



Active Transportation Committee (ATC) Meeting Wednesday, September 7, 2022, @ 9:30 AM

Virtual

Register for Zoom meeting
[HERE](#)

Please call WAMPO at 316.779.1313. at least 48 hours in advance if you require special accommodations to participate in this meeting. WAMPO will make every effort to accommodate all reasonable requests.

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Active Transportation Committee's next meeting is December 07, 2022, at 9:30 AM	



Meeting Summary
Active Transportation Committee
Wednesday, June 1st, 2022 @9:30 AM
Online Meeting via GoToMeeting

Meeting Duration: 57 minutes

Members in Attendance:

Fabian Armendariz	Alan Kailer	Rick Sroufe
Jack Brown	Jenny Kramer	Jonathan Tardiff
Jane Brynes	Matt Messina	James Wagner
Mary Hunt	Nina Rasmussen	Jessica Warren

WAMPO Staff:

Ashley Bryers	Dora Gallo	Marcela Quintanilla
Nicholas Flanders	Alicia Hunter	Emily Thon

Other Attendees:

Ryne Dowling	Kimberley McCormick	Natalie Walls
Tanner Faust	Tia Raamot	

1. The meeting started at 9:30 AM.

2. Data Review

A. Existing and Future Bikeways in the WAMPO Region

Ashley Bryers, WAMPO Transportation Planning Manager, presented the WAMPO's comprehensive bikeway map which was generated by the WAMPO team digitizing the various plans published by communities within the WAMPO region.

B. City of Garden Plain Bike/Ped Plan

Kimberley McCormick, from the City of Garden Plain, presented Garden Plain's most recent additions to their Bike/Ped infrastructure. Garden Plain has made new plans to continue to expand its sidewalk network after receiving a Cost Share Grant from KDOT in 2020. Most recently the City has applied for a Transportation Alternatives grant to install sidewalk along Harry Rd.

C. City of Wichita Bike Plan

Tia Raamot, the Transportation Planner for the City of Wichita, presented the progress that Wichita has made on its Bicycle Master Plan updates. Wichita is currently updating its Bicycle Master Plan to address more recent concerns. Many of the new plans will be designed to increase the number of routes available. Jane Brynes brought up the fact that Wichita has a 20-year repainting schedule for their bicycle lanes as opposed to the 8-year national average, this has led to concerns about the visibility of older bike lanes.

D. City of Wichita Bike/Ped Progress

James Wagner, the Capital Improvement Engineer for the City of Wichita, presented the progress that Wichita has made on multi-modal transportation. Much of the discussion focused on the expenses involved in sidewalk installation with some of the largest, unexpected expenses coming

from tree removal and bridge work. Plans will also be increasing the importance of maintenance and safety in the future.

3. Open Discussion

4. Meeting adjourned at 10:40 AM.

Next Meeting will be held on Wednesday, September 7, 2022 at 9:30 AM.



Agenda Item 3A: Update Existing Sidewalk Data Update

Eldon Taskinen, Transportation Planning Intern

Background:

Biking, walking, and other forms of active transportation are important alternatives to automobiles in the WAMPO region, promoting healthy living and reducing emissions. To determine how connected and accessible the Wichita metropolitan area's sidewalk/trail network is, WAMPO is developing a comprehensive map of all sidewalks and paved trails in the region. This map will be used to identify gaps in the nonmotorized-transportation network that ought to be filled, help travelers plan what routes they will take, and identify critical links in the system.

WAMPO's Existing-Sidewalks Map:

WAMPO staff are developing the existing-sidewalks map from publicly available satellite imagery. Staff manually traced the locations of sidewalks, paved trails, and crosswalks that are visible in the satellite imagery into ArcGIS feature classes. When this is done, WAMPO will have a comprehensive map of the entire sidewalk network within its borders.

The map will likely remain under development until either October or November 2022. As of now, it is over halfway done, with most sidewalks in the City of Wichita already included, as well as those in a few other municipalities, like Goddard and Andover. Staff are carefully monitoring their progress. To see where in the region sidewalks have or have not yet been traced, refer to the attached map.

Once finished, the sidewalk/paved trail map will provide a clear and complete account of the locations of off-road nonmotorized-travel facilities in the WAMPO region, which will assist the planning and prioritization of future active transportation projects by providing a way to assess how much connectivity is improved by any given project. The map will also be used during the development of the WAMPO Active Transportation Plan to identify gaps in the network and will assist individual communities in assessing their respective levels of pedestrian accessibility.

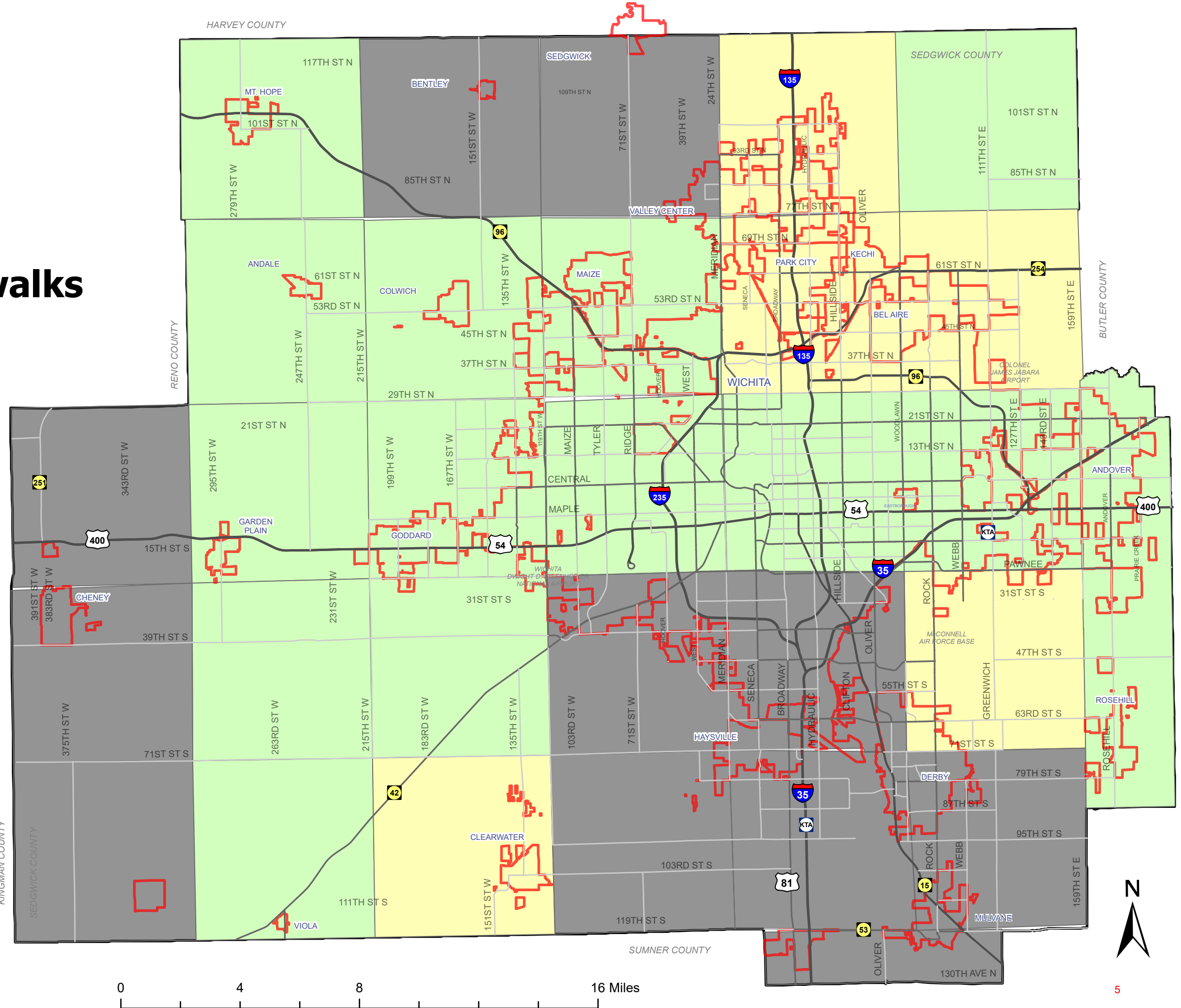
Attachment:

- **[2022 Existing-Sidewalks Progress Map](#)**



2022 Existing Sidewalks Mapping Progress

- Complete
- In Progress
- Not Started
- WAMPO Cities



Source: Existing Sidewalks Mapping Project
 Produced by: WAMPO
 Date Exported: 8/29/2022
 Folder: T:\WAMPO GIS\Bike Ped\Existing Sidewalks\MyProject\
 The information shown on this map is compiled from sources made available to us, which we believe to be reliable.



Background

Since 2012, WAMPO has conducted annual counts of bicycle and pedestrian at various locations throughout the region. The purpose of these counts is to measure non-motorized travel and trends of a facility or network within the WAMPO region. This helps to determine long-term walking and biking trends as well as where emphasis should be placed by WAMPO- in terms of road improvements and repairs, new transportation projects, and more. Further, this information can also be shared with the public and other governing bodies, creating a more developed and thorough understanding of how the WAMPO region commutes, stays active, and interacts on its roads and pathways. It also sheds light on the relationships between transportation, land use, and climate by illustrating trends in road and path usage.

WAMPO Bicycle and Pedestrian Count Projections

From 2012 to 2020, counts were measured at 35 site locations, and in 2021, three new site locations were added. Each site is measured for two hours on two weekdays- either Wednesday or Thursday and one weekend, Saturday. (Moving forward, count locations will be counted for two hours in the morning, two hours in the evening, and two hours on Saturday.) The sites are measured either based on screenline (a line along a path or road that when crossed, is counted) or intersection (where passage through the intersection is counted). WAMPO enlists support from community volunteers to collect this information.

This is the first year that WAMPO is projecting these counts to represent larger swaths of time and traffic. Calculating projections from daily counts can be used to predict and analyze daily, weekly, monthly, and yearly volumes and averages. These counts and their methodology are based on national standards from the [National Bicycle and Pedestrian Documentation Project](#). This methodology will allow us to predict the AADT (Average Annual Daily Traffic) for bicycle and pedestrian counts each year.

The bicycle and pedestrian count projections have been analyzed and shared via charts and maps on subsequent pages. Maps illustrate the AADT changes over time at all site locations throughout the region, as well as break down each site in terms of bike/ped and vehicle traffic. WAMPO is in the process of creating accessible online interactive maps for use by the public and other government bodies to learn about transportation, safety, economy, health, growth, and the progress over time of the WAMPO region.

Timeline

Task 1: Review and compile 2012 to 2021 bike/ped count information

Task 2: Calculate predictions using National Bicycle and Pedestrian Documentation Project formulas in excel

Task 3: Isolate the most important information on bike/ped and vehicle AADT, as well as the daily percentages of each type of traffic

Task 4: Create charts and visuals illustrating changes in counts over time

Task 5: Import the excel data into ArcGIS



Agenda Item 3B: Update
Bicycle and Pedestrian Count Projections
Cailyn Trevaskiss, Transportation Planning Intern

Task 6: Create ArcGIS maps to illustrate patterns and trends in the data (*we are here in the timeline*)

Task 7: Use ArcGIS online to create an interactive map to be hosted on WAMPO's website

Attachments:

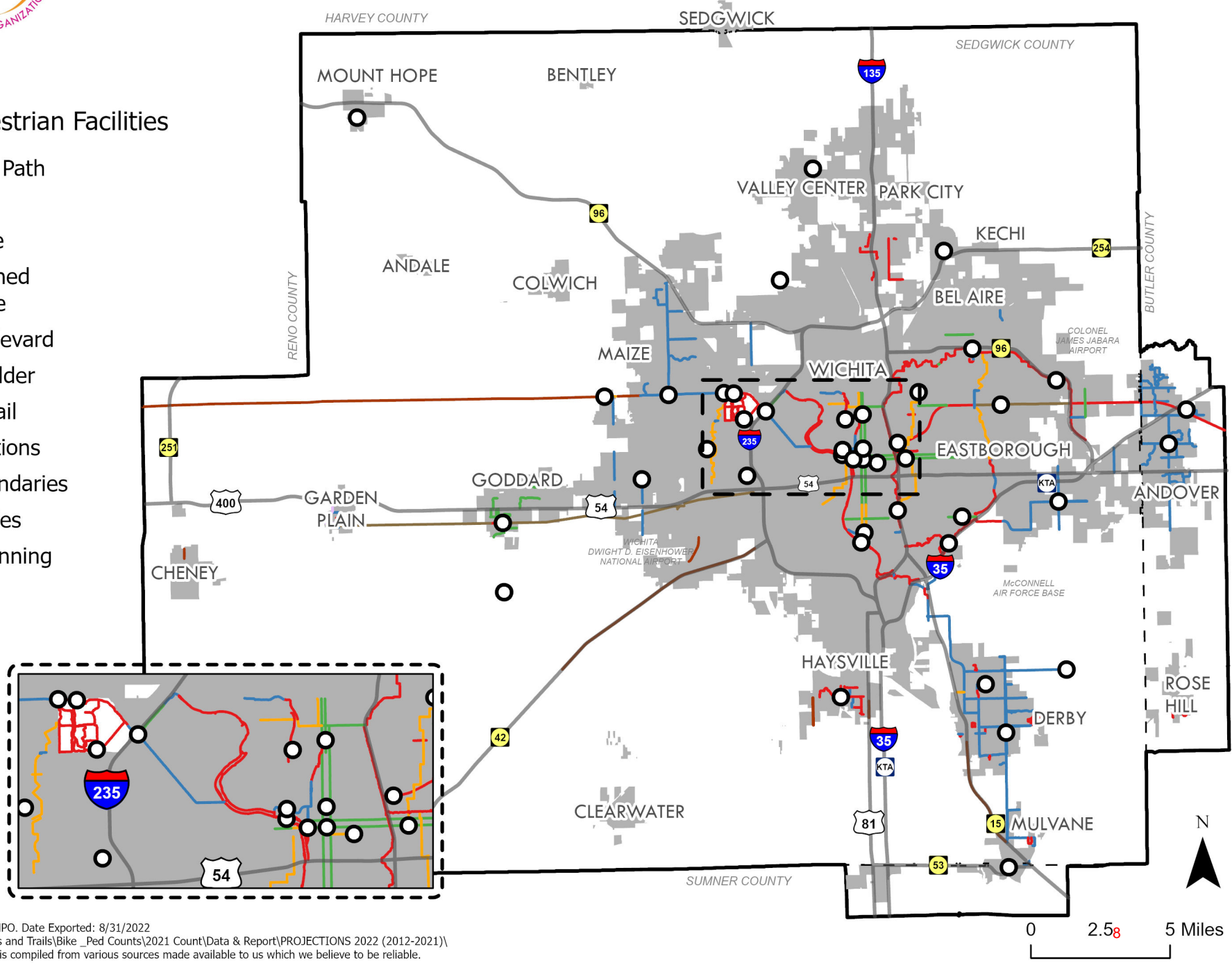
- [National Bicycle and Pedestrian Documentation Project Instructions \(link\)](#)
- Maps
 - 2021 Bike & Pedestrian Count Locations
 - Bicycle & Pedestrian and Vehicle AADT 2021



Bicycle & Pedestrian Count Locations & Facilities 2021

Bicycle & Pedestrian Facilities

- Shared Use Path
- Sidepath
- Bicycle Lane
- Marked/Signed Shared Lane
- Bicycle Boulevard
- Paved Shoulder
- Unpaved Trail
- Count Locations
- County Boundaries
- WAMPO Cities
- WAMPO Planning Boundary



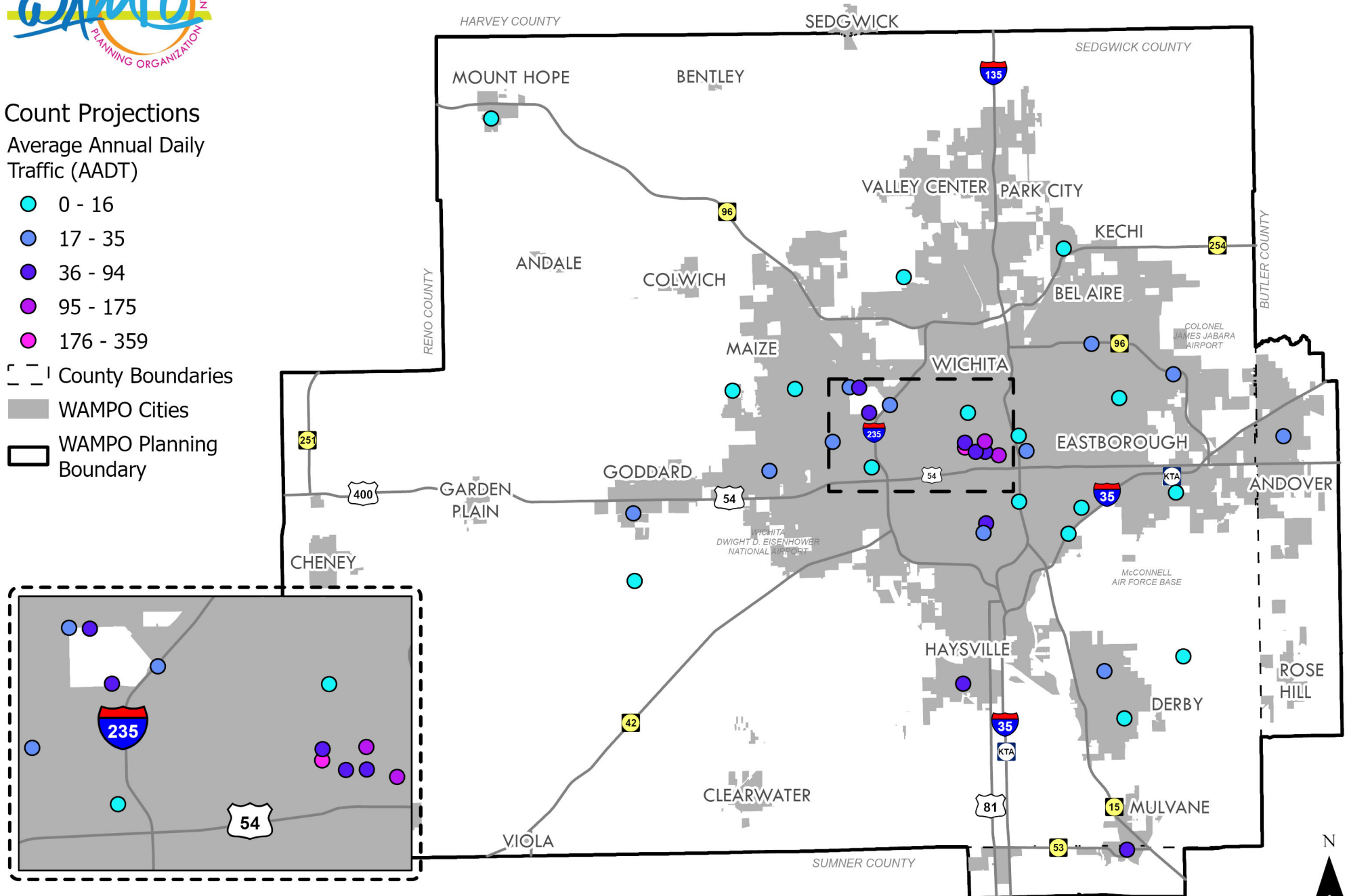


Bicycle & Pedestrian 2021 Count Projections

Count Projections
Average Annual Daily
Traffic (AADT)

- 0 - 16
- 17 - 35
- 36 - 94
- 95 - 175
- 176 - 359

- County Boundaries
- WAMPO Cities
- WAMPO Planning Boundary





Background

Improving communities in the region by bridging health and transportation is of great importance to WAMPO. Physical health is influenced, in some form, by transportation, as well as access to active transportation facilities and physical activity outlets. WAMPO staff have created maps that display model-based data from the [Centers for Disease Control and Prevention \(CDC\)](#) that show crude prevalence of conditions that could benefit from physical activity such as walking and biking.

The Health Condition Prevalence map identifies census tracts where the highest levels of health conditions like asthma, diabetes, coronary heart disease, high blood pressure, high cholesterol levels, obesity, and strokes were the most prevalent. Also included in the map are Environmental Justice (EJ) census tracts and bike facilities. WAMPO staff will continue to analyze health data for the region to provide tools for future planning activities.

Attachments:

- [WAMPO Region Maps for:](#)
 - Asthma Prevalence
 - Diabetes Prevalence
 - Coronary Heart Disease Prevalence
 - High Blood Pressure Prevalence
 - High Cholesterol levels Prevalence
 - Obesity Prevalence
 - Stroke Prevalence
 - Health Conditions Prevalence

To see maps, please
click the link to be
redirected to them

3D

Active Transportation Committee

Selected Elements of an Active Transportation Plan

September 7, 2022

Alan Kailer & Jack Brown
Active Transportation Committee Co-Chairs



Committee Goals

- ▶ Inventory existing active transportation infrastructure, including on & off-street, paths and parking
- ▶ Review connectivity of existing facilities, identify gaps, prioritize improvements
- ▶ Review regional communities' plans
- ▶ Update existing plan or adopt new plan
- ▶ Consider not only proposed routes, but also policies affecting active transportation

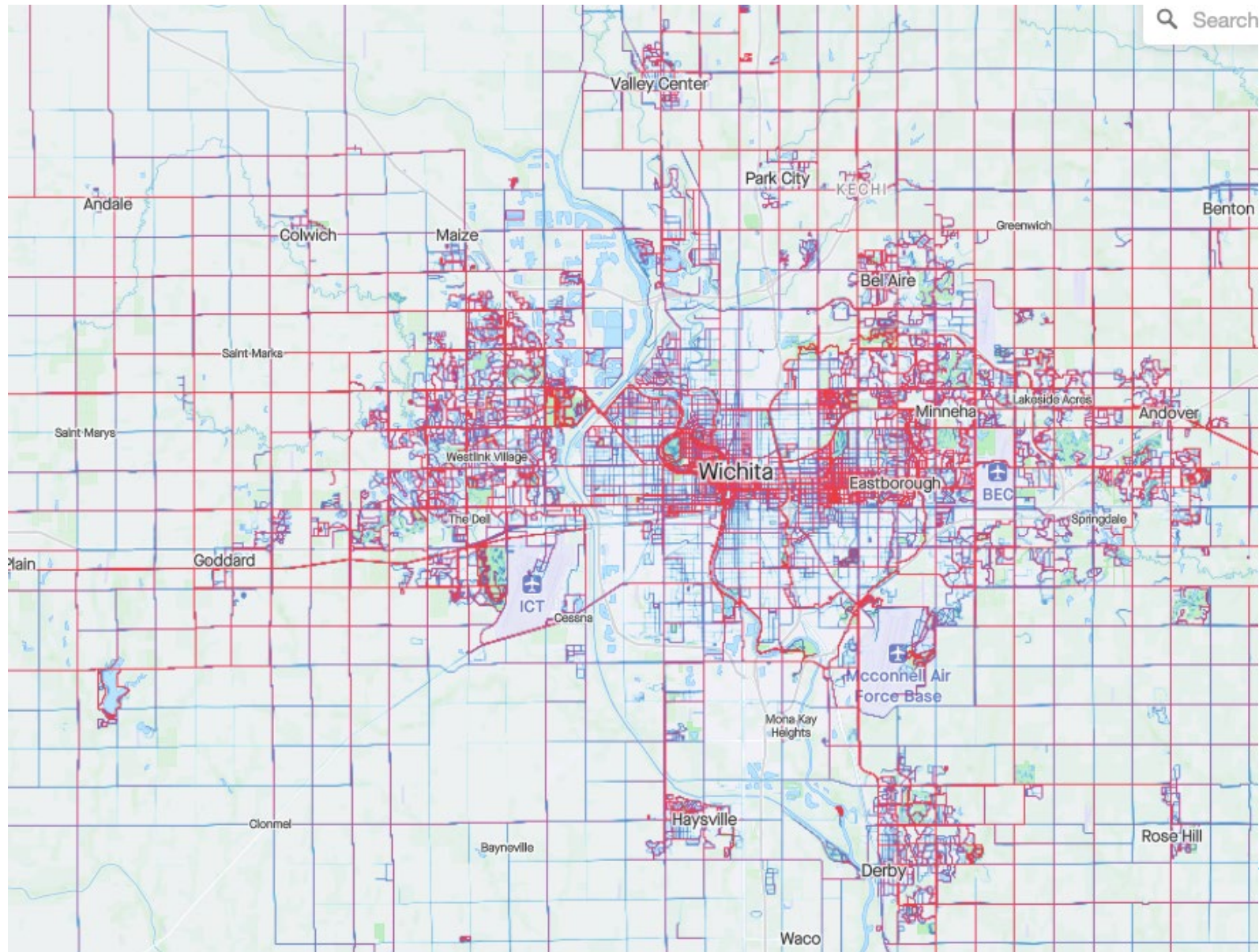
Identifying Priority Elements of Regional Plan

- ▶ Analysis
- ▶ Content
- ▶ Policy Objectives
- ▶ Catalytic Projects

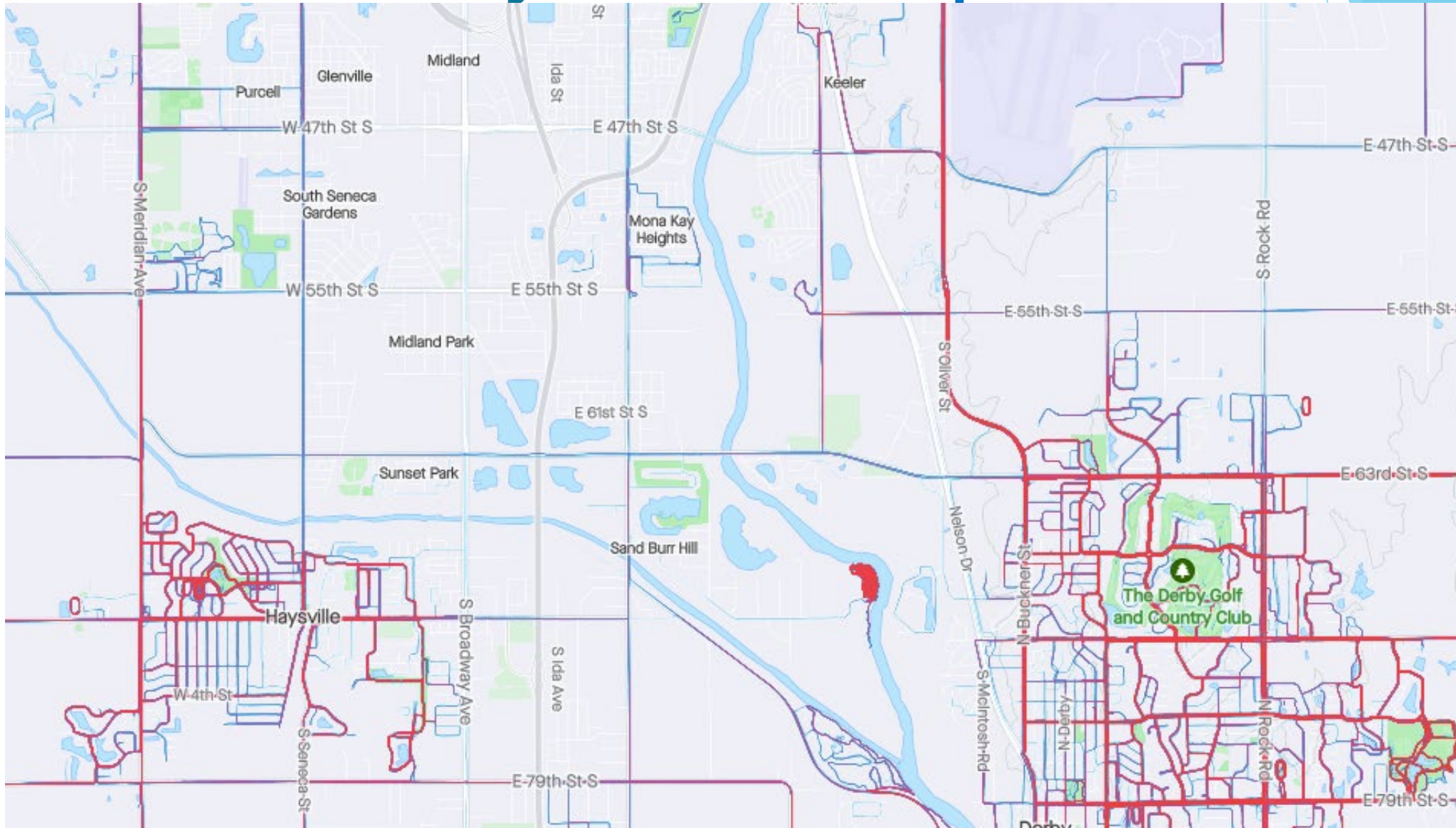
Ideas for Analysis

- ▶ Heat map(s)
- ▶ Identify gaps in existing facilities
- ▶ Identify common goals of communities' plans

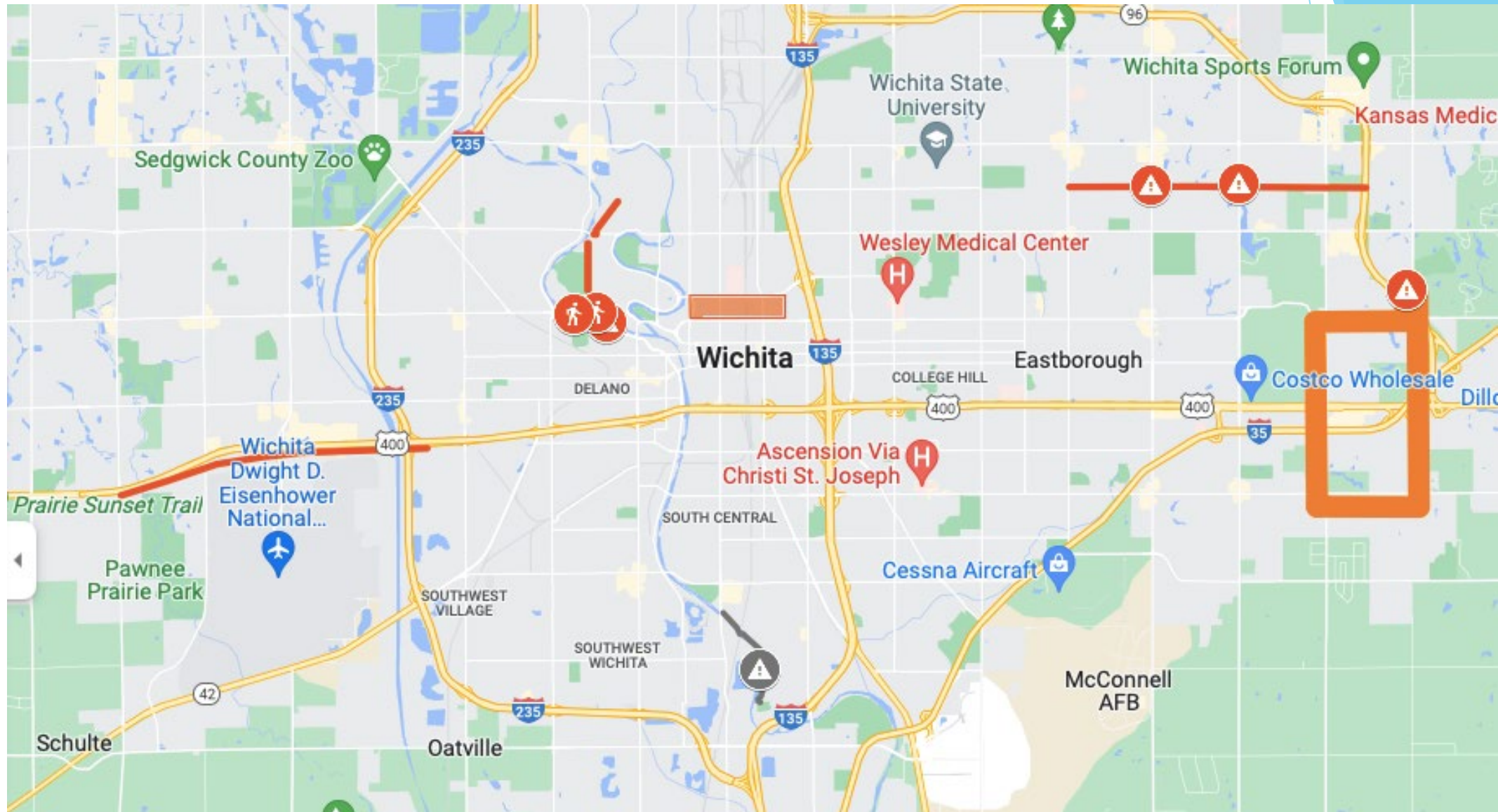
Ideas for Analysis - Heatmaps



Ideas for Analysis - Heatmaps



Ideas for Analysis - Gaps in facilities



Ideas for Analysis - Common Goals

- ▶ Most have goal of connection to nearby communities
- ▶ Several plan complete network of pedestrian and bike facilities within their communities, connecting parks, government centers and amenities
- ▶ Some have policies for city pay for sidewalks or paths on all arterials or fill in gaps in existing sidewalks, even on streets other than arterials
- ▶ Nearly all focus on connecting neighborhoods to resources and amenities

Ideas for Content

- ▶ Identify policies in WAMPO communities that could be applied in other communities
- ▶ Identify specific high priority projects with schedule for completion
- ▶ Identify different types of facilities, preferably with examples of local use

Ideas for Policy Objectives

- ▶ Encouraging and incorporating community plans into visionary regional plan
- ▶ Completing gaps in current facilities
- ▶ Identification and encouragement of bicycle commuting corridors, with priorities
- ▶ Integration with transit, especially in light of Wichita Transit study

Ideas for Policy Objectives

- ▶ Collect comprehensive data on bicycle and pedestrian activity
- ▶ Consistency in regional practices
- ▶ Integration/consistency with other plans and policies such as Places for People in Wichita
- ▶ Safe Routes to Schools
- ▶ Vision Zero

Catalytic Projects

Catalytic Projects

A Catalytic Project is a project that has significant potential to spark interest and use of active transportation in the Lehigh Valley—not just for work trips but also for errands and social and recreational trips. A preliminary list of 11 candidate Catalytic Projects was developed and prioritized based on each project's ability to:

- Address a known safety issue
- Improve pedestrian and bicycle network connectivity
- Facilitate access to transit
- Facilitate access to trails
- Produce a significant local and/or regional economic benefit
- Incorporate state of the art design
- Serve historically disadvantaged communities

Five Catalytic Projects were ultimately selected for field assessment—two in Lehigh County, two in Northampton County and one in both counties.

Let's Connect Easton



Project Overview

The City of Easton is home to 26,000 people, and thousands of people from surrounding communities travel to Easton regularly for work and recreation. There are major regional trails on either side of the City, but they are disconnected from the neighborhoods where people live and work. The communities around Easton are linked by the Two Rivers Trailway, but Easton's Karl Stimer Arts Trail is currently disconnected from this network. The D&L Trail, which is the spine of THE LINK regional trail network, runs along the south side of the Lehigh River within sight of Easton's walkable downtown, but no bicycle facilities exist to provide a connection.

Connecting these major trails to the core of the City would connect Easton to Allentown, Bristol and other cities further afield, and make Easton a major destination for regional bicyclists of all abilities. The newly connected trail network would also create new low-stress bike commuting routes connecting Easton with the surrounding communities.

- **Gap Length (Two Rivers Trailway):** 1 mile
- **Gap Length (Downtown Easton to D&L Trail):** 1,200 feet
- **Land Use:** Town/Village Center
- **Responsible Entities:** City of Easton

Recommendations

Two Rivers Trailway:

Location-Specific

3.1 New Trail Along Bushkill Creek – Construct a new trail along the south side of the Bushkill Creek (*Map A*) that connects Hackett Park to the 13th Street trailhead of the Karl Stimer Arts Trail.

3.2 Enhanced Crosswalk on 13th Street – Install a new high-visibility crosswalk across 13th Street to connect the new trail with the existing trailhead (*Map B*). Install a rectangular rapid flashing beacon at the crosswalk location.

Downtown Easton to D&L Trail

Location-Specific

3.3 Sitgreaves Street Connection – Sitgreaves Street (*Map C*) should be converted into a two-way low speed street with shared lane markings from Northampton Street to Larry Holmes Drive to welcome bicyclists into the heart of downtown.

3.4 Enhanced Crosswalk – Provide an enhanced crosswalk at the intersection of Larry Holmes Drive & Sitgreaves Street.

3.5 Construct New Bridge Over Lehigh River – Construct a 340-foot-long pedestrian and bicycle bridge across the Lehigh River, starting at the red-brick pump station in Scott Park on Larry Holmes Drive and connecting to the D&L Trail on the south side of the river. (*Map D*) If a dedicated bridge cannot be built, a possible alternative is to install a cantilevered sidepath on the Third Street bridge; however, this could only be done in conjunction with major highway improvements.

Benefits

- Addresses Known Safety Issue
- Facilitates Access to Transit or Trail
- Significant Local and/or Regional Economic Benefit
- Serves Disadvantaged Communities
- State of the Art Design
- Potential for Emotional Engagement

Addresses Known Safety Issue:

- Both South Third Street and Larry Holmes Drive have a high rate of crashes involving bicyclists and pedestrians.
- There is a horizontal curve on S. Delaware Drive (Route 611) that limits sight distance on a narrow section of the roadway.

Facilitates Access to Transit or Trail:

- Downtown Easton is a major tourist destination located near the midpoint of the D&L Trail. An easy to navigate bicycling connection between the trail and the town would make Easton a highlight destination for both local and long distance trail riders.
- People who live and work in Easton would gain direct access to the regional trail network via both the D&L Trail and the Two Rivers Area Trailway.
- The Karl Stimer Arts Trail, which is already a popular destination, would be linked with the regional trail network.

Significant Local and/or Regional Economic Benefit:

- The D&L Trail is the backbone of the regional trail network. Strengthening the connections between the trail and surrounding communities would benefit trail users who are looking for amenities along their route. Enhancing access to shops, restaurants, and historic sites along the trail can attract more visitors to the trail and benefit the local economy.

Serves Disadvantaged Communities:

- Easton's West Ward has one of the highest poverty rates of any neighborhood in Northampton County.
- Households in Downtown Easton and the West Ward have some of the lowest rates of car ownership in the Lehigh Valley.

State of the Art Design:

- Linking the new trail with the existing Karl Stimer Arts Trail with an enhanced crossing adjacent to the newly redeveloped Simon Silk Mill will create a notable gateway along 13th Street.

Potential for Emotional Engagement:

- An improved bicycle and pedestrian crossing over the Lehigh River will provide a unique view of the Lehigh and Delaware rivers.
- City residents will be able to access the natural beauty of Delaware Canal State Park with an easy 10-minute bike ride.

Considerations

- Removing right-turn lanes at two signalized intersections on either side of the Third Street Bridge will impact traffic operations. PennDOT will likely request a traffic analysis.
- As Delaware Drive (Route 611) passes under the railroad trestle there is not adequate space to provide a trail along the roadway. The elevation of the adjacent D&L trail must be raised to provide adequate width for a trail along the side of the road. The resulting trail grades and trail width should be consistent with American Association of State Highway and Transportation Officials trail design standards.
- If Alternative 1 for connecting Downtown Easton to the D&L Trail is not feasible then Alternative 2 should be pursued.

Recommendations Overview

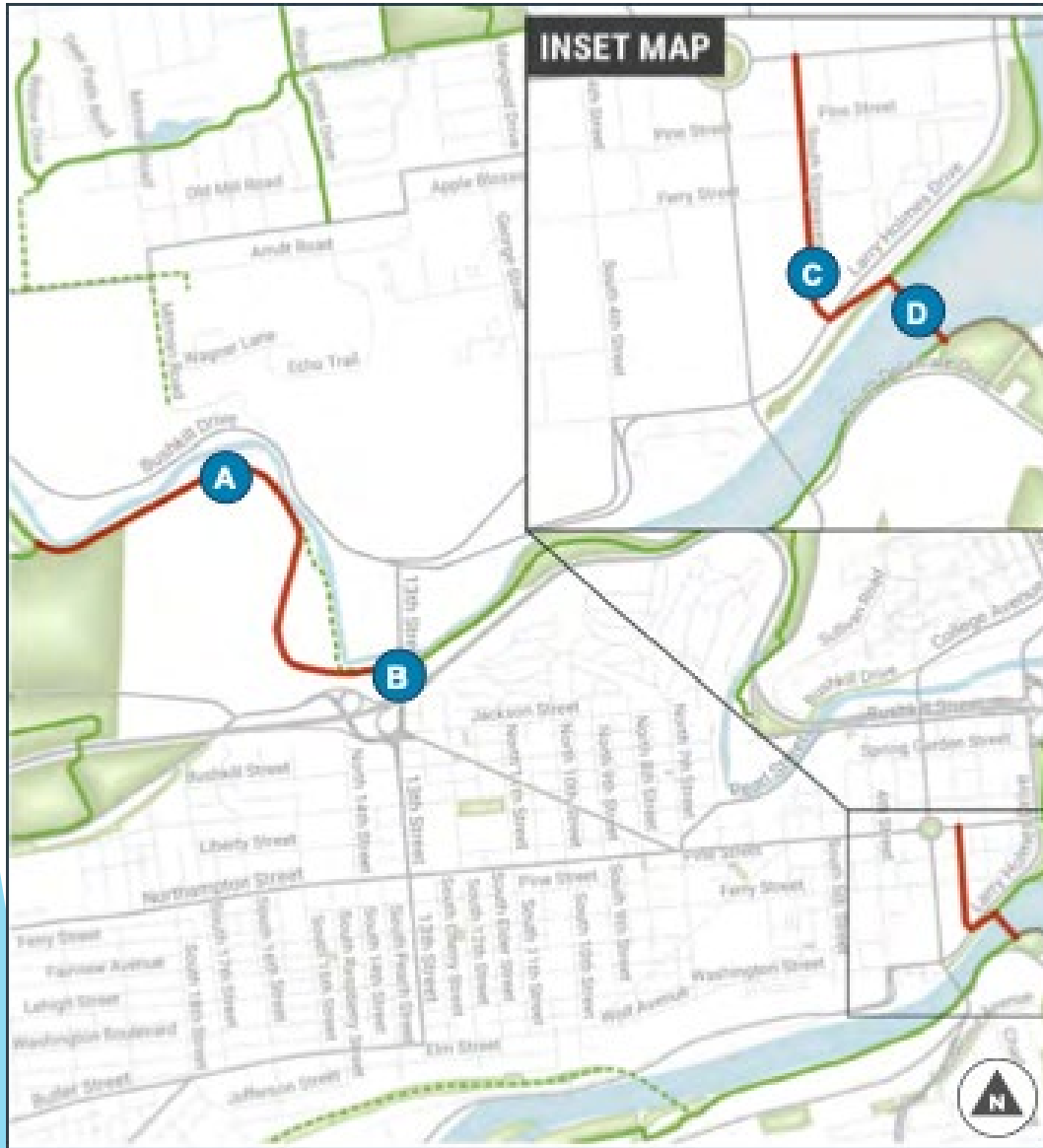


Figure 5.46: The Karl Stirner Arts Trail currently terminates at this trailhead on 13th Street (**Map B**). It is recommended that a new high-visibility crosswalk be installed across 13th Street to connect the proposed new trail with the existing trailhead.

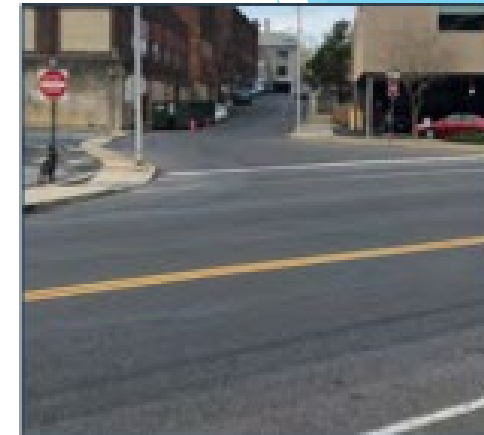


Figure 5.47: Sitgreaves Street (**Map C**) should be converted into a two-way low speed street with shared lane markings to lead bicyclists into the heart of downtown.

Examples of WAMPO Catalytic Projects

- Aviation Pathway
- Keeper of the Plains complex

Ideas for Catalytic Projects

- Connecting Redbud and Prairie Sunset Trails through Wichita
- Extending Redbud Trail to Augusta and Prairie Sunset Trail to Cheney and beyond
- Creating integrated and comprehensive bicycle network
- Implementing protected bike lanes and protected intersections (is this of regional significance?)

Ideas for Catalytic Projects

- Developing ACA TransAm route or spur through Wichita, most likely incorporating Redbud/Prairie Sunset Trail
- Encourage Places For People-type node development
- Safe connections to employment centers in North Wichita and Southwest Wichita
- Commitment to devote minimum funding to active transportation

Questions

- ▶ To what extent, or at what level can WAMPO influence pedestrian infrastructure? Does not usually interconnect with other communities.
- ▶ To what extent do we address parking, transit, development?
- ▶ Will plan be a policy statement by WAMPO that WAMPO will be more likely to (or will only) support projects consistent with plan?

Questions/Comments?

Bicycle and Pedestrian Plan Draft Outline

August 17, 2022

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Agenda Item 3E: Update
Association of Pedestrian and Bicycle Professionals Conference
Nick Flanders, Senior Transportation Planner

Background:

From Monday, 8/22/2022, to Wednesday, 8/24/2022, WAMPO Senior Transportation Planner Nick Flanders attended the Conference of the Association of Pedestrian and Bicycle Professionals in Minneapolis, MN. During that time, Nick Flanders attended various sessions that were relevant to WAMPO's bicycle and pedestrian planning activities.

Notable Sessions Attended:

- **Workshop: Cross-Section Trade Offs: Achieving Complete Streets within Limited Space**
 - Discussion and examples of strategies/considerations for reallocating the width of a Right Of Way's (ROW's) cross-section to better achieve safety and other goals.
 - Attendees tested a spreadsheet-based tool that is being developed for NCHRP report 15-78. The tool automates the process of reallocating the width of a ROW's cross-section in accordance with various scenarios the user inputs. It also calculates how effective each hypothetical cross-section would be at achieving the user's stated goals and generates reports and visual representations for each scenario.
- **Workshop: DEI Role Plays: Practice an Equitable Approach to Real-World Transportation Scenarios**
 - Attendees practiced how to be persuasive "equity proponents" in conversations about pedestrian/bicycle planning efforts, centered on interactions either between coworkers or between consultants and clients.
- **Panel Session: From Scoping to Implementation: How State DOTs (and their Partners) Bring Ped/Bike Projects to Fruition**
 - The Minnesota Department of Transportation (MnDOT) has created a Best Practices handbook for pedestrian/bicycle safety projects, to be consulted by local jurisdictions. The handbook is organized around answering common questions about different pedestrian/bicycle safety strategies/measures, with the intent of avoiding a "top-down" approach.
 - MnDOT also has a pedestrian design manual for its own staff to follow, especially where state highways pass through cities and (often small) towns. The manual goes beyond just ensuring compliance with the Americans with Disabilities Act (ADA) and addresses the problem of the planning/design/improvement of state highways being disconnected from the planning efforts of the local jurisdictions they pass through.
 - The Oregon Department of Transportation (ODOT) provides assistance to small local governments to identify and implement "low-hanging fruit" pedestrian/bicycle improvements in short timeframes. In their presentation,



Agenda Item 3E: Update Association of Pedestrian and Bicycle Professionals Conference

Nick Flanders, Senior Transportation Planner

they also highlighted the problem of sidewalk maintenance along state highways usually being the responsibility of the local government, even if the state paid to construct the sidewalk.

- **Workshop: *Understanding how Bicycle and Pedestrian Count Data Affects Your Program's Decision Making Process***
 - Agencies are moving towards more automated, sensor-based pedestrian/bicycle counts (e.g., infrared, video, tube across the ground) and fewer manual counts, as they are difficult and produce poor databases. However, manual counts are “not completely useless,” since they provide more attributes and better storytelling and double as a public-engagement activity.
 - To collect socioeconomic data on those who are counted, point-intercept surveys are needed (must be kept very short, especially for bicycle riders).
 - Equity: On Transportation System Mobility and Operations (TSMO) funding applications, 50 out of 100 questions are now about equity. One barrier to equity is pedestrian/bicycle counts that are mostly conducted in central cities and generally where there is already known to be significant pedestrian/bicycle travel. Another barrier is jurisdictions choosing to keep collecting data in the same bad way they have been in order to comparability to historical data.
 - Probe data (i.e., third-party cell phone data) can supplement counts, but users of the tracked devices are not necessarily a representative population sample and modes of travel need to be guessed from the recorded movements.
 - Data from bike-share programs can be useful, provided that the bike-share vendor is willing to provide any data.
- **Panel Session: *Pathways to Partnerships: How State-Led Active Transportation Planning in Kansas Brings Together State Agencies, Foundations, and Communities to Increase Transportation Choices and Improve Health***
 - The Kansas Department of Transportation (KDOT) recently adopted its first Active Transportation Plan (ATP) since 1995. The new plan is less siloed, both in terms of project types and in terms of funding sources. Project planning phases can be funded with health money from the Kansas Department of Health and Environment (KDHE) or from Blue Cross Blue Shield (BCBS) of KS (BCBS funds can be used towards the local match requirement). For construction, KDOT money is available for road and pedestrian/bicycle projects and Sunflower Foundation money is available for trail projects.
 - Also in the KDOT ATP: Active Transportation Toolkit for Small and Midsize Communities; Active Tourism Toolkit; crash analysis; economic impact analysis.



Agenda Item 3E: Update

Association of Pedestrian and Bicycle Professionals Conference

Nick Flanders, Senior Transportation Planner

- KDOT also has a policy portal where local governments can upload their planning documents, both for their constituents to view and for planners from other jurisdictions to look to for examples.
- The KanPlan GIS website includes a layer of designated and priority bikeways. If a project is done on a designated bike route, it needs to ensure an extra three feet of shoulder space beyond the rumble strip.
- The Flint Hills MPO presented on traffic-safety demonstration projects (they have a Build Your Own Demonstration Project page on their website). Between when a permanent safety improvement is proposed and when it is funded and constructed, temporary measures (e.g., rubber curbs, cones, poles, signs) can be put in place to prove the effectiveness of the proposed permanent measures, both to grant-awarders and to the general public.
- **Panel Session: *Using Crash Data and Behavior Science for Safer Streets in Indiana and San Francisco***
 - Indiana: Study of crash statistics:
 - Pedestrians and bicycle riders are in a low percentage of all crashes but constitute a much higher percentage of crash fatalities.
 - Study included three counties, but not Indianapolis, which has more crashes, is more studied, and has more resources than other parts of the state.
 - Researchers looked for over/under representation in the demographics.
 - Used data from the state crash-reporting system, which requires a high level of clearance to access.
 - Many crashes had code for “Unusual Circumstances” or “Crossing Paths – Other Circumstances,” which needed to be resolved.
 - Police reports on crashes are often unclear, depending on the level of training of the officer. They have a tendency to assign blame to pedestrians/bicycle riders when they are in crashes with automobiles. In inclement weather, officers often do not bother to even file crash reports.
 - San Francisco: Making left turns safer
 - Vehicles turning left are the top crash factor in San Francisco.
 - The city has very few intersections with protected left-turn signal phases (i.e., no green arrow).
 - Vehicles turning left frequently fail to yield in the crosswalk.
 - Sharp, 90-degree left turns are the safest.
 - Produced a Left Turn Guidebook
 - Implemented “nudge” measures/messaging to encourage better traffic behavior (e.g., left-turn guide bumps, horizontal road markings that driver can use to judge their speed). The street treatments were relatively cheap.



Agenda Item 3E: Update
Association of Pedestrian and Bicycle Professionals Conference
Nick Flanders, Senior Transportation Planner

- Messaging campaign to inform residents and businesses near the intersection that a problem exists (using statistics), how left and right turns are different when it comes to safety, and only then say what actions are needed (billboards, bus-side ads, PSAs, tactile maps for blind people). The messaging campaign cost about \$2 million.



Agenda Item 3F: Update

Social Media Question

Emily Thon, Public Outreach Coordinator

Public Participation Plan 2022

WAMPO is developing the Public Participation plan for the next 5 years. As part of the process, WAMPO is asking the committee what they feel WAMPO should be sharing on our social media, email, and publications.

We want to know:

- Where do you receive your information?
- How do you prefer to receive that information?
- What do you like to learn or read?

It is anticipated the 45-day public comment period will open at the end of September and the plan will be considered for approval by the Transportation Policy Body at their December 2022 meeting.



Agenda Item 3G: Update
WAMPO Bicycle/Pedestrian Count – Volunteers Needed
Dora Gallo, Transportation Planner

Background

WAMPO is carrying out a bicycle/pedestrian planning process, identifying, and prioritizing system improvements based on existing conditions and plans and on the needs of bicycle riders and pedestrians. To better assess where bicycle/pedestrian improvements are most warranted, WAMPO conducts an annual bicycle/pedestrian count across the region, most recently at 38 locations in September 2021. WAMPO staff have added three additional locations for this year’s count.

WAMPO’s annual bicycle and pedestrian count will take place on September 21st, 22nd, and 24th, 2022. Volunteers can sign up at www.wampo.org/volunteer.

Dates and Times for 2022 Bicycle and Pedestrian Count

<i>Wednesday, September 21</i>	10am-12pm	5pm-7pm
<i>Thursday, September 22</i>	10am-12pm	5pm-7pm
<i>Saturday, September 24</i>	12pm-2pm	

There are 123-time slots that need to be counted to obtain complete data for each location (as each location needs to be counted three times – once in the morning, once in the evening, and once on Saturday). We are very grateful to the 52 volunteers who have already registered to participate in this year’s count. However, we still need 73 times covered. Please assist us in obtaining complete data by volunteering for at least one time today!

WAMPO will host a networking event for volunteers on Thursday, **September 8th**, from 6-7 PM, at the Advanced Learning Library, Conference Room C, 711 West 2nd St N, Wichita, KS 67203. At this event, training and informational materials for volunteers will be available, and there will be an option to sign up to volunteer in person.