REIMAGINED MOVE 2040

APPENDIX 2:

PUBLIC ENGAGEMENT

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

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Meaningful Engagement Focus

WAMPO is committed to engaging in meaningful regional stakeholder engagement. To aid in this process WAMPO provided an update to the regional Public Participation Plan in 2017. Updates to this plan focused on improving the accessibility of information and opportunities to make it easier for people to access information and contribute their input.

Appendix 2 of the *REIMAGINED* MOVE 2040 plan document focuses on the following compounding elements of the engagement strategy used to update the previous long-range metropolitan transportation plan.

1. Phase 1 Engagement
   - Trend Identification
   - Scenario Planning Initiative

2. Phase 2 Engagement
   - Vision Setting
   - WAMPO Funding Menu

3. Phase 3 Engagement:
   - The Future of Transportation
   - Final Review

WAMPO recognizes that meaningful public participation can help develop a sense of community and ownership among participants by promoting accountability and encouraging cooperation and compromise. Implementation of a 3-phased engagement strategy focused on activities designed to seek out public input, not just wait for it.

Phase 1 Engagement

The following table provides a snapshot view of the Phase 1 engagement strategy and associated activities that informed the development of the *REIMAGINED* MOVE 2040 plan.

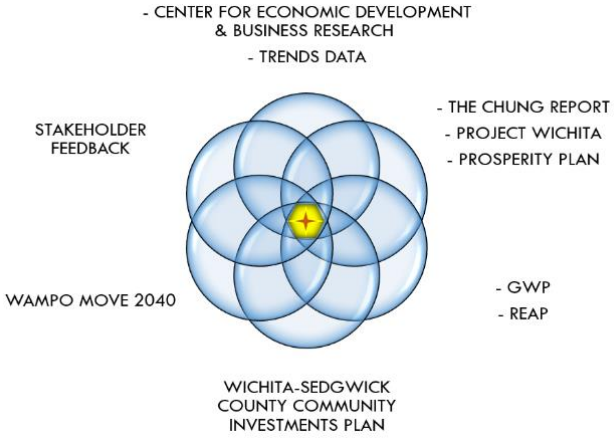
Timeframe	Phase	Objective(s)	Method	Details & Tools
2016 - 2019	Environmental Scan	Gather input and information on and impacting the regional transportation system	Research: identification of transportation facts, trends, issues, impacts and key stakeholder perceptions.	• Research • Identified stakeholders • Explored the best way to engage with and around the topic(s). • Speaker series
July '17 - Sept '18	Scenario Planning Initiative	Development of regional transportation scenarios that guide and inform future investments.	Public and stakeholder engagement, analysis, and development.	• Shared information & requested participation • Developed a narrative • Prioritized, reported & validated information • Sought board recommendations
September 2018	PAC Kick Off	Convened the Plan Advisory Committee (PAC) and developed an updated strategy and approach for the REIMAGINED MOVE 2040 plan.	PAC offered ongoing staff guidance and input on the process, including at significant decision points.	PAC Support Areas: • Assisted staff in engaging the public/stakeholder groups • Provided expertise and insight • Developed board recommendations
2019-2020	Phase 2 & 3 Engagement	Development of an updated regional vision, project list, and updated plan review & comment. Final opportunities for public engagement.	Informed and engaged the public and stakeholders using opportunities via in-person and remote methods.	See Phase 2 and 3 sections for details.

Trends

Speaker Series Highlights

WAMPO staff hosted a 10-installment speaker series that included a diverse set of presentations directed at enhancing the understanding of issues affecting transportation.

1. Transportation & the Urban Core: https://youtu.be/KqSOWKU-91c
2. Public Health & Transportation: https://youtu.be/tzrbrkF4m48
3. Land Use & Transportation: https://youtu.be/vEC_ZhcSfDs
4. Walkable Urbanism with Christopher Leinberger: https://youtu.be/HYb06llz-b0
5. Trends Change & Long Range Plans: https://youtu.be/gMiUCuPv130
6. Exports & Transportation: https://youtu.be/IWPSgRzROKg
7. Changing Economic Patterns: https://youtu.be/pcxONUkhwPs
8. Generational Analysis & Transportation: https://youtu.be/D_xKr-y2iJQ
9. Innovation (Dr. Bardo, WSU): https://youtu.be/m54Aq7r3Hbl
10. Transportation Needs of Older Adults: https://youtu.be/9x2ZdHQ2KEs



Findings & Interconnections

Review and analysis of local data, trends, and best practices led the Plan Advisory Committee, with the support of WAMPO staff, to identify four interconnected issues with the potential to affect or influence the transportation system. The four areas included Land Use & Choice, Quality of Place, Talent, and the Economy. These four areas represent overlapping issues and priorities gathered from a variety of public and private sector informational sources as displayed in the below diagram.

The four identified areas are as follows:

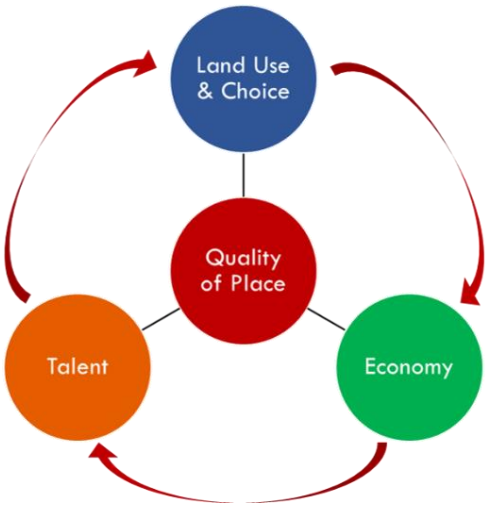
1. **Land Use & Choice**: characterized by the opportunity for future and investment and planning around land use density, infill, and the transit, bicycle, and pedestrian modes of transportation.

2. **Quality of Place**: characterized by the physical characteristics of a community, specifically the way it is planned, designed, developed and maintained that affects the quality of life of people living, working, and now and in the future.

3. **Talent**: characterized by the available local workforce, and the local organization's commitment to recruit, hire, retain, and develop the most talented employees available in the job market.

4. **Economy:** characterized by the economic system and range of economic activity in a local area (the WAMPO region) that serves a local population.

Each of the four areas has the potential to both positively and negatively impact the community. The following identified assumptions illustrate the interconnections among and between the areas:



- Planning and investment in the areas of land use density, infill, and the transit, bicycle, and pedestrian transportation modes have been identified across sectors as having the potential to impact Quality of Place.

- Acquisition and retention of a skilled quality workforce (talent) has a direct relationship with a strong economy and quality of place.

- The presence of a strong economy has been identified across sectors as having the potential to impact talent, land use, transportation choice, and quality of place.

- A Quality Place for people to live, work, and travel in the WAMPO region is "the issue" of greatest common interest. Quality of Place has the greatest opportunity to serve as the fulcrum from which all other focus areas interconnect.

Scenario Planning Initiative

The following table provides a snapshot view of the Scenario Planning engagement strategy and associated activities that informed the development of the REIMAGINED MOVE 2040 plan.

Timeframe	Phase	Engagement Objective(s)	Method
September 2017	Launch	Formation of Steering Committee and promotion of the Scenario Planning Initiative.	Announce project, inform interested stakeholders, and encourage participation.
October 2017	Initial Engagement	Engage to understand current perceptions of the system and define scenarios	Inform and invite participation using responsive engagement methods.
November '17 – March 2018	Ongoing Engagement	Develop & validate final products including, recommendations and a proposed financial plan.	• Analysis and consideration of information and input provided. • Prioritization of identified scenarios • Report and validate findings.
March/April 2018	Recommendations	Translate findings into priority scenarios. Respond to financial options and recommend direction for the MTP update.	*Use findings validated through engagement to develop final recommended regional transportation scenarios to guide and inform future investments*

Scenario Planning Process

As part of the development of the *REIMAGINED* MOVE 2040 plan, WAMPO undertook a scenario planning process beginning in the Fall of 2017 using the Exploratory Scenario Planning Approach.

These "exploratory" scenarios were not intended to be predictions, but rather designed to spark thinking about the future. For instance, investments made now that will be useful across a wide variety of scenarios are more likely to be worthwhile compared to ones that only address one scenario.

Early on, WAMPO established a steering committee, composed of members from the Transportation Policy Body, Transportation Advisory Commttee, and other key stakeholders. Members of this

SCENARIO PLANNING APPROACHES

Normative Scenario Planning
Emphasizes selecting a preferred future from among a variety of scenarios.

Scenarios might present different land-use options or emphasize different transportation modes.

Exploratory Scenario Planning Emphasizes the role of uncertainty by creating a broad array of possible futures and using these scenarios to inform decision-making.

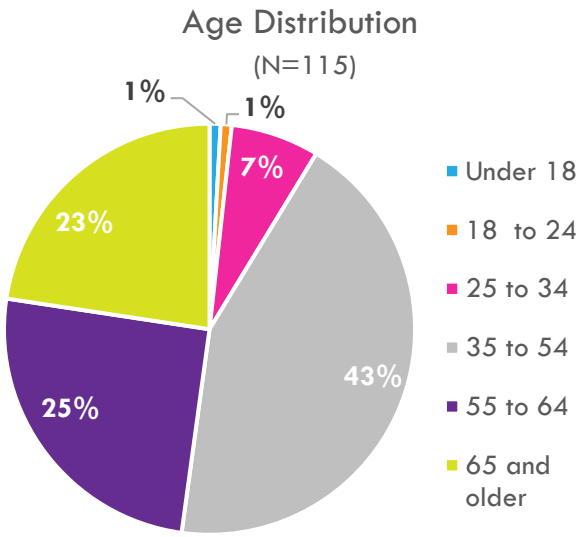
group used the data, trends, and best practice research to guide the development of the initial exploratory scenarios.

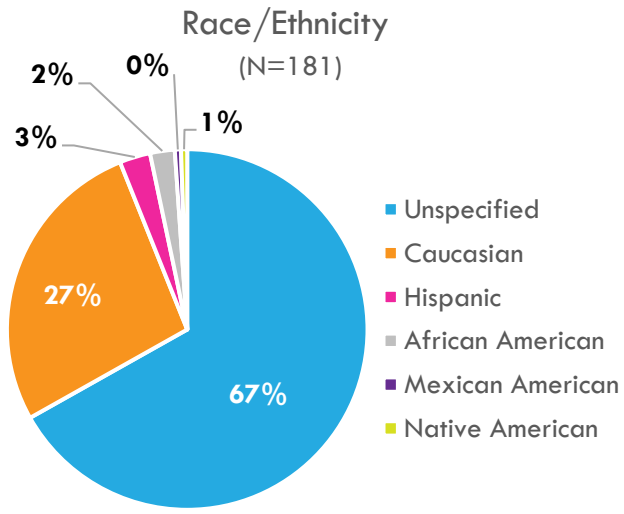
Scenario Planning: Public Engagement

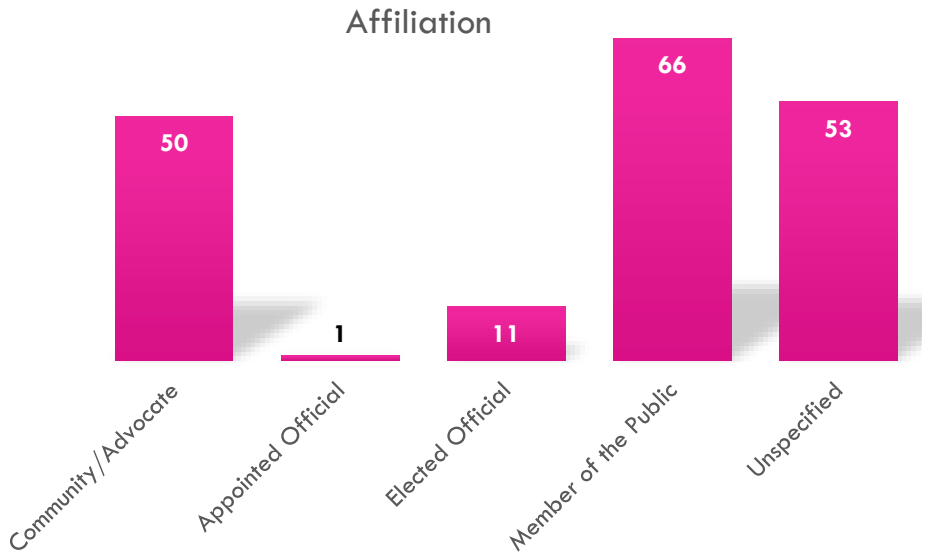
In late 2017, WAMPO conducted a public engagement campaign to seek out input from stakeholders and members of the public. The request was for feedback on the driving factors, issues, challenges, opportunities, and equity considerations that needed to be considerations in the final scenarios. Public engagement activities included attendance at 23 public meetings involving hundreds of people from a wide variety of stakeholder groups.

Electronic communication was sent through to 898 recipients (31.5% engaged) through mass communication, with an additional 66 recipients receiving direct custom messaging.

Of the over 260 people who participated in the scenario planning exercises, around 147 submitted requested sign in sheet inquiries for name, contact, and demographic polling questions. Of those the below statistics were developed to describe the characteristics of the scenario planning participants.







In-Person Meeting Listing: Scenario Planning

Meeting/Group Title	Date
WAMPO Transportation Advisory Committee	9/25/17
Sierra Club	10/13/17
Wichita Sedgwick County-Continuity of Care Coalition	10/24/17
WAMPO Freight Roundtable	10/25/17
Wichita Regional Chamber of Commerce (Gov't Relations Committee)	11/2/17
Wichita-Sedgwick County MAPD (Advanced Plans Committee)	11/2/17
Wichita District Advisory Board #1	11/6/17
Wichita District Advisory Board #6	11/6/17
East Front Neighborhood Association	11/9/17
Sedgwick County Association of Cities (SCAC)	11/11/17
Wichita Bicycle & Pedestrian Advisory Board	11/13/17
WAMPO Transportation Policy Body	11/14/17
Wichita-Sedgwick County Access Advisory Board	11/15/17
Bike Walk Wichita	11/16/17
Wichita Downtown Development Corp.	11/16/17
Paratransit Council	11/21/17
Climate Lobby	11/27/17
Kansas Motor Carriers Association	11/29/17
Health Alliance	12/1/17
Wichita District Advisory Board #3	12/4/17
Pedestrian Committee (Bike Walk Wichita)	12/5/17
Wichita-Sedgwick County MAPD (Advanced Plans Committee)	12/7/17
Wichita Transit Advisory Board	12/20/17
Wichita District Advisory Board #2	1/9/18

Developing the Scenarios

Based on the public engagement results, WAMPO staff began drafting scenarios. The first of these was a baseline scenario, which assumed the future would unfold much like the recent past. This was paired with a scenario emphasizing achieving targets for WAMPO's transportation performance measures (both federally mandated measures and the local performance measures laid out in MOVE 2040; see the Performance Measures Appendix for more detail on measures and targets).

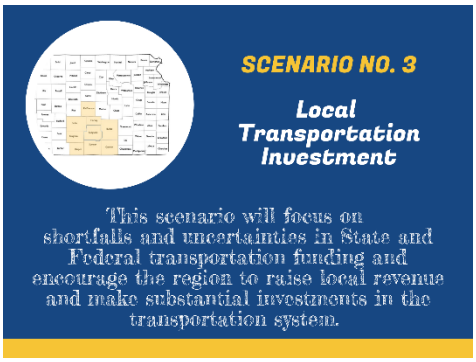
The third scenario, called the Urban Renaissance, was based on demographic trends towards more single-person and childless households and emphasized increased density, transit, and walkability. The fourth scenario assumed continued stagnation or decline in state and federal transportation funding, requiring local leadership and investment. Finally, the technology scenario focused on developments in connected and automated vehicles, remote work, and other technological developments.

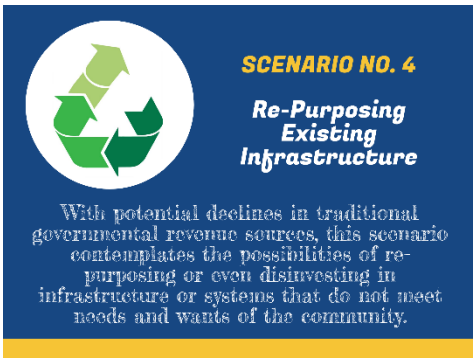
Staff presented these scenarios to the steering committee for feedback. The committee recommended dropping the performance measures based scenario since it was very close to the baseline scenario. In taking a closer look at the "Local Transportation Investment" scenario, the committee considered what would happen if the region faced stagnant or declining state and federal spending without local investment. This discussion lead to the creation of a new scenario focused around disinvestment (later renamed Repurposing Existing Infrastructure).

Workshop

In June of 2018, USDOT conducted a scenario planning peer exchange workshop for WAMPO staff, members, and key stakeholders. This workshop brought together people from outside the region including experts from the Federal Highway Administration, and peers from the Bannock Transportation Planning Organization (Pocatello, ID) and the Omaha-Council Bluffs Metropolitan Planning Agency. The workshop provided a chance for WAMPO to learn from peer MPOs and for stakeholders who had heretofore not been engaged in the process to provide feedback on the WAMPO scenarios.

The following five approved scenarios were developed through this exploratory process:





SCENARIO NO. 1

Maintaining the Current System

This strategy will focus on maintaining the current conditions and reflect the projected population, employment and economic trends with the metropolitan area.

SCENARIO NO. 1

Maintaining the Current System

Summary

This strategy will focus on maintaining the current conditions and reflect the projected population, employment and economic trends with the metropolitan area.

Principles

- Continues the current "maintain and preserve" investment approach for the urbanized area
- Recognizes that local governments will continue to make their own decision about how to invest in their infrastructure using their community's resources
- Recognizes uncertainty of federal & state funding. Also reflects on diminishing level of local fiscal resources for transportation related expenditures.

Trends

- One in five residents will be over 65 by 2030 in the metropolitan area
- By 2030 roughly 80% of the households will have no children
- No significant changes to local tax structure or local revenue sources
- Core employments sectors will continue to be agriculture, energy and oil, health care, and manufacturing
- McConnell Air Force Base will continue as a working, active military base.

Transportation Components

- The existing highway and bridge networks will continue to have sufficient capacity to meet the anticipated growth in population and jobs.
- Projects will focus on reflecting the current project selection outcomes. These outcomes focus on maintaining the current conditions, addressing the needs of local governments' individual visions, and the decisions of the state department of transportation for highway and bridge needs in the metropolitan area.
- New capacity projects will continue to be a portion of the total projects selected.
- Transit will continue as a service primarily provided in the City of Wichita. Routes will continue to provide access to sites of employment, social services, education campuses and training facilities. Transit will provide services to the Wichita central entertainment district.
- No expansion of Dwight D. Eisenhower Airport or Col. James Jabara Airport airfields and operations.

SCENARIO NO. 2

Urban Renaissance

This scenario will focus on encouraging the development of walkable urban neighborhoods, both in and around downtown Wichita and "town centers" in suburban communities.

SCENARIO NO. 2

Urban Renaissance

Summary

This strategy will focus on encouraging the development of walkable urban neighborhoods, both in and around downtown Wichita and "town centers" in suburban communities.

Principles

- Land use changes emphasizing walkable urban neighborhoods drive transportation decisions
- Shifts some investment to meet changing needs and wants of growing segments of population
- New lifestyle options stem the flow of educated young people out of the region

Trends

- Denser development in established urban areas and town centers
- Smaller multi-family and communal housing units are becoming more common
- Awareness of the need to provide relatively low cost transportation modes to lower income sectors

Transportation Components

- Denser development allows alternative modes and active transportation to flourish
- Fixed route transit service plays a major role in connecting urban areas and town centers. Transportation on demand services like, Uber and Lyft supplement transit and extend its reach.
- Funds are more widely distributed on a basis of meeting the highest demand for services.
- Transit receives a greater share of regional funding based on its larger regional role.
- Expand and increase service frequency throughout the transit system.
- Preparing for an Urban Renaissance
- Focus on the links between transportation and land use
- Develop a truly regional transit system
- Build more "complete streets" that accommodate all users by including protected bike lanes, pedestrian only areas, and transit facilities
- Flexibility in project type funding
- Emphasize active transportation
- Concentrate investments in the highest impact areas
- Focus on equity

SCENARIO NO. 3

Local Transportation Investment

This scenario will focus on shortfalls and uncertainties in State and Federal transportation funding and encourage the region to raise local revenue and make substantial investments in the transportation system.

SCENARIO NO. 3

Local Transportation Investment

Summary

Shortfalls and uncertainties in funding encourage the larger region to band together to raise local revenue and make substantial investments in the transportation system.

Principles

- Leadership on transportation issues comes increasingly at the local and regional levels rather than Topeka or Washington D.C.
- Formation of Regional Transportation Planning entity and consider the development of a Regional Council of Governments
- The region works together to develop a concerted voice in legislative, economic, transportation and other issues of mutual concern.

Trends

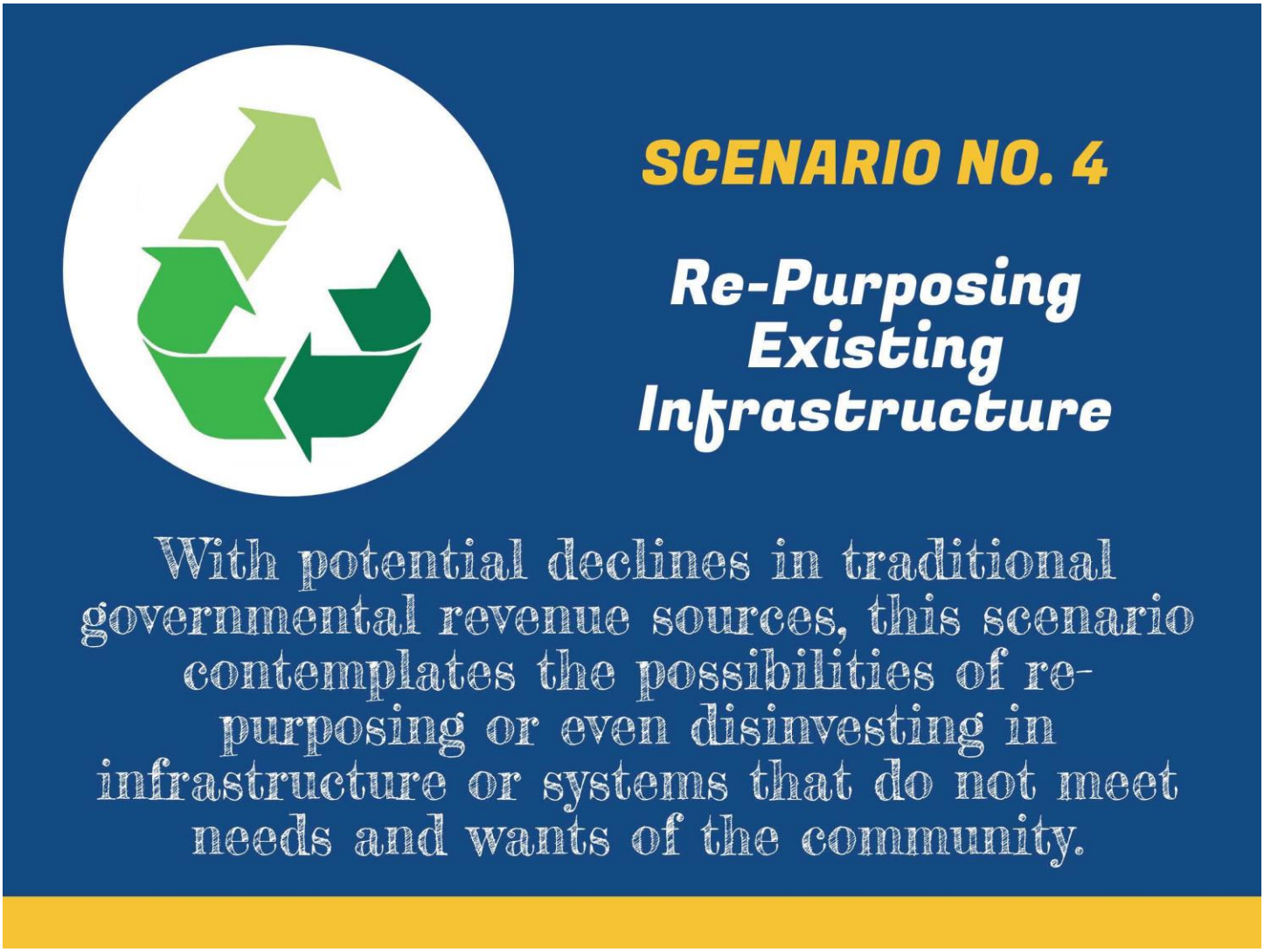
- Increasing electrification and adoption of alternative fuels reduces gas tax revenue.
- Uncertainty in state and federal funding gives way to reduced spending on transportation infrastructure.
- Increases in freight loads, and in the weight carried in those loads requires investment in different kinds of infrastructure.
- Technology increases options for transportation, but also acts to slow development of more dense developments.

Transportation Components

- Demand for transportation services continues to grow. The primary mode for personal transportation continues to be the privately owned vehicle.
- Changes in the economy and increased online retail increases freight demand significantly, especially for "last mile" delivery.
- New major capital expenditures **must** have a growing local commitment.

Preparing for Local Investment

- This will require a much broader base of support in local transportation planning.
- Future projects will be justified on more than the "if you build it, they will come" model. Develop methods to show the benefits of these projects in concrete ways.
- Regional leadership and regional identity are critical.
- Concentrate investments in highest impact areas
- Coordinate greater housing density transit, active transportation and other transportation subscription services to get the highest rate of return on investment, and to get people, goods and services where they need to go when they need to get there.


SCENARIO NO. 4
Re-Purposing Existing Infrastructure
With potential declines in traditional governmental revenue sources, this scenario contemplates the possibilities of re-purposing or even disinvesting in infrastructure or systems that do not meet needs and wants of the community.

SCENARIO NO. 4

Re-Purposing Existing Infrastructure

Summary

Given potential declines in traditional revenue sources and reluctance to raise new revenue, this scenario considers repurposing or disinvesting in transportation infrastructure that does not meet current or future wants or needs.

Principles

- The total amount of transportation funding available in the region will decrease.
- Transportation becomes more closely related to higher density developments that reflect reductions in household size.

Trends

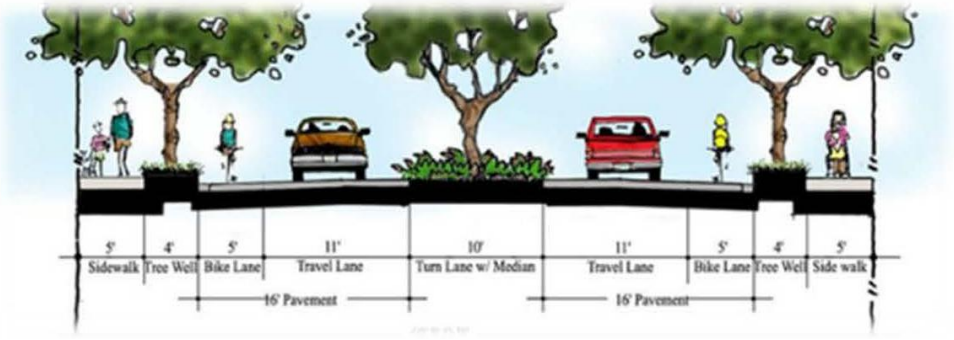
- Changes in land use, housing choices, and shopping habits reduce government revenue, leading to reduced spending on lower priority transportation infrastructure.
- As transportation needs change and younger generations have different preferences the existing transportation system will increasingly be a poor fit for the ways people want to get around.
- The Wichita area has considerably more overall roadway capacity than other cities our size; with slow population growth, this will continue to be the case.
- Excess transportation capacity can be both a burden to maintain and an opportunity to pare back the system.

Transportation Components

- Reduced revenue pushes local governments to reimagine street rights-of-way to accommodate mixed uses and reduce preservation and maintenance costs.
- Freight's link to economic development makes it a priority for available funding. Changes in freight requires new investments, particularly for last mile freight delivery.
- A portion of capital improvement funding shifts to repurposing streets that have excess capacity as multi-purpose "complete streets" that can accommodate cyclists, pedestrians, paratransit type vehicles that improve safety, accessibility and equity.

Preparing for Repurposing

- Due to increasing demands for limited resources, governments will have to emphasize prioritizing the most important projects. WAMPO funds are divided into multiple buckets that continue to finance the highest priorities, such as freight mobility.
- Transportation investment will play a much greater role in determining land use and the intensity of proposed developments. Developers will no longer be able to assume that the city will provide transportation services to anything they can build
- Usage of funds will have to be based on projects with the highest cost to benefit ratio, including operational costs as well as capital investment.
- Define criteria for repurposing street rights of way for multiple or non-automobile uses.



SCENARIO NO. 5
Transportation Technology
This scenario focuses on changing technology, including connected and autonomous vehicles, and increases employees working remotely.

SCENARIO NO. 5

Transportation Technology

Summary

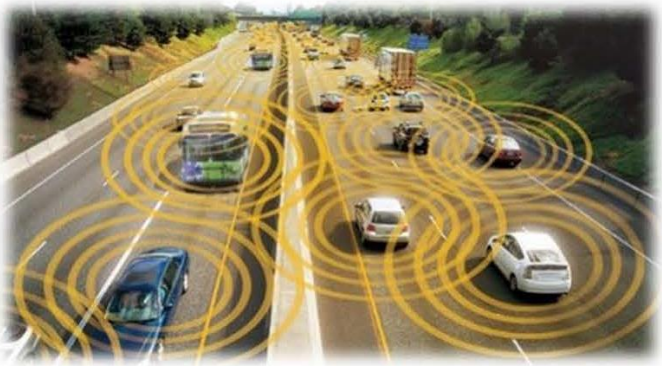
Changing technology, including autonomous vehicles, remote work, and transportation as a service encourages far-flung development.

Principles

- Technological change brings major changes to transportation, land use, and the economy.
- Flexibility in what transportation is and how it is delivered.

Trends

- Automated vehicle technology develops quickly, reaching a majority of vehicles.
- Working remotely is increasingly accepted, allowing employees to live anywhere and work from home. Remote workers do not commute, cutting rush hour traffic.
- The combination of remote workers without commutes and automated vehicles that let commuters to engage in other activities during the trip allow people to live further from the city center, encouraging sprawl.
- The need to provide non-transportation infrastructure (water, sewer, etc.) to new sprawling subdivisions strains local budgets.



Transportation Components

- People shift from car ownership to mobility as a service. New technologies dramatically reshape transportation and more people (especially the young, educated, and highly skilled) finding few reasons to own a vehicle.
- Car sharing, ride services, and bike sharing reduce vehicle ownership and parking needs. This frees up space for walking, biking, green infrastructure, freight, and more economically beneficial and blended uses.
- Automated vehicles make up enough of the fleet to justify dedicated AV lanes, where vehicles can be much more closely packed, increasing capacity. This reduces the need for major new highway projects
- The combination of urban sprawl and competition from on-demand transportation services challenges traditional transit.
- More transportation spending goes to connected infrastructure technology and better maintenance to ensure automated vehicles' sensors can work reliably.

Preparing for Technology

- Emphasize future adaptability and flexibility when making transportation funding decisions.
- Create a new vision for a reimagined transportation system. Don't keep building the same sorts of project just because that's what we've always done.
- Do pilot projects with new technologies to ensure we understand how to integrate them at a larger scale in the future.
- An increasing portion of the transportation system will be in the hands of private companies, whether it be information (Waze, Apple Maps), moving goods (FedEx, UPS, Amazon) or moving people (Lyft, Uber). Develop relationships with these providers.
- Integrate transit with on-demand services to connect low-income individuals to jobs.

Scenarios in the MTP

The five scenarios formed one of the main bases for the REIMAGINED MOVE 2040 engagement effort. Scenario information was incorporated into public facing materials and presentations to offer the public and stakeholder groups brief summaries of the scenarios, including the trends driving each scenario and the potentials for the future.

Timeframe	Phase	Objective(s)	Method
October/ November 2018	Launch	Promotion of the MTP Update Initiative and Scenario Planning findings.	Announce project, inform interested stakeholders, and encourage participation.
November 2018 – January 2019	Initial Engagement	Development of an updated regional vision through public outreach and engagement.	Inform of activities to date and invite participation using responsive engagement methods.
December 2018 – January 2019	Analysis & Development	Develop & validate products/findings and recommendations.	• Analysis and consideration of information and input provided. • Prioritization of identified information • Report and validate findings.
Feb – March 2019	Recommendations	Translate findings into an updated statement for TPB consideration.	Use findings validated through engagement to develop a recommended regional vision statement that will guide and inform the updated MTP

Phase 2 Engagement

The following table provides a snapshot view of the Phase 2 Engagement strategy and associated activities that informed the development of the *REIMAGINED* MOVE 2040 plan.

Timeframe	Phase	Objective(s)	Method
March – May 2019	Phase 2 Public Engagement Launch	Inform stakeholders of vision, outcomes, and investment strategy. Promotion of upcoming MTP project selection.	Announce project, inform interested stakeholders, and encourage participation.
September – October 2019	Public Engagement	Gather public input on the roster of MTP candidate projects.	Share candidate project information, project selection process, and performance measures. Invite participation using responsive engagement methods.
September– December 2019	Project Selection Committee	Convene the MTP Project Selection Committee.	The committee will use adopted scoring criteria, data, and public input to develop a MTP project funding recommendation.
January 2020	Project List	Incorporate selected projects into the updated MTP draft.	Incorporate the proposed MTP project funding descriptions, information, and associated graphics/maps into the draft document.

Vision Setting

Throughout the development of *REIMAGINE* MOVE 2040, WAMPO made significant efforts to educate, engage and collaborate with stakeholders and the community to establish a long-term vision for transportation in the Wichita metropolitan area.

A variety of outreach methods were utilized to fully engage with the community during the phase of development of this plan. The *REIMAGINE* MOVE 2040 Phase 2 engagement strategy included a vision setting exercise (including goals and strategies) as well as a public review of the WAMPO Funded Menu of projects.

Vision Setting: Public Engagement

In the spring of 2019 WAMPO launched the Phase 2 Engagement strategy with the initial focus on sharing the proposed vision and focus areas.

Public engagement activities included attendance at 32 in-person public meetings involving hundreds of people from a wide variety of stakeholder groups.

Electronic communications were sent to 1174 recipients (first notice: 31.6% engaged, second notice 29.9% engaged) through mass communication, with additional recipients receiving direct custom messaging.

In addition to the in-person meeting, option WAMPO provided partners and the public with access to a web-based engagement hub and electronic survey. The majority of comments (76.68%) captured in the web-based survey reflected the submission of presenter summary notes from the in-person meetings. The remaining input (23.32%) came from the public via the web-based survey tool. The following is a summary of input received during the vision-setting portion of Phase 2 Engagement:

- 223 Comments Received
- 33 Theme Areas Identified
- 614 "theme mentions"

Vision Setting Major Take-away:

Additional efforts to capture non-elected official/governing/oversight body perceptions is warranted. Snapshot data gives us a good sense of where the local jurisdictions are with regard to vision setting for the future of transportation.

Themes & Data

The following themes areas were used to categorize the comment narratives received (themes are listed in no particular order):

Active Transportation	Efficiency	Passenger Rail	Technology & AV/CV	Generations
Transit	Economy/Jobs	North Junction	Maintenance	Disabilities
Safety	Kellogg	North/West Bypass	More Options	Environment
Regional Coordination/ Collaboration	Accessibility	Seniors	Balanced Investment	Students/Children
Funding	Congestion	Freight	Highways	
Surrounding Communities	Urban Infill	Health	Policy	
Planning	Education	235	Quality of Life	

Umbrella Categories

The following umbrellas categories were used to truncate the array of above listed themes based on the frequency with which the issues arose from the respondents.

Umbrella Category	%
Planning	32.61%
Balanced Investment	30.42%
Regional Focus	13.78%
Roads	9.82%
Technology	5.18%
Maintenance	4.91%
Accessibility	3.27%

In-Person Meeting Listing: Vision Setting

Meeting	Date
Transportation Advisory Committee (TAC)	11/26/2018
Wichita-Sedgwick County Access Advisory Board	11/28/2018
City of Kechi Council	11/29/2018
Health and Wellness Coalition	12/5/2018
Wichita Transit Access Advisory Board	12/5/2018
Derby City Council	12/11/2018
Public Works Directors Meeting	12/13/2018
REAP Executive Committee	12/13/2018
Goddard City Council	12/17/2018
Rose Hill City Council	12/17/2018
Realtor Group	12/18/2018
Bel Aire City Council	12/18/2018
Wichita-Sedgwick Metropolitan Area Planning Commission	12/20/2018
Valley Center Planning and Zoning Meeting	12/20/2018
Garden Plain City Council	1/2/2019
Clearwater Planning Commission	1/2/2019
Transportation Policy Body	1/8/2019
Clearwater City Council	1/8/2019
Park City Council	1/8/2019
Bel Aire Planning Commission	1/10/2019
Cheney City Council	1/10/2019
Wichita Bicycle & Pedestrian Advisory Board	1/14/2019
Coordinated Transit District #9	1/15/2019
Valley Center City Council	1/15/2019
Bike Walk Wichita	1/17/2019
Andale City Council	1/28/2019
Butler County Commission	1/29/2019
Andover City Council	1/29/2019
Sedgwick County Commission	1/30/2019
Wichita District Advisory Board #4	2/4/2019
Goddard Planning Commission	2/11/2019
Haysville City Council	2/25/2019

Vision

To build a safe transportation system that increases quality of place and supports the economy of the Wichita region and south-central Kansas.

Goals & Strategies

Safety and Health

Improvements to roadway design and the application of new technology decrease fatalities and serious injuries. Transportation systems and networks and changing land-use patterns decrease the need for individual vehicle use. These changes have also resulted in improved community health as more people are walking and using other forms of transportation in lieu of fossil fuel burning vehicles.

Future Considerations:

- Enhancements to transportation safety
- Increasing fatality rates
- Increases in fatalities and serious accidents involving bicyclists and pedestrians
- Land use/transportation coordination
- Agricultural land preservation
- Stormwater management
- Review of roadway and intersection design
- Elimination of stop and go driving
- Reduction of single-occupant vehicles on the roadways
- Complete transportation network coordination
- Health impacts of walkability
- New safety technologies including vehicle to infrastructure and vehicle to pedestrian communication and automated vehicles

Addresses public comments on:

- Active Transportation
- Transit
- Safety
- Tech & AV/CV

The Multimodal Network

Integrated Multimodal Transportation Network

Various transportation modes are developed to provide optimal services to meet transportation needs throughout the region at all times of day. New funding mechanisms are implemented to support transit at a regional level using new technologies and operating concepts. Changes in land-use patterns and zoning ordinance amendments regarding parking requirements in residential and commercial areas are developed, which encourage the use of transit and other forms of mass ridership. Mixed land uses increase active transportation options and reduce the need for individual vehicle use.

Future Considerations:

- Technology utilization
- Enhancing transit availability
- Develop means to pay for services
- Enhance the potential for integrating active transportation options
- Review and initiate regional funding possibilities to fund services
- Expand passenger rail
- Rethink land use development options to align with transit service
- Rethink regional mobility
- Smarten the networks
- Access to 2nd and 3rd shift jobs
- Changes in transit technology and operations

Addresses public comments on:

- Active Transportation
- Transit
- Regionalism
- Funding
- Planning
- Tech & AV/CV

Mobility & Economy

Expanding the Economy through Mobility

Roadway projects emphasize preserving and maintaining our existing infrastructure and the region's low levels of congestion while targeted improvements address identified bottlenecks. Long-term needs are identified, and regional funding sources are developed to ensure that the system is financially sustainable, including right-sizing existing infrastructure where appropriate. Planning at the regional level considers entrepreneurialism and enhanced connections throughout the multi-county, region, and intra/inter states and connections throughout the world. Projects incorporate new technology to accommodate technological changes in goods movement.

Future Considerations:

- Continue to reinvest in the maintenance and preservation of existing infrastructure
- Tie transportation to getting people to work
- Think entrepreneurially
- Use freight as an economic element
- Investigate and prepare for substantial goods movements
- Prepare for federal & state funds uncertainty and proactively identify local funding solutions to get the highest return on investment
- Develop regional funding matching or construction sources
- Plan and develop smarter systems
- Enhance transportation-related safety
- Targeted improvements to bottleneck locations
- Right-size networks to better fit the future and available resources
- New freight technology

Addresses public comments on:

- Regionalism
- Funding
- Tech
- Highways

Equity & Diversity

Advance Equity and Acknowledge Diversity

The development of an integrated multi-modal transportation network provides all residents in region service to employment centers, medical care, and other venues where they need to be when they need to be there regardless of age or economic status. Regional funding, planning, and operations are developed to ensure seamless service across jurisdictional boundaries. Enhancements to pedestrian infrastructure provide safe door-to-door access for multimodal trips. Systems are planned to do the least amount of damage and harm throughout the region, with particular attention given to minority and low-income populated areas.

Future Considerations:

- Rethink transportation in terms of priorities to serve those in the greatest need
- Quality systems equal quality of life
- Regional approach to transit and transit funding
- Enhance individual economic opportunities
- Enhance educational opportunities and develop training and retraining curriculums
- Tie transportation to freedom and access
- Access to 2nd and 3rd shift jobs
- Safety for all phases of multimodal trips

Addresses public comments on:

- Active Transportation

- Transit
- Safety
- Regionalism
- Funding
- Planning

Quality of Place & Talent

Expanding the Economy through Quality of Place to Attract and Retain Talent

Land-use policies enable and encourage the development of higher-density, mixed-use areas that increase quality of place and help attract and retain talent. Transportation infrastructure that serves these highly walkable, transit-friendly land uses increases mobility and accessibility to arts, cultural, and recreational venues that reinforce community contentment and quality of place. Policies and planning ensure that transportation options are appropriate to the surrounding land use. Employment centers are refocused to concentrate on training and retraining to meet ever-changing market and technological advances.

Future Considerations:

- Rethink Quality of Place More Toward Venues That Attract and Keep Talented People and Bolster Community Contentment
- Correlate Networks with Quality of Place
- Repurpose Networks and Modes to Fit the Future
- Provide Systems Connections with Where People Want and Need to Go; When They Need to Be There
- Provide Access to the Arts, Cultural Venues and Activities
- Reduce Potential Negative Impacts of Transportation on Community Health
- Maintain and Attract People Who Have The Capacity to Focus and Refocus on Ever-Changing Job Skills
- Match transportation and land use

Addresses public comments on:

- Active Transportation
- Transit
- Planning

Investment Strategy

The Wichita region faces a future of changing demographics, generations, economy, technology, and land uses that will demand new and different transportation solutions. To meet these challenges, WAMPO will balance preserving and maintaining the functionality of existing transportation networks and services with bold investments in multimodal connectivity and technology.

WAMPO Funding Menu

In addition to the *REIMAGINE* MOVE 2040 Phase 2 Engagement strategy focused on vision setting the public was asked to review and comment on the menu of proposed WAMPO funded projects.

Project Selection: Public Engagement

By the fall of 2019 WAMPO had launch the final activities associated with the Phase 2 Engagement strategy with the new focus of engaging the public and stakeholders on the list of 113 candidate projects.

Web-based project pages and interactive maps were developed by geographic segments to display the proposed WAMPO funded projects. WAMPO invited the public to review and comment on all or some of the projects based on their interest level. The information collected from the public was then incorporated into the decision making process associated with the MTP development and project selection phases.

Electronic communications were sent to 755 recipients (26% engaged) through mass communication, with additional direct custom messaging sent to member jurisdictions with a request to share with their constituents.

Engagement Highlights:

- 6,776 people viewed the survey
- 1,320 people responded to the survey
- 10,110 questions responded to among the 113 project pages
- 742 additional comments were submitted

Distribution of Participants/Comments (Click HERE for a detail view of the survey responses):

Jurisdiction	Project Name	# Participants	# Comments
Sedgwick County	Maple St Pathway, 135th to 183rd, south on 167th to Eisenhower High School	460	174
Goddard	US-54/400 Bicycle/Pedestrian Bridge in Goddard	290	52
Goddard	183rd St Multi-Modal Corridor Improvements, Maple to US-54/400	121	23
Cheney	Cheney Bicycle and Pedestrian Enhancements	112	20
Cheney	Santa Fe Street, Main Street to 391st Street West	110	17
Bel Aire	Woodlawn, 37th to 45th	87	29
Maize	45th Street Improvements from Maize Road to 135th Street	72	13
Maize	119th Street Improvements from 29th Street to 53rd Street	65	9
Bel Aire	Oliver Ave. and 45th St. N. Intersection Improvements	52	20
Maize	Academy Avenue Improvements from Maize Road to 119th Street	52	2
Bel Aire	Rock Rd, from Union Pacific Railroad to 53rd St N	50	18
Bel Aire	Northern Intercity Biking & Walking Route	50	16
Maize	37th Street Improvements from Maize Road to 119th Street	48	4
Bel Aire	45th St N, Woodlawn St to Rock Rd	42	14
Maize	53rd Street Improvements from Maize Road to 1/2 Mile West of 119th Street	40	2
Bel Aire	45th St N, Oliver Ave to Woodlawn St	38	11
Kechi	Kechi Rd, Oliver to West City Limits	37	9
Bel Aire	Woodlawn St, 45th St N to 53rd St N	37	8
Bel Aire	Oliver St, 37th St N to 45th St N	32	9
Andover	US-54/400 Bicycle/Pedestrian Bridge in Andover	30	4
Wichita / Wichita Transit	Transit Commuter Service	29	11
Kechi	Oliver, Kechi to Noth City Limits	29	7
Andover	North Andover Rd. Improvements, Redbud Trail to Ira Ct.	28	5
Maize	135th Street Improvements from K-96 to K&O Railroad	28	2
Wichita / Wichita Transit	Bicycle Master Plan Update	27	8
Valley Center	Meridian: Main to 5th	27	2
Wichita	119th, 21st to 29th	27	2
Wichita	Douglas, Main to Washington	26	11
Wichita	Douglas, Washington to Grove	26	11
Valley Center	Meridian: 5th to N. City Limits	26	5

Jurisdiction	Project Name	# Participants	# Comments
Sedgwick County	Rehabilitation of Bridge on Zoo Boulevard over M.S. Mitch Mitchell Floodway	26	2
Derby	Rock Rd, 55th St to Freedom St	25	6
Wichita	Intelligent Transportation System - Central Business District	25	3
Bel Aire	53rd St N: Oliver St to Woodlawn Blvd	24	8
Kechi	Kechi, Oliver to Woodlawn	24	7
Wichita	Redbud Path, Woodlawn to Rock	23	8
Derby	Nelson Drive Realignment	23	7
Kechi	Woodlawn, K-254 to 53rd St N	23	5
Sedgwick County	Arkansas River Crossing - 95th Street (ARC95) - Hillside to Woodlawn	21	11
Butler County	Butler Road Improvements, 155th St to 170th St	20	7
Bel Aire	53rd St N and Lycee St Pedestrian Crossing	20	4
Valley Center	Main: Redbud to Meridian	20	3
Kechi	Oliver, K-254 to 53rd St N	19	3
Wichita / Wichita Transit	Transit Network Redesign	19	2
Wichita	K-96 Bikeway Connections	19	2
Andover	East Kellogg Planning Study	18	7
Butler County	150th St Improvements, Meadowlard Rd to Butler Rd	18	5
Valley Center	Ford: Floodway Bridge to Broadway	18	4
Bel Aire	Oliver St: E 45th St N to 53rd St N	17	6
Wichita	17th, I-135 to Hillside	17	6
Wichita	Arkansas River to Haysville Bikeway	17	5
Butler County	Butler Road Improvements, 135th Street to 145th Street	17	4
Wichita	WSU Bikeway Connections	17	1
Wichita	Waco, Murdock to 21st	16	3
Wichita	Hoover, from Zoo Blvd to 29th	16	3
Andover	21st Street Improvements, from KTA Toll Booth to Andover Road	15	3
Butler County	190th St, Rose Hill Rd to Sedgwick Co line	15	3
Wichita / Wichita Transit	Transit Microtransit	15	3
Butler County	Harry St Bridge over Fourmile Creek	15	2
Valley Center	Seneca: Ford to 5th	15	2
Wichita	Intelligent Transportation System	15	1
Valley Center	69th Street Bridge over Floodway	14	4
Valley Center	Main: Meridian to Emporia	14	2
Wichita	2nd, Main to St. Francis	14	1
Wichita	135th, Central to 13th	14	1
Wichita	37th, Hydraulic to Hillside	13	6
Wichita	Webb, Central to 13th	13	6
Andover	Prairie Creek Rd Bridge over KTA	13	5
Wichita	Hoover Path, K-96 to CPLP	13	2
Wichita	Douglas, Seneca to Meridian	12	2
Wichita	Commerce and St. Francis, from Waterman to Kellogg	12	2
Wichita	31st Street Bike Lanes, K&O RR to Arkansas River	12	2
Wichita	Hillside, from 37th to 45th	11	5
Wichita	13th, McLean to Zoo Blvd	11	4
Wichita	Maple, 151st, to 167th	11	2
Andover	Andover Road Bike/Ped Improvements, from Redbud Trail to 13th Street	11	1
Andover	Andover Road and Douglas Avenue Intersection Improvements	11	1
Wichita	Mt. Vernon, SE Blvd to Oliver	10	3
Wichita	Maple, Seneca to West	10	2
Wichita	Woodchuck to Buffalo Park Bikeway	10	2
WAMPO	Air Quality Conformity Contingency	10	1
KDOT	Fiber Optics Installations	10	0
Sedgwick County	Sedgwick County Paratransit Comprehensive Operations and Technology Feasibility Study and Implementation	9	3
Andover	Andover Road, from 123rd Street to 135th Street S	9	2
Rose Hill	Rose Hill Road: Rosewood Street to School Street	9	2
Wichita	143rd, Kellogg to Harry	9	2
Andover	Andover Road, from 21st Street to 0.5 mi north of 21st St	9	1
Wichita	151st, Kellogg to Maple	9	1
Haysville	Multiuse Path along Senca and 63rd Sts	8	2
Wichita	Maple, 135th to 151st	8	1

Jurisdiction	Project Name	# Participants	# Comments
Sedgwick County	Sedgwick County Paratransit Replacement Vehicles	8	0
Wichita	Harry, from 127th to 143rd	7	3
WAMPO	Major Regional Priority Planning	7	2
Park City	77th Street North Bridge over West Fork Chisholm Creek	6	2
Wichita	MacArthur, West to Meridian	6	2
Park City	Air Cap Drive: 53rd Street North to 61st Street North	6	1
Wichita	Pawnee, Greenwich to 127th	6	1
KDOT	WICHway Traffic Management Center Deployments, Upgrades and Expansions	6	0
Wichita	Maize, from 31st to Pawnee	5	3
Wichita	West, I-235 to MacArthur	5	2
WAMPO	WAMPO Travel Demand Model Update	5	1
WAMPO	Asset Condition Analysis	5	1
KDOT	Cross Jurisdictional Corridor Management	5	0
Park City	Park City Place Plan	5	0
Wichita	Seneca Bridge, south of 55th St S	5	0
Wichita	143rd, Harry to Pawnee	4	1
Haysville	Grand Av Multiuse Path, KTA to Hydraulic	4	0
Park City	61st Street North: Air Cap Drive to Hydraulic Avenue	4	0
Rose Hill	Rosewood Street Pathway: Rose Hill Road to County Line Road	4	0
Wichita	Maize, from 31st to MacArthur	3	1
Wichita	West, Harry to Pawnee	3	0
WAMPO	Training, Best Practices, and Model Policies for Member Jurisdictions	2	0
Wichita	West, MacArthur to 47th	0	0

Phase 3 Engagement

The following table provides a snapshot view of the Phase 3 engagement strategy and associated activities that informed the development of the *REIMAGINED* MOVE 2040 plan.

Timeframe	Phase	Objective(s)	Method
February/March 2020	Phase 3 Public Engagement Launch	Inform and Promote Media/Informational Event	Announce availability of MTP draft document for public review. Provide opportunities for the public to visualize the future of transportation.
February – May 2020	Public Engagement (The Future of Transportation)	Data Collection	The WSU Public Policy and Management Center (PPMC) will conduct a series of informed interviews and focus groups. Special efforts will be made to engage multi-generational and underrepresented populations based on the Phase 2 major takeaways. Public input on the MTP draft will also be documented.
May 2020	Analysis & Interpretation	Reporting and Draft Refinement	The Plan Advisory Committee (PAC) will review information compiled by PPMC including a concise itemization of the public perspective on future investment priorities, lessons learned, and opportunities for maintaining any new relationships with the public.
June 2020	Final MTP Draft	Approval of MTP Update	The TPB will consider the final draft of the MTP update for approval at their June meeting.

The Future of Transportation

In early 2020 WAMPO enlisted the aid of the Public Policy and Management Center (PPMC) at Wichita State University to complete a public engagement initiative focused on the future of transportation investment, with particular attention paid to technological advancements and opportunities.

The three main tasks associated with the "Future Project" included:

1) developing an engagement strategy and timeline highlighting the activities, methods, roles and responsibilities;

2) assisting with the development and execution of an inclusive regional survey and stakeholder engagement process that would inform WAMPO of infrastructure and mode choice preferences/perceptions organized by the generational categories;

3) Analysis and interpretation of data including lessons learned and opportunities for maintaining public relationships.

The PPMC compiled and analyzed data from interviews, focus groups, community meetings and a survey instrument to develop a concise itemization of priorities for future investment, including lessons learned and opportunities for maintaining relationships with the public.

Special efforts were be made to engage multi-generations and underrepresented populations in existing transportation systems, such as low-income households, minorities, individuals with limited English proficiency, individuals with a disability, older adults and households without a motor vehicle. The intent of these activities was to share the research on transportation issues of the future, as well as gather input on implications, anticipated issues and overall impact for transportation needs in the future.

While transit dominated the regional conversation in the focus groups, researchers found widespread support for enhancements and investment in a variety of areas including "future proofing" the region. Regional sentiments indicated that before individuals would be willing to part with motor vehicles and accept alternative modes of transportation, the impetus for change would need to be momentous and would probably include a convergence of forces. Despite this, the overall support for incremental investments in technological advances like 5G were supported, with other emerging issues that included accessibility, safety, public health, and active transportation.

The following is a summary of recommendations based on public input:

5G Technology

An expanded, reliable 5G network is the backbone of technological investments in the transportation system. While the focus groups were skeptical on some technologies like autonomous vehicles, drones and surveillance cameras there was overall support for incremental investments in technology.

Improved user experience and increased efficiency were primary drivers for technology adoption among those surveyed. Changes that were practical for a public who are largely car dependent were supported (e.g. sensor and traffic light updates, electric vehicle infrastructure, ridesharing infrastructure, 5G implementation).

5G Future Consideration: foster robust regional discussion and creative ideation for future transportation technologies that build on these findings.

Transit

There is public support for the development of transportation infrastructure that includes a more comprehensive public transit system that is convenient with extended routes. While, driverless bus systems were not as popular, they still registered a considerable number of supporters. Suggestions for future investments were consistent across groups and included enhancing transit service with additional technological capabilities, expanding routes and reliable options.

Transit Future Considerations: While WAMPO does not directly provided transit service, they could facilitate more conversations with decision makers to make incremental improvements in transit across the region. Considerations like infrastructure investments for a park-and-ride system for commuters is supported.

Equity

All the focus groups and most survey respondents expressed the need to address issues of equity and access to transportation networks. There was clear consensus across the focus groups in support of public transit. Overlapping issues of equity were predominate in the discussion with issues of affordability, stigma, accessibility of the differently abled community, and safety topping the list.

Equity Considerations: future considerations of transportation system equity include the need for increased safety, public education, suburban access to transit, and regional investments in the public transit system.

Vehicle Infrastructure

The research shows that communities that inordinately delay making infrastructure investment in support of driverless vehicles will become economically disadvantaged as they struggle to attract business and industry investment. Respondents showed strong support for individually owned hybrid or electric vehicles and focus groups expressed interest in environmentally friendly policies, for example increasing the use of electric buses. There was little public support for autonomous vehicles, which may be based on unanswered questions about cost and safety.

Vehicle Infrastructure Considerations: foster robust regional discussion and creative ideation for future transportation technologies that build on the research and findings. Considerations of increased investment in infrastructure to support autonomous vehicles will be necessary to stay competitive in attracting business and economic investment. Additional considerations of increased investment in transportation infrastructure that supports hybrid or electric vehicles is recommended.

Bicycle & Pedestrian

There was considerable support for expansions in the regional bicycle and pedestrian facilities. While some modes like bike and scooter rentals were supported but viewed as primarily recreational, active transportation investment and expansion were considered important components of quality of life, equity, and the economy. Safety of bike lanes and connecting existing pathways was a key priority. Suggestions included implementing a public information campaign, interactive signage at fixed stops on pathways and providing signage and information on how to safely transition between bus, pedestrian, motorized scooters or bike traffic.

Bicycle/Pedestrian Considerations: should encourage continued efforts to develop, expand and enhance the bicycle and pedestrian infrastructure as well as informational signage for users of the system.

As technological changes are implemented, or advocated for by WAMPO, extensive public education and community engagement campaigns will be helpful in creating buy-in and support for groundbreaking changes such as autonomous vehicles.

Final Review & Comment

During the Spring of 2020, WAMPO began the release of developed documents that included a "core" long-range plan document and associated technical chapters listed below:

- Planning Factors
- Public Engagement
- System Performance
- Safety
- Bicycle & Pedestrian
- Transit/Paratransit
- Regional Freight
- Regional Project List
- Regional Finance
- Environment
- Environmental Justice
- Technology & The Future
- Travel Demand Model
- Amendment Procedures

Document Input

During the document review portion of the Phase 3 engagement strategy, WAMPO received a variety of input ranging from specific content edits to general statements related to the MTP which are summarized and/or provided below:

- Numerous public comments were made noting the dramatic decrease in funding to transit when compared to the previous MTP and in consideration of the high priority placed on transit by the public across demographics.

- Numerous public comments were made with appreciation toward the needed investment in bicycle and pedestrian infrastructure.

- Public comments were received citing discrepancies between the stated *REIMAGINED* MOVE 2040 focus areas and the WAMPO funding menu and regional priorities.

- Direct Comments from the final review period:

- *No solutions were offered to reduce the number of car fatalities or bike-ped fatalities/serious injuries.*

- *The executive summary is visually stunning, almost entertaining. The sections, however, are dismaying that the document overall enables and subsidizes cars and especially trucks, and neglects the future*

- *Much detail and data are dedicated to cars, highways, highways and roads. In 88% of the System Performance section, there is little mention of any other modes of travel. Should not air, rail, bike, ped also be measured and reported?*

- *Dismaying: "Freight shippers who need to ensure that deliveries happen on time must build time into their schedules to account for days with longer-than-usual delays." Because there is currently such small delay time on WAMPO-area roads, it appears that freight trucks on-time delivery may be a justification for the expense for even LESS delay? Freight is already getting fabulously smooth routes through our low-congestion city.*

- *Safety Appendix, which is entitled "WAMPO White Paper - Safety Best Practices", states that "safety is an important goal in the MTP". Nevertheless, the paper proposes safety performance targets for the 2015-2019 period that contemplate an increase in number of fatalities, rate of fatalities per 100 million VMT and number of non-motorized fatalities and non-motorized serious injuries above the prior period targets and in two of those categories above the 2013-2017 rolling average. I do not understand how this encourages or prioritizes safety. I understand that serious injuries to motor vehicle occupants are targeted to be reduced, but for the reasons discussed below greater emphasis must be placed on increasing safety for "non-motorized" users. (On a technical note, I do not understand how in 2020 we are proposing a target for 2015-2019. Could you explain to me how that works?) On the other hand, I commend WAMPO for looking at what other communities are doing to increase safety and endorse the suggestions made.*

- *"Appendix 7: Federal Planning Factors" states in several places that WAMPO has set a goal to improve "Quality of Place & Talent" by encouraging "more walkable, 'place-making' areas and more modal options and a goal of prioritizing the "connectivity of the bicycle/pedestrian network". Although WAMPO is to be commended for the allocation of significant funds specifically for bicycle and pedestrian projects, and for the inclusion of bicycle and pedestrian enhancements in projects otherwise categorized as road and bridge projects, additional consideration should be given to these goals of "Quality of Place & Talent" and the "connectivity of the bicycle/pedestrian network".*

- *…we appreciate and encourage the effort and funds to include bike and pedestrian facilities in other projects. However, merely building a bike lane or sidewalk beside a highway or high-speed road does not create a 'walkable place", or in itself enhance "connectivity of the bicycle/pedestrian network". Projects such as the City of Wichita's Douglas Avenue redesign and its current effort to develop a Downtown Streets Conceptual Plan and Bike Walk Wichita's recommendations for connectivity noted in the Bicycle and Pedestrian Appendix seek to address these issues more directly.*

These projects don't involve large expenditures compared to major highway projects, but they are much more effective in enhancing the sense of place and meeting many of WAMPO's stated goals. As stated in the Bicycle and Pedestrian System Appendix, "walkable communities that contain a mix of land uses have been shown to create many economic benefits, such as increased property valuations and increased business revenues related to higher levels of pedestrian traffic, as well as decreased household transportation and healthcare costs." Figure 4 of that Appendix in particular highlights the appropriateness of focusing on increasing the walkability of Wichita's central area and bikeable connections to residential areas of the City. Additional focus and funding should be dedicated to both creating walkable, bikeable places where people want to live, shop, dine and relax and to connecting the many disconnected pieces of the area's bike and pedestrian network. I understand that the "impetus for moving towards this vision resides in local government policies and projects", but I urge WAMPO to continue to emphasize to its constituents the value of this focus.

- *This plan is a blueprint for urban sprawl, which requires: loss of productive farm land, expense of new streets, water and sewer expansions, freeways, encouragement of further commutes to events or employment in the city, added pollution, hollowing out of the core of the city and it's character, and future expense to the community to maintain far flung infrastructure. At a time when cities and counties across the nation are moving to reduce pollution, it appears WAMPO and developers and realtors will take us in the opposite direction.*

- *The sections on environment, biking and recreation falls short of what a community should focus on in order to attract and keep businesses and residents.*

- Regarding the System Performance Appendix: *This section is disappointing in its primary focus on motorized vehicles. It gives small or irrelevant facts or attention to its stated focus areas--Safety & Health, Multimodal Network, Mobility & Economy, Equity & Diversity, and Quality of Place & Talent—or to our improved, cleaner future.*

- *The only measurement of "health" is ozone levels. There are MANY other measurements that can and should connect transportation and health, including CO2 from fossil fuels; effects of car particulates on side-of-the-road, animals and insects; and the health benefits of active transportation.*

- *In "mobility and economics," the definition of mobility is narrow, restricted to roads and bridges—that is, cars and trucks, not to other modes of travel.*

- *So glad to see Advance Equity and Acknowledge Diversity. It is a good start to relate bike-ped access to busses and jobs—but it ignores the many other reasons for other transportation destinations, such as groceries, church, school, social events, unemployment curtailing gas money.*

- Regarding the System Performance Appendix: *Quality of Place/Attracting and Retaining Talent. The emphasis on cars, trucks and highways totally is irrelevant to either of those goals. Talent of any age has little to no interest in fine, very costly new highways. (At least, the last five folks of various ages to whom I mentioned the elaborate intersections at Kellogg and Webb/Greenwich had not even*

seen those intersections, much less used them or interested in talking about them. No, neither did those folks include highways as contributing to Quality of Life.)

- Regarding the Regional Finance Appendix: *I so much appreciate the very clear transparency and explanations of past and present funding amounts, sources, percentages. The numbers are staggering. Just one comment. Pages 11 and 19: "Having a better understanding of the full cost of deferred maintenance" is just pushing very large costs down the road to our future citizens.*

  It's impossible to believe that good engineers and cost accountants cannot calculate from current repair and maintenance costs, what all that new construction will burden us with in the 10 to 50 year lifetimes of the $3.3 billion in new roads and highways. Those New Projects may cost $3.3 billion to keep up over the next 50 years, and money should be set aside for those costly future expansions.

The following table is a quick view highlight of all the major *REIMAGINED* engagement activities and demographics of those who participated across phases:

Initiative	Public Meetings	Respondents	Phase
Scenario Planning	23	260	1
Paratransit Future	7	181	1
Vision & Goals	32	223	2
Funding Menu	2	1320	2
Future of Transportation	8	679	3
Total	72	2663	

Initiative	Public Meetings	Respondents	Phase
Scenario Planning	23	260	1
Partransit Future	7	181	1
Vision & Goals	32	223	2
Funding Menu	2	1320	2
Future Project	8	679	3
REIMAGINED Review & Comment			
Total	**72**	**2663**	

Age	Number
Below 16	2
17-24 years old	31
25-35 years old	157
36-45 years old	148
46-55 years old	110
56-64 years old	120
65-74 years old	69
75 years or older	18

Race/Ethnicity	Number
Caucasian	509
Hispanic	34
African American	24
Mexican American	1
Native American	1
Other	19
Asian	9
Unspecified	121

Gender	Number
Female	325
Male	353

Affiliation Label	Number
Community Member/Advocate	50
Appointed Official	1
Elected Official	11
Member of the Public	66
Unspecified	53

Marital Status	Number
Married	335
Single	201

Education Level	Number
Did not finish High School	5
High School Graduate or GED	38
Some College	116
College Graduate	180
Some Graduate School	39
Graduate or Professional Degree	166

Household Income	Number
Less than $20,000 annually	28
$20,000 to $39,999 annually	69
$40,000 to $59,999 annually	84
$60,000 to $79,999 annually	98
$80,000 to $99,999 annually	75
$100,000 & Above annually	168

Partner Consultation

The 20174 WAMPO Public Participation Plan outlines public involvement procedures for the stakeholder consultation, partner consultation, and public review.

Partner consultation utilized during the *REIMAGINED* MOVE 2040 plan development is defined by the inclusion of affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, public and private providers of transportation and other affected agencies in the transportation decision-making process. Local entities and partners included in the *REIMAGINED* MOVE 2040 partner consultation process includes:

Partner	Role	Involvement
Wichita Sedgwick County Metropolitan Area Planning Department (MAPD), Planning departments of member jurisdictions	Representatives of State and local land use entities	Agency representatives were engaged in consultation at the initiation of the REIMAGINED MOVE 2040 plan development, with ongoing communication through approval. Participating representatives had the opportunity to review and comment on draft material prior to approval.
Greater Wichita Partnership	Economic development representatives	
Kansas Department of Health and Environment, U. S. Fish and Wildlife Service, Environmental Protection Agency, United States Army Corps of Engineers	Environmental protection and resource agencies	
Coordinated Transit District #9, Greyhound, Taxi companies	Private Providers of transportation	
Owners/Operators of Airports in the WAMPO planning area	Airport Representatives	
Kansas Motor Carriers Association and railroad operators in area	Freight Representatives	