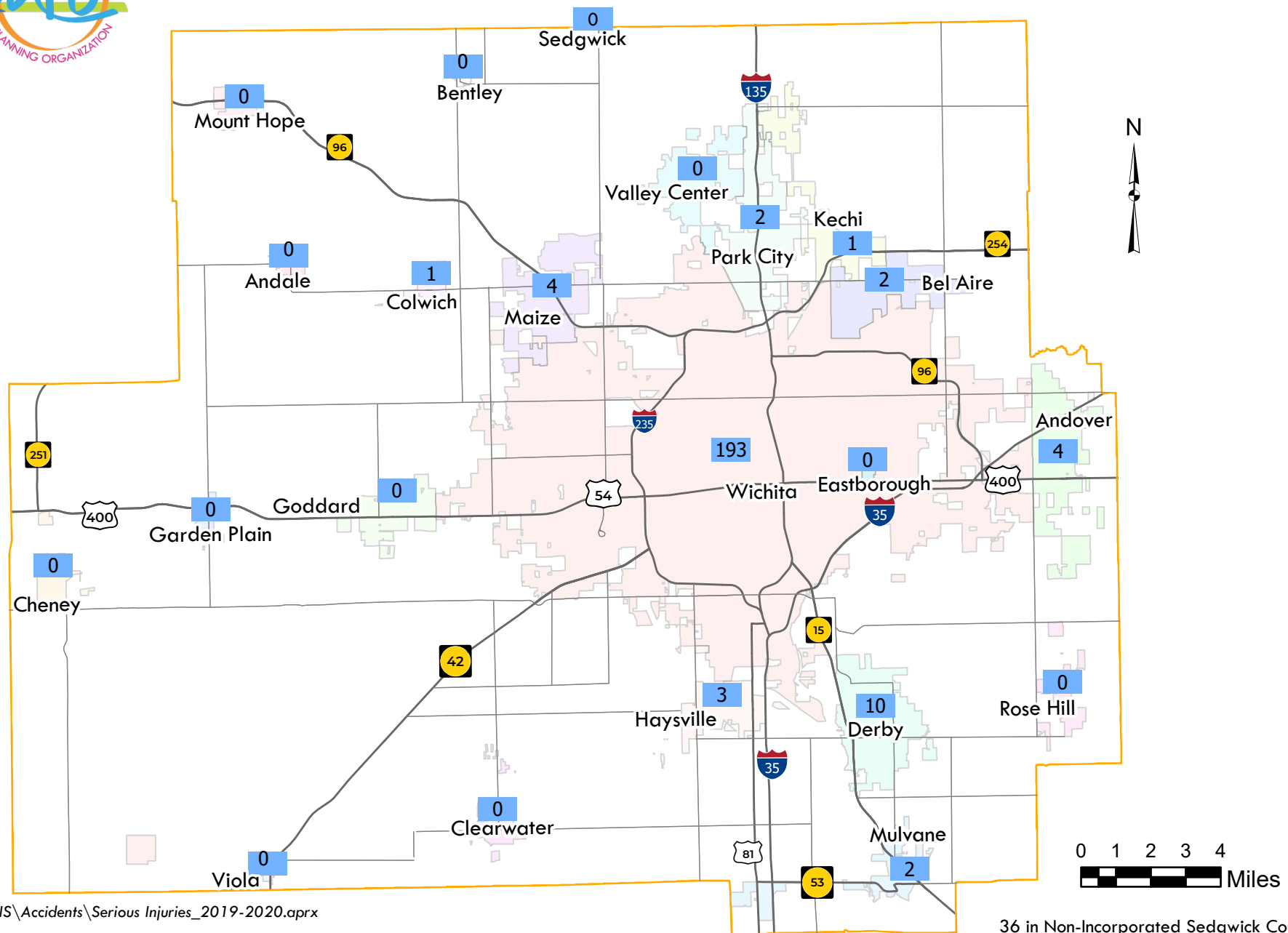
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# Serious Injuries in the WAMPO Region, 2020



4/19/2022

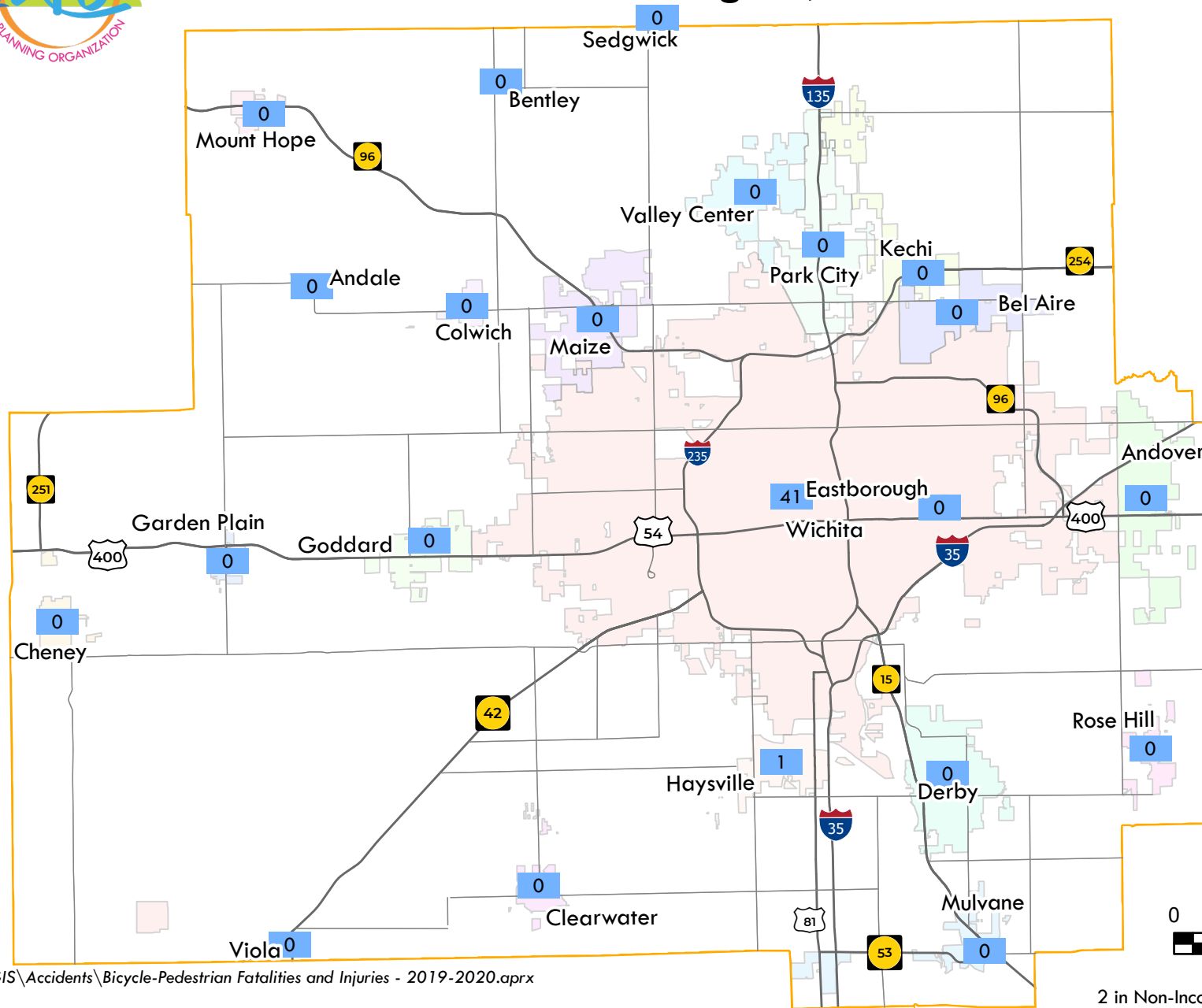
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The information shown on this map is compiled from various sources made available to us, which we believe to be reliable.

36 in Non-Incorporated Sedgwick County  
1 in Non-Incorporated Butler County  
0 in Non-Incorporated Sumner County



# Non-Motorized Fatalities & Serious Injuries in the WAMPO Region, 2020



4/19/2022

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The information shown on this map is compiled from various sources made available to us, which we believe to be reliable.

2 in Non-Incorporated Sedgwick County  
0 in Non-Incorporated Butler County  
1 in Non-Incorporated Sumner County

	WAMPO														
											5-year Rolling Averages				
											Baseline	Baseline	Baseline	Baseline	Baseline
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020
Number of Fatalities (Individuals)	43	45	50	53	57	59	74	58	64		49.6	52.8	58.6	60.2	62.4
Number of Fatality Crash Events	41	41	40	46	55	56	65	53	56		44.6	47.6	52.4	55.0	57.0
Number of Serious Injuries (Individuals)	223	169	145	156	166	131	136	215	259		171.8	153.4	146.8	160.8	181.4
Number of Serious Injury Crash Events	180	134	123	129	141	113	123	194	239		141.4	128.0	125.8	140.0	162.0
Number of Non-Motorized Fatalities & Serious Injuries (Individuals)	31	26	21	39	46	27	24	42	45		32.6	31.8	31.4	35.6	36.8
Bicycle Rider Fatalities	1	0	2	2	1	1	2	1	1		1.2	1.2	1.6	1.4	1.2
Bicycle Rider Serious Injuries	8	5	5	8	12	6	5	10	14		7.6	7.2	7.2	8.2	9.4
Pedestrian Fatalities	8	5	6	7	9	9	9	5	7		7	7.2	8	7.8	7.8
Pedestrian Serious Injuries	14	16	8	22	24	11	8	26	23		16.8	16.2	14.6	18.2	18.4

The information shown in this spreadsheet is compiled from various sources made available to us, which we believe to be reliable.



**Agenda Item 3B**  
**Comparing Crashes To Different Regions**  
Dora Gallo, Transportation Planner

## Background

WAMPO staff identified a crash comparative analysis between WAMPO region and other MPOs across the nation. The analysis consists of 2019 crash data demonstrating total crashes, fatalities, serious injuries, and non-motorized fatalities and serious injuries.

There was also a crash comparative analysis between Sedgwick County and Johnson County. The 2019 crash data was provided by Kansas Department of Transportation (KDOT).

## Attachments:

- 2019 Comparative Table: WAMPO, Kansas, USA
- 2019 Kansas MPOs All Crashes Graphic
- 2020 MPOs Population Graphic
- 2019 MPOs All Crashes Graphic
- 2019 Performance Measures per MPO
- 2019 Per Capita
- 2019 Sedgwick County v Johnson County Total Crashes
- 2019 Speed and Alcohol Related Crashes
- 2019 County Demographics



# WAMPO v Kansas v National

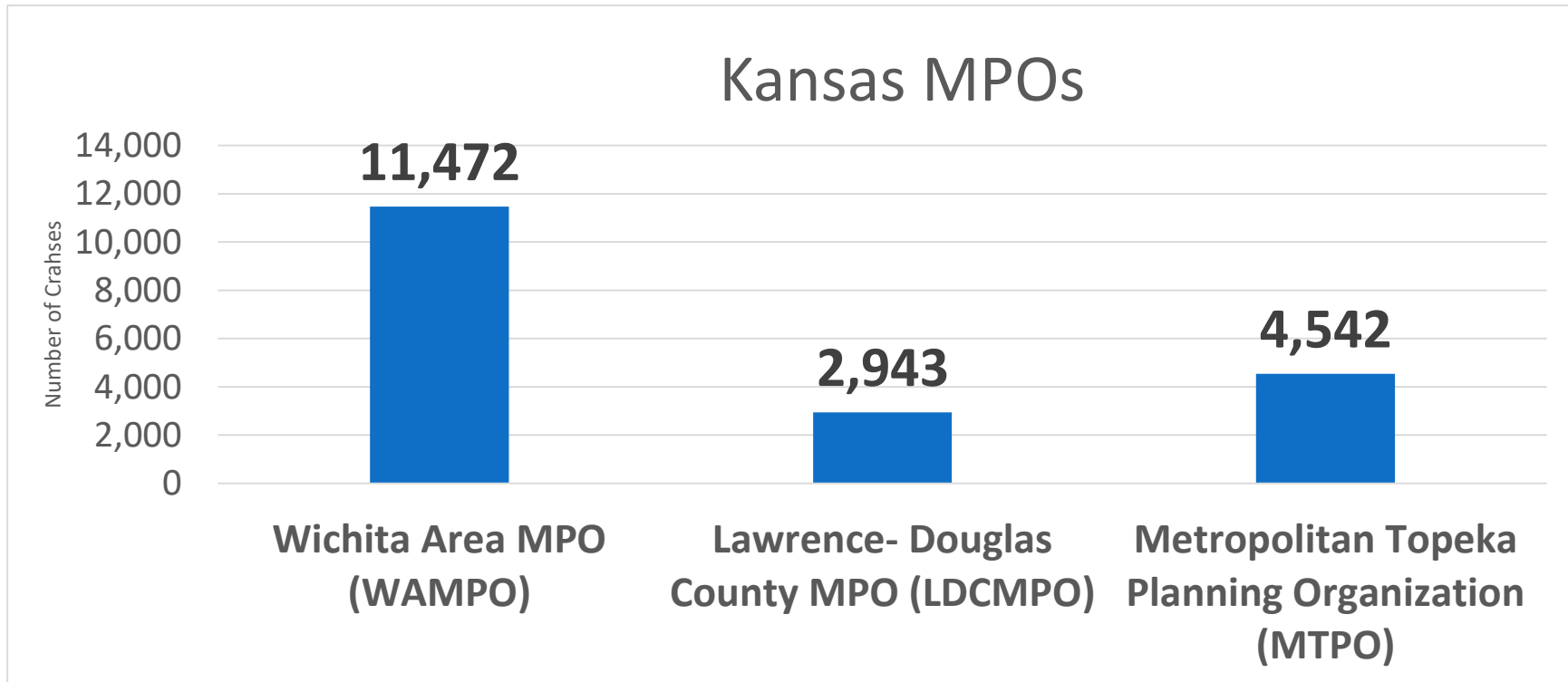
## Total Crashes

WAMPO	Kansas	National
11,472	64,935	6.76 million

\*2019 data based on KDOT data publication

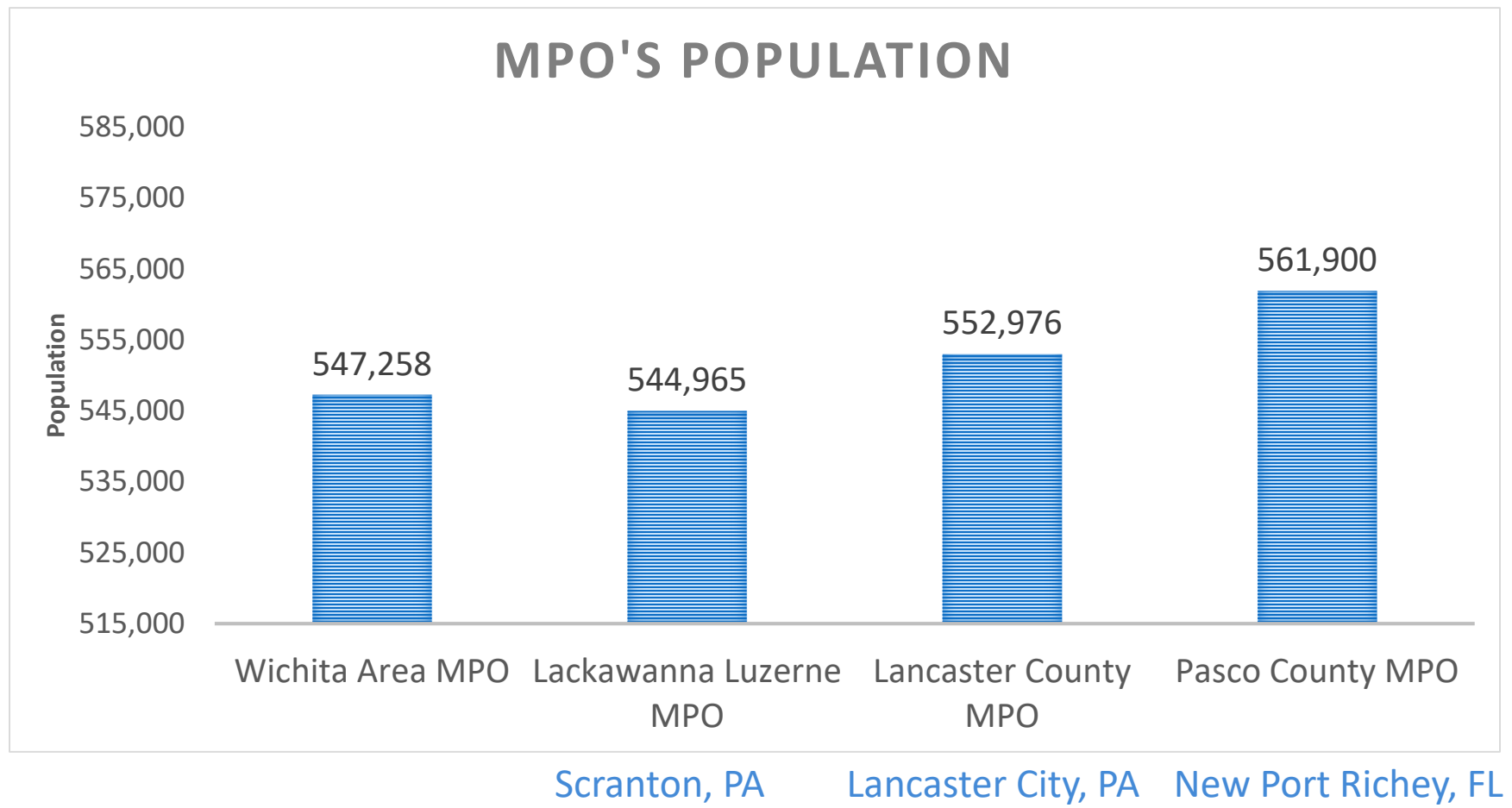
\*2019 data based on US DOT National Highway Traffic Safety Administration

# WAMPO vs other Kansas MPOs



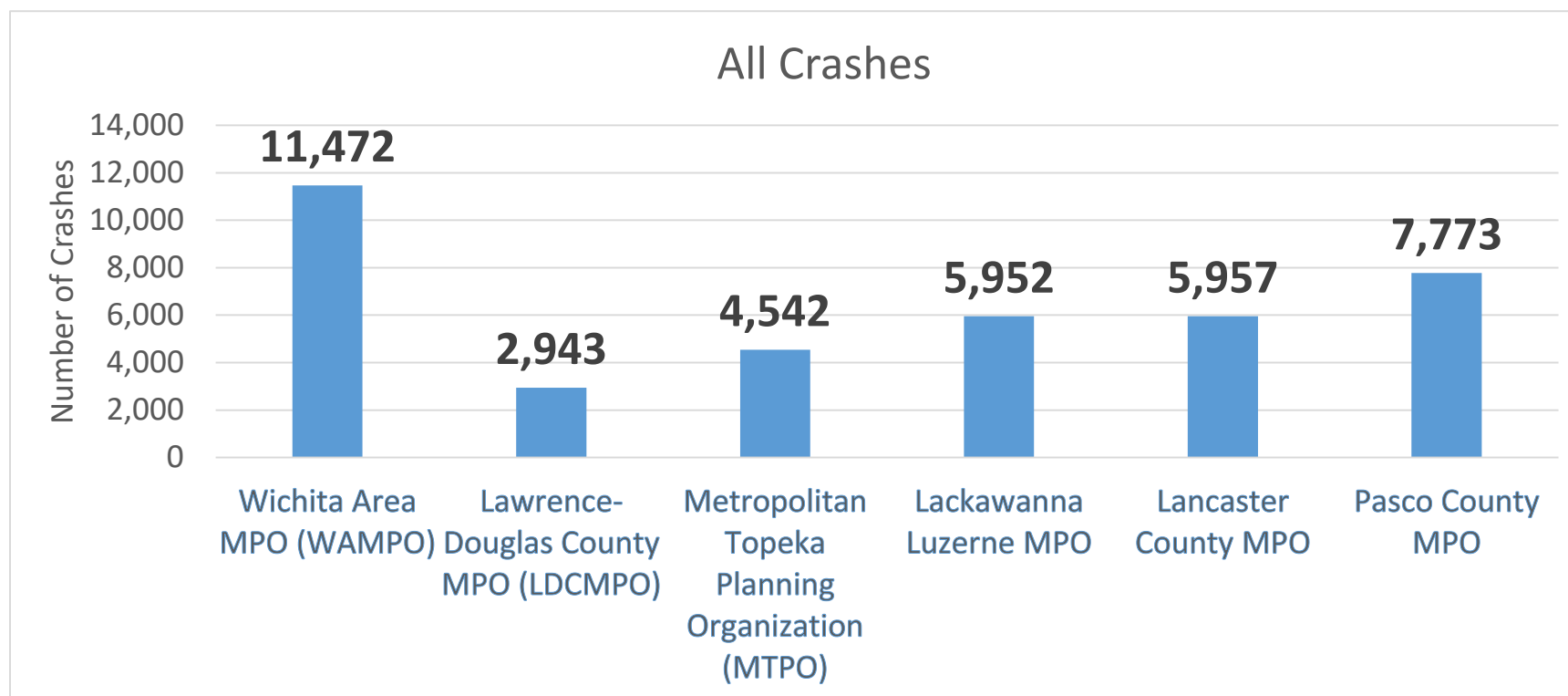
\*2019 data based on KDOT data publication

# MPOs that are similar in Population



\*2020 US Census

# WAMPO vs other MPOs

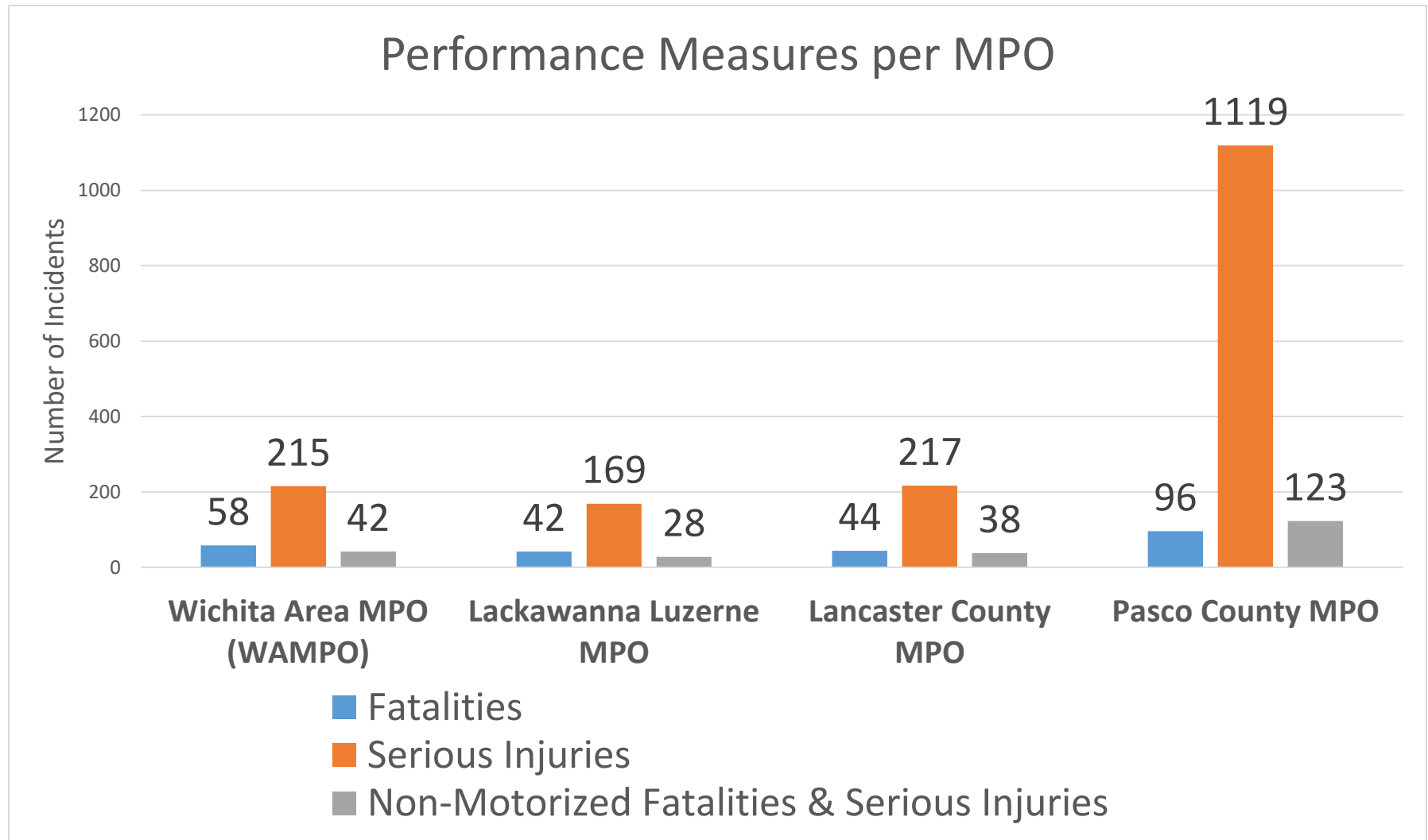


\*2019 data based on KDOT data publication

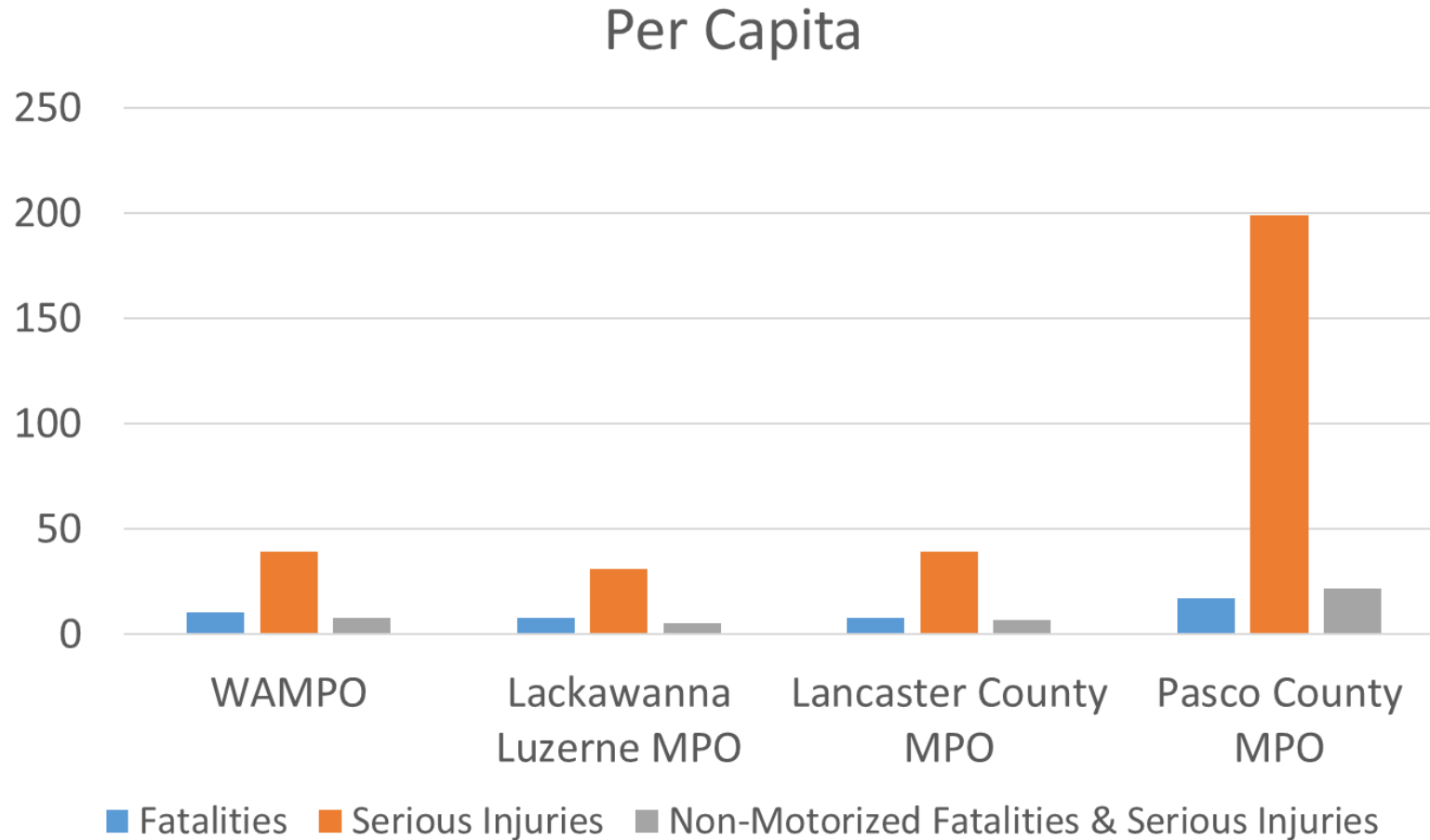
\*2019 data based on PennDot data publication

\*2019 data based on Florida Department of Highway Safety and Motor Vehicles

## Fatalities, Serious Injuries, Non-Motorized fatalities & Serious Injuries



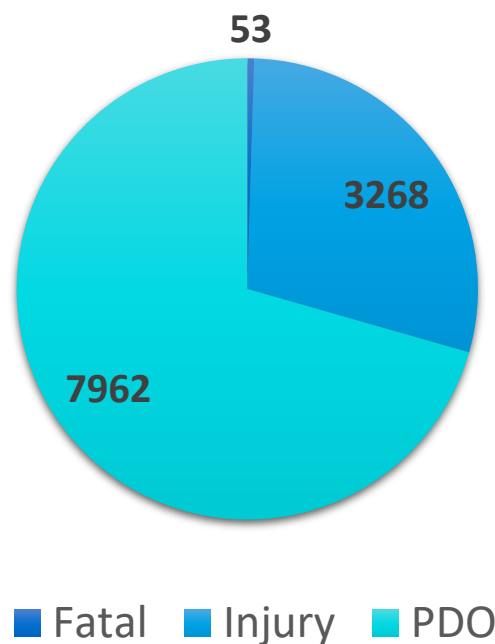
# MPO Per Capita



MPO	Fatalities	Serious Injuries	Non-Motorized Fatalities & Serious Injuries
WAMPO	10.6	39.3	7.7
Lackawanna Luzerne MPO	7.7	31	5.1
Lancaster County MPO	7.9	39.2	6.9
Pasco County MPO	17.1	199.1	21.9

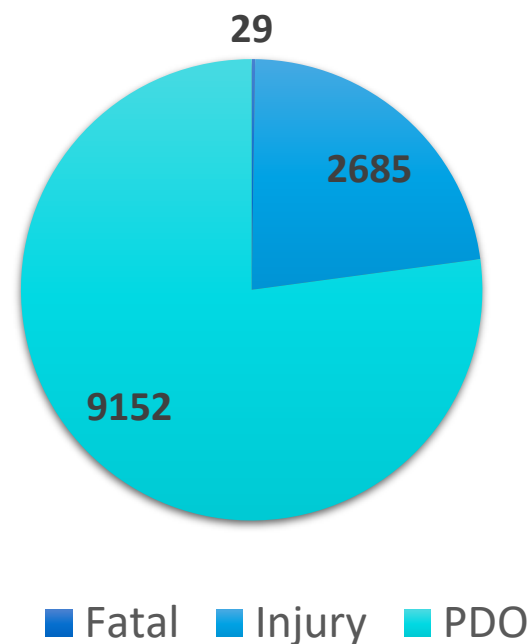
# Sedgwick County v Johnson County Total Crashes

**Sedgwick County Crashes**



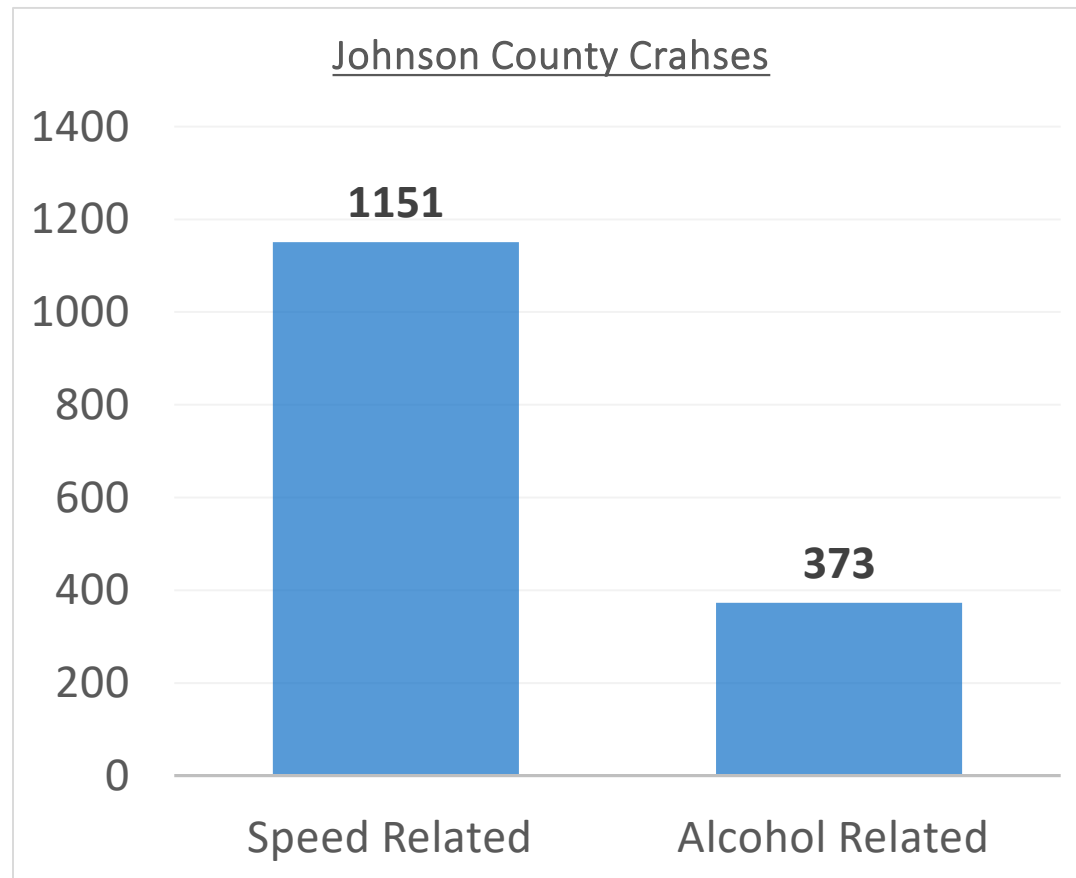
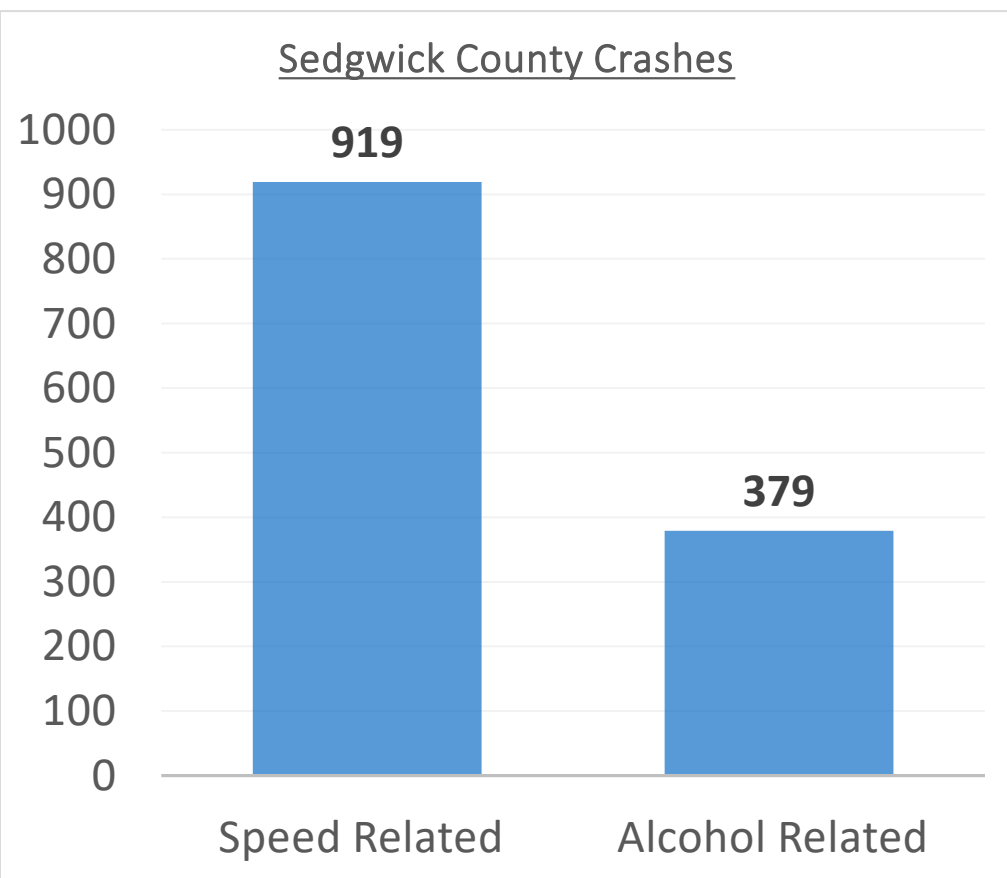
Total- 11,283

**Johnson County Crashes**



Total- 11,866

# Speed and Alcohol Related Crashes



\*2019 KDOT data

# County Demographics

Sedgwick County		Johnson County	
Population	519,042	Population	602,401
Median Household Income	\$59,716	Median Household Income	\$91,771
Median Property Value	\$154,600	Median Property Value	\$290,100
Employed Population	253,334	Employed Population	332,024
Poverty Rate	13.70%	Poverty Rate	5.37%
Median Age	35.8	Median Age	37.8
Degrees Awarded	7,595	Degrees Awarded	6,212

\*2019 City Data



**Agenda Item 3C**  
**Potential Safe Routes to School Planning Project**  
Ashley Bryers, Transportation Planning Manager

## Background

Discussions have occurred regarding potential Safe Routes to School (SRTS) projects at past Safety and Health Committee (SHC) and Active Transportation Committee (ATC) meetings. The February SHC meeting included a presentation on conducting Safe Routes to School planning processes.

WAMPO is currently selecting projects for the FFY2023-FFY2026 Transportation Improvement Program (TIP). WAMPO submitted a Safe Routes to School Planning Assistance project worth \$250,000 (with an 80% federal share of \$200,000) for FFY2024.<sup>1</sup>

On April 25, 2022, the WAMPO Technical Advisory Committee (TAC) recommended that the WAMPO Transportation Policy Body (TPB) approve a project list that includes the Safe Routes to School Assistance project. The Transportation Policy Body will review the recommended projects at their May 10, 2022 meeting. After the projects are approved, the TIP document will be written. Following a 30-day public comment period, the Transportation Policy Body will review the final TIP in late summer/early fall.

The Safe Routes to School Planning Assistance funding would be used to hire consultants to help municipalities (in conjunction with their school districts) develop Safe Routes to School plans, incorporating the 6 E's – Engagement, Equity, Engineering, Encouragement, Education, and Evaluation. The plans will also identify Safe Routes to School routes. Municipalities can then submit projects to WAMPO to improve the identified routes (e.g., with sidewalks, ADA ramps, bikeways, etc.).

WAMPO has not yet determined a process for allocating funding to municipalities to develop Safe Routes to School plans. Such a process will be developed over the next couple of years.

The Safe Routes to School Assistance project is in the early stages, but is looking promising and will be better known once the FFY2023-FFY2026 TIP is approved and staff develops a program to administer the project.

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<sup>1</sup> The Federal Fiscal Year (FFY) is October 1 – September 30. FFY2024 starts on October 1, 2023.