



Agenda Item 4B: Action
2023 Transit Safety Targets

Ashley Bryers, Transportation Planning Manager

Executive Summary

MPOs are required to set performance measures for roadway safety (PM1), pavement and bridge condition (PM2), system performance, and freight movement (PM3), transit asset management (TAM), and transit safety. It is proposed that WAMPO support Wichita Transit's 2023 Transit Safety Targets that were set on December 29, 2022, by Wichita Transit staff. The targets are the same as the 2022 targets because there have not been any more changes to their routes, ridership, or equipment. The TAC recommended approval of the 2023 Transit Safety Targets for the WAMPO region at their July 24th meeting.

Background

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly issued a Planning Rule that establishes various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance, and freight movement (PM3), transit asset management (TAM), and transit safety. State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are required to set targets for the various federal performance measures.

Transit Safety Targets

Under the FTA's Public Transportation Agency Safety Plan (PTASP) rule, applicable transit agencies are required to develop safety plans that define how those agencies will implement Safety Management Systems (SMSs). These plans are required to include targets for performance measures defined in the National Public Transportation Safety Plan, which relate to fatalities, injuries, safety events, and system reliability. MPOs are federally required to set performance targets for these transit safety performance measures for their regions, in coordination with transit agencies and state governments. These requirements acknowledge the collaborative relationships needed to manage safety risks in transit systems.

Wichita Transit set Transit Safety Targets in 2022. They are utilizing the same targets in 2023 because there have not been any major changes to their routes, ridership, or equipment. These targets were selected by Transit staff on December 29, 2022.



**Agenda Item 4B: Action
2023 Transit Safety Targets**

Ashley Bryers, Transportation Planning Manager

Table 1: 2023 Transit Safety Targets

Mode of Transit Service	Fatalities	Fatalities/ 100k VRM**	Bus Driver Injuries	Bus Patron Injuries	Facility Injuries	Injuries /100k VRM**	Safety Events	Safety Events/ 100k VRM**	VRM**/Major System Failure
Fixed route	0	0				0.05	39	1.84	4,117
Paratransit	0	0				0.00	9	1.40	78,600
Micro-transit*									
Vanpool*									

*Transit modes are currently under pilot contracts for potential development but not utilized.

**VRM = Vehicle Revenue Miles

TAC Recommendation

Recommend the TPB approve the 2023 Transit Safety Targets for the WAMPO region, as presented.

Action Options

- » **Approve** the 2023 Transit Safety Targets for the WAMPO region, **as presented**.
- » **Not approve** the 2023 Transit Safety Targets for the WAMPO region.
- » **Approve** the 2023 Transit Safety Targets for the WAMPO region, **with specific changes**.