

# Transportation Policy Body (TPB) Meeting Agenda



Tuesday, September 14<sup>th</sup> at 3:00 pm

<b>Location =</b>	<b>271 W. 3rd Street, Ste. 203 (2<sup>nd</sup> Floor), Wichita, Kansas 67202</b>
<b>Or Online =</b>	<b><a href="https://global.gotomeeting.com/join/272148357">https://global.gotomeeting.com/join/272148357</a></b>

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

## Meeting Agenda

	Page Numbers (in this packet)
<b>1. Welcome</b>	
<b>2. Regular Business</b>	
A. Approval of September 14, 2021 Agenda	Page 1
B. <a href="#">Approval of August 10, 2021 Meeting Minutes</a>	Pages 2 to 4
C. TPB Chairman's Report	
i. Director's Report	
• <a href="#">Overview &amp; Updates</a>	Pages 5 to 8
• <a href="#">Bike Ped Counts – September 23 &amp; 25</a>	Page 9
<b>3. Public Comments</b>	Page 10
<b>4. New Business</b>	
A. <a href="#">Update: Transportation System Safety Improvement – Vision Zero</a> Nick Flanders, Jordan Silvers, Kathryn Chambers, and Chad Parasa, WAMPO	Pages 11 to 17
B. <a href="#">Update: City of Wichita's Land-use &amp; Transportation Growth and its plans to connect with the Region</a> Scott Wadle, City of Wichita	
<b>5. Committee &amp; Partnership Updates</b>	
A. Executive Committee	
B. Committees: Active Transportation (Alan Kailer & Jack Brown); Safety & Health (Dr. Elizabeth Ablah)	
C. KDOT, Wichita Metro	
D. KDOT (Kansas Department of Transportation)	
E. FHWA (Federal Highway Administration)	
<b>6. Other Business</b>	
<b>7. Adjournment</b>	
<b>WAMPO TPB Roster</b>	Page 18
<b>WAMPO TPB Meetings for the year 2021</b>	Page 19

Chad Parasa, TPB Secretary  
September 7, 2021



**Meeting Summary**  
**Transportation Policy Body (TPB) Meeting Summary**  
**Tuesday, August 10<sup>th</sup> @ 3:00 PM**  
**Hybrid Meeting**

**Meeting Duration:** 57 minutes

**Members in Attendance:**

David Dennis, Chair, Sedgwick Co.  
Bruce Armstrong, Haysville  
Jim Benage, Bel Aire  
Jared Cerullo, Wichita  
Cindy Claycomb, Wichita  
Ronald Colbert, Valley Center  
Bryan Frye, Wichita  
Tom Hein, KDOT

Jack Hezlep, Derby  
Jim Howell, Sedgwick Co.  
Tom Jones, Park City  
Hunter Larkin, Goddard  
Sarah Lopez, Sedgwick Co.  
Pete Meitzner, Sedgwick Co.  
Mike Moriarty, KDOT  
Warren Porter, Rose Hill

Terry Sommers, SCAC  
Troy Tabor, Andover  
Becky Tuttle, Wichita  
Dan Woydziak, Butler Co.  
**Alt.**  
Will Black, Haysville  
Brent Clark, Valley Center

**Other Attendees:**

Rick Backlund, FHWA  
Kathryn Chambers, WAMPO  
Cecelie Cochran, FWHA  
Nick Flanders, WAMPO  
Sean Fox, Park City  
Danielle Gauna, WAMPO  
Michael Gerber, BKD  
Rene Hart, KDOT  
Gary Janzen, Wichita

Alan Kailer, Bike Walk Wichita  
Tony Martinez, Haysville  
Matt Messina, KDOT  
Lynn Packer, Sedgwick Co.  
Chad Parasa, WAMPO  
Kelly Rundell, Hite, Fanning &  
Honeyman LLP  
Paul Schiffelbein, MAPD  
Teresa Seymour, BKD

Brad Shores, JEO  
Jordan Silvers, WAMPO  
Patty Sykes, WAMPO  
James Wagner, Wichita  
Jim Weber, Sedgwick Co.  
Kristi Wilson, KDOT  
Kristen Zimmerman, PEC

**1. Mr. Dennis called the meeting to order at 3:00 PM.**

**2. Regular Business**

**A. Approval of August 10<sup>th</sup>, 2021 Agenda**

Discussion: None

Action: Moved to approve agenda as presented. Motion passed (20-0).

Motion: D. Dennis

Second: J. Benage

**B. Approval of July 13<sup>th</sup>, 2021 Minutes**

Discussion: None

Action: Moved to approve minutes. Motion passed (20-0).

Motion: D. Dennis

Second: B. Armstrong

**C. TPB Chairman's Report**

**i. Director's Report**

**Overview**

Chad Parasa, WAMPO director, explained TPB-related WAMPO activities, which typically include planning for both short-range and long-range transportation plans and administration of WAMPO operations, as well as how the upcoming presentations fit into these categories.

**HIP Federal Funds Call for Projects**

\$683,064 of HIP funds have been allocated specifically for the WAMPO region in FFY2020, which must be obligated by September 30<sup>th</sup>, 2023 and spent by September 30<sup>th</sup>, 2028. An additional \$556,717 has been allocated specifically for the WAMPO region for FFY2021, which must be obligated by September 30<sup>th</sup>, 2024 and spent by September 30<sup>th</sup>, 2029. The total funds available are \$1,239,781. These funds

may be used on separate or the same projects and are available immediately for obligation. WAMPO is currently accepting applications for projects already in the TIP with costs greater than what already-authorized funds cover, and projects in the MTP that did not make it into the TIP. The deadline for applications is August 31<sup>st</sup>, 2021.

**Bike Ped Counts—September 23 & 25**

Kathryn Chambers gave a call to action for volunteers for WAMPO’s upcoming annual bike and pedestrian count.

**3. Public Comment Opportunity – None**

**4. New Business**

**A. Action: 2021-2024 TIP (Transportation Improvement Program) Amendment #4**

Amendment #4 is composed of five administrative adjustments and two new projects that require formal action. All projects have passed the public comment and review period, and are consistent with the current MTP and are fiscally constrained.

WAMPO I.D.	Amendment or Adjustment	Project Name
ITS-21-01	Amendment	Install Fiber along US-54 in Sedgwick County
S-21-01	Amendment	1R Project: I-235 in Sedgwick County Guardrail Upgrades
R-19-08	Adjustment	North Main Street Reconstruction
INT-19-04	Adjustment	K-254 at Rock Road
S-19-06	Adjustment	Guardrail Upgrades on K-96 in Sedgwick County
40-576	Adjustment	KDOT Bridge Set Aside projects in the WAMPO Region 2022
40-514	Adjustment	WAMPO Travel Demand Model Update

Action: Moved to approve amendment as presented. Motion passed (20-0).

Motion: D. Dennis

Second: B. Armstrong

**B. Action: BKD Audit Contract**

BKD has been selected to do audits for the next three years. Planning will begin each December and reports will be available in March the following year. The methodology will be consistent with the standards for states, local governments, and nonprofit organizations. The three-year cost is \$85,835.

Action: Moved to approve contract as presented. Motion passed (20-0).

Motion: D. Dennis

Second: J. Hezlep

**C. Update: City of Haysville’s Land-use & Transportation Growth and its plans to connect with the Region**

Will Black and Tony Martinez, Haysville’s chief city administrative officer and director of public works, respectively, presented on the city of Haysville. New residential lots with enough space for 500 homes have been platted at Meridian and 79<sup>th</sup>. As Haysville’s residential sector grows further westward, the city is keen to connect with the city of Wichita. The main roads servicing Haysville

include Meridian, Broadway, and Seneca. Seneca is called Main St. for the part that runs through Haysville proper and is currently being reconstructed from Grand Avenue to the Valley Center Floodway Bridge. Haysville's long-term goal is eventually to connect all housing areas, including Timber Creek, Suncrest, and Ward IV, via bicycle and pedestrian routes and bring them to Wichita city limits.

D. **[Update: City of Park City's Land-use & Transportation Growth and its plans to connect with the Region](#)**

Sean Fox, Park City city administrator, presented on Park City, which is home to a new Amazon fulfillment center, scheduled to open around September/October in time for the holiday season. Amazon is expected to create 700-800 full-time jobs, with employment rising to 1,100-1,500 seasonally. Another major project underway in Park City is the 61<sup>st</sup> Street North Improvements, for which construction began in March 2021. This project is an example of the new design standards Park City is hoping to implement with all of their future projects.

**5. Committee & Partnership/Updates**

A. **[Executive Committee – None](#)**

B. **[Active Transportation Committee](#)**

The next Active Transportation Committee meeting will be held on September 1<sup>st</sup>, 2021 at 9:30 AM.

C. **[KDOT, Wichita Metro](#)**

Multiple KDOT projects, including NB I-35 and K-96, are slated to be completed soon.

D. **[KDOT](#)**

KDOT has set Local Consult meeting dates to meet with stakeholders and discuss regional transportation needs. The Wichita event will be held on September 9<sup>th</sup> at 9:30 AM at the Hughes Metroplex. Rene Hart is moving on within KDOT and the primary KDOT/MPO coordinator in the interim will be Kristi Wilson.

E. **[FHWA](#)**

At the time of meeting, the Senate had passed the Infrastructure Investment and Jobs Act that included reauthorization funding.

**6. Other Business – None**

**7. Meeting adjourned at 3:57 PM.**

**Next Meeting will be held on Tuesday, September 14, 2021 at 3:00 PM.**



## Background

WAMPO staff's discussions, with WAMPO Executive Committee and TPB Chair Commissioner Dennis, evolved into "How can WAMPO Region attain a Unified Vision in the development of Regional Metropolitan Transportation Plan (MTP)". This resulted into discussions with local jurisdictions on its growth & efforts to connect regionally. Regional Metropolitan Transportation Plan (MTP) is due in May 2025.

## "City/Jurisdiction connecting with the Region":

Presentation (15 minutes + or -) from City/Jurisdiction regarding the following topic "City/Jurisdiction/Agency connecting with the Region". The topic can be subdivided as follows:

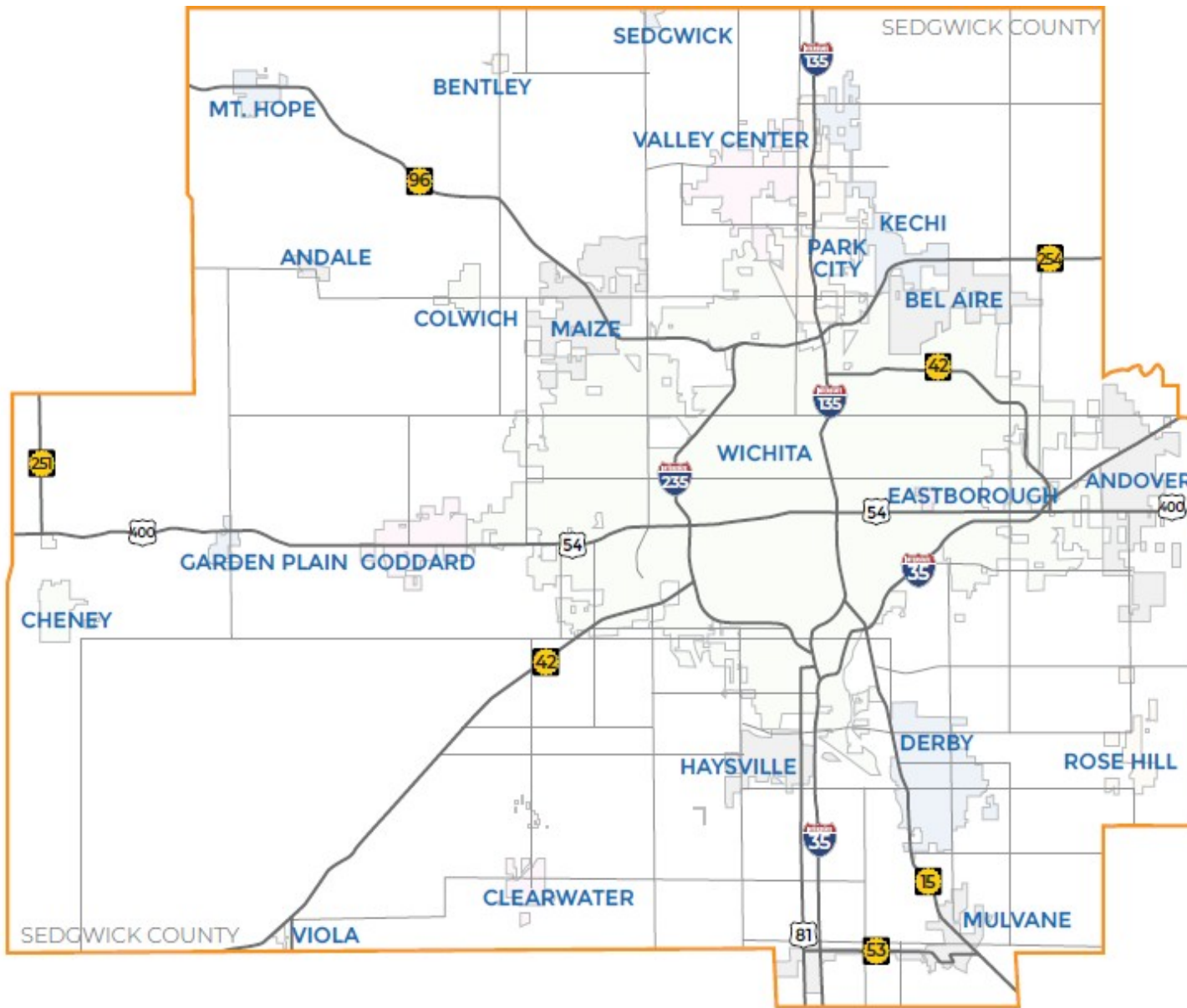
1. Growth Patterns (Population, Housing, Jobs, 'employment centers in & around – commuting patterns from City/Jurisdiction/Agency')
2. Transportation Projects Improvements planned
3. Plans to tie "Growth Patterns" & "Transportation Projects Improvements" regionally.

Perhaps any of planning staff or engineering staff or anyone or your team, can present this topic.

<b>SCHEDULE</b>		
TPB MEETING DATE	JURISDICTION (2019 Population)	Notes
2021/03/09	<b>Maize</b> (4,934)	<a href="https://www.youtube.com/watch?v=JfJGkIDC8Dc">https://www.youtube.com/watch?v=JfJGkIDC8Dc</a> Maize presentation starts at 24:35 and ends at 44:40
2021/04/13	<b>Derby</b> (38,753)	<a href="https://youtu.be/dzWX0wIKogk?t=1209">https://youtu.be/dzWX0wIKogk?t=1209</a> Derby presentation starts at 20:09 and ends at 40:30
2021/05/11	<b>Bel Aire</b> (8,300)	<a href="https://youtu.be/WIE5Av9B04c?t=493">https://youtu.be/WIE5Av9B04c?t=493</a> Bel Aire presentation starts at 8:10 and ends at 25:30
2021/06/08	<b>Andover</b> (13,405)	<a href="https://youtu.be/cgNs_1WhK7U?t=2196">https://youtu.be/cgNs_1WhK7U?t=2196</a> Andover presentation starts at 36:36 and ends at 56:10
2021/07/13	<b>Rose Hill</b> (3,968) <b>Valley Center</b> (7,325)	<a href="https://youtu.be/NqQKTi7URUs?t=1319">https://youtu.be/NqQKTi7URUs?t=1319</a> Rose Hill presentation starts at 21:58 and ends at 33:04 <a href="https://youtu.be/NqQKTi7URUs?t=1990">https://youtu.be/NqQKTi7URUs?t=1990</a> Valley Center presentation starts at 33:08 and ends at 48:18
2021/08/10	<b>Haysville</b> (11,338) <b>Park City</b> (7,764)	<a href="https://youtu.be/owrKyMQ83N4?t=1395">https://youtu.be/owrKyMQ83N4?t=1395</a> Haysville presentation starts at 23:15 and ends at 34:04 <a href="https://youtu.be/owrKyMQ83N4?t=2134">https://youtu.be/owrKyMQ83N4?t=2134</a> Park City presentation starts at 35:45 and ends at 48:00
2021/09/14	<b>Wichita</b> (389,938)	
2021/10/12	<b>Sedgwick County</b>	
2021/11/09		

## Next Steps:

These presentations will be summarized by WAMPO staff and will be included in the development of Regional Metropolitan Transportation Plan (MTP).



**Map 1. WAMPO Area**

*The WAMPO area includes 22 cities and 3 counties in south-central Kansas.*

## POPULATION BY YEAR AND WAMPO JURISDICTION

Current As Of: 4/2/2021

Jurisdiction	2012 <sup>a</sup>	2013 <sup>b</sup>	2014 <sup>c</sup>	2015 <sup>d</sup>	2016 <sup>e</sup>	2017 <sup>f</sup>	2018 <sup>g</sup>	2019 <sup>h</sup>
Wichita city	385,577	386,552	388,413	389,965	389,902	390,591	389,255	389,938
Sedgwick County (unincorp only)	37,480	37,443	37,758	37,813	37,724	38,111	38,054	38,753
Derby city	22,943	23,047	23,234	23,509	23,633	23,673	24,721	24,943
Andover city	12,099	12,265	12,509	12,745	12,980	13,111	13,278	13,405
Haysville city	10,951	11,004	11,112	11,212	11,245	11,278	11,264	11,338
Bel Aire city	6,838	6,916	7,284	7,435	7,661	7,914	8,073	8,300
Park City city	7,446	7,499	7,556	7,618	7,632	7,729	7,730	7,764
Valley Center city	6,965	7,011	7,057	7,222	7,343	7,300	7,313	7,325
Mulvane city	6,267	6,287	6,289	6,314	6,316	6,359	6,416	6,489
Maize city	3,708	3,823	4,073	4,362	4,438	4,557	4,662	4,934
Goddard city	4,532	4,582	4,692	4,719	4,710	4,746	4,724	4,796
Rose Hill city	3,932	3,942	3,960	3,995	4,015	3,980	3,965	3,968
Butler County (unincorp in WAMPO area only) <sup>i</sup>	2,660	2,660	2,660	2,660	2,660	2,660	2,660	2,660
Clearwater city	2,489	2,530	2,531	2,537	2,519	2,524	2,543	2,552
Cheney city	2,120	2,133	2,153	2,159	2,165	2,170	2,172	2,167
Kechi city	1,958	1,961	1,982	1,996	1,995	2,007	1,996	2,005
Colwich city	1,334	1,345	1,362	1,378	1,398	1,406	1,409	1,467
Sumner County (unincorp in WAMPO area only) <sup>i</sup>	1,250	1,250	1,250	1,250	1,250	1,250	1,250	1,250
Andale city	964	966	981	992	993	997	988	987
Garden Plain city	862	866	879	897	894	898	900	909
Mount Hope city	817	816	814	813	807	805	800	801
Eastborough city	773	771	769	768	761	754	735	732
Bentley city	528	526	524	523	517	525	520	517
Sedgwick city (part in WAMPO area only)	193	191	193	194	193	193	193	195
Viola city	131	131	131	131	130	129	128	128
<b>Total</b>	<b>524,817</b>	<b>526,517</b>	<b>530,166</b>	<b>533,207</b>	<b>533,881</b>	<b>535,667</b>	<b>535,749</b>	<b>538,323</b>

(Geography: 2015 Metropolitan Area Planning Boundary)

The Kansas Division of the Budget is responsible for the certification of Kansas Population Data to the Secretary of State. This certification is done by July 1st of each year.

<https://budget.kansas.gov/population/>

<sup>a</sup> Data source: Kansas Certified Population for 2012, Certified to Secretary of State by Division of Budget on 7/1/13

<sup>b</sup> Data source: Kansas Certified Population for 2013, Certified to Secretary of State by Division of Budget on 7/1/14

<sup>c</sup> Data source: Kansas Certified Population for 2014, Certified to Secretary of State by Division of Budget on 7/1/15

<sup>d</sup> Data source: Kansas Certified Population for 2015, Certified to Secretary of State by Division of Budget on 7/1/16

<sup>e</sup> Data source: Kansas Certified Population for 2016, Certified to Secretary of State by Division of Budget on 7/1/17

<sup>f</sup> Data source: Kansas Certified Population for 2017, Certified to Secretary of State by Division of Budget on 7/1/18

<sup>g</sup> Data source: Kansas Certified Population for 2018, Certified to Secretary of State by Division of Budget on 7/1/19

<sup>h</sup> Data source: Kansas Certified Population for 2019, Certified to Secretary of State by Division of Budget on 7/1/20

<sup>i</sup> For unincorporated portions of Butler and Sumner Counties in the WAMPO region, used Block-level 2010 Census numbers because don't have a way to calculate more recent populations in unincorporated areas that are within WAMPO boundary.

Unincorporated areas were delineated by removing 2019 Census Bureau Incorporated Places.

Where a Census Block was only partially contained, its population was assumed to be evenly distributed throughout its area.

Unincorporated Butler population revised from 2676 to 2660. Unincorporated Sumner population revised from 1232 to 1250.





# 2021 Annual Bicycle & Pedestrian Count Event

## Don't forget

Thursday, September 23rd from 5:00 to 7:00 p.m.

Saturday, September 25th from Noon to 2:00 p.m

We will be gathering data to show how valuable our regional bicycle and pedestrian resources are!



CYCLISTS

A black wooden-style signpost with two horizontal arms. The top arm points to the right and has the word 'CYCLISTS' written on it in yellow, bold, sans-serif capital letters.

PEDESTRIANS

A black wooden-style signpost with two horizontal arms. The bottom arm points to the left and has the word 'PEDESTRIANS' written on it in yellow, bold, sans-serif capital letters.

For more information  
[Kathryn.Chambers@wampo.org](mailto:Kathryn.Chambers@wampo.org)  
or call 316-779-1321





**Agenda Item 3**  
**Public Comment Opportunity**  
Commissioner David Dennis, TPB Chair

The Public Comment Opportunity is an open forum for the public to provide comments about specific items on this month's agenda, as well as any other issues directly pertaining to WAMPO's policies, programs, or documents.

Comments are requested to be emailed to [wampo@wampo.org](mailto:wampo@wampo.org) at least one day prior to the meeting. Comments are limited to two (2) minutes per individual during the meeting.

# Vision Zero

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August 2021



## What is Vision Zero?

Vision Zero is a transportation safety philosophy based on the principle that loss of life is not an acceptable price to pay for mobility. Among those concerned with traffic safety Vision Zero has become a useful framework to eliminate traffic deaths and severe injuries in the transportation system with a proactive, preventive approach. Vision Zero recognizes that human behavior is imperfect and therefore the transportation system should be designed to minimize the consequences of human error.

## Why the WAMPO Region needs Vision Zero?

The Wichita Area Metropolitan Planning Organization WAMPO Region consists of 22 cities and 3 counties. The towns, cities and counties of the region work together to ensure the WAMPO region remains a great place to live, work and play. Data from the Kansas Department of Transportation reported data between 2008 through 2018 on fatal crashes and suspected serious injuries. Of the 100,603 total crashes:

- 471 fatal crashes resulted in 515 deaths with 72 among bicyclist and pedestrians.
- 1,320 injury crashes resulting in 1,780 suspected serious injuries with 231 among bicyclist and pedestrians.

The United States Department of Transportation defines a suspected serious injury as any injury other than fatal that results in one or more of the following:

- Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)
- Crush injuries

- Suspected skull, chest, or abdominal injury other than bruises or minor lacerations
- Significant burns (second and third degree burns over 10% or more of the body)
- Unconsciousness when taken from the crash scene
- Paralysis

## How to adopt a Vision Zero Toolkit?

Local governments may use this plan as a toolkit of resources that can be endorsed or customized to encourage Vision Zero adoption and local safety action plan development.

### *Step 1: Develop a regional High Injury Network*

Local governments can develop its own high-injury network through the use of more detailed local crash data, modify the regional High-Injury Network, or adopt the regional High Injury Network within their communities.

### *Step 2: Develop Crash Profiles, Behavior Profiles and Countermeasures*

Crash profiles by area type provide information to local governments on crash types that are most frequently contributing to serious injury and fatal crashes in their jurisdictions. The crash profiles and corresponding countermeasure glossary suggest potential countermeasures that local governments and their partners can use to reduce these types of crashes. To apply these crash profiles, a local government can identify the area types relevant in its jurisdiction and target reduction of key crash profiles by implementing recommended countermeasures in high-priority locations (such as on the regional High-Injury Network)

The next page shows a countermeasure glossary to suggest potential countermeasures that local governments and their partners can use to reduce these types of crashes.

Countermeasure	Description
<b>Traffic calming</b>	Traffic calming refers to a full range of horizontal and vertical design elements intended to slow the movement of cars through a corridor. Examples include horizontal curvature, chicanes, narrow travel lanes, traffic circles, fewer lanes, bulbouts, medians, signals coordinated for slower speeds, and speed humps.
<b>Road diet</b>	Road diets generally reassign space in the roadway from vehicle travel lanes to create room for bicycle facilities, wider sidewalks or center turn lanes. Road diets optimize street space to benefit all users by improving the safety and comfort of people walking and people biking and reduce travel speeds and the potential for rear-end crashes.
<b>Protected/separated bikeway</b>	Designated bicycle lanes separated from vehicle traffic by a physical barrier (such as bollards, landscaping or parked cars) can increase safety for everyone by decreasing opportunities for encroachment on the bike lane by people driving. Protected and separated bikeways also reduce the risk of dooring.
<b>Prohibit left turn</b>	Consider banning left turns at locations where a turning vehicle may conflict with people walking in the crosswalk, where opposing traffic volume is high, or from a side street onto a busy two-way arterial street. Prohibiting people driving from turning left reduces pedestrian interaction with vehicles when crossing.
<b>Pedestrian refuge median</b>	Pedestrian refuge medians provide a protected area for people walking at the center of the roadway. They reduce the exposure time for people walking and simplify crossings by allowing people walking to focus on one traffic direction at a time.
<b>Targeted enforcement</b>	Targeted enforcement is used to reduce the most dangerous behaviors (such as speeding, distracted driving, aggressive driving, impaired driving, and red-light and stop sign running), particularly at locations with a history of such behaviors. People driving are less likely to participate in dangerous behaviors when they know there is a higher likelihood they will be caught.

Sources for countermeasure descriptions:

- American Association of State Highway and Transportation Officials Highway Safety Manual
- Caltrans Local Roadway Safety Manual
- Federal Highway Administration Office of Safety
- Federal Highway Administration Crash Modification Factors Clearinghouse
- Federal Highway Administration Bicycle Safety Guide and Countermeasure Selection System
- Federal Highway Administration Pedestrian Safety Guide and Countermeasure Selection System
- National Association of City Transportation Officials Urban Bikeway Design Guide
- Fehr & Peers

### Step 3: Equity

The Vision Zero Network published Equity Strategies for Practitioners to assist communities in implementing Vision Zero with a focus on equity. Key strategies from the guide are:

- Commit to the work
  - Ensure that Vision Zero or traffic safety leadership reflects the diversity of the community, agree that equity issues are a focus of Vision Zero and make a strong and firm commitment from the start.
- Use data to focus efforts
  - Include demographic data such as race, ethnicity, level of poverty, and household median income.
- Enforcement with empathy
  - Enforcement must not have an outsized effect on low-income communities and communities of color, nor should they damage police-community relationships. Strategies to integrate equity into enforcement include community policing, officer training, careful application of automated enforcement, and transparency in traffic stop data, diversion programs that focus on education rather than punishment and graduated fines.
- Community engagement
  - Programs and associated staff should build sustaining relationships with the community and partners. Hosting engagement meetings in locations people can attend conveniently and reducing barriers to participation are key elements of Vision Zero-focused community engagement

#### MPO Example

The Hillsborough MPO partnered with state and local stakeholders, the MPO created the Vision Zero Action Plan. Partners in the Vision Zero Coalition include the Tampa City Council, Hillsborough County Commission, Temple Terrace City Council, Plant City Commission, School Board of Hillsborough County, emergency responders, businesses, and nonprofits. All of them share a goal to eliminate traffic fatalities and severe

injuries on area roadways. The Vision Zero Coalition created goals and specific activities supporting each track.

#### Vision Zero Coalition

- Hillsborough MPO
- Hillsborough County
- Florida Department of Transportation (FDOT)
- City of Tampa
- City of Plant City
- Tampa Police
- Sheriff's Office Hillsborough County
- Hillsborough County City-County Planning Commission
- Hillsborough County Public Schools
- St. Joseph's Hospital
- Florida Health Hillsborough County
- Florida Hospital
- Tampa General Hospital
- Temple Terrace
- American Association of Retired Persons (AARP)
- BayCare
- Westshore Alliance
- Innovation Place
- Tampa Bay Partnership
- Tampa Downtown Partnership
- Cox Media Group
- 83 Degrees Media
- Center for Urban Transportation Research (CUTR)
- National Association for the Advancement of Colored People (NAACP)
- Walk Bike Tampa
- Bike/Walk (A regional coalition of Tampa Bay)

Members of the Vision Zero Coalition created goals and specific activities supporting each track (4 tracks).

#### 4 Tracks

- Low-Cost Retrofits and Pop-Up Treatments
  - painted temporary bike lanes
- Public Awareness and Education Strategies
  - Identifying key audiences for the initiative, choosing the most effective mediums to reach them and tailoring Vision Zero's messages in compelling ways for each audience.

- Shared Responsibility for Safe Road Behavior
  - Reduce dangerous behaviors by all road users. It also considers methods beyond policing to inhibit dangerous behaviors, including engineering and education.
- Facilitating Culture Change through Policies and Programs.
  - It includes changing the way professionals in the private and public sectors approach driving, biking, and walking. This track also focuses on ways to avoid perpetuating the problems in the built environment.

### Step 4: Speed Reduction

Speed is a contributing factor to fatal and serious-injury crashes across all area types. Safe travel speed is a core Vision Zero principle given the documented relationship between speed and crash severity. A variety of proven techniques can be applied to reduce travel speed:

- Realigning skewed intersections
  - Broad, wide-radius turns can be made at high speeds. Tighter turns, closer to 90 degrees, with a small radius are made at lower speeds.
- Reducing travel lane widths
  - Narrower travel lanes encourage lower vehicle speeds.
  - Removing travel lanes
- Roundabouts
  - By introducing horizontal deflection onto otherwise straight roadways, roundabouts can reduce operating speeds, and proven safety benefits compared to standard intersections.
- Traffic Calming
  - Horizontal and vertical design elements intended to slow the movement of cars through a corridor.

Portland's early analysis of how speed relates to severe injury/fatal crashes was important as PBOT prioritized actions to reduce speeds, including elevating the following three strategies in its Vision Zero Action Plan:

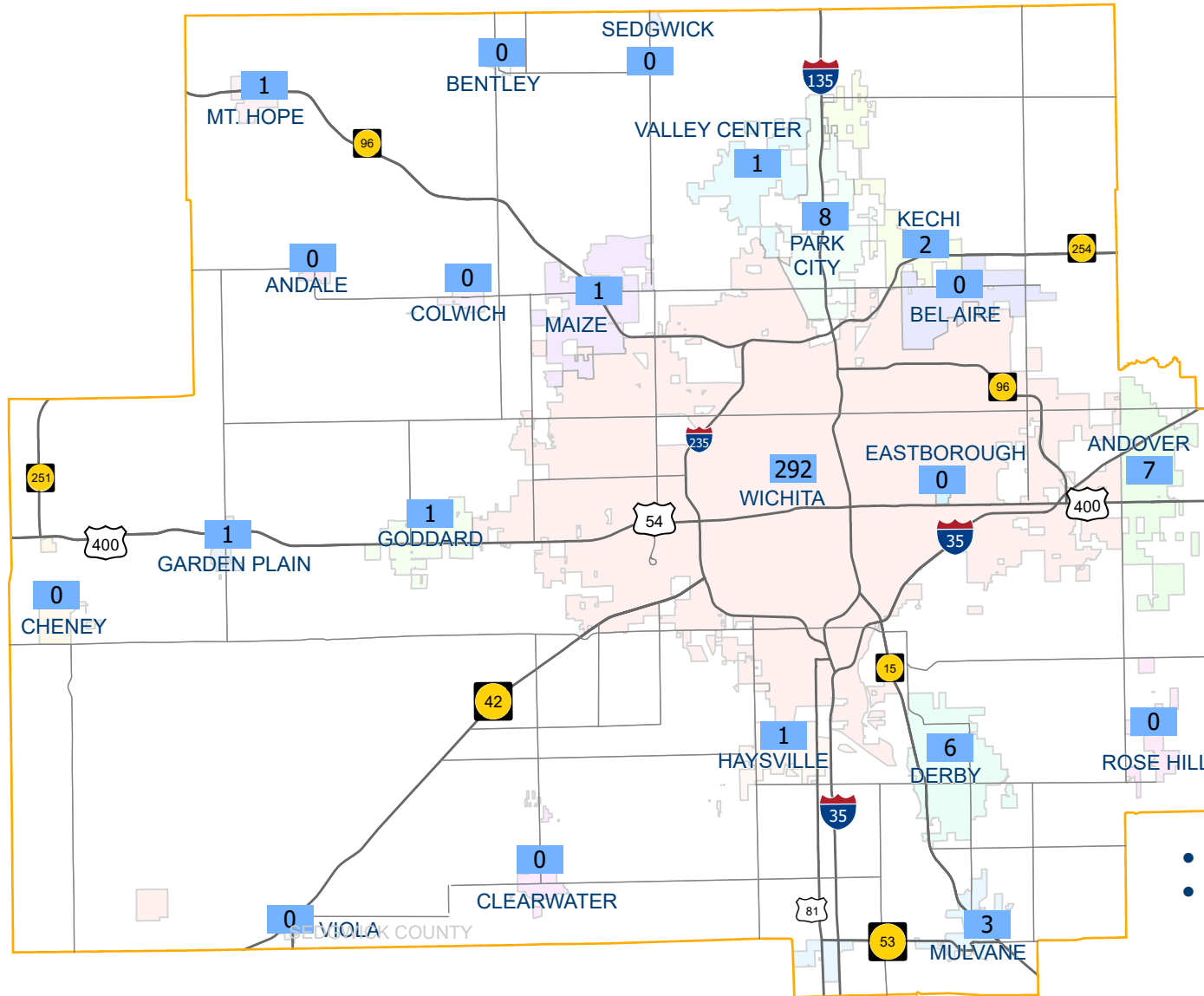
- Lower posted speeds. Gain local authority for speed reduction on City of Portland streets
- Improve Street design to support safe speeds
- Install safety cameras on high injury streets

## References

Denver Regional Council of Governments. (2020, June 16). Taking Action on Regional Vision Zero. [https://drcog.org/sites/default/files/Taking\\_Action\\_on\\_Regional\\_Vision\\_Zero\\_ADOPTED\\_061620.pdf](https://drcog.org/sites/default/files/Taking_Action_on_Regional_Vision_Zero_ADOPTED_061620.pdf).



# Fatal Crashes in the WAMPO Region, 2008-2018

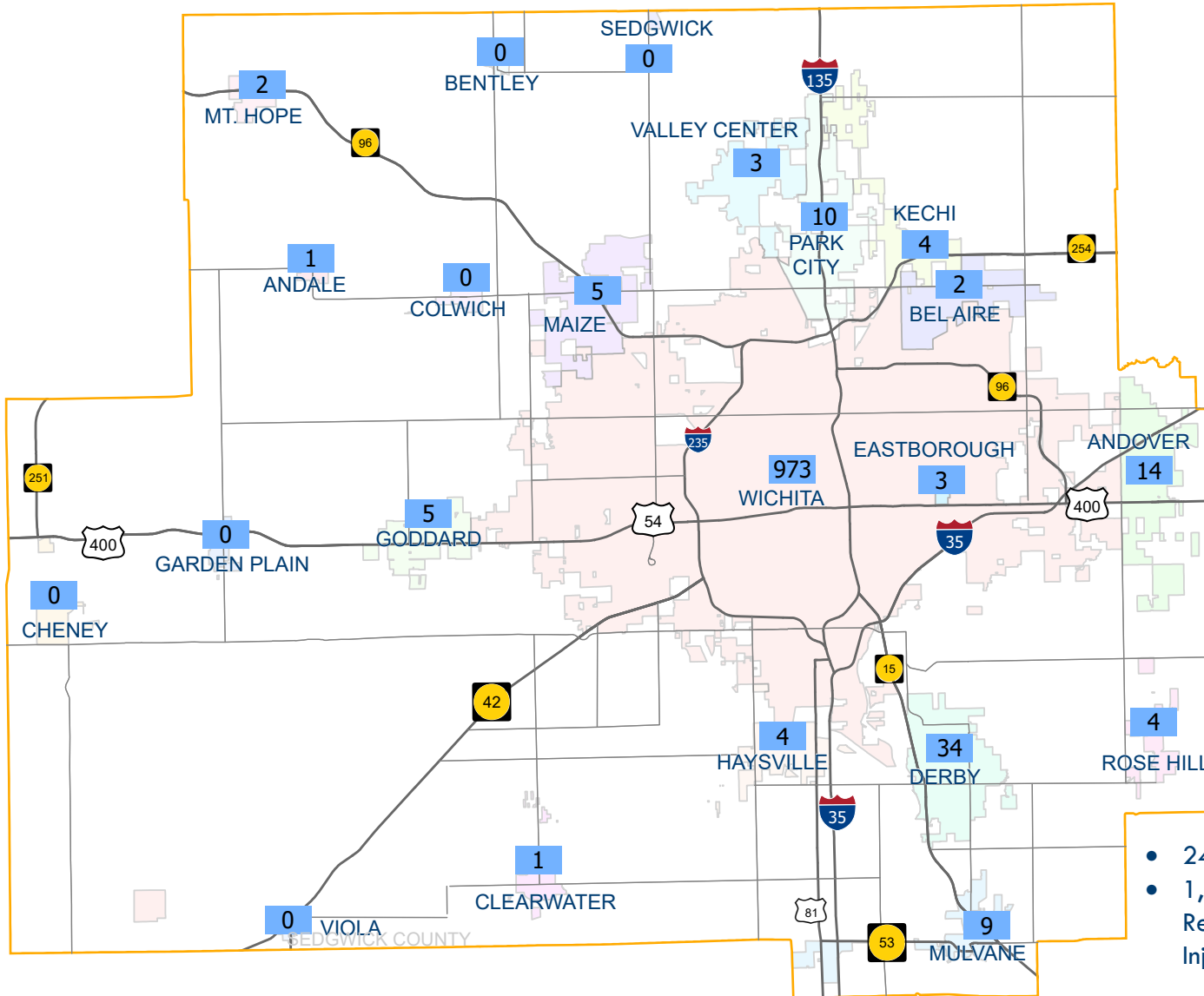


- 147 Not in a City
- 471 Total Fatal Crashes





# Injury Crashes Resulting in Suspected Serious Injuries in the WAMPO Region, 2008-2018



- 246 Not in a City
- 1,320 Total Injury Crashes Resulting in Suspected Serious Injuries

2021 TPB Representatives and Contact Information

VOTING MEMBERS & ALTERNATES	REPRESENTATIVES	REPRESENTATIVES	REPRESENTATIVES
City of Andover	*Troy Tabor, <b>TAC Chair</b> alt. Jennifer McCausland	ttabor@andoverks.com	jmccausland@andoverks.com
City of Bel Aire	Jim Benage, alt. Anne Stephens	jbenage@belaireks.gov	astephens@belaireks.gov
Butler County	*Dan Woydziak, <b>Ex Officio, Past Chair</b>	dwoydzia@bucoks.com	
City of Clearwater	Burt Ussery, alt. Ron Marsh	bussery@clearwaterks.org	rmarsh@clearwaterks.org
City of Derby	*Jack Hezlep, alt. Kathy Sexton	jhezlep@gmail.com	kathysexton@derbyweb.com
City of Goddard	Hunter Larkin, alt. Micah Scoggan	larkin@goddardks.gov	mccoggan@goddardks.gov
City of Haysville	*Bruce Armstrong, alt. William Black	barmstrong@haysville-ks.com	wblack@haysville-ks.com
Kansas Department of Transportation	Mike Moriarty, alt. Cory Davis	michael.moriarty@ks.gov	cory.davis@ks.gov
Kansas Department of Transportation	Brent Terstriep alt. Tom Hein	brent.terstriep@ks.gov	tom.hein@ks.gov
City of Kechi	John Speer, alt. Bob Conger	jspeer@kechiks.gov	
City of Maize	Donna Clasen, alt. Richard LaMunyon	dclasen@cityofmaize.org	rlamunyon@cityofmaize.org
City of Mulvane	Nancy Faber-Mottola, alt. Joel Pile	nmottola@mulvane.us	jpil@mulvane.us
City of Park City	Tom Jones, alt. Dana Walden	tjones@parkcityks.com	dwalden@parkcityks.com
City of Rose Hill	Gary Weaver, alt. Warren Porter	gweaver@cityofrosehill.com	wporter@cityofrosehill.com
Sedgwick County Association of Cities (SCAC)	Terry Sommers, alt. Vacant	tssomers1@gmail.com	
Sedgwick County	*David Dennis, <b>TPB Chair</b>	david.dennis@sedgwick.gov	
Sedgwick County	Jim Howell, alt. Tom Stolz	jim.howell@sedgwick.gov	thomas.stolz@sedgwick.gov
Sedgwick County	Pete Meitzner, alt. Tim Kaufman	pete.meitzner@sedgwick.gov	tim.kaufman@sedgwick.gov
Sedgwick County	Sarah Lopez, alt. Tania Cole	sarah.lopez@sedgwick.gov	tania.cole@sedgwick.gov
City of Valley Center	Ronald Colbert, alt. Brent Clark	frdmeagl@aol.com	bclark@valleycenterks.org
City of Wichita	Cindy Claycomb, alt. Vacant	cclaycomb@wichita.gov	
City of Wichita	Jared Cerullo, alt. Robert Layton	jcerullo@wichita.gov	rlayton@wichita.gov
City of Wichita	Bryan Frye, alt. Brandon Johnson	bfrye@wichita.gov	bjohnson@wichita.gov
City of Wichita	*Becky Tuttle, <b>TPB Vice Chair</b>	btuttle@wichita.gov	
NON-VOTING MEMBERS & ALTERNATES	REPRESENTATIVES	REPRESENTATIVES	REPRESENTATIVES
Federal Highway Administration	Rick Backlund, alt. Cecelie Cochran	richard.backlund@dot.gov	cecelie.cochran@dot.gov
Federal Transit Association	Eva Steinman, alt. Daniel Nguyen	eva.steinman@dot.gov	daniel.nguyen@dot.gov
WAMPO	Chad Parasa	chad.parasa@wampo.org	

\*denotes Executive Committee Members

Updated on 7/06/2021

## 2021 WAMPO Meeting Schedules



Meeting Location: 271 W. 3<sup>rd</sup> Street, Suite 203, Wichita, KS 67202 (OR Online)

<b>Transportation Policy Body</b>	<b>Transportation Advisory Committee</b>
<i>3:00 pm (unless otherwise stated)</i>	<i>10:00 am (unless otherwise stated)</i>
January 12, 2021	January 25, 2021
February 9, 2021	February 22, 2021
March 9, 2021	March 22, 2021
April 13, 2021	April 26, 2021
May 11, 2021	May 24, 2021
June 8, 2021	June 28, 2021
July 13, 2021	July 26, 2021
August 10, 2021	August 23, 2021
September 14, 2021	September 27, 2021
October 12, 2021	October 25, 2021
November 9, 2021	November 22, 2021
December 14, 2021	No December Meeting