

## Transportation Safety Technical Advisors (TSTA) Meeting #2 Summary

March 28, 2023, 1:00-4:00 PM

### Attendees

Mike Armour, City of Wichita

Raven Alexander, City of Wichita Transit

Jessica Warren, CTD 9

Dan Squires, City of Derby

Georgie Carter, City of Haysville

Jolene Graham, City of Maize

Tom Hein, KDOT

Sarah Oldridge, City of Derby Police

Joseph Samaniego, Sedgwick County Department  
of Aging

Lisa Frey Blume, KDHE

Chad Parasa, WAMPO

Ashley Bryers, WAMPO

Alicia Hunter, WAMPO

Slade Engstrom, TranSystems

Nicole Waldheim, B&N

### CSAP Overview and Outcomes

The purpose of TSTA Meeting #2 was to identify the priority safety challenges to address in the Comprehensive Safety Action Plan (CSAP) and initiate a discussion on solutions. The agenda for the meeting included the following:

- Welcome and Introductions
- Safety Communications
- Benchmarking Priority Actions
- Problem Identification
- Safety Prioritization and Initial Solutioning
- Mark Up the Map Exercise

### Communications

A key feature of the CSAP is a communications calendar. It outlines safety outreach methods to be conducted over the course of the plan. The goal of the calendar is to have all partners share the same information at the same time to increase the reach of critical safety education. Recent communications efforts included:

- Be Safe Wichita! Video (Viewed 180 times on YouTube, 13 on Twitter, and 921 on Facebook)
- Culture survey (179 survey responses)

Upcoming communications efforts include the following and will be shared with TSTA members to cross-post:

- TSTA Meeting #2 PowerPoint and Highlights
- Emphasis Area Announcement
- Distracted Driving messaging

## Safe System Benchmarks And Safety Program Next Steps

For WAMPO’s safety program to be successful and move the needle on severe crashes, different topics need to be discussed, assessed, and solutions integrated into planning and programming. Six key areas were shared with stakeholders at TSTA Meeting #1, including:

- **Culture:** Safety needs to be a priority for the traveling public, at transportation agencies, and in our individual job responsibilities
- **Leadership and Commitment:** Leaders need to be bought in and supportive of safety efforts
- **Planning:** Plans need to be developed using inputs and considerations of transportation safety
- **Data Analysis:** Crash and other data need to be available and utilized to make informed decisions
- **Project Delivery:** Projects should be executed with safety policies and countermeasures in mind
- **Safe System Framework:** The Safe System Approach should be used as a tool to guide decision-making

For each of the six topics, a list of challenges and suggested solutions (forty-two) were identified (the full list can be found in Meeting Summary #1). At TSTA Meeting #2, participants prioritized the 42 solutions to determine the highest priorities to carry forward in the CSAP. A 1 (one) indicated a low priority and a 5 (five) a high priority. Those highlighted in blue were identified as the highest priorities. The aggregated results are below.

<b>Culture</b>	
<b>Solutions</b>	<b>Priority Ranking</b>
Include transportation safety as an explicit part of the vision for all municipalities in the region	4.4
WAMPO continues to convene the CSAP safety committee and other interested groups to regularly coordinate on transportation safety priorities	3.9
WAMPO shares and provides education on the final CSAP with local agencies, advocacy organizations, and WAMPO committees	4.6
The final CSAP is endorsed by local agencies, WAMPO committees, and advocacy organizations	3.7
WAMPO establishes a CSAP Implementation Committee to ensure projects and program in final plan are completed	3.9
Create a centralized hub for information on transportation safety for agency staff	3.6
Hold at least one transportation safety event for local agency staff and other stakeholders annually	3.7
Continue utilizing accountability policies, measures, and review boards for safe driving of fleet vehicles	3.1

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<b>Leadership and Commitment</b>	
<b>Solutions</b>	<b>Priority Ranking</b>
Create a regional transportation safety compact, asking local agency leaders to agree to implement CSAP recommendations	3.9
Develop briefing materials or a basic training to educate newly elected officials on the CSAP and safety priorities	3.9

<b>Planning</b>	
<b>Solutions</b>	<b>Priority Ranking</b>
Provide CSAP implementation updates to existing WAMPO committees on a more regular basis	3.1
Continue to identify gaps in transportation safety representation on existing committees	3.6
Increase infographic development to communicate information on transportation safety	3.7
Identify and build relationships with community-based organizations and work with them to reach a wider audience	4.0
Share and educate local agencies on existing safety policies, guidelines, and standards	4.2
Review previous plans' implementation items and determine what is effective and what is not	3.2
Ensure CSAP recommendations consider all potential funding sources	4.1

<b>Data Analysis</b>	
<b>Solutions</b>	<b>Priority Ranking</b>
Additional training with officers showing importance of crash data reporting	3.8
Create a regional data subcommittee	3.6
Discuss approach and funding source to mainstream aggregated data while removing personal information	3.4
Update high crash locations at a minimum of every 5 years	4.5
Update high risk locations at a minimum of every 5 years	4.4
Review and complete a deeper dive into other common risk areas	3.3
Continue to map and provide resources every few years to local agencies on high crash and high-risk locations	4.3

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<b>Project Delivery</b>	
<b>Solutions</b>	<b>Priority Ranking</b>
Review amount of funding (TIP/CIP) going toward safety improvements to better understand how to leverage resources	3.1
Review safety prioritization criteria for CIP and TIP projects	3.3
Provide educational materials to the public about specific safety measures being implemented (how to use, data behind it, reason for it, etc.)	4.1
Provide resources to local agencies on high-value and effective safety countermeasures	4.4
Continue to enhance communications efforts between the Transportation Management Center and enforcement	3.8
Consider using Dynamic Messaging Signs signs to promote seatbelt and DUI checks	3.4
Continue to pilot test engineering and education countermeasures and track effectiveness	3.7
Continue with Complete Streets education to local agencies and the public	3.3
Continue conversations on how to integrate low-cost safety improvements into maintenance projects	4.1

<b>SSA Framework</b>	
<b>Solutions</b>	<b>Priority Ranking</b>
Continue discussing Safe Vehicles as part of the CSAP planning process to better understand role of transportation planners and engineers	2.7
Catalog existing education campaigns in the region and share with partners	3.2
Share WAMPO safety communication calendar with partners. At identified times, share developed resources, links, and content for posts to make it easy for partners to cross share.	3.3
Develop a communications and education document defining basic rules of the road for pedestrian, bicyclists, and drivers	4.2
Develop a communications and education series that highlight one new safety item a month or bi-monthly	3.1

## Safety Story: Public Input and Analysis

The results of the culture survey and initial trends analysis were shared. The analysis outputs can be found in the TSTA Meeting #2 PowerPoint. The goal of sharing the data was to help TSTA members make informed decisions about the key safety challenges in the region based on both qualitative and quantitative inputs.

## Emphasis Area Priorities

Based on the results of the WAMPO region crash trend analysis, ten safety issues emerged as potential priorities to address. TSTA members prioritized the top three areas to address in the CSAP, which included:

- Intersections
- Speed
- Vulnerable Road Users

At TSTA Meeting #3, additional crash analysis will be completed for these three areas to demonstrate why these types of crashes are occurring, what is occurring when these crashes take place, who is involved in the crashes, when they are happening, and where they are happening. This will provide more information to enable TSTA members to identify applicable solutions.

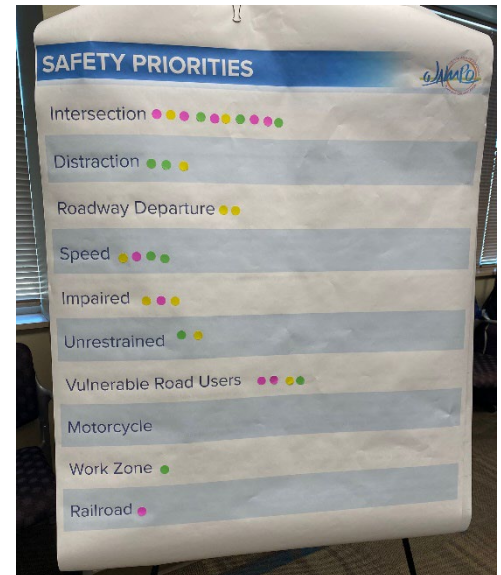


Figure 1: Identified Safety Issue Areas for CSAP

## Safety Solutions

For the CSAP, other regional and local transportation and safety plans were reviewed. Those documents identified several solutions to address the road safety and road user safety. All these solutions were presented to TSTA members so they could identify those that have been (or have the most potential) to be effective at reducing severe crashes in the region. The following were selected as priorities and will be prioritized for inclusion in the CSAP. The numbers represent how many votes a solution received.

### Safe Roads – Intersections

- Flashing solar-powered beacons for intersection warnings (6)
- Street lighting (6)
- Advanced intersection identification signing (5)
- Improved geometry (4)
- Install stop signs with LED flashing lights (3)
- Right in-Right out roundabouts (3)
- Consistent yellow and all-red timings (2)
- Additional stop and warning signing (2)
- Rectangular rapid flashing beacon (2)
- Traffic calming (2)
- Curb and gutter (2)
- Install beacon on stop signs (2)
- Clearing vegetation within sight triangles (1)

- Fluorescence yellow advanced warning signs (1)
- Diverging diamond interchange (1)
- Convert two-way stop to all-way stop (1)
- Re-align intersection approaches (1)
- Reflective backplates (1)
- Convert stop-control to roundabouts (1)

### Safe Roads – Bicycle and Pedestrian

- Pedestrian refuge island (6)
- Sidewalks (6)
- Pedestrian crossing signal (5)
- Curb extension/choker/bulb out (4)
- Enhanced signing and pavement markings (4)
- Off-street bike facilities (4)
- Pedestrian hybrid beacons and signs (3)
- Bike lanes and buffered bike lanes (2)

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Road diets (2)  
ADA curb ramps (2)  
Marked pedestrian crossing (1)  
Raised crosswalk (1)  
Transit shelters (1)  
Curb and gutter (1)

### **Safe Roads – Roadway Departure**

Edgeline/centerline rumble strips (6)  
Enhanced signage and delineation (6)  
Rumble strips (5)  
6” retroreflective centerline (5)  
Road safety audits (4)  
Delineate roadway hazards with retroreflective markers (3)  
Paved shoulders (2)  
Medians (2)  
18-inch aggregate shoulder treatment (1)  
Shoulder widening (1)  
Tapered pavement edge (1)  
6” retroreflective edgeline (1)

### **Safe Roads – Curve**

New pavement markings (5)  
Install/upgrade curve signage (2)  
Speed activated flashers on chevron signs (7)  
Retroreflective strips on chevron signs (5)  
Transverse rumble strips prior to curve (2)

### **Safe Road Users – Enforcement**

High visibility campaigns to deter aggressive driving/speeding (7)  
Promote strategic enforcement at intersections with safety issues (7)  
Perform targeted enforcement of motorists in school zones (7)  
Perform targeted education and enforcement of motorists in locations where yielding to pedestrian in crosswalks is an issue (6)

Identify behaviors of motorists and bicyclists that led to crashes and focus tickets on changing behaviors that cause crashes (3)  
Compile and review statistics on where and why citations are issued to assess enforcement consistency and focus (2)  
Continue to utilize annual high visibility statewide high school and middle school neighborhood safety restraint enforcement campaigns (1)  
Work with law enforcement to evaluate/improve current crash reporting system (1)  
Perform targeted enforcement of pedestrians in locations with jaywalking (1)  
Increase enforcement of bicyclist/motorists behavior to reduce these crash occurrences (1)

### **Safe Road Users – Education**

Conduct driver education programs (6)  
Identify and apply for funding for annual education/enforcement programs (6)  
Conduct education campaigns that target factors in roadway departure crashes and active transportation users (5)  
Collaborate with state and local partners to promote seat belt use through education programs (4)  
Provide educational opportunities to staff, consultants, and project sponsors that reflect best practices in active transportation design (4)  
Develop education materials for new intersection types and new traffic control devices (3)  
Issue annual report identifying top ten crash intersections (3)  
Develop walking and biking safety education lessons for youth (2)

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Identify best practices for routine maintenance (2)

Provide training for law enforcement on laws and best practices related to active transportation (2)

Support partner organizations to train parent volunteers in promoting safe routes to school (2)

Educate person above 60 on issues that can impact older drivers (1)

Address driver behavior on the locally owned road system (1)

Improve public awareness of non-motorized users (1)

Provide opportunities for adult bicycle education course (1)

Support partner organizations in their efforts for national “walk to school day” (1)

### Maps

Participants viewed high crash location maps for the region and made the following comments:

- Kellogg from 235 to Meridian – Concerned with crashes
- K-42/SW Blvd from airport to Harry – Speeding, drag racing Fri-Sun. nights
- Broadway from 13<sup>th</sup> to Pawnee – Pedestrians, homeless
- I-135 and Kellogg – Crashes/congestion
- North Hillside from 29<sup>th</sup> to Central – Visibility of pedestrians, intersections
- 21<sup>st</sup> (most of the corridor between K-96 and I-135 – high speeds
- K-96 – Bike path crossings
- Central and Oliver – Pedestrians
- Hillside and Central – Wesley/pedestrians
- Rock and 59<sup>th</sup> – New developments changing patterns
- Rock and Meadowlark – Intersection
- Rock and 79<sup>th</sup> – Intersection
- Buckner and Meadowlark – Intersection
- Buckner and 63<sup>rd</sup> – Intersection
- 21<sup>st</sup> and 167<sup>th</sup> – Intersection
- 135<sup>th</sup> and K-42 – Intersection
- K-96 Interchanges from Oliver to Webb.
- Webb Road from K-96 to 45<sup>th</sup> - Speeding

### Next Steps

The TSTA will meet for a third and final time to identify solutions for intersection, speed, and vulnerable road user crashes; review high crash and high-risk locations; and provide feedback on layout and inputs into the final CSAP document.