

Transportation Safety Technical Advisors (TSTA) Meeting #3 Summary
May 17, 2023, 1:30-4:30PM

Attendees

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, CTD 9
Dan Squires, City of Derby
Georgie Carter, City of Haysville
Sarah Oldridge, Derby Police
Jolene Graham, City of Maize
Tom Hein, KDOT

Tia Raamot, City of Wichita
Jason Stephens, Wichita Police
Chad Parasa, WAMPO
Ashley Bryers, WAMPO
Dylan Cossart, WAMPO
Peter Mohr, WAMPO
Triveece Penelton, Vireo
Jamaica Whitehead, Vireo
Slade Engstrom, TranSystems
Kendra Schenk, B&N

CSAP Overview and Outcomes

The purpose of TSTA Meeting #3 was to discuss the high crash locations in the WAMPO region and identify countermeasures, including systemic countermeasures, that could be effective in mitigating crashes in the WAMPO region. The agenda for the meeting included the following:

- Welcome and Introductions
- Review of TSTA Meeting #2
- Discussion of High Crash Locations
- Field Review of High Crash Locations
- Countermeasures Discussion
- Grant Applications
- Project Next Steps

Review of TSTA Meeting #2

The polling results from TSTA Meeting #2 were presented from the Safe System Benchmarks and Safety Program Next Steps discussion. The priority solutions for the six key areas are summarized below. Refer to TSTA Meeting #2 summary for more details.

- **Culture:** Safety needs to be a priority for the traveling public, at transportation agencies, and in our individual job responsibilities
 - Include transportation safety as an explicit part of the vision for all municipalities in the region
 - WAMPO shares and provides education on the final CSAP with local agencies, advocacy organizations, and WAMPO committees
- **Leadership and Commitment:** Leaders need to be bought in and supportive of safety efforts

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- None
- **Planning:** Plans need to be developed using inputs and considerations of transportation safety
 - Identify and build relationships with community-based organizations and work with them to reach a wider audience
- Share and educate local agencies on existing safety policies, guidelines, and standards
 - Ensure CSAP recommendations consider all potential funding sources
- **Data Analysis:** Crash and other data need to be available and utilized to make informed decisions
- Update high crash locations at a minimum of every 5 years
- Update high risk locations at a minimum of every 5 years
- Continue to map and provide resources every few years to local agencies on high crash and high-risk locations
- **Project Delivery:** Projects should be executed with safety policies and countermeasures in mind
- Provide educational materials to the public about specific safety measures being implemented (how to use, data behind it, reason for it, etc.)
- Provide resources to local agencies on high-value and effective safety countermeasures
- Continue conversations on how to integrate low-cost safety improvements into maintenance projects
- **Safe System Framework:** The Safe System Approach should be used as a tool to guide decision-making
- Develop a communications and education document defining basic rules of the road for pedestrian, bicyclists, and drivers

Discussion of High Crash Locations

The top intersections throughout the region were highlighted and ranked. For the ranking process, property damage only crashes were removed from the analysis. Given that the three emphasis areas identified from previous TSTA discussions were Intersections, Vulnerable Road Users (VRUs), and Speeding, the intersections were ranked based on overall fatal and injury crashes (separated by signalized and unsignalized), VRUs crashes (combined signalized and unsignalized), and speed related crashes (combined signalized and unsignalized). The maps of these locations are provided in the attachments.

Field Review of High Crash Locations

The stakeholders conducted a field review of the following intersections:

- Main Street & 3rd Street
- Market Street & 3rd Street
- Market Street & Central Avenue
- Broadway Avenue & Central Avenue
- Broadway Avenue & Pine Street

At these intersections countermeasures were identified to mitigate the crashes and contributing factors. The following deficiencies were identified:

- Faded striping in general, but particularly noted for crosswalks and stop bars
- Lack of signal head conspicuity
- Confusing one-way configurations
- Lack of dedicated turn lanes and protected left turn signal phases
- Sight distance obstructions including:
 - Parking near intersections
 - Utility poles
 - Trees
- Off tracking of vehicles including freight.
- Wide crossings without median refuges for pedestrians even though high pedestrian generators at the intersection.
- Far side transit stops without turnouts present.

The following countermeasures were also identified:

- Improved striping that lasts longer
- Backplate retroreflective borders
- Protected bike lanes and bike lane/right turn separation at back of bay rather than conflicting at intersection
- Leading pedestrian intervals
- Medians and pedestrian refuges
- Dedicated turn lanes and protected left turn phasing. Look at lead/lag-protected lefts at locations that can't be widened due to right of way constraints.
- Curb extensions/bulb outs
- Education of drivers and pedestrians on proper operations of traffic control devices
- Speed reduction devices (speed tables, raised intersections, chicanes, etc.)
- Better lighting
- Advance warning applications (e.g. signs)
- Access Controls at minor roads
- Yellow and all red cycles short without the protected left turn phasing
- Better design for all users

Countermeasure Discussion

After the field review, the countermeasures were discussed in more detail and the priority countermeasures that would be most effective in the region were identified:

- Leading pedestrian intervals
- High visibility crosswalks
- Backplates with retroreflective borders
- Dedicated left-turn lanes on high volume roadways
- “Turning Traffic Yield to Pedestrian” signage at intersections with high pedestrian traffic
- Access control through medians
- Advanced warning signs where contextually logical
- Improved pavement markings for vehicle travel lanes
- Curb extensions/bulb outs
- Complete streets discussion, designing for all users (e.g. freight, transit, pedestrian, vehicles and bicyclists).

Another major countermeasure that emerged from the discussion was the need for education surrounding VRUs – both education for drivers and for the VRUs. The “See Me AZ” website was shared with the group as an example of a cohesive marketing campaign being conducted with the Phoenix MPO - <https://azmag.gov/Programs/Transportation/Safety-Programs/See-Me-AZ>. This type of program could be considered for the WAMPO region.

Grant Discussion

The [Safe Streets and Roads for All \(SS4A\) Grant](#) application is open and responses are due July 10, 2023. The WAMPO region is well-positioned for an implementation as a result of the CSAP. However, without a specific project identified and detailed analysis having been conducted to inform the application, an Implementation Grant would likely not be competitive at this time. Therefore, it was proposed that the WAMPO region apply for a Planning and Demonstration Grant. This grant can be used to supplement a comprehensive safety action plan including additional stakeholder and public engagement and collaboration, topical sub-plans. This grant could also be used for demonstration activities such as quick-build strategies that inform permanent projects in the future, pilot programs for behavioral and operational activities or evaluation of new technologies not yet adopted in the region.

There was discussion about what could be included in a WAMPO Planning and Demonstration Grant. Ideas included additional grassroots community engagement, additional studies on high crash locations to determine improvements, piloting a behavioral safety campaign with a major local employer, temporary curb extensions, and temporary speed calming elements.

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The group will reconvene virtually to decide what items should be included in the grant application which is a two-page narrative with letters of support from local stakeholders endorsing the project. The activities to be included in the application will be determined by May 31, 2023. The application will be completed for submittal on June 30, 2023. Supporting information, such as a draft implementation plan, will be provided with the application.

Example successful implementation grants were shared:

- [Louisville Metro SS4A Application – Rightsizing Louisville for Safe Streets](#)
- [Columbus, OH Application – Livingston Avenue](#)
- [Fact sheets for all 37 Implementation Grant awards](#)

Next Steps

This is the third and final TSTA meeting for the plan development process. A Traffic Safety Committee and public information meeting will be held on June 8, 2023. The goal of this meeting is to solicit additional input from stakeholders and the public to inform the SS4A application and the recommendations included in the CSAP.

The draft implementation plan will be prepared by the end of June for inclusion in the SS4A application. The SS4A Planning and Demonstration Grant application will be completed and submitted on June 30, 2023. The draft CSAP will be provided in July with the final plan provided in August or September.