

REIMAGINED MOVE 2040



U.S. Department
of Transportation

**Federal Highway
Administration**

APPENDIX 1:

PLANNING FACTORS



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Introduction

The U.S. Department of Transportation defined 10 planning factors that all MTPs must address; these factors signify the federal government’s interest and desired outcomes for the metropolitan planning process. Each planning factor is listed below, along with a description of how each factor is considered during the MOVE 2040 REIMAGINED planning process. For more information about the USDOT planning factors click [HERE](#) or visit www.ecfr.gov and search CFR citation §450.306(b).

Planning Factor Alignment

Federal Planning Factors		Plan Focus Areas					
		Safety & Health	Integrated Multimodal Transportation Network	Economy & Mobility	Equity & Diversity	Quality of Place & Talent	WAMPO Funding Menu Criteria
	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency			✓	✓	✓	✓
	Increase the safety of the transportation system for motorized and non-motorized users	✓	✓		✓	✓	✓
	Increase the security of the transportation system for motorized and non-motorized users		✓		✓	✓	✓
	Increase accessibility and mobility of people and freight		✓	✓	✓	✓	✓
	Protect and enhance the environment , promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	✓				✓	✓
	Enhance the integration and connectivity of the transportation system, across and between modes , for people and freight		✓	✓	✓	✓	✓
	Promote efficient system management and operation		✓	✓			✓
	Emphasize the preservation of the existing transportation system		✓	✓	✓		✓
	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation						✓
	Enhance travel and tourism		✓	✓		✓	✓

FACTOR 1

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency

Many regional plans and studies have cited a lagging economy as one of the Wichita metro region’s biggest challenges. A wide variety of factors has been cited as contributors, but by far the most commonly identified issues was the “talent shortfall.” While this is an issue faced by many economies, it is particularly acute in the Wichita metro region.

In response, the plan’s “Quality of Place & Talent” goal was developed to address this above issue, and this goal also addresses this federal factor, directly linking talent attraction and retention with quality of place, specifically by developing more walkable, “place-making” areas and more modal options in communities large

and small to supplement the existing suburban, car-oriented land development. Quality of Place was one of eight criteria used to evaluate candidate projects and strategies, and the majority of the projects on the WAMPO funding menu address this goal by incorporating walkable development features into projects. A related criteria – the Land Use – Transportation Connection – was also used to evaluate projects; it evaluated density, infill development, transit-oriented development, mixed-use development, town centers, and historic downtowns.

In addition, the plan’s “Economy and Mobility” goal is intended to address the more traditional theory of how the transportation system supports the economy. This theory posits that area highways and major roads contribute to the economy by providing efficient means to transport goods to market, and supports the warehousing/freight dependent businesses. Economic Development was one of eight criteria used to evaluate candidate projects and strategies, several projects on the WAMPO funding menu address this goal by serving major freight facilities, improving access to jobs, especially via transit, and increases travel time reliability thru continued investment in the region’s traffic management systems.

FACTOR 2

Increase the safety of the transportation system for motorized and non-motorized users.

A steady rise in roadway fatalities over the last few years coupled with growing interest in health led to the Plan’s goal of, “Safety and Health.” This goal also addresses this federal planning factor. An analysis of fatalities and serious injuries for motorized and non-motorized users was carried out, and is reported on in both the Performance Measures appendix, as well as the Safety Appendix. Safety was one of eight criteria used to evaluate candidate projects and strategies. It evaluated accident history, eliminating bike/pedestrian conflicts with cars, and adding roundabouts. Many projects on the WAMPO Funding Menu address this goal by addressing locations with many accidents and adding features to keep our most vulnerable road users safe. In addition to the focus on safety in the WAMPO Funding Menu projects, KDOT funds safety-specific projects in the WAMPO region through its Local Safety Program. These include the Highway Safety Improvement Program, High Risk Rural Roads Program, and the Rail-Highway Grade Crossing program, all designed to improve traffic safety by improving roads and grade crossings.

FACTOR 3

Increase the security of the transportation system for motorized and non-motorized users.

Security of the transportation system is already quite high in this region due to the extensive planning and preparation of the Sedgwick County Emergency Management systems. Because of that, this factor was not incorporated as significantly into the planning process as other factors.

Current activities to increase the security of the transportation system include ongoing planning, training, and preparedness exercises by emergency responders in the region to learn and implement best practices when responding to a variety of emergencies and other threats to the security of the region. The Kansas Homeland Security Region G Hazard Mitigation Plan assesses all of the risks to the region that may necessitate an emergency response, including terrorism and failure of the transportation network. The Wichita Traffic Management Center, WICHway, assists first responders and the public with responding to incidents on the area’s highways using technology and a coordinated dispatch center.

The Plan incorporated this factor by evaluating how well the WAMPO Funding Menu candidate projects would expand the WICHway network thru technological features, which is a major contributor to the security of the region's transportation system.

FACTOR 4

Increase the accessibility and mobility of people and for freight.

Growing desires to provide travel options via multiple modes, including bicycling, walking, and transit coupled with a forecasted increase in truck freight traffic led to the development of the Plan's Multimodal Network goal. This goal addresses this federal factor. Its objective is to *allow people and goods to travel safely, efficiently, and comfortably*. The Multimodal Connectivity criteria examines contributions to the extent and connectivity of the bicycle/pedestrian network, enhancements to transit service including new routes, reduced headways, and increased operating hours, bringing transit and bike/ped to low income, minority, and elderly communities, and increased transit and bike/ped access to destinations like schools, recreation, and healthcare. The Economic Development criteria was used to evaluate how well projects served major freight facilities, and improved transit access to jobs and travel time reliability.

Assessments of the accessibility and mobility levels of the bike/ped network, public transit service, and freight network are included in the relevant appendices. This plan expands the bike/ped network, providing additional accessibility and mobility for people using bicycles or walking to get around. However, improving accessibility and mobility for people using public fixed route service or public paratransit service was not improved much with this plan.

FACTOR 5

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

Environment and Energy: The Plan's Environmental Appendix documented the major environmental issues in the region, mitigation activities of planned projects that might impact natural resources in the region, and routine, on-going compliance and review processes to ensure proposed projects comply with local, state, and federal environmental regulations.

Quality of Life: Quality of life considerations are noted in the first federal planning factor section

Land Use Planning Consistency / Coordination: Planned land use, population, and employment used in the travel demand model align with the adopted Land Use Comprehensive Plans for area cities and counties. In addition, projects on the local road system also go thru their individual capital improvement process, which includes coordination with local land use plans.

FACTOR 6

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Growing desires to provide travel options via multiple modes, including bicycling, walking, and transit coupled with a forecasted increase in truck freight traffic led to the development of the Plan's Multimodal Network goal. This goal addresses this federal factor. Its objective is to *allow people and goods to travel safely, efficiently, and comfortably*. The Multimodal Connectivity criteria examines contributions to the extent and connectivity of the bicycle/pedestrian network, enhancements to transit service including new routes, reduced headways, and increased operating hours, bringing transit and bike/ped to low income, minority, and elderly communities, and increased transit and bike/ped access to destinations like schools, recreation, and healthcare. The Economic Development criteria was used to evaluate how well projects served major freight facilities.

FACTOR 7

Promote efficient system management and operation.

Efficient system management and operations was included in three of the eight evaluation criteria - "Land Use – Transportation," "Technology," and "Financial Sustainability." The Land Use- Transportation criteria evaluated projects on how well they provide development with less outlay of infrastructure, and Technology criteria evaluated how well projects incorporate technology to support efficient roadway system management and operations. This plan includes several projects that will expand the scope and reach of the Wichita Traffic Management Center by expanding the fiber network, installing additional dynamic messaging signs, installing signal-timing technology, and expanding the network from area highways to major arterials. The "Financial Sustainability" criteria evaluated the "right-sizing" aspects of roadway projects, with the intention of downsizing roads that are not used as much now as in the past and ensuring enough capacity is available in developing areas.

FACTOR 8

Emphasize the preservation of the existing transportation system.

Preserving the current system is very important to this region. Preservation of the existing system is included in the "Financial Sustainability" evaluation criteria. It evaluates how well projects preserve existing infrastructure. Over 75% of the projects on the WAMPO Funding Menu fall into the categories of, "road and bridge modernization" or "road and bridge preservation." In addition, the Plan includes KDOT Preservation and Modernization buckets that are planned with \$116 million over the next four years for preservation and modernization of area highways.

FACTOR 9

Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface water transportation

Resiliency and Reliability: For highways and major roads, system resiliency and reliability is already quite high in this region. Because of that, these factors were not incorporated as significantly into the planning process as other factors. Travel time reliability considerations were included in the "Economic Development" criteria and "Technology" criteria. The Wichita Traffic Management Center is able to assist first responders with responding to incidents on the area's highways with its cameras and associated dispatch center. In addition to these measures that will mitigate the immediate responses to natural disasters, the region's highway and road network has plenty of capacity to absorb additional traffic should a portion of the system be damaged.

Stormwater Impacts: While mitigating stormwater impacts of surface transportation was not as important of a intended outcome as some of the others mentioned, it ended up as an outcome of many of the roadway preservation and roadway modernization projects. These projects have design features, such as upgrading open ditches to curb and cutter drainage systems, intended to improve stormwater drainage.

FACTOR 10

Enhance travel and tourism

While not as important factor as others, the MTP Planning Process did incorporate travel and tourism into the process by evaluating considerations of historic districts and long bicycling trails, which both serve as tourist destinations. In addition, projects were also evaluated on their connection to the greater South Central, Kansas region.