

Transportation Advisory Committee (TAC) meeting notice

Monday, August 24, 2020 at 10:00 am

ONLINE LINK: https://global.gotomeeting.com/join/201174437

Please call us at 316.779.1321 at least 48 hours in advance if you require special accommodations to participate in this meeting.

We make every effort to meet reasonable requests.

Meeting Agenda

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

1. Welcome

2. Regular Business

- A. Approval of August 24, 2020 Agenda
- B. Approval of July 27, 2020 Minutes
- C. Director's Report
 - i. Committee updates
 - ii. 2020 Annual Bicycle and Pedestrian Count Event
 - iii. 2020 UPWP update

3. Public Comments

4. New Business

- A. <u>Update: WAMPO Regional Travel Demand Model Update</u>
 Slade Engstrom (TranSystems) and Sean McAtee (Cambridge Systematics)
- B. <u>Update: WAMPO Regional Freight Plan</u>
 Karyn Page (WAMPO Freight Committee Chair) and Sara Clark (TranSystems)
- C. <u>Update: Safety & Crash Data Review for WAMPO Area State perspective</u> Lisa Hecker (KDOT, Topeka Office, Bureau of Transportation Safety & Technology)

5. Committee Reports/Updates

- A. Regional Freight Committee update, Karyn Page
- B. Safety & Health Committee update, Dr. Elizabeth Ablah

6. Other Business

7. Adjournment

Chad Parasa, TAC Secretary August 17, 2020

Meeting Summary

Transportation Advisory Committee (TAC) Meeting Summary Monday, July 27, 2020 Online via GoToMeeting

Meeting Duration: 1 hour and 5 minutes

Members in Attendance:

Troy Tabor, TAC Chair Elizabeth Ablah, Public Health Jim Weber, Sedgwick County Jolene Graham, Economist Laura Rainwater, REAP Les Mangus, Butler/Sumner

Mary Hunt, Land Use

Other Attendees:

Kristen Zimmerman, WAMPO Tricia Thomas, WAMPO Chris Upchurch, WAMPO Patricia Sykes, WAMPO Michelle Styles, WAMPO

Amanda Aguila-Gonzalez, WAMPO

Ronald Colbert, SCAC Zach McHatton, SCAC

Jack Brown, Regional Pathways

Rene Hart, KDOT Chad Parasa, WAMPO Alejandro Arias, Air Quality

Don Snyder, KDOT

James Wagner, City of Wichita

Brad Shores, JEO

Alan Kailer, Bike Walk Wichita James Wagner, City of Wichita

Kristi Wilson, KDOT

Shawn Mellies, City of Wichita Gary Janzen, City of Wichita Mike Armour, City of Wichita Annette Graham, Coordinated Transit

District #9

Dan Squires, Sedgwick County

Association of Cities

Karyn Page, Kansas Global Trade

Services

Eva Steinman, FTA

Mary Hunt, Land Use, MAPD

Lisa Hecker, KDOT

1. Mr. Tabor called the meeting to order at 10:00 AM

2. Regular Business

A. Approval of July 27, 2020 Agenda

Discussion: None

Action: Moved to approve agenda as presented. Motion passed (18-0).

Motion: J. Weber Second: R. Colbert

B. Approval of June 22, 2020 Minutes

Discussion: None

Action: Moved to approve minutes as presented. Motion passed (18-0).

Motion: J. Weber Second: D. Squires

C. Director's Report

i. Committee Updates -

Safety & Health Committee meeting is scheduled for Wednesday, August 12th at 9:30 AM. Goals and activities of the committees are also on WAMPO's website at https://www.wampo.org/get-involved. Active Transportation Committee meeting is scheduled for Wednesday, September 9th at 9:30 AM. Lisa Hecker from KDOT has provided an update on community traffic safety teams. Ms. Hecker also provided data, particularly crash surveys from all of WAMPO's communities are available at KDOT. National Highway Traffic Safety Administration (NHTSA) grants are available, those interested please email Lisa.Hecker@ks.gov

3. Public Comment Opportunity - None

4. New Business Items

A. Action: 2019 - 2022 Transportation Improvement Program (TIP) Amendment #7, Kristen Zimmerman, Senior Planner, WAMPO

Amendment #7 to the WAMPO 2019 – 2022 Transportation Improvement Program (TIP) is a regularly scheduled Amendment. It is the last scheduled Amendment for this TIP as it expires at the end of September. The recently adopted 2021 – 2024 TIP will take effect on October 1, 2020.

WAMPO's Transportation Improvement Program (TIP) is an on-going program that assigns funding to specific highway, road, bridge, transit, bicycle, pedestrian, and other transportation projects in the region. Inclusion in the TIP is federally required before any federal funds can be made available for use on a project.

The current TIP covers projects that are expected to be active during Federal Fiscal Years (FFY) 2019 thru 2022; it includes 115 projects, totaling \$964 million in estimated cost. The complete project list and additional project information can be found on WAMPO's website at, https://projecttracker.wampo.org/.

Full details of the Amendment Summary is listed below.

2019 - 2022

TRANSPORTATION IMPROVEMENT PLAN Amendment #7



Staff Contact | Kristen Zimmerman, Senior Planner | kristen.zimmerman@wampo.org| 316-779-1319

Public Review & Comment Schedule

ACTIVITY	DATE	LOCATION	31 PURPOSE
PUBLIC REVIEW & COMMENT PERIOD	June 29 thru July 31	Electronic Review: www.wampo.ora Hard copy documents are available upon request. 271 W. Third - 2 nd Floor, Wichita, KS 67202	The general public, partners and stakeholders will have an opportunity to review and comment on the proposed amendments. Comments will be accepted in person, via phone, or in writing. A summary of the comments received will be provided to the TPB prior to final action. Please submit comments to: kristen.zimmerman@wampo.org
Transportation Advisory Committee (TAC) Meeting	Monday, July 27 10:00 AM	271 W. Third - 2 nd Floor, Wichita, KS 67202	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item The TAC is scheduled to make a formal recommendation on the proposed amendment at this meeting.
Transportation Policy Body (TPB) Meeting	Tuesday, August 11 3:00 PM	271 W. Third - 2 nd Floor, Wichita, KS 67202	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item The TPB is scheduled to take formal action on the proposed amendment at this meeting.

WAMPOs public participation process also satisfies Wichita Transit's public participation requirements for their Program of Projects.

Background

WAMPO's Transportation Improvement Program (TIP) is an on-going program that assigns funding to specific highway, road, bridge, transit, bicycle, pedestrian, and other transportation projects in the region. Inclusion in the TIP is federally required before any federal funds can be made available for use on a project.

The current TIP covers projects that are expected to be active during Federal Fiscal Years (FFY) 2019 thru 2022; it includes 115 projects, totaling \$964 million in estimated cost. The complete project list and additional project information can be found on WAMPO's website at, https://projecttracker.wampo.org/.

Amendment #7 requests for changes were accepted for 13 projects. Of these,

- 4 will require formal action
 - 2 requests are to be added to the TIP
 - 2 requests are to make modifications to currently programmed projects
- 9 were administrative changes*
- *Administrative Changes: requested changes include activities like small adjustments in the cost estimate or schedule

Requested Projects are as follows:

Request 1

Project Name: K-42: Sumner/Sedgwick County line to Klongmel (71st St South)

Project Scope: Design: Rehabilitate and add shoulders – it continues down into Sumner County another 7

miles, to K-2

Project Sponsor: KDOT

Estimated Start of Construction: Unknown, in IKE Pipeline for Design

Cost Estimate: \$600,000

Funding Sources: KDOT STP and state match

Request 2

Project Name: replace Bridge #184 on K-15

Project Scope: Design: Project Sponsor: KDOT

Estimated Start of Construction: Unknown, approved for design only

Cost Estimate: \$200,000

Funding Sources: NHPP and state match

Request 3

Change: Cost estimate increased 2x

Project Name: I-135 guardrail upgrade, 37th to 17th

Project Sponsor: KDOT

Estimated Start of Construction: July 2020

Cost Estimate: \$200,000 Funding Sources: HSIP, state PE

Request 4

Change: Cost estimate increased 3x

Project Name: I-135 guardrail upgrade, Pawnee to KTA at 47th

Project Sponsor: KDOT

Estimated Start of Construction: July 2020

Cost Estimate: \$800,000 Funding Sources: HSIP, state PE

The TIP continues to meet federal requirements with this change –

As for WAMPO requirements for TIP Amendments, WAMPO provides a 30-day opportunity for public comment during each TIP Amendment cycle. For this Amendment, it will be open through 7/31, no comments to date. The Amendment is consistent with our current metropolitan transportation plan and is fiscally constrained – both are federal requirements

Action: Moved to recommend approval of 2019 - 2022 Transportation Improvement Program (TIP)

Amendment #7, as proposed, to the Transportation Policy Body. Motion passed (18-0).

Motion: J. Weber Second: D. Squires

B. Update: Research on Bicycle and Pedestrian Crashes in Wichita, Amanda Aguila-Gonzales, Intern staff WAMPO

Discussion: Ms. Aguila-Gonzales presented her research on the Trends in Pedestrian and Cyclists Motor Vehicle Crashes in Wichita, KS. The study shows bicycle and pedestrian crash data from 2008 – 2018.

Research shows that there were 1,818 pedestrian/cyclist motor vehicle crashes reported within the 10 year time period. The study suggests that, on average, 165 pedestrian and bicycle crashes occur each year in Wichita, KS. Study also suggests that the pedestrian and cyclist crash accidents have continued to increase each year. 7 different roadways in the WAMPO area are ranked highest for pedestrian and cyclist accidents. Motor-vehicle crashes involving a pedestrian or cyclist occurred often in pedestrian/cyclist-designated spaces.

Committee recommendations included data being given to WAMPO stake holders so that informed decisions could be in the future, identify and collect data from highest crash intersections and test various safety measures ultimately looking for improvement. T. Tabor suggested that the data be expanded to other communities and updated on a yearly basis by WAMPO staff.

C. Update: Safety Data Review for WAMPO Area, Amanda Aguila-Gonzales, Intern staff WAMPO

Discussion: Ms. Aguila-Gonzales presented her research on the Safety Data Review for WAMPO Area. WAMPO Metropolitan Transportation Plan (MOVE 2040) has documented crash statistics as follows:

PERFORMANCE MEASURE	2014 - 2018	PERFORMA	ANCE MEASUR	E TARGETS
PERFORMANCE MEASURE	AVERAGE	2014 - 2018	2015 - 2019	2016 - 2020
Number of Fatalities	58.6	54	59	66
Rate of Fatalities per 100 million VMT	1.22	1.13	1.22	1.35
Number of Serious Injuries	146.8	138	123	123
Rate of Serious Injuries per 100 million VMT	3.07	2.85	2.4	2.4
Number of Non-motorized Fatalities and Non- motorized Serious Injuries	28.2	35	35	29

Table 1. WAMPO Safety Performance Measures and Targets

Research was done in an expansion of "research on Bicycle and Pedestrian Crashes in Wichita," to encompass all regional areas targeted by WAMPO. Preliminary analysis focuses on fatalities and severe injuries for the WAMPO region geographic area.

Total number crashes reported within the WAMPO regional area between 2008 - 2018 were 134,902. 622 of those crashes resulted in a fatality.

Research is ongoing as data will continue to be collected.

Committee recommends to further analyze crash statistics by time of day. Committee recommendations also include that WAMPO continue develop data that can be used by the member communities.

5. Committee Reports/Updates

A. Regional Freight Committee update, Karyn Page

Regional Freight Committee meeting is scheduled for Tuesday, July 28th at 9:30 AM. Ms. Page updated the board and noted the freight committee was making progress and working with TranSystems to find a long term plan for freight movement. K. Page reminded TAC members that they are still looking for committee members and not only interested in big companies that are large movers. The freight committee is interested in hearing from small business manufacturers as well.

- 6. Other Business None
- 7. Meeting was adjourned at 11:05 AM

Next Meeting will be held August 24, 2020 at 10:00 AM via GoToMeeting: https://global.gotomeeting.com/join/201174437



Background

In preparation of data coordination and coordination of planning activities, for developing next WAMPO Metropolitan Transportation Plan, WAMPO staff has developed regional committees:

- Safety & Health Committee
- Active Transportation Committee

Activities of Safety & Health Committee:

Safety & Health Committee Kickoff meeting took place on Wednesday August 12, at 9:30 AM to 10:30 AM. Safety & Health Committee Chair Dr. Elizabeth Ablah will be presenting an update. Next Safety & Health Committee meeting scheduled on November 4th Wednesday 9:30 AM.

WAMPO staff are working with technical staff of cities and towns in the region, as well as with the public who have technical knowledge on the data related to safety. The primary activities of this committee will be updating regional technical report on Safety and Health. This committee will review and update the regional data. This committee will update technical report through discussions on

- Safety of all modes of transportation
- Updating Safety & Health Data Reports
- Environment Air Quality, ozone
- Strategies for Reducing Crashes in our Region
- Develop Educational Awareness Tools
- Explore new initiatives such as Vision-Zero Goals

Activities of Active Transportation Committee:

WAMPO staff will work with technical staff of cities and towns in the region, as well as with the public who have technical knowledge on the data related to Ped/Bike/Trails infrastructure. The primary activities of this committee will be updating regional technical report on Ped/Bike/Trails infrastructure. This committee will review and update the regional data and mapping. This committee will update technical report through discussions on

- Inventory of Bike/Ped/Trails infrastructure.
- Review of regional Bike/Ped/Trails plans.
- System Connectivity in our Region. Identifying gaps, prioritizing proposed improvements through Inter-agency cooperation.
- Inventory of existing facilities including: on street & off street bike lanes, multi use paths, as well as parking
- Prioritize Regional Corridors. Integration with Transit Network.

Safety

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Who can become a Committee Member:

- Technical staff of cities and local jurisdictions, or anyone who have technical knowledge on the data. Those who would like an opportunity to coordinate work at a regional scale.
- To volunteer or recommend a member for one of these committees, please contact Chad Parasa at 316-779-1320, or email Chad.Parasa@wampo.org

Meetings/Schedules:

- Active Transportation Committee Kickoff meeting scheduled on Wednesday September 9, at 9:30 AM to 10:30 AM
- Safety & Health Committee next meeting scheduled on Wednesday November 4, at 9:30 AM to 10:30 AM
- Subsequent Meetings schedule will be determined by the committee, whether it is once in two months or quarterly meetings, between years 2020 and 2023.

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2020 Annual Bicycle & Pedestrian Count Event

VOLUNTEERS NEEDED

September 24 & 26, 2020

Help us gather data to show how valuable our regional bicycle and pedestrian resources are!

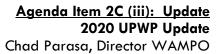
2020 Volunteer Opportunities:

Thursday, September 24th from 5:00 to 7:00 p.m. Saturday, September 26th from Noon to 2:00 p.m.

Register online at:
www.wampo.org/bicycle-pedestrian

For more information email tricia.thomas@wampo.org or call 316-779-1318







Background

Year 2020 UPWP (Unified Planning Work Program) documents WAMPO staff activities and tasks planned in the year 2020, and the corresponding budget estimates for each of those activities and tasks. This 2020 UPWP tasks and budget estimates prepared in November 2019.

Update:

WAMPO staff activities and tasks progressed in the year 2020. Some changes in allocation of budget on certain tasks also occurred, 2020 UPWP will be revised accordingly. Staff will provide an update on revised 2020 UPWP budget, during the next TAC meeting.

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Agenda Item 4A: Travel Demand Model Update Slade Engstrom (TranSystems) and Sean McAtee (Cambridge Systematics)



Background:

Transportation projects can take many years to build, and once built, they remain part of our transportation system for decades. This means that when designing projects and choosing which projects to invest in, we are really building not just for today's conditions, but for conditions years or decades in the future. To help us predict what conditions on the system will be like in twenty years, WAMPO maintains a Travel Demand Model (TDM). We can use the model to help predict where we might need more capacity (and where existing capacity will be sufficient), to look at what the impact of a project will be on the broader transportation system, and to model at the impact of future growth and development.

Fundamentally, the model starts with data on where people live and where we think they'll live in the future, how many trips they take, where they travel to for work and other trips, and what transportation options are available in terms of modes and routes. Using all this information, the model predicts where and how people will travel and what impact this will have on the transportation system in terms of congestion.

WAMPO recently carried out an update to our travel demand model. The model was last updated around 2012 and there has been considerable development in the region since then. The update focused on the demographic data (where people live now, and where we think they'll live in the future) and employment data (where people work now and where we think they'll work in the future). We also updated the future projects to match what was included in Reimagined MOVE 2040, our new Metropolitan Transportation Plan.

Two of the consultants who worked on the model update, Slade Engstrom of TranSystems and Sean McAtee of Cambridge Systematics, will present an overview of the updated model.

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Agenda Item 4B: Regional Freight Plan Update Karyn Page, Freight Committee Chair and Sara Clark (TranSystems)



Background:

Transportation System serves movement of people as well as movement of goods.

Goods movement or freight is becoming increasingly important due to the changing online shopping trends and patterns. Freight movement is also becoming more reliable during the times of health-crisis situations such as Covid-19.

WAMPO Regional Freight Plan study is currently progressing with an active involvement by WAMPO Freight Committee, TranSystems staff, as well as WAMPO staff.

Many components of Freight movement are studied, the following are a high level summary:

- Commodity Flows in the Region
- Freight Movement Network
- Freight Trends
- Technology its evolution
- Infrastructure Conditions, Bridges and pavements
- Policy & Planning
- Interagency Coordination

Karyn Page, Freight Committee Chair and Sara Clark of TranSystems, will present an overview of the updated Freight Plan.

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Agenda

I. Introduction

- Project Team
- Planning Process
- Role of Freight Committee

2. Existing Conditions

- Existing Plans & Documents
- Commodity Flows
- Freight Network
- Freight Trends

3. Needs Analysis

- Highway Infrastructure
- Multimodal Infrastructure

4. Recommendations

- Policy & Planning
- **Priority Actions**

Freight Plan Purpose

The regional freight plan positions the region to have manageable actions to move through the transportation decision-making process in the pursuit of implementation of forward-facing freight and freight-benefitting projects.

Project Team

TranSystems

- Slade Engstrom, PE
- Sara Clark, PE
- Deanne Winkelmann, AICP
- Brett Letkowski, PE

Cambridge Systematics

- Elizabeth Welch, PE
- Elaine McKenzie, PhD

WAMPO

- Chad Parasa, PE, PTOE
- Kristen Zimmerman
- Chris Upchurch, PhD
- Bethany Phelps

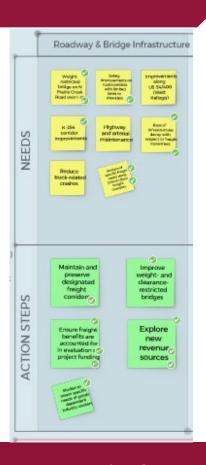
Planning Process

Task	J	F	М	Α	М	J	J	Α
National and Regional Freight Trends								
Infrastructure and Economic Conditions								
Needs Analysis and Priority Areas								
Implementation Plan and Action Steps								\swarrow
Public and Stakeholder Engagement								

Freight Committee

Committee Overview

- Karyn Page, Kansas World Trade, Chairperson
- Heather Alexander, Spirit Aerosystems
- Casey Harbour, WATCO Companies
- Craig Bay, Kyodo Yushi Manufacturing Americas
- Les Mangus, City of Andover
- Ronald L. Colbert Sr., City of Valley Center
- James Wagner, City of Wichita
- Adrienne Korson, Greater Wichita Partnership
- Andrew Nave, Greater Wichita Partnership
- Javier Ahumada, Federal Highway Administration
- John Maddox, Kansas Department of Transportation
- Mike Moriarty, Kansas Department of Transportation
- John Oswald, Wichita Airport Authority
- Valerie Wise, Wichita Airport Authority
- Kurt Yowell, MKEC Engineering Inc.
- Brad Shores, IEO Consulting



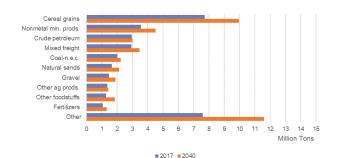
Existing Documents

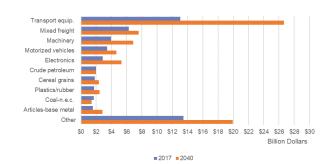
Freight-Related Documents

- WAMPO Freight Plan (2010)
- WAMPO Railroad Crossing Plan (2007)
- Wichita Railroad Master Plan (2013)
- Kansas Statewide Freight Plan (2017)
- Regional Export Plan (2017)
- Regional Growth Plan (2018)

Commodity Flows

- In 2017, 34 million tons of freight valued at \$52 billion moved
- By 2040, 43 million tons valued at \$82 billion is expected.
- This is an increase of 29 percent by tonnage and 58 percent by value.





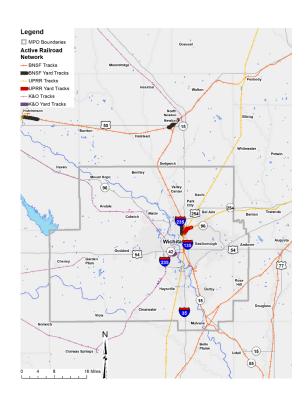
Highway

- 440 miles on regional freight network
- 90% of regional freight movement in, out, an through region by truck
- ▶ I-35 carries most over-size/over-weight traffic in Kansas



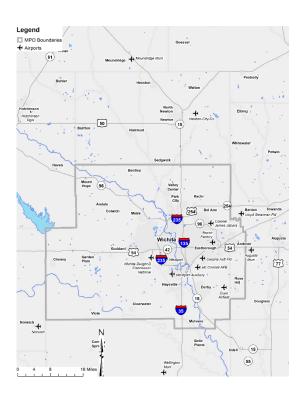
Railroad

- Four railroads operate 175 miles of track
- K&O recommended for weight capacity upgrade
- Candidates for grade separation, crossing consolidation, and warning device upgrades



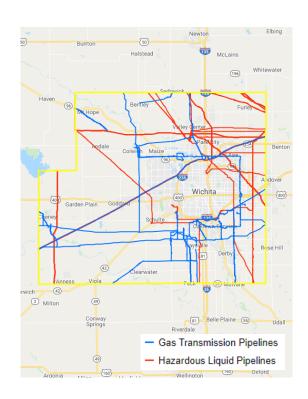
Airports

- Eight public airports and one military airfield
- ICT only facility equipped to handle substantial freight volumes
- McConnell AFB primarily refueling and airlift operations



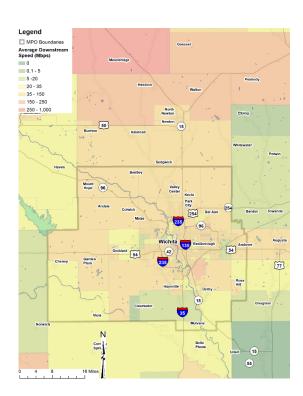
Pipelines

- Few pipelines with limited commodity movement
- Existing pipelines primarily provide fuel to McConnell AFB



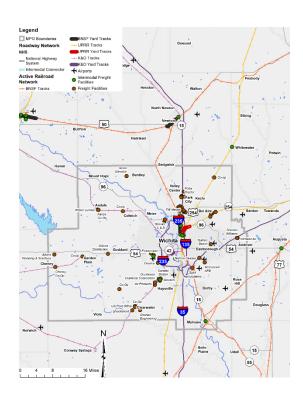
Broadband

- Supports modern business, particularly advanced manufacturing with global supply chains
- Average downstream speeds of at least 20 megabits per second



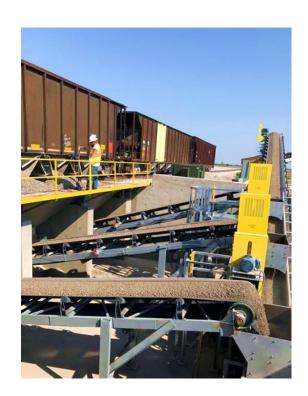
Freight Facilities

- Aerospace and agricultural sectors are critical
- ▶ 53% of manufacturing employment related to aviation/aerospace
- Two of the largest privately-held agriculture businesses



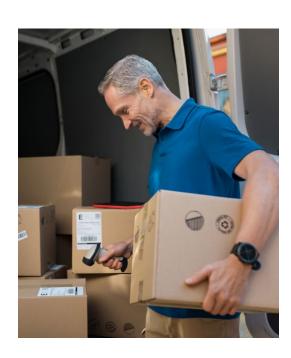
Freight Trends

- **E-commerce** likely to continue to disrupt freight delivery systems
- Resilient transportation systems needed for economic strength
- Transload services offer long-haul economies with direct service by truck



Freight Trends

- **Smart & Dedicated Infrastructure** use technology to improve transportation
- **Private Sector Vehicle Technology** like CAV or UAS improve safety and optimize freight efficiency
- **Delivery & Distribution** Advances impact shipping patterns
- Freight Technology & Data sharing benefits public and private sector



Needs Analysis

- **Congestion** related to highway interchange bottlenecks
- Total and fatal **crashes** involving commercial vehicles trending down
- Few bridge restrictions in region
- Truck parking should be monitored with ELD and increase shipments
- Rail access for heavier and transload shipments
- Air Cargo facilities and customs processing important for region



Implementation Steps

- **Continued Collaboration** needed to implement priority actions
- **Local Assistance Planning** to partners for research and best practice assistance
- **Collaboration & Training** important for partners
- **Regional Committee Work** through designated and ad-hoc regional discussions to implement Plan



Priority Actions

	Action	Role	Time Period	Success Indicator	
МРО	Ensure freight accounted for in project evaluation	Lead	Annual	Freight and freight-benefitting projects selected	
Σ	Maintain current freight data to inform decision-making	Lead	On-going	Data storage solutions in place	
ay and dge	Maintain and preserve nationally and locally designated freight corridors	Lead	On-going	Maintain or increase investment level in freight infrastructure	
Roadway and Bridge	Improve weight-restricted bridges	Support	On-going	Continuous improvement in bridge ratings	
ongestion and Bottlenecks	Improve highway interchanges to reduce bottlenecks	Support	On-going	Maintain or increase investment level in freight infrastructure	
Congestion Bottlened	Develop strategies to reduce peak- hour goods movement	Lead	Mid-term	Investigation completed and strategies in action	

Priority Actions

	Action	Role	Time Period	Success Indicator
Truck	Develop solutions to truck parking	Support	Mid-term	Inventory completed, Solutions in place
그	Expand TPIMS solutions	Support	Mid-term	Projects deployed
Rail	Reduce conflicts at priority highway- rail crossings	Support	On-going	Continuous decline in conflicts
Ž	Evaluate need for transload facilities	Support	On-going	Evaluation complete
Air	Maintain and expand air cargo facilities	Support	On-going	Maintain or grow market share and air cargo volumes
■	Consider a new customs facility	Support	On-going	Facility in place
Use	Identify non-highway corridors for last-mile improvements	Support	On-going	Corridor Identification complete, projects complete
Land Use	Continue to grow established industries while leveraging new opportunities	Support	On-going	Growth in number of industrial employees

Priority Actions

	Action	Role	Time Period	Success Indicator
Partnerships	Engage with the Heartland Freight Technology Plan	Partner	Project duration	Plan adoption and implementation of recommendations
Partne	Improve weight-restricted bridges	Support	On-going	Continuous improvement in bridge ratings
87	Engage with State on Connected and Autonomous Vehicle (CAV) policy	Support	On-going	Continuous review of policy to ensure technology is integrated
Technology	Support establishment of a MPO technology working group	Advocate	On-going	Working group established; Forum for idea sharing
Tec	Respond to changes in industrial automation	Support	On-going	Successful deployment or pilot testing in the region



Regional Freight Plan



Background:

Safety of Transportation System is an important consideration when making decisions on transportation investments.

WAMPO staff is currently updating data on safety of the transportation system. WAMPO staff also developed Safety performance measures by monitoring data on crashes such as fatalities and serious injuries.

Kansas State DOT also is developing data collection, maintenance and sharing data with MPO's.

State perspective on how crash data trends are occurring throughout the state is a valuable perspective. As an example the following table illustrates a summary of crash trends by County in Kansas.

County Comparison

County	Population	Fatal Crashes		Crashes		Seat Belt Use	
		2017	2018	2017	2018	2018	2019
Sedgwick	516,042	56	65	11,226	11,606	89%	89%
Johnson	602,401	30	21	11,421	11,479	96%	94%
Wyandotte	165,429	28	20	1,381	4,837	92%	93%
Shawnee	176,875	15	16	4,486	4,522	87%	95%
Douglas	122,259	10	6	2,954	3,055	95%	95%
Leavenworth	81,758	8	12	1,400	1,353	90%	90%

Population numbers are from census.gov and estimates from July 1, 2019.

Lisa Hecker (KDOT, Topeka Office, Bureau of Transportation Safety & Technology), will present a state perspective of crash data in the WAMPO Region.

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Safety & Crash Data for WAMPO

Lisa Hecker
Program Consultant
Kansas Department of Transportation
Bureau of Transportation Safety
lisa.hecker@ks.gov





- ➤ In Kansas, five out of every six motor vehicle crashes are the result of driver error. That's about 83 percent.
- ➤ The other 17 percent are caused by something the driver cannot control, such as the weather or an animal running into the road.
- Driver error is the cause of 95 percent of all fatal crashes.

Sedgwick County

Motor Vehicle Crash Summary (2015-2019)

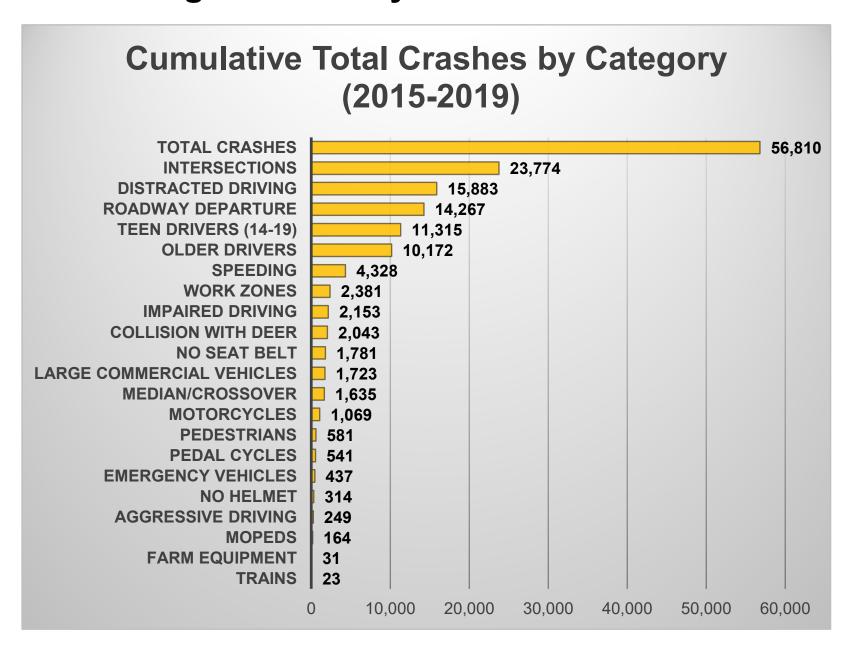
CRASHES

Total 56,810
Fatal 271
Serious injury 679
Minor injury 7,017
Possible injury 8,504
PDO* 40,339

PEOPLE

Fatalities 291
Serious injuries 788
Minor injuries 9,409
Possible injuries 12,692



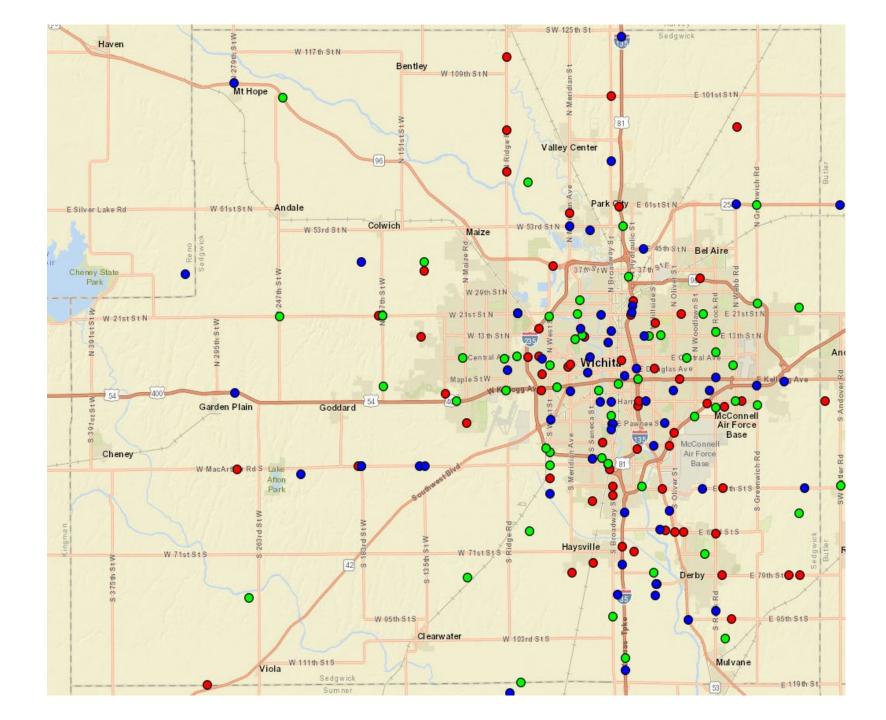


Sedgwick County Fatal Crashes

2016 BLUE

2017 GREEN

2018 RED



Motor Vehicle Crash Summary US-54 in Sedgwick County

		CRAS	PEC	PLE		
Year	Total	Fatal	Injury	PDO*	Deaths	Injuries
2015	922	2	253	667	2	359
2016	775	1	231	543	1	326
2017	774	2	202	570	2	350
2018	730	1	195	534	1	282
2019	751	3	211	537	3	314
Total	3,952	9	1,092	2,851	9	1,631

City of Wichita

Motor Vehicle Crash Summary (2015-2019)

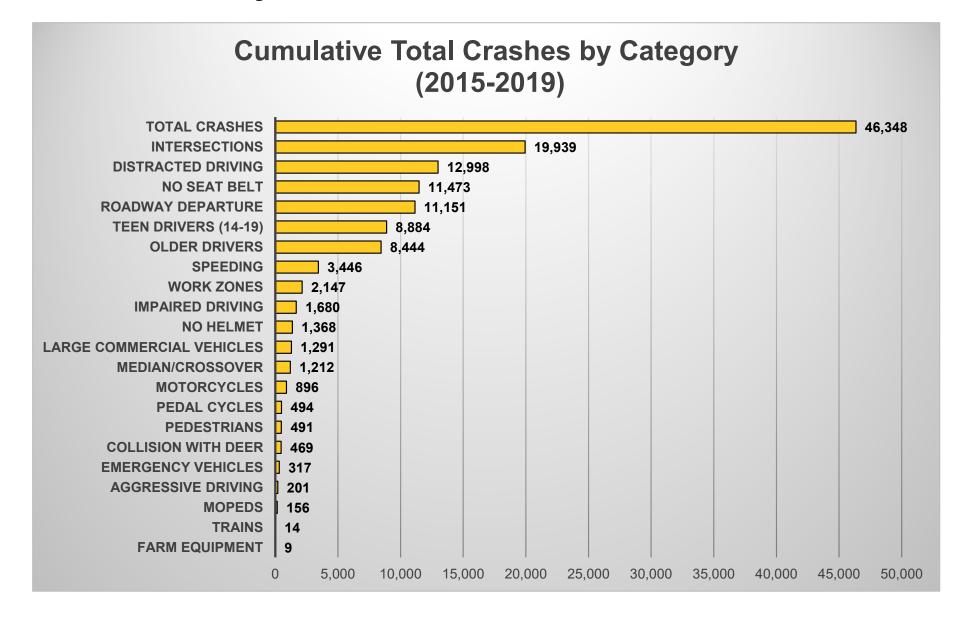
CRASHES

Total 46,348
Fatal 175
Serious injury 512
Minor injury 5,896
Possible injury 7,187
PDO* 32,578

PEOPLE

Fatalities 181
Serious injuries 591
Minor injuries 7,873
Possible injuries 10,601

* Property damage only



City of Andover

Motor Vehicle Crash Summary (2015-2019)

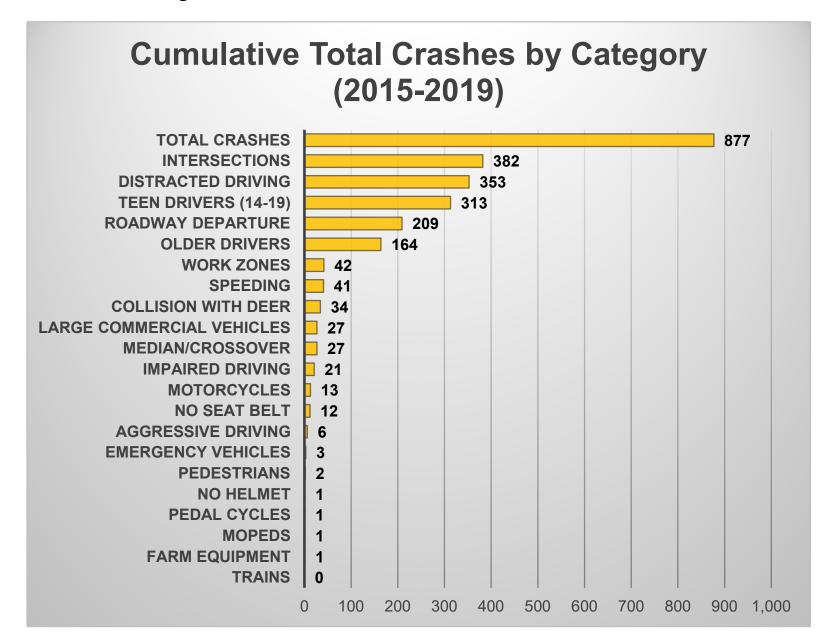
CRASHES

Total 877
Fatal 1
Serious injury 4
Minor injury 62
Possible injury 85
PDO* 725

PEOPLE

Fatalities 1
Serious injuries 4
Minor injuries 77
Possible injuries 127

* Property damage only



City of Mulvane

Motor Vehicle Crash Summary (2015-2019)

CRASHES

Total 241

Fatal 2

Serious injury 1

Minor injury 31

Possible injury 30

PDO* 177

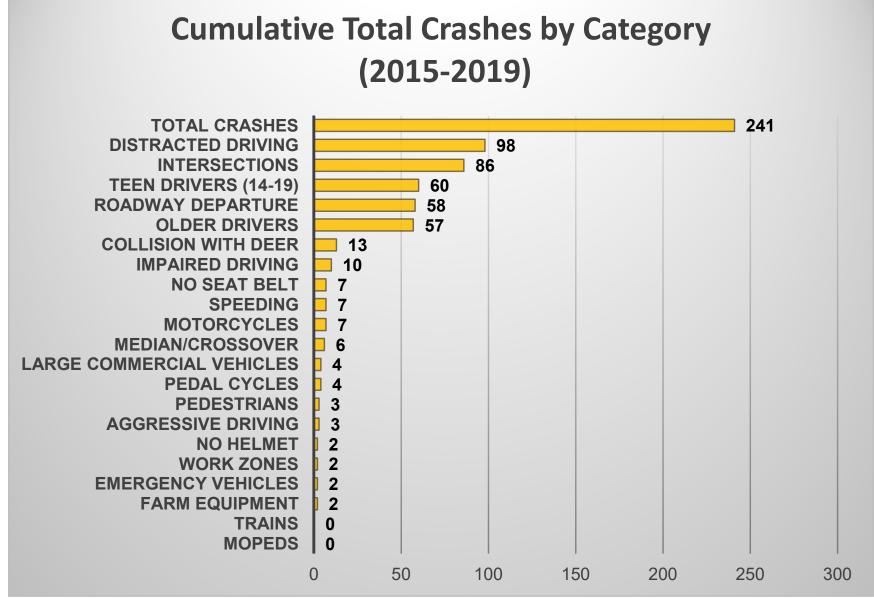
PEOPLE

Fatalities 2

Serious injuries 1

Minor injuries 34

Possible injuries 51



^{*} Property damage only

County Comparison

County	Population	Fatal Crashes		Crashes		Seat Belt Use	
		2017	2018	2017	2018	2018	2019
Sedgwick	516,042	56	65	11,226	11,606	89%	89%
Johnson	602,401	30	21	11,421	11,479	96%	94%
Wyandotte	165,429	28	20	1,381	4,837	92%	93%
Shawnee	176,875	15	16	4,486	4,522	87%	95%
Douglas	122,259	10	6	2,954	3,055	95%	95%
Leavenworth	81,758	8	12	1,400	1,353	90%	90%

Population numbers are from census.gov and estimates from July 1, 2019.