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

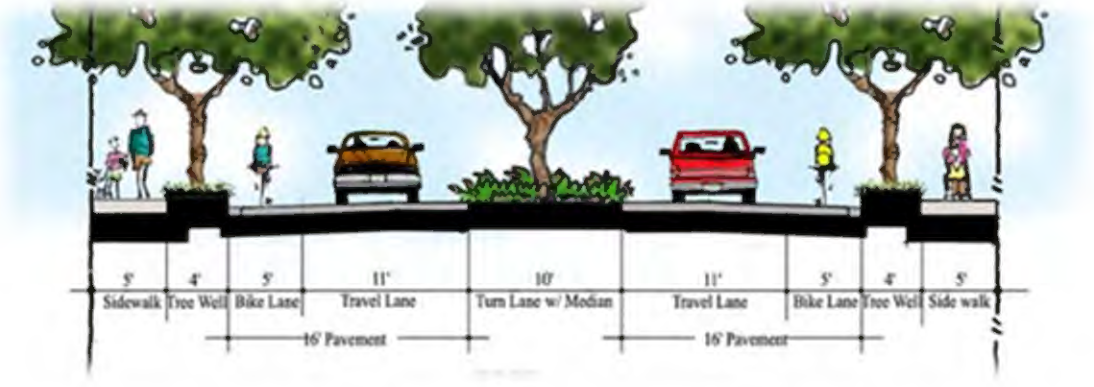
- Changes in land use, housing choices, and shopping habits reduce government revenue, leading to reduced spending on lower priority transportation infrastructure.
- As transportation needs change and younger generations have different preferences the existing transportation system will increasingly 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.