



## Meeting Summary

Transportation Advisory Committee (TAC) Meeting Summary

Monday, April 27, 2020

Online via GoToMeeting

**Meeting Duration:** 1 hour and 25 minutes

### Members in Attendance:

Alejandro Arias, Air Quality  
Annette Graham, CDT #9  
Chad Parasa, WAMPO  
Don Snyder, KDOT  
Elizabeth Ablah, Public Health  
Gary Janzen, City of Wichita  
Jack Brown, Regional Pathways

Jim Weber, Sedgwick County  
Jolene Graham, Economist  
Laura Rainwater, REAP  
Les Mangus, Butler/Sumner  
Mary Hunt, Land Use  
Mike Armour, City of Wichita  
Paul Foundoukis, FHWA

Raven Alexander, Transit  
Rene Hart, KDOT  
Ronald Colbert, SCAC  
Shawn Mellies, Wichita  
Troy Tabor, TAC Chair  
Zach McHatton, SCAC

### Other Attendees:

Kristen Zimmerman, WAMPO  
Tricia Thomas, WAMPO  
Chris Upchurch, WAMPO  
Patricia Sykes, WAMPO  
James Wagner, City of Wichita  
Simon Sun, HDR

Alan Kailer, Bike Walk Wichita  
Jacob Borchers, WSP  
Lonny Wright  
Brad Shores  
Karyn Page, Freight Committee  
Jeff Lackey, TranSystems

Brett Letkowski, TranSystems  
Greg Allison, MKEC  
Tom Hein, KDOT  
Matt Messina, KDOT

## 1. Mr. Tabor called the meeting to order at 10:00 AM

### 2. Regular Business

#### A. Approval of April 27, 2020 Agenda

Discussion: None

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

Motion: M. Armour

Second: L. Mangus

#### B. Approval of March 23, 2020 Minutes

Discussion: None

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

Motion: J. Weber

Second: J. Graham

#### C. Director's Report

- i. **Metropolitan Transportation Plan (MTP) Update** – Chad let the board know that Chris would be reporting on the REIMAGINED document and appendices later in the meeting.
- ii. **Transportation Improvement Program (TIP) Update** – Chad mentioned that the development of the TIP is on schedule. The TAC and TPB are tentatively scheduled to take action on the final document in May or June and Kristen will cover this in more detail later in the meeting.
- iii. **APBP Webinar** – C. Parasa let the board know that the upcoming webinar: 2020 Vision Through the Lens of Equity would be available after May 20<sup>th</sup> to all who request it from Bethany.
- iv. **Professional Development Survey** – WAMPO invited members of the committee to visit [www.publicinput.com/Q561](http://www.publicinput.com/Q561) to fill out a professional development survey. The intent of this Survey is to Explore professional development opportunities, or provide valuable information, to our member communities and community stakeholders.
- v. **BUILD Grant Application** - WAMPO region's major regional priorities identified "North Junction" transportation project as highest priority. The Major Regional Priorities list represents the potential

transportation investments that WAMPO has decided are most important to the future of the region. The list allows WAMPO to speak with one voice when competing for funding at the state and federal level and lends a regional seal of approval to grant applications. The list sends a message to potential partners and funding agencies that these projects truly are the most important to the WAMPO region and function as a persuasive tool to help unlock the much larger funding opportunities that will be required to construct projects on this scale. North Junction being the highest priority for our region, WAMPO is supportive of BUILD grant application that City of Wichita is taking initiative. Your letter of support for this grant application would be helpful. If you have questions, and to submit your letter of support, please contact: Mike Armour at [MArmour@wichita.gov](mailto:MArmour@wichita.gov) or (316) 268-4598.

- vi. **Planning Walkable Places (PWP) Update** – An update of the PWP still in progress includes the Rose Hill Pedestrian Plan, Wichita Parking and Multi-Modal Plan, Wichita Downtown Streets Conceptual Design, and Wichita Transit Accessibility Study.

3. **Public Comment Opportunity** – Alan Kailer of Bike Walk Wichita thanked the WAMPO staff, the TAC and the TPB for their support of pedestrian related projects in the Wichita area, and he urged them to continue this support. BWW strongly supports these types of projects as they directly and efficiently enhance quality of place, attract talent, and improve safety and health. These types of projects are some of the cheapest and most efficient ways to accomplish the stated goals of WAMPO and its constituent communities.

We have said for a long time that communities that encourage biking and walking are stronger socially and economically, healthier and safer, and now we are seeing this demonstrated in the current crisis. One of the effects of the stay-at-home order is that we have seen a dramatic increase in people biking and walking outdoors.

- Socially, one result of this is that all of us have met or been reacquainted with neighbors that we did not have the time to meet before. Because of the increase in walking and biking, our ties with neighbors have been strengthened.
- From a health standpoint, because many of us have been out walking and biking more than what we made time for earlier, we are mentally and physically healthier.
- And economically, we have seen that locally owned restaurants, stores and businesses provide many economic and social benefits to the community, but at the same time it's clear that those businesses are fragile and need support from the community so that they continue to provide those benefits. When people walk and bike more, they are more likely to use and shop at the local businesses in their neighborhoods, providing critical support to those local businesses.
- It is this increased sense of community and these health and economic benefits that Bike Walk Wichita promotes by encouraging a greater focus on walkable, bikeable places. These benefits are also the goal of the Vision and Outcome statement that WAMPO has adopted and the Planning Walkable Places projects that you have approved.

Alan again thanked the committee for the funding of walkable places and active transportation and encouraged them to continue that focus and emphasize projects that encourage walkable places and active transportation.

#### 4. New Business Items

##### A. Update: 2021-2024 Transportation Improvement Program (TIP), Kristen Zimmerman, Senior Planner, WAMPO

**Discussion:** The Transportation Improvement Program (TIP) is an on-going program of priority, agreed-upon projects, programs, and initiatives that the greater Wichita region has committed to take place in

the near future. The projects in the TIP help to implement WAMPO's long-range transportation plan, Reimagined MOVE 2040, which defines the vision for the region's transportation system.

The TIP programs, or assigns, funding to specific highway, road, bridge, transit, bicycle, pedestrian, and other transportation projects. It includes all WAMPO funded projects, as well as other projects that are managed by, or awarded by, KDOT or Wichita Transit when federal transportation funding is used on these projects, or if they are regionally significant projects in our region. Federally funded projects are required to be included in the TIP in order to access the federal funding.

The TIP is an on-going program, and the current TIP covers projects that are expected to take place during Federal Fiscal Years 2019 thru 2022. It was updated this year to cover federal fiscal years 2021 - 2024.

Next steps include:

- May 1 - 31: Final draft document and projects (on Project Tracker) will be open for public comment and review period
- May 12: Update to Transportation Policy Body (TPB)
- May 18: TAC action final 2021 – 2024 TIP document
- June 9: TPB action on final 2021 – 2024 TIP document
- September: The approved TIP will be sent to the Kansas Department of Transportation (KDOT) to be included in the Statewide Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).
- October 1: The 2021 – 2024 TIP will go in effect.

G. Janzen noted that the Project Type Breakout between Total TIP and WAMPO Funded were different and asked what items in the TIP end up being funded. K. Zimmerman explained that the Total TIP represents all projects taking place in the region regardless of funding (including KDOT, preservation, local government funding, etc.).

G. Janzen then asked for clarification regarding the difference between the projects listed in the TIP vs. the MTP. K. Zimmerman noted that the MTP covers many more projects because the date range is 2020-2040 and consists of over \$3.3B in funding. This TIP only covers about \$480M and will help start to implement some of the MTP projects within the next 4 years.

G. Janzen followed up by asking about the process from the larger MTP to determining what is included on the TIP. K. Zimmerman explained that there are two separate processes. If they were in the current TIP (planned for 2021-2022) they automatically rolled over.

G. Janzen commented that he is curious how other MPO funding is allotted with big cities and suburban areas. The Funding Award graph shows that Wichita only received 25% of the funding, however they have 75% of the population. G. Janzen made it clear that he wasn't complaining, he's just seen this trending for a long time now, and would like to discuss if the committee feels comfortable with this, when they can all get back together in person.

Upchurch commented that Wichita reflects a bigger portion of the new projects in the 2023-2024 portion of the TIP. Currently the City of Wichita does not have many projects in the TIP because they received more funding in 2016-2018. T. Tabor added that Wichita and Sedgwick County have more representation than any other city. The board looks at the entire MPO as an equitable entity. The

percentage of population is something that is considered while determining funding, however if population was the only consideration, Wichita would end up with 99% of the projects.

G. Janzen agreed that population should not be the only factor considered, however, in looking at other MPO's in Kansas and around the country, these kinds of numbers are unheard of. Everyone in the WAMPO region does a great job of working together, however long-term it would be important to address this issue more thoroughly and figure out how the money should really be allocated.

## **B. Update: REIMAGINED MOVE 2040 Document and Appendices, Chris Upchurch, Principal Planner, WAMPO**

**Discussion:** C. Upchurch gave a brief update of the REIMAGINED MOVE 2040 and thanked everyone for their feedback. The core document will be out for public comment in early May, followed by additional draft appendices, and revised versions of the already reviewed appendices.

This two-year process is coming to a close, as the TAC will be asked to make their final recommendation of the document in May, followed by adoption by the TPB in June.

## **C. Action: Safety Performance Measure Targets, Chris Upchurch, Principal Planner, WAMPO**

**Discussion:** Every year, WAMPO is required to set targets for the safety related performance measures promulgated by the U.S. Department of Transportation based on the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21).

The five MAP-21 safety performance measures are:

1. Number of fatalities
2. Fatality rate
3. Number of serious injuries
4. Serious injury rate
5. Number of non-motorized fatalities and serious injuries

Note that all of these performance measures are calculated using the average of the most recent five years. For the federal performance measures, we are required to set targets for 2020, so the measure will be calculated using the average of the years 2016-2020. We currently have data from 2008 through 2018 to assist in setting our targets. This means we already have actual data for three of the five years we are setting target for, leaving only two years unknown.

The recommended targets given below were generated using a combination of the long-term trends and the already available data for 2016-2018.

1. *Number of Fatalities* – Like most parts of the country, Wichita saw a significant decline in fatalities during the great recession. Our fatalities bottomed out in 2011 and the number of fatalities has risen consistently every year since. The rate of increase has only accelerated in recent years. Our 2014-2018 target for this measure was no more than 54 fatalities per year. We had an average of 58.6 fatalities per year during this period, exceeding the target. The 2015-2019 target is for no more than 59 fatalities per year. We will likely exceed this target as well.

Based on the trend in the five-year averages from 2008-2012 to 2014-2018, we would expect an average of 59.3 fatalities per year in the 2016-2020 period. However, due to the uptick in the last few years the three-year average for 2016-2018 is already 63.3 fatalities per year. If

we look only at the four most recent 5-year periods (2011-2015, 2012-2016, 2013-2017, and 2014-2018), then we would expect 66.2 fatalities per year. The recommended target for this performance measure is an average of no more than 66 fatalities per year in 2016-2020.

2. *Fatality Rate* – Fatalities have been increasing faster than the number of miles travelled in the WAMPO region since 2011-2015. WAMPO's 2014-2018 target for this measure was no more than 1.13 fatalities per 100 million vehicle-miles travelled per year. During that period we had 1.22 fatalities per 100 million vehicle-miles travelled per year, exceeding the target. The target for the 2015-2019 period is 1.22 fatalities per 100 million vehicle-miles travelled. We are quite likely to exceed that target as well.

Based on long-term trend, we would expect an average of 1.17 fatalities per 100 million vehicle-miles travelled per year from 2016-2020. Due to the increase over the past few years the 2016-2018 three-year average is 1.18. If we look at the trend based on the last four time periods (2011-2015 to 2014-2018) the trend indicates 1.35 fatalities per year per 100 million vehicle miles traveled for 2014-2018. The recommended target for this performance measure is an average of no more than 1.35 fatalities per 100 million vehicle miles traveled per year in 2016-2020.

3. *Number of Serious Injuries* – In contrast to fatalities, serious injuries in the WAMPO region have consistently been declining in recent years. This can probably be attributed to better safety technology in vehicles and advances in medical care. WAMPO's target for 2014-2018 was no more than 138 fatalities per year. However, the rate of the decline in serious injuries as decreased slightly, leading us to slightly exceed our target with an average of 146.8 serious injuries per year from 2014-2018. Our target for 2015-2019 is no more than 123 serious injuries per year.

If the trend continues, we would expect an average of just 113.1 serious injuries per year in the 2016-2020 period. The three-year average for 2016-2018 is 142.6 fatalities per year. The recommended target for this performance measure is to keep the target at an average of no more than 123 serious injuries per year in 2016-2020 (the same as our target for the previous period).

4. *Serious Injury Rate* – Accounting for the growth in the number of miles driven in the WAMPO region accentuates the decline in serious injuries. WAMPO's target for 2014-2018 was no more than 2.85 serious injuries per 100 million vehicle-miles travelled per year. However, the rate of the decline in serious injuries as decreased slightly, leading us to slightly exceed our target with an average of 3.07 serious injuries per 100 million vehicle-miles travelled per year. Our target for 2015-2019 is no more than 2.4 serious injuries per 100 million vehicle-miles travelled per year.

If the trend continues, we would expect an average of just 2.14 serious injuries per 100 million vehicle-miles travelled per year in the 2016-2020 period. The recommended target for this performance measure is to keep the target at an average of no more than 2.4 serious injuries per 100 million vehicle-miles travelled per year from 2016-2020.

5. *Number of non-Motorized Fatalities and Serious Injuries* – Non-motorized fatalities and serious injuries in the WAMPO region declined during to the recession. Unlike fatalities these rates remained low for several more years, bottoming out in 2010-2014. From there they rebounded in 2011-2015 and 2012-2016 before leveling off between 27.9 and 29 in more recent years.

WAMPO set our initial targets for this measure during the period when non-motorized fatalities and serious injuries were increasing, leading us to set the target in line with that trend at no more than 35 per year from 2014-2018 and 2015-2019. Actual non-motorized fatalities and serious injuries from 2014-2018 averaged 28.2 per year, well below the target. Given the recent leveling off, the recommended target for 2016-2020 is no more than 29 per year.

**Action:** Moved to recommend the TPB adopt the 2020 MAP-21 Safety Performance Measure Targets as proposed. Motion passed (20-0).

**Motion:** J. Weber

**Second:** J. Graham

- 5. Committee and Partnership Status Reports and Updates** – Karyn Page gave an update on the Freight Committee progress. She let the TAC know that the Freight Committee’s focus is on the needs of moving goods throughout the region, as opposed to passenger movement. This leads to several discussions regarding economic development. The committee has been dormant for about 18 months, but is back in action, meeting monthly to address needs.

A couple years ago, the Freight Committee really focused on the use of technology and how technology can be used in freight movement, efficiency, and revenue impact. K. Page asked the TAC to provide input regarding the needs of freight movement or issues they see that need to be addressed, and asked the TAC to recommend private committees or other members of the community that should be included as part of the Freight Committee.

- 6. Other Business** – None.

- 7. Meeting was adjourned at 11:25 AM**

**Next Meeting will be held May 18, 2020 at 10:00 AM via GoToMeeting:**

<https://global.gotomeeting.com/join/549919533>