

A large crowd of people is walking away from the camera on a tree-lined street. The people are diverse in age and appearance. A thick teal horizontal line runs across the middle of the image, passing behind the 'MTP' part of the title.

MTP2050

Appendix B

Public Involvement & Engagement Summary



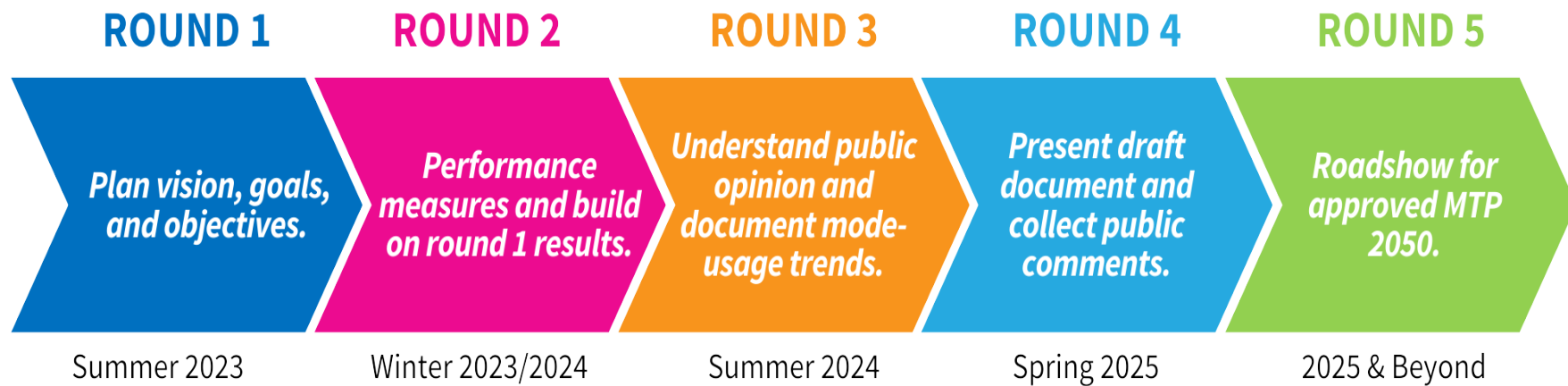
Public Engagement Overview

Public and stakeholder engagement was integral to the development of Metropolitan Transportation Plan 2050 (MTP 2050). This long-range plan represents a collective vision for the region based on input from the public and WAMPO's stakeholders and partners. This appendix is meant to document public and stakeholder engagement associated with the development of MTP 2050. For information about WAMPO's other engagement activities and its Public Participation Plan, please visit www.wampo.org/public-participation.

Over the two-year process of developing the plan, engagement was divided into five distinct rounds, each serving different purposes and building upon one another.

- The first round of public engagement helped to determine the plan's vision, goals, and objectives and introduced the long-range planning process to the public.
- Round two built upon and confirmed public sentiment collected during the previous round and identified which performance measures were most desired to be tracked.
- Round three sought to understand public opinion regarding the regional transportation network and documented mode-usage trends.
- The fourth round involved a public review of the draft plan to ensure it is consistent with the input received throughout the planning process. A 30-day public comment period was held from March 8, 2025, through April 7, 2025. Public comments received during this period were incorporated into the plan and considered by the Transportation Policy Body before they voted to approve the plan.
- The last round of public engagement, round five, is an ongoing roadshow for the approved plan. The term 'roadshow' describes an outreach activity that involves visiting multiple locations and events to promote something. WAMPO will attend community, local agency, and member jurisdiction events and meetings to present the approved MTP 2050.

Figure B.1: MTP 2050 Public Engagement Timeline



Public Participation Plan (PPP)

WAMPO is committed to meaningful stakeholder engagement, in accordance with its Public Participation Plan (PPP), which was last updated in 2022. MTP 2050 public engagement efforts were guided by the WAMPO PPP.

Updates made to the PPP in 2022 focused on improving the accessibility of information and opportunities to contribute ideas. The PPP outlines WAMPO's strategies and techniques for informing and engaging the public throughout the continuing, cooperative, and comprehensive (3-C) transportation planning process. The goal and purpose of a PPP is to maximize public participation and an MPO's effectiveness at reaching audiences. Public input is essential for developing transportation policies, programs, and projects. WAMPO ensures an open, cooperative process, actively involving all affected parties to provide meaningful input that influences transportation decisions, while also addressing the community's transportation needs and concerns.

WAMPO maintains robust public participation by utilizing various technologies/mediums and collaborates with community partners. Brochures and planning materials are developed in English, Spanish, and Vietnamese, in accordance with WAMPO's Limited English Proficiency (LEP) Plan. In addition to publishing a quarterly e-newsletter and maintaining multiple social media accounts, the agency continuously improves its website to ensure it is mobile-friendly and easy to navigate, serving as a regional information resource. Board and committee meeting materials are posted online, and meetings are accessible in-person and virtually.

WAMPO's commitment to engaging with all segments of society is reflected through the organization's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. WAMPO ensures fair and meaningful engagement with all people. This includes hosting public meetings in strategic locations, coordinating with local organizations, considering transit access for

meetings, providing materials in multiple languages, and having bilingual staff present when possible. Meeting notices and information are shared through print media, targeted outreach, and partnerships with grassroots organizations.

For up-to-date information about WAMPO public participation, please visit www.wampo.org/public-participation.

For up-to-date information about WAMPO's Title VI Program Manual and Limited English Proficiency Plan, please visit www.wampo.org/title-vi.

ENGAGEMENT METHODS

There are many techniques that can be used in public participation processes. The WAMPO Public Participation Plan (PPP) Techniques Toolbox acts as a guide for involving the public in the transportation planning and decision-making process. Please see the full Public Participation Plan for more details about each technique.

Figure B.2: WAMPO Public Participation Plan Techniques Toolbox



Public Engagement for MTP 2050

Strategies used to increase outreach and engagement throughout the development of MTP 2050 included in-person and virtual meetings, pop-up events, videos, social media, listening sessions, surveys, and more. The following list highlights some of the outreach techniques that were most frequently used for MTP 2050.

➤ Brochures, Fact Sheets, Flyers, and Visualization:

Brochures and fact sheets were developed to provide key points of interest in an easy-to-read manner. Flyers were used to convey information about the long-range plan and public involvement opportunities. WAMPO posted signage, when possible, at city halls, public libraries, community centers, and public events. Visualization techniques were used throughout the public engagement process to help people understand complex information in a graphic format; this included diagrams, photos, charts, static maps, and interactive mapping.

➤ Media Articles, Advertisements, Public Notices, and Newsletters:

Staff worked with local media, including newspapers, radio, and TV, to provide information about WAMPO's planning processes. Press releases for notable planning activities (including surveys and public comment periods) were sent to those local media. The WAMPO newsletter is distributed quarterly online through WAMPO email lists and included MTP 2050 progress updates throughout the plan development.

➤ **Information Tables at Events, Partnership**

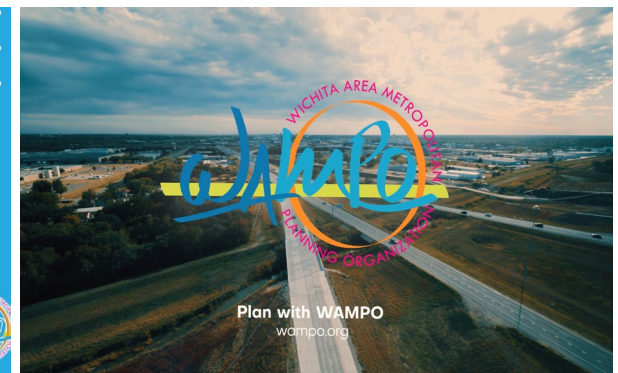
Collaboration, and Open Houses: WAMPO staff attended numerous public events and community gatherings. At these events, staff set up a table with material about WAMPO and transportation planning and provided opportunities for public involvement. Through partner collaboration, WAMPO staff attended public meetings of other organizations, such as local civic groups and city councils. An open house for MTP 2050 was hosted during the 30-day public comment period and included various informational stations where participants could ask questions and provide feedback.

➤ **Social Media and Website:** Social media is a fast way to connect with people, including those who would not normally interact with WAMPO through “traditional” forms of agency communication. Social media posts were developed for MTP 2050 to convey engagement opportunities and updates. The WAMPO website, www.wampo.org, provides information about all WAMPO activities. Additionally, staff created a dedicated MTP 2050 webpage as a one-stop shop for all MTP 2050 information, www.wampo.org/mtp2050. WAMPO is active on the following platforms:

- » Facebook: <https://www.facebook.com/wampoks>
- » Instagram: <https://instagram.com/wampoks>
- » X (formerly Twitter): <https://x.com/wampoks>
- » LinkedIn: <https://www.linkedin.com/company/wampoks/>
- » YouTube: <https://www.youtube.com/@WAMPOKansas>

- **Surveys:** Surveys are a good way to gather opinions from a wide swath of the public. Surveys for the development of MTP 2050 were conducted both online and via paper forms; more than 1500 were completed. It should be noted that the surveys were an engagement tool for collecting feedback from the public and the results collected are not intended to express a scientific, statistically valid representation of all the region’s residents.
- **Videos:** Videos are a useful and visually engaging tool to inform the public of planning processes and input opportunities. Prior to the first round of public engagement, WAMPO released a one-minute video announcing the launch of the MTP 2050 planning process and encouraging the public to provide input. During the plan development, WAMPO released ten (10) additional informational videos. All videos are available on WAMPO’s YouTube channel: www.youtube.com/@WAMPOKansas

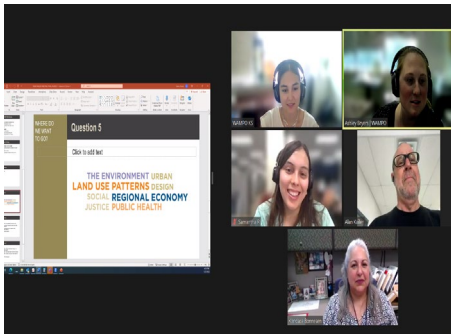
The following pages provide details about the specific engagement techniques used in each round of engagement.



ENGAGING ALL POPULATIONS

A guiding principle of WAMPO's public engagement efforts is the invitation and consideration of perspectives from those traditionally less-engaged in transportation planning processes. Some examples include individuals who speak languages other than English, low-income individuals, people with disabilities, those under 18, and older adults. Engagement for MTP 2050 strived to reach out to and connect with community members early and often.

During each round of public engagement, WAMPO staff attended multiple pop-up and community events to interact with people where they already were. All materials were made available in English, Spanish, and Vietnamese. At events with a high number of Spanish speakers, staff proficient in Spanish were present to ensure that attendees had an opportunity for meaningful engagement.



ENGAGING STAKEHOLDERS

In addition to engagement with the general public, stakeholder involvement played a major role in the development of MTP 2050. WAMPO staff worked alongside and sought guidance from transportation planning partners, including the Kansas Department of Transportation (KDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Wichita Transit, local governments, and community organizations.

These stakeholders, particularly WAMPO's member jurisdictions, helped shape the vision, goals, and objectives of the plan. Throughout the plan development process, staff frequently provided progress updates, including at regularly scheduled Transportation Policy Body (TPB), Technical Advisory Committee (TAC), Executive Committee (EC), and ICT Safe: A Regional Transportation Coalition meetings, as well as at project-specific steering committee meetings.

The MTP 2050 Plan Advisory Committee (PAC) was established at the beginning of plan development to offer feedback on the formation of the plan and provide recommendations. The committee was composed of representatives from member jurisdictions, community organizations, and regional planning partner staff. The PAC was formed to help engage stakeholders and the public, conduct public engagement discussions, and provide expertise and guidance to WAMPO staff.

ENGAGEMENT AT A GLANCE

Throughout the development of MTP 2050, WAMPO staff devoted many hours to public outreach and involvement, continuously working to inform, consult, involve, and collaborate with all people who live and work in the WAMPO region, whether or not a round of public engagement was officially underway. While it is impossible to quantify all staff outreach, the graphic to the right provides a high-level look at WAMPO's engagement during the plan development process.

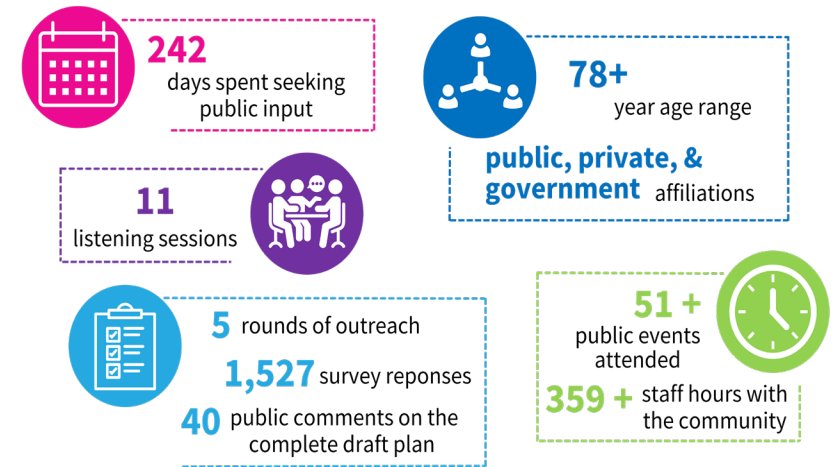
Round One: May 13, 2023 - July 31, 2023

VISION, GOALS, AND OBJECTIVES

The first round of public engagement was conducted from May 13, 2023, through July 31, 2023. Engagement methods included a public survey, stakeholder listening sessions, in-person pop-up events, website and social media posts, informational presentations at public meetings in the WAMPO region, and a video encouraging the public to provide input.

WAMPO staff collected 832 survey responses and hosted 11 listening sessions. Surveys were made available in English, Spanish, and Vietnamese, both online and on paper forms collected at various community events. WAMPO promoted the survey through articles published by KSN, the Wichita Business Journal, KAKE, the Community Voice, the Active Age, and the Derby Informer. WAMPO staff also gave TV and radio interviews to KAKE, KSN, KWCH, KMWU, KFDI, Univision, and La Raza.

Figure B.3: MTP 2050 Public Engagement at a Glance



Stakeholder Listening Sessions

WAMPO identified several stakeholder groups and sought input from key community members with expertise and experience working with each group. These groups represented a range of interests. Below is a summary of key themes from the listening sessions.

Listening Session Themes

- Driving is the preferred way of getting around in the Wichita metro area, for its convenience, ease, and efficiency.
 - » Specific projects mentioned included 21st St. (east and west of Broadway) and several highway projects: K-254, East Kellogg, K-96, ARC-95, and the North Junction.
 - There is significant support for investing in other means of getting around, specifically biking, walking, and transit, for both short- and long-distance trips within the metro area.
 - » Lack of an ability to drive was cited as a challenge to getting to work, school, or other important destinations.
 - Maintenance of all transportation networks – roads, bike paths, and sidewalks – is important.
 - More attention should be paid to how streets and other transportation assets contribute to quality of life, sense of place, community identity, and attracting a 21st-century workforce.
 - Transportation-related education for all road users – drivers, bicycle riders, and pedestrians – is increasingly important, as the same space is shared by different types of users. This is especially important in areas with newer types of street configurations, such as roundabouts, on streets with bicycle lanes, and at intersections between bicycle paths and streets.
- Improvements to the overall public transit system were mentioned in several sessions. Specific projects/services/activities mentioned include:
 - » Amenities at bus stops (lighting, fixtures, signage, enclosures, etc.)
 - » Service - more destinations, more frequent service, service later at night and on weekends
 - » More partnerships (e.g., school districts, senior centers)
 - » Advertising/marketing
 - » Services across the entire metro area, not just in individual cities
 - » Rideshare programs
 - » Kneeling/accessible buses
 - Neighborhood-scale investments were requested by several groups, including crosswalks, lighting, traffic calming, gutters, sidewalks, curb appeal, ramps, pothole repair, flooding mitigation, and bike lanes, especially in neighborhoods that prefer walking over driving.
 - Bicycle riders would like to see more dedicated bicycle facilities in neighborhoods, as well as dedicated facilities to connect destinations and communities across the Wichita metro area.

Round Two: December 1, 2023 – February 29, 2024

PERFORMANCE MEASURES AND BUILD ON ROUND 1 RESULTS

Following the success of the first round of public engagement for MTP 2050, WAMPO conducted a second round from December 1, 2023, through February 29, 2024. During this second round of public engagement, a refined version of the Round 1 survey was introduced. Staff curated the survey based on feedback and insights gathered during Round 1, adding clarity to ensure specific and clear input on transportation issues and expanding the survey to include questions pertaining to local performance measures.

During this second round of engagement, a total of 171 adult surveys were completed, as well as 50 surveys completed by children. WAMPO staff engaged with the public about MTP 2050 and how it will help shape the transportation network.

The second MTP 2050 survey was made available to the public in English, Spanish, and Vietnamese, posted on the WAMPO website, and advertised through social media posts on a wide range of platforms to encourage participants to take the survey online. WAMPO staff attended numerous events throughout the region to engage with members of the community. At these events, staff informed members of the public about WAMPO and the long-range transportation planning process. Staff also facilitated an activity in which attendees could mark locations on a map where they experienced transportation safety or congestion issues.



KIDS' ENGAGEMENT

In addition to adults, WAMPO made efforts to engage with a younger audience and developed a survey suited for engaging with children in the WAMPO region that contained questions about the children's feeling of safety and their ideas for transportation infrastructure improvements, utilizing graphics and pictures to communicate transportation issues in an understandable way.

Collaborating with local teachers, staff visited three elementary-school classrooms in the area to talk to students about transportation planning, different modes of transportation, and the importance of active participation in the transportation-planning process. Staff conducted an interactive activity in which students were able to design their own cities while focusing on the significance of safe roads, bicycle and pedestrian infrastructure, and public transit options. During these visits, WAMPO staff administered the kids' survey that was developed to gather public input from children, after they had learned about the transportation planning process. A total of 50 kids' surveys were recorded.



Between Round 2 and Round 3

CANDIDATE PROJECT REVIEW

In addition to the outreach activities undertaken during official rounds of public engagement, in Spring 2024, between Rounds 2 and 3 of MTP 2050 public engagement, WAMPO held a candidate-project-review period.

As part of the transportation planning process, WAMPO updates its short-range Transportation Improvement Program (TIP) every two years and its long-range Metropolitan Transportation Plan (MTP) every five years. From September 15, 2023, through February 2, 2024, WAMPO held a combined Call for Projects for the Federal Fiscal Year (FFY) 2025-2028 Transportation Improvement Program (TIP) and for Metropolitan Transportation Plan 2050 (MTP 2050). One hundred and two (102) candidate projects were submitted from eleven (11) WAMPO member jurisdictions for consideration for both the short-range TIP and long-range MTP planning horizons.

Valuing transparency and collaboration, WAMPO developed maps for each candidate project location, which were made available, along with project-scope information, on the MTP 2050 project website, www.wampo.org/mtp2050, for review and public comment from April 1, 2024, through April 30, 2024. No public comments were received.

Round Three: May 20, 2024 – June 30, 2024

PUBLIC OPINION AND DOCUMENT MODE- USAGE TRENDS

WAMPO conducted the third round of public engagement for MTP 2050 from May 20, 2024, through June 30, 2024.

The purpose of this round of public engagement was to gather opinions on transportation issues & policy alternatives and to document transportation-mode usage trends within the WAMPO region. Engagement strategies included the use of a public survey. The first two questions sought to determine which modes (e.g., driving, walking, bicycling, public transit) are most used and which may be more desired in the future. Subsequent survey questions were separated into the categories of Public Transit, Nonmotorized Transportation (Bicycle/Pedestrian), Freight and Movement of Goods, and Demographic Information. Responses to the mode-specific questions will also be used to inform other WAMPO long-range planning efforts besides MTP 2050. For example, responses to the public transit questions were considered during the development of the Regional Transit Implementation Plan.

During this round of public engagement, WAMPO staff utilized several strategies to engage with the public about MTP 2050 and how it will help shape the transportation network. The third MTP 2050 survey was made available to the public in English, Spanish, and Vietnamese, posted on the WAMPO website, made available on paper at various in-person events, and advertised through social media posts to encourage participants to take the survey online.

Member jurisdictions and other local agencies also greatly contributed to WAMPO's outreach efforts by featuring the survey on websites, in newsletters, and on social media.

WAMPO staff attended events throughout the region to engage with members of the community and collect responses to the survey on paper. At these events, staff informed members of the public about WAMPO and the long-range transportation planning process. A total of 474 survey responses were recorded and analyzed. Additionally, WAMPO staff received more than 100 written comments from the general public and stakeholders as part of the third round of public engagement. The most common themes of the open-response comments and some examples of comments related to each theme are presented below:

Theme: Public Transit Improvements and Increased Service

- "More busses and shade and benches at bus stops; Bus route for Final Fridays/First Fridays to all art galleries."
- "I would use public transportation if it were more available."
- "Making bus schedules more accessible; Monthly/yearly bus cards you can scan when you board; Security and safer bus stops; Bus maps."

Theme: Bicycle and Pedestrian Infrastructure

- "I'd like to ride a bike more but am fearful of being on major city streets."
- "Protected bike lanes, walkable development."
- "Make Wichita walkable!"
- "Douglas should be one lane each way with dedicated bike and walking lanes."

Theme: Passenger Rail Expansion and Freight Enhancement

- "Develop a rail corridor from Towne East through downtown/Delano and to the airport..."
- "Please please please can we expand passenger trains to and within Wichita?"
- "Railroad crossings- Not a vibe."

Theme: Roadway Expansion, Modernization, and Technology Integration

- "If one of the goals is to reduce our emissions to meet the government standards so we can continue getting good funding for our roadways, we need to look at intersection idle times, start and stop light distances, and encourage alternative transportation."
- "I think the lights at K-96 and 21st need to be evaluated...."

Between Round 3 and Round 4

PHASED RELEASE OF DRAFT MTP 2050

Between the third and fourth rounds of public engagement, in the summer and fall of 2024, as WAMPO staff worked toward completing a draft of the full plan, draft chapters and appendices were posted on the WAMPO website for public review. This approach ensured transparency and allowed community members, stakeholders, and policymakers to review and provide input on the proposed strategies and projects. By making such information readily available, WAMPO fosters an open planning process that seeks to incorporate many different perspectives and insights, ultimately leading to a more robust and effective transportation plan for the future.

The phased release of MTP 2050 chapters/appendices allowed for a more manageable review process, enabling community members, stakeholders, and policymakers to focus on specific sections and provide detailed feedback. By breaking down the plan into draft sections that were available for public review, WAMPO encouraged active participation and thorough evaluation, ensuring that the final plan is comprehensive and reflective of the community's needs and priorities.

The draft plan was reviewed by the MTP 2050 Plan Advisory Committee (PAC), Kansas Department of Transportation (KDOT) staff, and federal planning partners in late 2024 and early 2025. Comments resulting from those reviews were addressed in the draft plan before it was made available for the public comment period (Public Engagement Round 4).

Round Four: March 8, 2025 – April 7, 2025

PRESENT DRAFT PLAN AND COLLECT PUBLIC COMMENTS

WAMPO released draft MTP 2050 for a 30-day public-comment period from March 8, 2025, through April 7, 2025. This was the fourth round of public engagement, the purpose of which was to present the draft document and collect public comments. The Transportation Policy Body (TPB) approved releasing the draft plan for its required public-comment period at their meeting on February 11, 2025.

The WAMPO Public Participation Plan (PPP) outlines required public participation processes for developing and amending plans, including the federally required long-range Metropolitan Transportation Plan (MTP). Among other things, the PPP dictates development and approval procedures for performing a full MTP update (under federal law, a full MTP update is required every five years, unless the WAMPO region is ever designated as an air quality non-attainment area, in which case the MTP would need to be updated at least every 4 years; as of this writing, the WAMPO region remains in attainment). WAMPO ensured all procedures outlined in the PPP were followed for MTP 2050, including the holding of a 30-day public-comment period.

Figure B.4: MTP Development & Approval Procedures from WAMPO's Public Participation Plan

	MTP			
	Full Update	Amendment - Includes New MTP Project	Amendment - Project Already in MTP	Administrative Adjustment
How Often	5 yrs	As needed	As needed	As needed
DEVELOPMENT PROCESS				
Discuss/Inform TAC and/or TPB about plans during development				
Public engagement strategies - Survey/data collection - Open house/public meeting/workshop/presentation - Other techniques, i.e. social media engagement, drop-in hours	Required	As needed	As needed	
REVIEW PROCESS				
KDOT and FHWA/FTA reviews the draft				
TPB approval to release Draft for public comment				
Paid newspaper notice announcing public comment period				
Place draft for review on WAMPO website				
Draft available: WAMPO Office				
Draft available: Wichita Public Library - Advanced Learning Library Branch & potentially other libraries or government public locations				
Public comment period --> WAMPO website posting and email notice about comment period to e-subscription lists (includes media) (in days)	30	30	15	As needed
Drop-in office hours during public comment period/partnership collaboration presentation/tabling	As needed	As needed	As needed	
Public meeting during public comment period - options include: - Open House - TAC/TPB, Etc.	Required			
Review public comments received				
Provide a summary of how comments were considered and/or addressed to TAC and TPB				
TAC reviews draft making a recommendation to TPB				
TPB considers the final draft for approval				
The approved document is sent to KDOT, FHWA, FTA and posted online - Give notice of final product to the Advanced Learning Library, WAMPO Office, & potentially other area libraries, WAMPO area City/County Clerks & libraries (full update printed, others emailed)				
Teal indicates the row is applicable to the item				

To enhance the visibility of the public-comment opportunity, several outreach strategies were employed during this round of public engagement, including, among other things, social media posts, an online video, a paid public notice in the Wichita Eagle, a general press release to media outlets, mass emails, outreach to planning partners, features in local news media, presentations at meetings of regional partners, and two WAMPO-hosted public events (one online and one in-person).

Before the start of the public-comment period, WAMPO staff developed an executive summary, presenting an overview of the plan in a more concise format. The draft executive summary was available both online and on paper, in English, Spanish, and Vietnamese. All draft chapters and appendices, as well as the executive summary, were made available on the WAMPO website as separate PDFs to allow for a more manageable review process. Hard copies of the draft plan were also available at the Wichita Advanced Learning Library and at the WAMPO offices.

Beyond WAMPO's social media channels, the availability of the draft plan for public comment was promoted through news articles, TV and radio announcements, and staff interviews; this included the media outlets KSN, Yahoo! News, TSNews.com, KMUW, KAKE, The Derby Informer, Wichita by EB, and Wichita Life Update. Many WAMPO member jurisdictions, community partners, and advocacy organizations also shared information about this MTP 2050 engagement opportunity through their newsletters and social media posts. The MTP 2050 project webpage had 426 unique visitors during March 8-April 7, 2025.

To share the draft plan, including goals, objectives, performance measures, and regional project priorities, during the 30-day public comment period, WAMPO hosted a virtual public meeting and an in-person open house.

The MTP 2050 Virtual Public Meeting was held on March 12, 2025, 12:00 PM – 1:00 PM, via Zoom. The meeting included a presentation on the contents of the plan, as well as a Q&A session and an opportunity to provide feedback. The meeting was recorded and uploaded to the project webpage as an on-demand presentation option. By holding a virtual, recorded meeting in the middle of the day, WAMPO intended to provide an opportunity for members of the public who may not be able to attend traditional public meetings (i.e., in-person evening meetings) to learn more about the plan and engage with staff. The recording is available at <https://bit.ly/MTP2050-Virtual-Meeting>.

The MTP 2050 Open House was held on March 26, 2025, 4:00 PM – 6:00 PM, at the Wichita Regional Chamber of Commerce, 350 W Douglas Ave., Wichita, KS 67202. Partnering with the Wichita Regional Chamber of Commerce and the South Central Kansas Transportation Coalition helped increase knowledge of the public-comment period and of the open house; the Chamber's welcoming venue and regional community presence created a comfortable and productive environment. At the open house, attendees were able to look at informational posterboards at their leisure, talk with WAMPO staff, and make comments either online or on comment sheets provided during the event. The event provided an opportunity to engage with WAMPO staff and planning partners and was come-and-go-as-you-please. A brief presentation was given at 4:30 PM and again at 5:30 PM.



In addition to WAMPO hosting its own events for the MTP 2050 public-comment period, WAMPO staff coordinated with regional partners to attend and present at multiple other meetings. This included, but was not limited to, presentations at member-jurisdiction city council meetings, transportation-related (e.g., public transit, bicycle/pedestrian) advisory boards, city district advisory boards, county citizen advisory boards, and other public meetings. These presentations provided additional opportunities to introduce the draft plan, engage with stakeholders and members of the public, and collect public comments. WAMPO staff also asked members of the public to share information about MTP 2050 with their own professional and personal networks.

Public Comments Received

WAMPO received forty (40) comments on the draft plan during the public-comment period. Those comments are documented below, along with WAMPO's responses to them. Personally identifiable information, if provided, has been redacted for the privacy of those who commented.

Comment received 03/06/2025 via YouTube (public-comment period had not yet opened, but the draft plan was already available for review):

Municipal cable car.

WAMPO Response: Comment was noted and acknowledged.

Comment received 03/08/2025 via the WAMPO website:

I believe the bus routes need to have their stops where benches can be placed for people where they are most likely to have to wait with packages -- grocery or discount stores! (groceries).

WAMPO Response: Comment was noted and acknowledged.

Comment received 03/08/2025 via the WAMPO website:

I see many benches that rarely have anyone there, but other bus stops where people are very often standing waiting, with no where to sit down.

WAMPO Response: Comment was noted and acknowledged.

Comment received 03/10/2025 via the WAMPO website:

Norland Plastics in Haysville is no longer operating. The commuter flows in Appendix M state Norland Plastics is a major employer in the area. I believe Weckworth manufacturing is the biggest employer, second is the school district, and then the city of Haysville.

WAMPO Response: Information was verified and changes were made to the draft plan.

Comment received 03/23/2025 via Facebook:

Train service should be considered.

WAMPO Response: Comment was noted and acknowledged.

Comment received 03/25/2025 via the WAMPO website:

I strongly urge WAMPO to prioritize the East Kellogg project and make it the number one item on their list. This project is crucial for improving traffic flow, safety, and overall connectivity in our community. Delays in moving this forward are impacting daily commuters and local businesses. It's time to take action and get the project on track???our region deserves it.

WAMPO Response: Comment was noted and acknowledged.

Comment received 03/26/2025 via the WAMPO website:

Gotta have sidewalks in every neighborhood it makes things like running and walking safer. Also, older parts of town (50s era housing) need love and care on the roads.

WAMPO Response: Comment was noted and acknowledged.

Comment received 03/26/2025 via voicemail:

I understand that there is a meeting this afternoon where the public is invited. I cannot attend because I have a previous appointment, but I did want to share something that I think would work very, very well. If there were parking areas like they have in the large cities outside the downtown area where people could go, park their car, ride the bus, ride down close to where they work, and then catch the bus and go back, and have it run every few minutes, every fifteen minutes, or something like that, and during rush hours, and then maybe less often during the day, I think that would keep some of the traffic. If I still work downtown, which I don't, the idea that I wouldn't have to pay for something in the parking lots downtown would be very good. Expensive. They're hard to. You can't park on the street and this would also open up parking spaces for people who had appointments downtown or who wanted to visit downtown for one reason or another. Thank you. Bye.

WAMPO Response: Comment was noted and acknowledged.

Comment received 03/26/2025 via comment card at the MTP 2050 open house:

Please consider connecting neighborhoods in west Wichita, especially around Maize Rd + 119th St. on Central, to bike paths. The only way I can get to a bike path now is to load my 3-wheel trike into a truck and drive. With being a senior citizen, it won't be long before I can't load it by myself anymore.

WAMPO Response: Comment was noted and acknowledged.

Comment received 03/26/2025 via comment card at the MTP 2050 open house:

- Would like to see more protected bike lanes
- Prioritize bike lanes + paths for utility, not just recreation
- More frequent buses
- Would love to see the East 21st St bus line divert north on Woodlawn and go down Mainsgate Rd. (west of Woodlawn). There are three apartments that house students and working adults that would almost certainly take the bus if it was closer. These apartments are Brickstone, Ponderosa, and Willow Creek. Great opportunity to easily get more riders.

WAMPO Response: Comment was noted and acknowledged.

Comment received 03/26/2025 via comment card at the MTP 2050 open house:

I HATE the reduction of McLean to 2 lanes

I HATE the changing of One Way streets into two way streets

I hate the use of bricks in crosswalks. I use a walker + using a walker on the surfaces makes it more difficult to get across the crosswalks. Also don't like bricks in the driving lanes, like on Douglas west of Broadway. Driving on them in a car makes a 'bumpy' ride in a car. Any decorative brickwork, only use in medians.

WAMPO Response: Comment was noted and acknowledged.

Comment received 03/26/2025 via comment card at the MTP 2050 open house:

Bike lanes placed on streets where there is car parking on both sides of the street should not be on these streets. Wealthier parts of town seem to get the most \$ spent on them plus sidewalks and bike lanes. Hate the one block 2 way street in the 2100 blocks of both N. Market and N. Park Place. Change these 2 way blocks back to one-ways. Hate that the leaders of the area seem to make changes that the majority of citizens don't want.

WAMPO Response: Comment was noted and acknowledged.

Comment received 03/26/2025 via comment card at the MTP 2050 open house:

Gracias por la oportunidad de acceder a los materiales en español. Los visuales ayudan a mantener la atención y hacer el documento. Espero ver más oportunidades para acceder a su organización en español.

English translation: Thank you for the opportunity to access the materials in Spanish. The visuals help to keep the attention and make the document. I look forward to seeing more opportunities to access your organization in Spanish.

WAMPO Response: Comment was noted and acknowledged.

Comment received 03/26/2025 via comment card at the MTP 2050 open house:

Have buses run later and on Sunday.

WAMPO Response: Comment was noted and acknowledged.

Comment received 03/26/2025 via comment card at the MTP 2050 open house:

Please reconsider road diets they cause anger to Wichita drivers - the turn lane becomes a dangerous passing lane or drag race for teens - it can also cause problems for turning if you get in the lane and there's a person across from you and you're blocking their turn place AKA chicken lane.

WAMPO Response: Comment was noted and acknowledged.

Comment received 03/26/2025 via comment card at the MTP 2050 open house:

Do not make every artery road in Wichita have bike lanes separated with paint. The study Wichita paid for Toole study said only 4-6% of bicyclists will use those bike lanes. Alternative routes are suggested or concrete barriers - it's all in the Toole Study - Also in surveys of people the majority said they do not want bike lanes on the streets separated by paint giving bicyclists about 10-12" of space. Drivers do not like having to be so close to bicyclists.

WAMPO Response: Comment was noted and acknowledged.

Comment received 03/26/2025 via comment card at the MTP 2050 open house:

The idea of Wichita becoming a bicycling community instead of driving cars is not familiar with how spread out the city is and the problems with our city of families. There are many Catholic or private schools that do not use buses for transportation that would mean mom would have to bicycle with her baby, 2 yr, 4 yr old, and 6 yr old to get to kindergarten. How does she run errands on a bike with 2 or 3 kids under 7 years old? Does the city feel safe with 6-year-olds riding bikes on streets with painted stripes? They do not provide safety for any bicyclists.

WAMPO Response: Comment was noted and acknowledged.

Comment received 03/26/2025 via comment card at the MTP 2050 open house:

If the city wants to keep bicyclists safe the Toole study shows 2 stripes of paint is the least safe approach. They offer alternatives that are safer but the city is not following those suggestions - Also the bicycle board did not suggest the safest approaches for bicyclists.

WAMPO Response: Comment was noted and acknowledged.

Comment received 03/27/2025 via the WAMPO website:

I hope to see continued growth of pedestrian, bike, and transit travel options in Wichita and development and transportation systems that prioritize maintenance of existing assets rather than outward expansion. Enabling longer commutes should not be a priority as it will only create long term debt for municipal governments and stress the local tax base.

WAMPO Response: Comment was noted and acknowledged.

Comment received 03/27/2025 via email:

Good morning ~

Thank you for hosting the Open House for MTP 2050. It was very informational!

Kechi's current intersection project area is included within MTP 2050 (and was likely funded within MTP 2040? with a grant award in 2018, I believe, with at least one extension). It has been my understanding that there was to be bicycle lanes included within the 61st/Oliver project and with the revision of the plan, that sidewalks were to be up to 10 feet wide (possibly 8 feet) to accommodate bicycles and pedestrians, in specific portions of the intersection project. Changes were made to the project (in 2023), due to cost, and now the sidewalks are to be only 4 feet wide (with an increase to 5 feet in some places for passing) with completion of Phase 1 of the intersection project to occur shortly whereupon Phase 2 will begin. At last night's Open House, I was surprised to discover Kechi within a multiuse and bicycle facilities project - Northern Intercity walking and biking path. Since moving to Kechi in 2022, I heard "future plans" of a multiuse sidewalk from Bel Aire to Park City, but no specific plans. While this project is in the final phase of MTP 2050, it does not make sense how the current intersection project is beneficial, nor meets the intention of, the long term goal. Wouldn't bike lanes or multi-use sidewalks installed in 2025 still have structural integrity and life for the 2039-2050 timeframe? I have regularly attended Kechi City Council meetings, since 2023, and have not heard a presentation to include the MTP information within the intersection project nor was it discussed when changes were made to the intersection project proposal in April 2023 nor when the updated engineering draft map was received by the City Council in April 2024.

Perhaps the current intersection project has no involvement with the MTP 2050 plan, but it seems odd that WAMPO grant monies invested would not have included a requirement for a bike lane or widened multiuse sidewalks for the areas, within Kechi's intersection project, that would fit into a future connection to the Northern Intercity walking and biking path.

Respectfully submitted ~

WAMPO Response: Comment was noted and acknowledged.

Comment received 03/31/2025 via email:

Figured you might appreciate having the feedback already formatted instead of just one long list of text in a web form.

There are currently several deficits with the current plan that will render it unable to meet its stated goals.

Good land use is incompatible with car only infrastructure in an urban and suburban setting. By continuing to only build car infrastructure as this plan effectively intends, good future land use is rendered impossible as there will be no transit or access to support it. In fact in half of budget bands more money is spent on TMT than on all other forms of transportation excluding car infrastructure. This represents resources could be allocated to building actually useful pedestrian/bike or transit infrastructure.

The failing is most clearly indicated by the projected trends in modal share, effectively the current plan both expects and (with the current selection of projects) guarantees no significant changes in modal share. Despite this, rising vehicle and insurance costs, inflation, fluctuating energy prices, lack of housing will certainly affect the actual modal share that occurs, potentially stranding this plan and any projects built by it.

Furthermore, car infrastructure, especially highways in the built environment, are incompatible with environmental sustainability in any sense being both a major contributor of GHGs, run-off and point pollution, and also the most energy inefficient way to transport people per capita. Additionally, car costs burden households with both the purchase cost as well as operating costs and potentially debt maintenance rendering car infrastructure unsustainably financially as well. Even modest investments in transit that can allow a household to shift from multiple cars to a single car can unlock savings for household budgets freeing resources to be spent in the local economy.

Projects that must be removed:

1. The 96th expansion must be removed immediately. Removing only this project will save almost \$300 million. It provides no benefit as this highway is currently in good condition.

Projects that could be removed:

1. The 96th West Expansion provides little benefit especially as the existing country roads can be driven at 55 mph already, but I am more familiar with traffic on the other 96th project area and speak to that more authoritatively.
2. Traffic Management Technologies on 21st are prime candidate to free up funds, spying on people with cameras is a poor replacement for building safe roads.

Ideal Transit Improvements:

Removing the following projects would free up almost \$400 million to be spent on worthwhile projects. Some of these could include.

1. Building an entire city-wide bike network with protected bike lanes and signals.
2. Building a light rail/tram on either 21st St. or Douglas. Both could have their advantages.
 - A. 21st from Greenwich to Industrial Zone would service the university, the jobs in the industrial zone, multiple neighborhoods including ones with several apartment complexes, two major shopping centers, and would be in an ideal spot for a park and ride on the east side to collect traffic from commuter cities on the east side.
 - B. Douglas is probably an even better option as it has already been the focus for development and continues to be the recipient of more investment. It could be combined with a street overhaul project to pedestrianize the downtown corridor by widening sidewalks, adding bike and or bus lanes, and reducing the number of car lanes on Douglas. The downtown core is already served by a dense network of streets and very little car parking is on Douglass so the impact on vehicle traffic would be minimal. This project also has more urgency if the new biomedical campus is going to add another 3,000+ daily trips to the downtown area.

Necessary Transit Improvements:

1. The 21 bus line could be adjusted. There are two apartment complexes at Mainsgate and Edgemoor with over 220 units that are effectively over half mile from any transit stop thus adding to an already too slow transit time.

Necessary Multiuse Improvements:

Regarding the supposed 2,100 miles of multi-use paths and sidewalks, I can attest from personal experience that sidewalks in most areas of the city suffer from major problems including buckling, uneven surfaces, and cracking. This is not to mention that along several major routes sidewalks will just stop or don't exist, rendering any connectivity (however poor already) pointless. Current examples I've dealt with recently are the east side of Woodlawn between 11th and Murdock, and both sides of Mainsgate west of Woodlawn, specifically over the drainage of the East Fork of Chisholm Creek. There are many more.

Based on my attempt to bike all city trails there are around only 100 miles of truly usable, grade separate multi-use infrastructure in the entire city with the bulk of this made up of the River Trail from Watson to Sedgwick County Park.

Necessary Bike Improvements:

1. Redbud Trail
 - A. No dedicated crossing at 9th and Hillside. You have to either leave the trail and divert across multi driveways and cross at the light, or take your chances crossing Hillside, at least medical care is close for when someone gets hit.
 - B. Crossing Rock is impossible. There's no sidewalk connection from the trail to even get to a dedicated traffic light on the east side. I know this is being addressed with one of the projects but it will be crucial for that project that the trail crossing be built on a speed table. (As a bonus this will passively enforce speed limits) <https://nacto.org/publication/urban-street-design-guide/street-design-elements/vertical-speed-control-elements/speed-table/#::~:~:text=Speed%20tables%20are%20longer%20than,mph%2C%20depending%20on%20the%20spacing.&text=Portland%20installs%2022%2Dfoot%20speed,s-peeds%20of%2035%E2%80%9345%20mph> Raising the roadway to the trail level, slowing traffic, as well as providing an island for crossing may improve the situation.
2. The canal route is not integrated into the downtown bike lanes. For the best example of this try riding 1st Street east to go north on the I135 trail. If you try to use the bike lane you'll end up having to cross every single lane of traffic to access the trail and with the 90 degree turn for the trail, limited radius for access and the bollards you'll have to come to almost a complete stop to do this. The best way is to take a car lane and stay on the north side of 1st, which of course defeats the point of the bike lane.
3. The Prairie Sunset Trail stops at I235 and does not connect to any existing bike or pedestrian infrastructure or continue to downtown or even the rest of the trails system. In fact, the connectivity of the entire bike infrastructure is abysmal with multiple gaps between most trails.
4. There are no protected or separately signaled bike lanes in the entire city. This includes high traffic areas in the downtown core and east 21st street.

WAMPO Response: Comment was noted and acknowledged.

Comment received 04/01/2025 via the WAMPO website:

Buses between WAMPO communities barely count for the Wichitans who need and want more frequent and more destination-friendly bus service!! Public transit is a major benefit in larger, trendier cities!

WAMPO Response: Comment was noted and acknowledged.

Comment received 04/01/2025 via the WAMPO website:

“Regional significance” benefits small towns INSTEAD of Wichita, which has more than 75% of the population and land space. One example is transit, where the only plans are for intercity INSTEAD of improved bus service WITHIN the largest area.

WAMPO Response: Comment was noted and acknowledged.

Comment received 04/01/2025 via the WAMPO website:

Within the “Safety & Health” Committee, there is only safety, no “health.” In fact, good governance would facilitate personal and neighborhood healthfulness by enabling more people-powered movement such as sidewalks, painted crosswalks at intersections, protected bike lanes for disabled, trendy, low-income, students of all ages, seniors, and health-seekers. Such accommodation for outdoor, out-of-vehicle physical activity would save enormous health care costs for residents and for society!

WAMPO Response: Comment was noted and acknowledged.

Comment received 04/01/2025 via the WAMPO website:

The massive costs of NEW highways is primarily for freight trucks NOT people in or out of vehicles. Please raise the cost of freight fuel and registration so they pay their fair share for their damage to highway surfaces and air pollution

WAMPO Response: Comment was noted and acknowledged.

Comment received 04/01/2025 via the WAMPO website:

Bicycle paths serve recreational purposes, as documented in the annual bike-ped counts. PLEASE enable and fund COMMUTING routes and safety!

WAMPO Response: Comment was noted and acknowledged.

Comment received 04/01/2025 via the WAMPO website:

“Regionally significant” must be redefined from connecting small towns, to intra-city travel in WAMPO’s largest city. That is, connecting students to schools and universities, shoppers to grocery stores, worshippers to churches, families to parks.

WAMPO Response: Comment was noted and acknowledged.

Comment received 04/01/2025 via the WAMPO website:

Please devote funds to non-vehicle transportation safety, such as push scooters, electric scooters and bicycles, baby strollers, wheel-chair commuters. That would be fewer dollars FROM expediting freight, TO people-powered transportation!

WAMPO Response: Comment was noted and acknowledged.

Comment received 04/01/2025 via the WAMPO website:

Rail travel should be enabled for PASSENGERS not limited to freight. Please fund railroads from Oklahoma City to Kansas City through Wichita.

WAMPO Response: Comment was noted and acknowledged.

Comment received 04/01/2025 via the WAMPO website:

“Congestion management” should include fewer stop lights and signs and MORE roundabouts with greater safety and far less air pollution from vehicles idling. 2050 air must be cleaner than 2025, shouldn’t it?!

WAMPO Response: Comment was noted and acknowledged.

Comment received 04/02/2025 via the WAMPO website:

The expansion of suburbs and increased catering to automobiles brings environmental and safety issues, especially for pedestrians. Preventing fatalities and serious injury among pedestrians and bicyclists has to be top priority, because the WAMPO region is above state average in this terrible category. Data is showing that transit ridership is increasing, despite limited routes, and that active transportation is increasing as well. There is demand even when conditions are not safe. I support the multi-modal projects in this plan, especially the completion of the Redbud Path. I urge WAMPO to increase funding to multi-modal improvements and transit. The highway/interstate/road expansions need to be considered critically. They are costly, and in many cases unwarranted because Wichita does not have commuter issues. If people choose to live in the far suburbs, they choose the commute. Bottom line, automobile-centric upgrades are financially unsustainable. WAMPO needs to focus on maintaining central Wichita transportation for all road users.

WAMPO Response: Comment was noted and acknowledged.

Comment received 04/02/2025 via the WAMPO website:

I believe that wampo should continue to do this plan for sidewalks bike paths etc. I only wish it wouldn’t take so many years to start this. I’m already 70 years. But for the future people I believe this would be safer. I live in kechi with few sidewalks and my granddaughter s must lean to ride their bikes in the streets sometimes in the middle of streets because cars are parked on the sides. Please do this for future safety. Thank you.

WAMPO Response: Comment was noted and acknowledged.

Comment received 04/03/2025 via the WAMPO website:

Please revise your funding priorities. Health care spending/person each year due to inactivity: \$2,298! <https://smartgrowthamerica.org/the-economic-and-health-costs-of-cutting-funding-for-family-friendly-communities/>

WAMPO Response: Comment was noted and acknowledged.

Comment received 04/03/2025 via the WAMPO website:

Please revise your funding priorities, FROM new highways which will require expensive maintenance by our children's and grandchildren's taxes: please maintain CURRENT highways, bridges, and most urgently, the corrugated streets of Wichita. Thank you.

WAMPO Response: Comment was noted and acknowledged.

Comment received 04/03/2025 via the WAMPO website:

According to the 2025 report of the Am Society of Civil Engineers, "The #1 solution to the poor condition of our roads, bridges, and transit systems is to spend more money."y the Am Society of Civil Engineers, "

WAMPO Response: Comment was noted and acknowledged.

Comment received 04/05/2025 via email:

We are in favor of the NW Expressway. Traffic on Maize Rd has become too heavy. This should relieve it.

WAMPO Response: Comment was noted and acknowledged.

Comment received 04/07/2025 via email:

We want the Northwest bypass and us54 expansion though Goddard. Specifically burying 54 though Goddard like east Kellogg.

WAMPO Response: Comment was noted and acknowledged.

Comment received 04/07/2025 via email:

I would like to make an additional comment on the MTP 2050 plan. There has recently been a concerted effort to generate public comment in favor of a proposed "Northwest Bypass." I strongly oppose any funding of this project, including any purchases of right of way.

I agree with a former Wichita City Councilmember's succinct summary of the main problems with the Bypass:

"Let's don't invest in continued sprawl. Research shows that sprawl, even though it generates new property tax, doesn't fully pay for itself with the increased taxes. And it contributes to the continued inner-urban decline because there aren't enough funds to maintain and replace existing infrastructure as a result of sprawl debt. Financing urban sprawl is an outdated way of thinking about economic development. Let's join the 21st century way of thinking for urban planning and transportation." https://www.facebook.com/permalink.php?id=109047834176&story_fbid=10158721091224177

I believe that project overall is misguided, counterproductive and wasteful. Among several other things, even if right of way acquisition is budgeted to cost “only” \$1 million per year, my understanding is that in order to actually build the project will cost over \$1 Billion. In addition, there will be ongoing maintenance obligations. I am not aware that there has been any discussion or analysis of whether any additional revenues generated by the project would adequately fund future maintenance requirements, let alone generate a positive economic impact.. Experience in Kansas and elsewhere has shown that even though development resulting from projects like this generates new property and sales tax receipts, it never fully pays for itself with the increased taxes. Certainly, there are much more productive uses for the funds that would be used for this project.

I’d be happy to explain my reasoning in greater detail if you would like.

Thank you,

WAMPO Response: Comment was noted and acknowledged.

Comment received 04/08/2025 via comment card at TPB meeting:

Please include the proposed N.W. Expressway in the 2050 goals. The need is growing at a rapid pace as new housing, retail and businesses expand toward Goddard, Maize and Colwich. It is very important to get it on the time table.

WAMPO Response: Comment was noted and acknowledged.

Comment received 04/08/2025 via comment card at TPB meeting:

Can we get the NW expressway added to this plan?

WAMPO Response: Comment was noted and acknowledged.

Between Round 4 and Round 5

FINAL DRAFT REVIEW AND APPROVAL

After WAMPO staff reviewed all comments received during the public-comment period for draft MTP 2050, a summary of how those comments were considered and/or addressed was provided to the WAMPO Technical Advisory Committee (TAC) and Transportation Policy Body (TPB). The TAC reviewed the final draft and, on April 28, 2025, recommended that the TPB approve it. The TPB approved the final draft on May 13, 2025, following a public hearing on the draft plan, which was incorporated into the regularly scheduled TPB meeting on that date.

Following approval by the TPB, the final plan was sent to KDOT, the FHWA, and the FTA and is posted on the WAMPO website. WAMPO staff gave notice of the final product to the City of Wichita Advanced Learning Library and to WAMPO member jurisdictions. Hard copies of the approved plan have been distributed throughout the region and may also be provided upon request.

Round Five: 2025 & Beyond

ROADSHOW FOR APPROVED MTP 2050

Following the adoption of MTP 2050, WAMPO staff plan to carry out a roadshow to introduce the newly approved document to the public. A “roadshow” is an outreach activity involving visits to multiple locations and events to promote something specific. This may include presentations at city council and other public meetings, attending community pop-up events, and social media advertisements to encourage ongoing use of the plan. WAMPO strives to act as a regional forum for transportation information and transportation decision-making. Ongoing discussion of MTP 2050 following initial adoption will ensure the plan remains relevant.

Amendment 1

In accordance with the MTP 2050 Amendment Procedures (Appendix C) and the WAMPO Public Participation Plan (PPP), the WAMPO Transportation Policy Body (TPB) released draft Amendment 1 to MTP 2050 for a 15-day public comment period on July 8, 2025. The draft was available for public review and comment from July 11, 2025, to July 25, 2025. No public comments were received.

Amendment 1 was presented to the Technical Advisory Committee (TAC) for a recommendation on July 28, 2025. The TPB approved Amendment 1 on August 12, 2025, following a public hearing on the draft plan, which was incorporated into the regularly scheduled TPB meeting on that date.