

SAFETY PLAN EXECUTIVE SUMMARY



The Safety Plan is a coordinated, strategic, and informed planning process for reducing fatalities, injuries, and traffic crashes on all public roads in the WAMPO region. It is a 25 year strategic plan for improving transportation safety throughout the region. The Safety Plan details the planning process, includes an overview of existing conditions, identifies safety needs and priorities, and provides recommended countermeasures and strategies to reduce the number of fatalities, injuries, and crashes in the WAMPO region.

Who Prepared the Safety Plan?

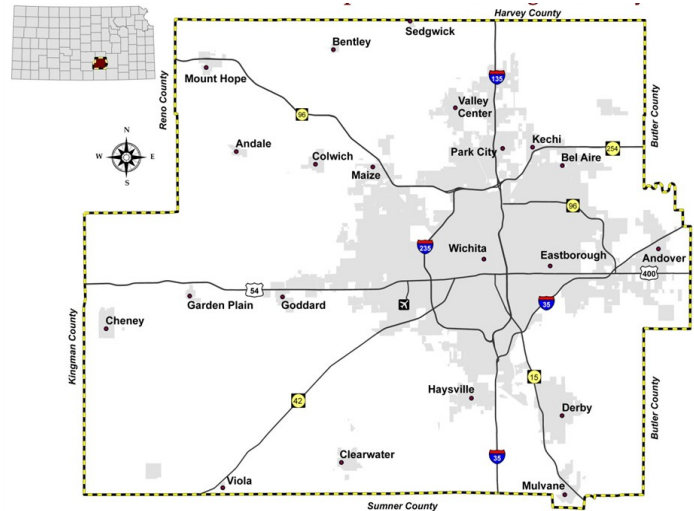
The Safety Plan was prepared by the Wichita Area Metropolitan Planning Organization (WAMPO). WAMPO is the designated Metropolitan Planning Organization (MPO) for the Wichita region. WAMPO is not a department of any city or county, but is a regional planning organization.

The Safety Plan was guided by a Safety Advisory Group, comprised of representatives from the local cities and communities; transportation departments and agencies; and other multi-disciplinary groups. The WAMPO Transportation Policy Body (TPB) approved the Safety Plan.

WAMPO

Wichita Area Metropolitan Planning Organization

The WAMPO Region



WAMPO's region includes all of Sedgwick County, a portion of Butler County including Andover, and a small portion of Sumner County including Mulvane.

VISION, GOALS, AND OBJECTIVES

The development of the Safety Plan was based around the vision, goals, and objectives contained in the Metropolitan Transportation Plan (MTP) 2035— the

long range transportation plan for the WAMPO region. These provided guidance for the entire plan and will provide guidance during implementation.

MTP 2035 Vision

The region's multimodal transportation system in 2035 will be *safe, efficient, accessible, and affordable.*

GOAL: SAFE
Achieve a transportation system that enhances safety and public welfare.

GOAL: EFFICIENT
Achieve a transportation system that optimizes investments in time, energy, and financial resources.

GOAL: ACCESSIBLE
Achieve optimal intermodal accessibility, mobility, and connectivity throughout the region.

GOAL: AFFORDABLE
Achieve a transportation system that is affordable and equitable for all users.

The Safety Advisory Group then developed more specific objectives tailored for the Safety Plan. These include in priority order:

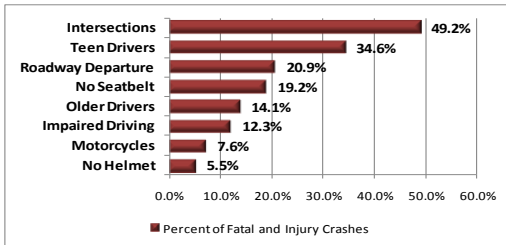
- Reduce the number of transportation-related fatalities by at least 25% by 2035.
- Reduce the number of transportation-related injuries by at least 25% by 2035.

- Reduce the overall number of transportation-related crashes by at least 25% by 2035.

The vision, goals, and objectives of the Safety Plan are the framework for a planning process designed to identify those transportation system improvements that most effectively address the safety needs of the region.

Safety Needs

To best direct resources and investments where they can make the most impact, the safety needs of the regional transportation system must be assessed. To be most strategic, the Safety Plan uses data analysis to identify the regional safety needs that have the most impact on fatalities and injuries (disabling and non-incapacitating).



* Totals more than 100%

Priority Areas

The data led to the designation of five safety priorities for the region:

- Roadway Departures;
- Intersections;
- Impaired Driving;
- Occupant Protection; and
- Vulnerable Road Users (motorcycles, pedestrians, and pedal cycles).

Countermeasures, strategies, and investments must be focused on the identified safety priorities in order to make the biggest impact on reducing fatalities, injuries, and total crashes on roadways in the WAMPO region.

Countermeasures and Strategies

The Safety Plan recommends that safety be considered as an explicit priority in all transportation projects. The plan recommends decision makers at all levels be informed about the implications of safety in all planning decisions. Some select current/short-term strategies identified in the Safety Plan include:

Roadway Departures

- Actively promote the use of centerline rumble strips.
- Assess and improve roadside safety by following the Roadside Design Guide's priorities: remove, relocate, reduce impact severity, and shielding.
- Promote an edgeline delineation program.

Intersections

- Create a program to identify and analyze high crash intersections.
- Promote and conduct road safety audits, assessments, and the use of the Traffic Engineering Assistance Program (TEAP).
- Create and better enforce a regional access management policy.

Impaired Driving

- Conduct targeted education campaigns and

presentations to those most at risk.

- Promote alternative driving programs for impaired drivers.
- Enhance DWI Detection through Special DWI patrols and related traffic enforcement.

Occupant Protection

- Focus policy efforts on increasing the fine for a seat belt violation.
- Train law enforcement personnel to check for proper child restraint use in all motorist encounters.
- Provide enhanced public education to population groups with lower than average restraint use rates.

Vulnerable Road Users

- Create a regional pedestrian and bicycle advisory group.
- Promote helmet use on motorcycles and bicycles.
- Promote Safe Routes to School programs, strategies, and walk or bike to school events.

For additional strategies, as well as strategies identified to improve the transportation safety planning process see the Safety Plan.