



# **ICT SAFE: A REGIONAL TRANSPORTATION COALITION**

**NOVEMBER 1, 2023**

**Vision Zero**

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**Burgess & Niple**

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# A COMPREHENSIVE SAFETY ACTION PLAN (CSAP)

## Benefits/Purpose:

- Reduce fatalities and injuries and support a zero deaths vision.
- Create a culture of safety across local, regional, and State agencies and communities.
- Strengthen and develop collaborative partnerships among stakeholders.
- Promote data-driven decision making.
- Share resources to accomplish a common mission.
- Prioritize funding for safety

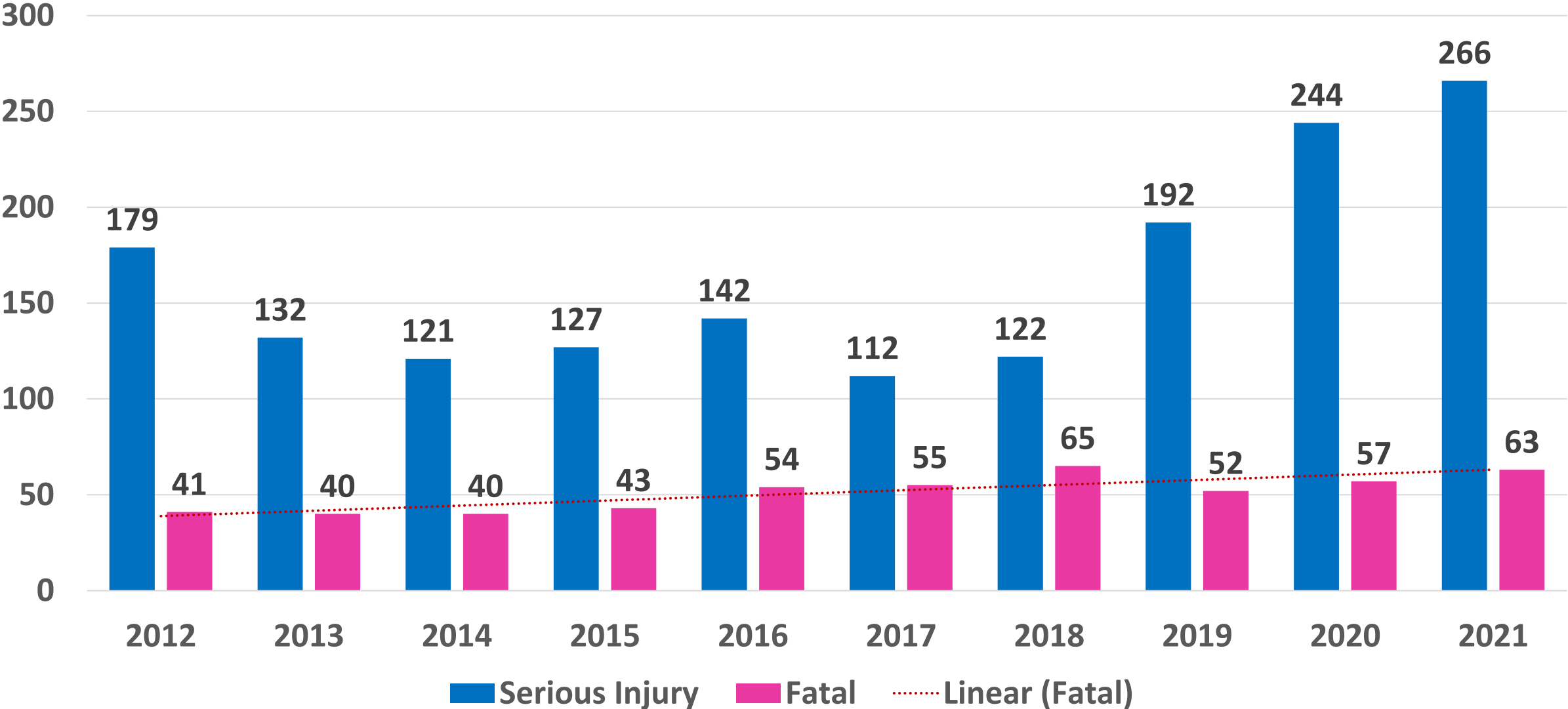


# WHAT IS **VISION ZERO**?

- Simply put, it's a national movement to end fatal and serious injury traffic crashes.



# Fatal and Serious Injury Crashes



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COMPARED TO A MOTORIST, 



A BICYCLIST IS **5X** MORE LIKELY TO BE SERIOUSLY INJURED OR KILLED



A PEDESTRIAN IS **10X** MORE LIKELY TO BE SERIOUSLY INJURED OR KILLED

**...WHEN INVOLVED IN A TRAFFIC CRASH**



# HOW IS VISION ZERO **DIFFERENT?**

## TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

**PERFECT** human behavior

Prevent **CRASHES**

**INDIVIDUAL** responsibility

Saving lives is **EXPENSIVE**

Prioritizing Level of **SERVICE**



## VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

**SYSTEMS** approach

Saving lives is **NOT EXPENSIVE**

Prioritizing Level of **SAFETY**



ATTITUDE



BEHAVIOUR



ACTION



SOLUTION

**MINDSET**



PERFORMANCE



RESULTS



# HOW DO WE GET TO ZERO?

- Strong sustainable leadership, collaboration, and accountability
  - Mayor, City Council
  - Transportation Professionals
  - Health and Safety Professionals (Fire, EMS, Law Enforcement)
  - Educators and Influencers
- Resolution or similar public commitment

City Hall

- Mayor's Office of Operations (Ops)
- Mayor's Office of Community Affairs Unit (CAU)

Dept. of Transportation (DOT)

New York Police Department (NYPD)

Taxi & Limousine Commission (TLC)

Dept. of Citywide Administrative Services (DCAS)

Dept. of Health and Mental Hygiene (DOHMH)

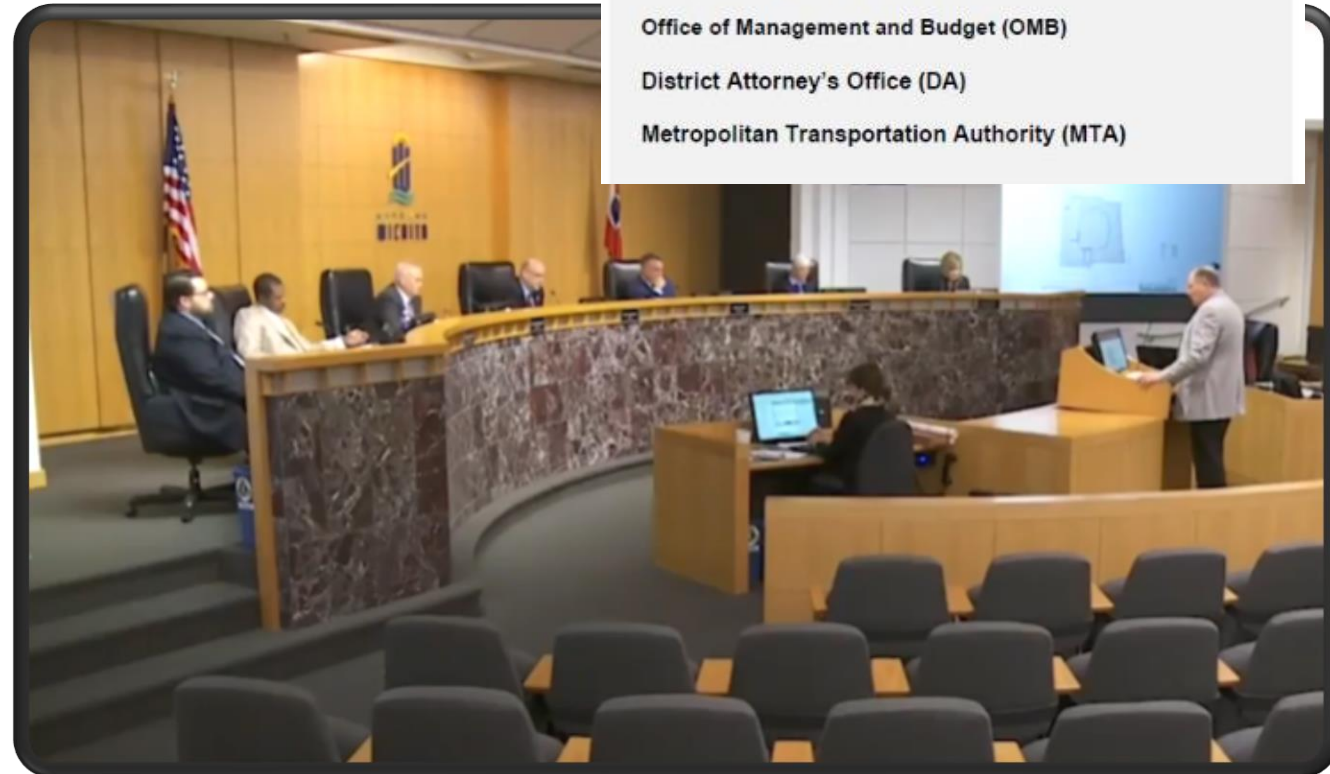
Business Integrity Commission (BIC)

New York City Law Department (LAW)

Office of Management and Budget (OMB)

District Attorney's Office (DA)

Metropolitan Transportation Authority (MTA)





# WAMPO'S CSAP TSTA

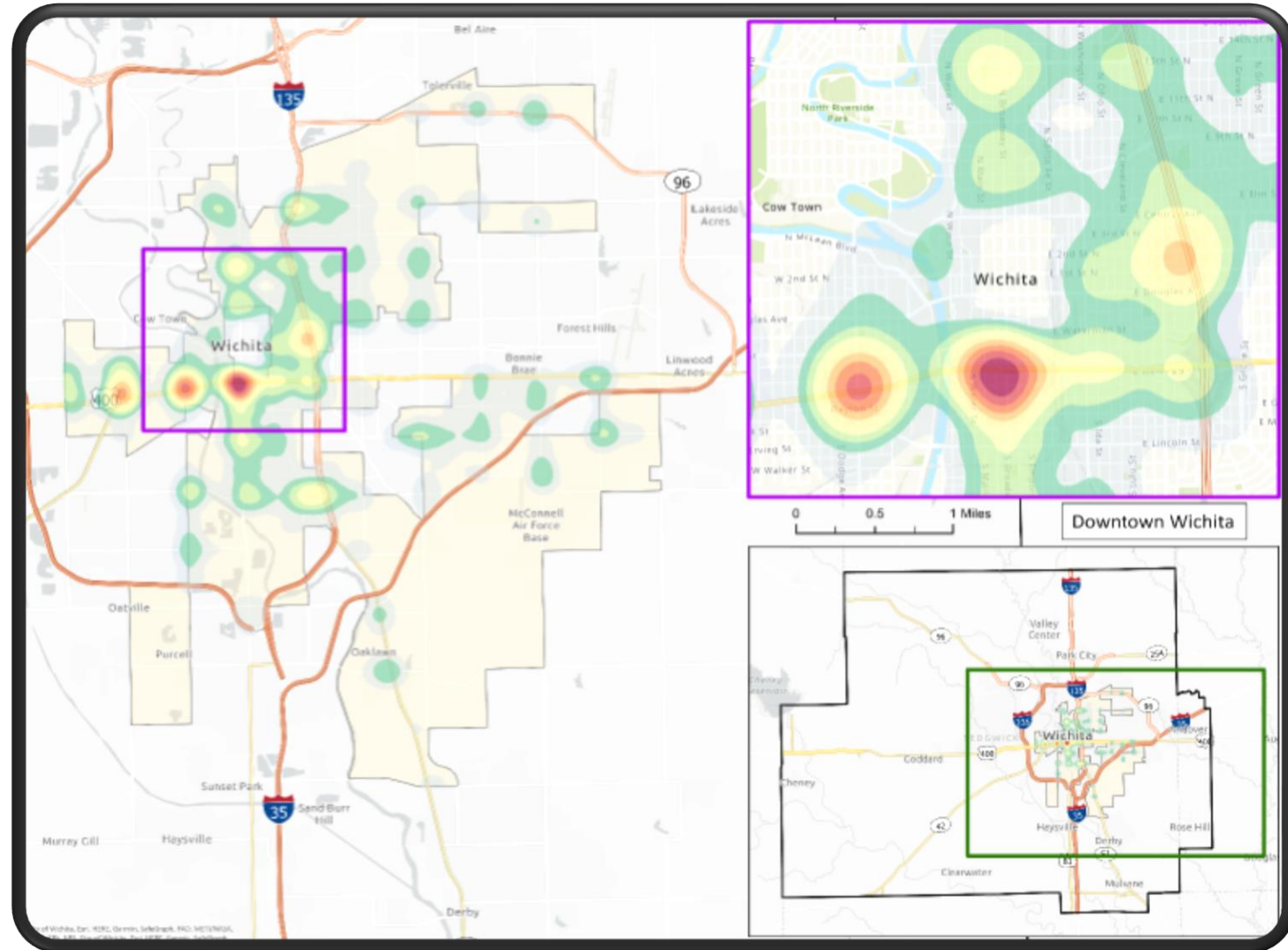
## Transportation Safety Technical Advisors (TSTA)

- Jack Brown, Univ. of Kansas School of Medicine
- Lizeth Ortega, City of Wichita
- Mike Armour, City of Wichita
- Raven Alexander, City of Wichita Transit
- Daniel Schrant, Sedgwick County
- Jessica Warren, Coordinated Transit District
- Dan Squires, City of Derby
- Georgie Carter, City of Haysville
- Sarah Oldridge, Derby Police
- Tom Hein, KDOT
- Tia Raamot, City of Wichita
- Jason Stephens, Wichita Police
- Chad Parasa, WAMPO



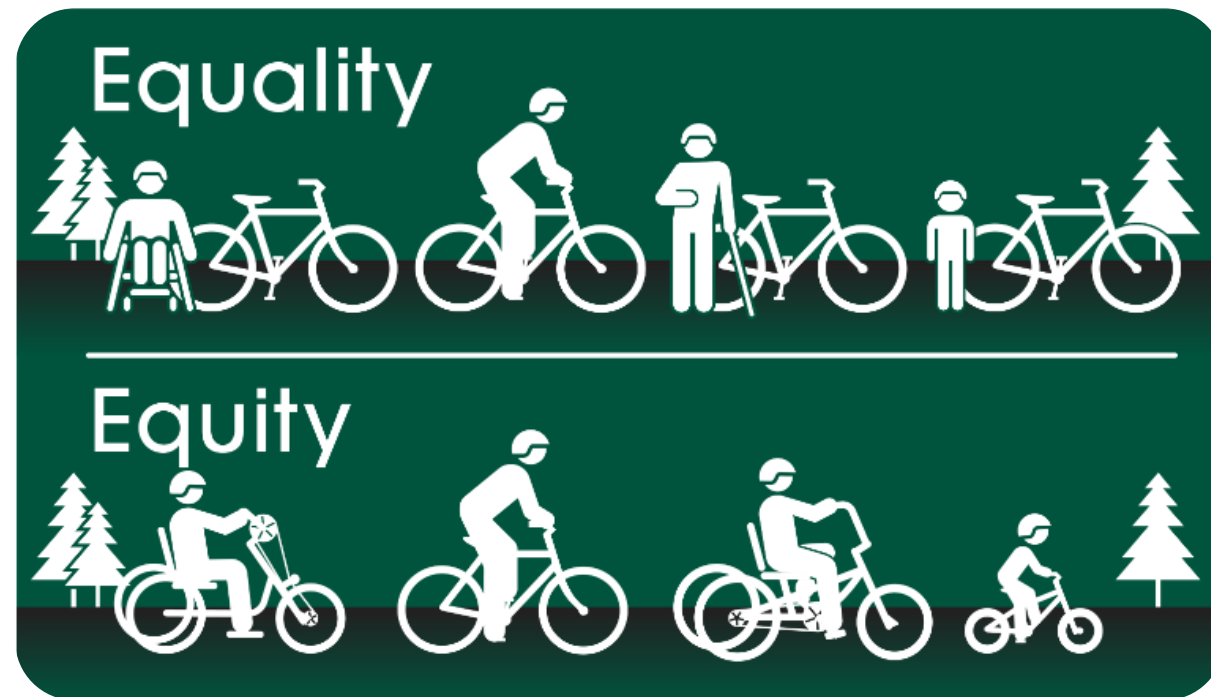
# HOW DO WE GET TO ZERO?

- Collecting, analyzing, and using data to understand trends
  - Included in WAMPO's Comprehensive Safety Action Plan
- Prioritizing equity and community engagement;



# HOW DO WE GET TO ZERO?

- Prioritizing equity and community engagement
  - How do transportation needs differ in locations where not everyone has access to a personal vehicle?
- Transit options
  - Frequency
  - Access to stops
- Consider Community Ambassadors



# HOW DO WE GET TO ZERO?

- Managing speed to safe levels
  - Street Design – corridor changes
  - Speed Limits
  - Enforcement
  - Culture – Socially acceptable to speed



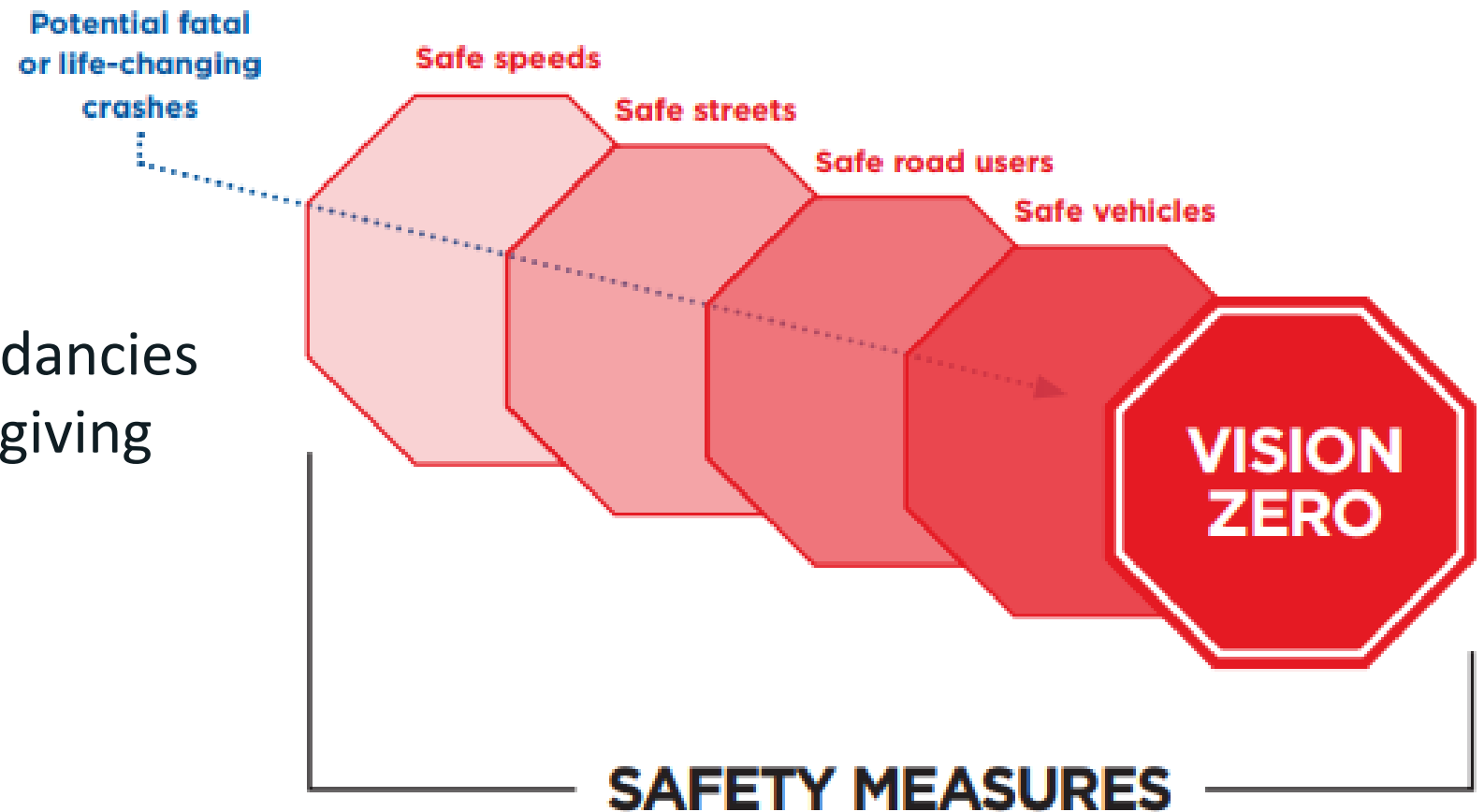
# HOW DO WE GET TO ZERO?

- Develop an Action Plan
  - Strategies to influence policies, infrastructure, education, enforcement...
- Incorporates the Safe System Approach
- Is transparent, information is publicly available



# HOW DO WE GET TO ZERO?

- A Safe System
  - Incorporates redundancies towards a more forgiving roadway



# WAMPO CSAP EMPHASIS AREAS

## Step 1: Select Emphasis Area

	<i>Roadway Departure</i>	<i>Vulnerable Road User</i>	<i>Intersection</i>	<i>Speed</i>	<i>Distracted Driver</i>	<i>Unrestrained Occupant</i>	<i>Alcohol or Drugs</i>	<i>Work Zone</i>	<i>Motorcycle</i>	<i>Railroad/Train</i>
Roadway Departure		0.0%	8.4%	16.0%	16.6%	32.1%	50.9%	13.9%	7.1%	0.0%
Vulnerable Road User	0.0%		2.1%	1.9%	1.8%	1.0%	0.6%	0.3%	0.7%	0.0%
Intersection	24.6%	56.7%		50.8%	49.4%	45.8%	36.9%	41.7%	41.7%	11.9%
Speed	10.1%	10.9%	10.9%		8.7%	10.2%	10.6%	7.5%	10.5%	14.3%
Distracted Driver	28.5%	27.1%	28.9%	23.7%		30.2%	28.5%	19.0%	29.8%	28.6%
Unrestrained Occupant	6.2%	1.7%	3.0%	3.1%	3.4%		9.5%	2.8%	26.0%	23.8%
Alcohol or Drugs	13.6%	1.5%	3.4%	4.5%	4.4%	13.3%		3.2%	8.9%	16.7%
Work Zone	0.7%	0.1%	0.7%	0.6%	0.6%	0.7%	0.6%		0.4%	0.0%
Motorcycle	5.3%	0.6%	1.7%	1.7%	1.8%	13.6%	3.3%	0.7%		0.0%
Railroad/Train	0.0%	0.0%	0.1%	0.1%	0.0%	0.3%	0.1%	0.0%	0.0%	

Step 2: Evaluate Overlapping Emphasis Areas

# WAMPO'S CSAP VISION, MISSION, GOALS

## Vision

*The WAMPO Region envisions a path towards zero road deaths through innovative infrastructure, comprehensive education, and community-wide collaboration, underpinned by the principles of the Safe System approach.*

## Goals

- Reduce conflicts at intersections.
- Create safer roads for all road users.
- Employ a variety of tactics to reduce vehicle speeds.



## Targets

The loss of human lives on the road is unacceptable. The eventual target of this plan is to eliminate road fatalities and serious injuries. This will be achieved through the gradual reduction of targets that will be adjusted each year, or as needed.



# ANATOMY OF A DANGEROUS STREET...



# TRANSFORMED:



# CSAP IMPLEMENTATION PLAN

**Safe Roads:** Design to accommodate human mistakes and injury tolerance to reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.

				Emphasis Areas Addressed		
Strategy	Outcome	Responsible Party	Timeframe	Intersections	Speed	Vulnerable Road Users
Identify proven countermeasures at priority locations to improve safety for pedestrians (e.g., pedestrian refuge islands, sidewalks, pedestrian crossing signals, curb extensions, enhanced signing and pavement markings).	List of priority locations and recommended pedestrian safety countermeasures.	WAMPO, KDOT, and local governments	2024 - Q4	X	X	X
Identify proven countermeasures on priority corridors to improve safety for bicycle riders (e.g., bike lanes, off-street bike facilities, road diets).	List of priority corridors for application of bicycle safety countermeasures.	WAMPO, KDOT, and local governments	2024 - Q4	X	X	X
Conduct Road Safety Audits at priority high-crash locations.	Detailed study to identify spot-specific countermeasures for at least two locations per year.	WAMPO	Ongoing	X	X	X

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# ADDITIONAL RESOURCES

- B&N Developing:
  - Framework
  - Sample Presentation
  - Sample Resolution
  - Sample Pledge
  - Handouts

- Vision Zero Network

<https://visionzeronetwork.org/about/what-is-vision-zero/>

- FHWA Safety

<https://highways.dot.gov/safety>



# FOR TODAY

## ✘ Instead of

**Accident** - Using the word “accident” implies traffic collisions - and fatalities and serious injuries that result - are inevitable and acceptable.

## ✔ Use

**Crash** - Using the word “crash” reinforces the fact that fatalities and serious injuries are preventable and can be avoided.

THANK YOU!

QUESTIONS?

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

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