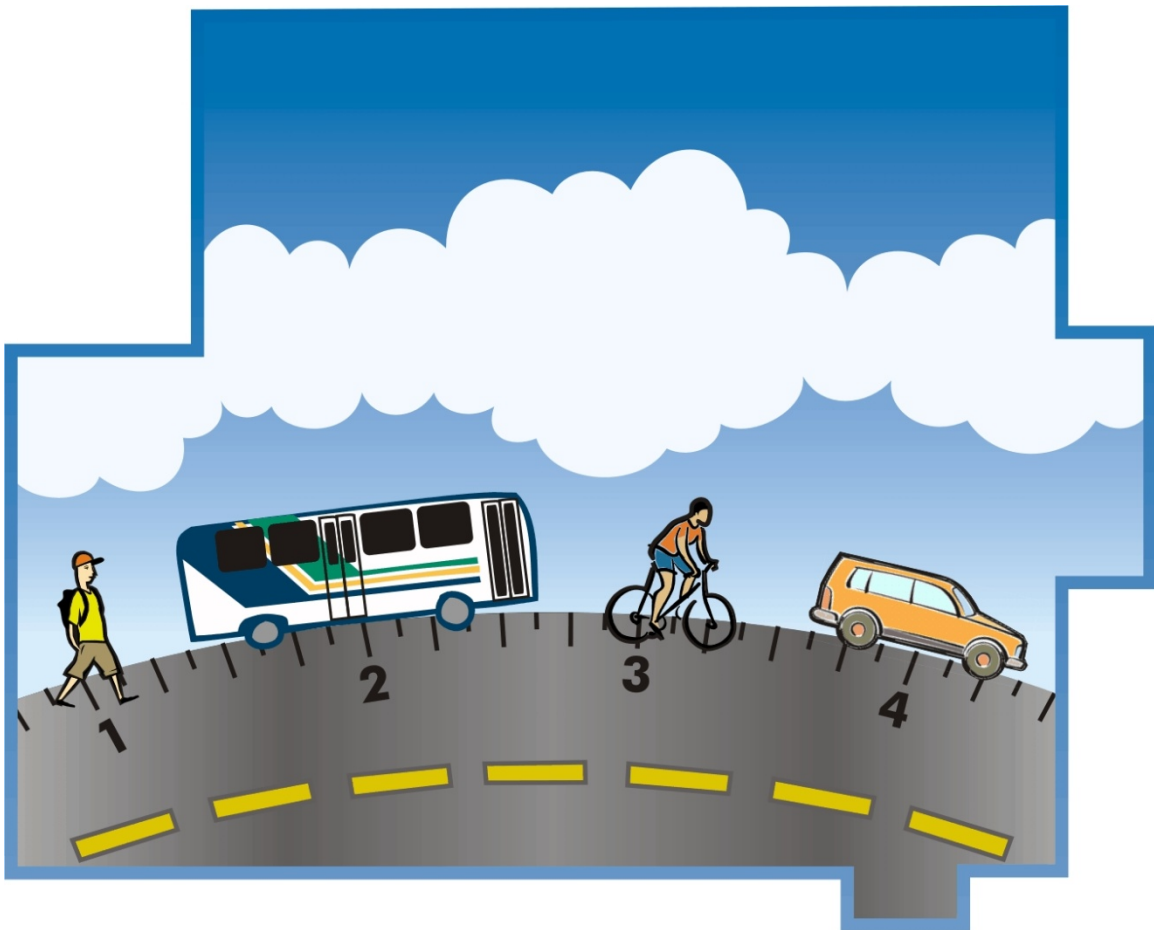


CHAPTER 3

IMPLEMENTATION



W A M P O

Wichita Area Metropolitan Planning Organization



How Will the MTP Become Successful?

The success of the MTP 2035 requires the collective will of elected officials, city and county staff, the State of Kansas, and the general public. The vision, goals, and objectives identified by the MTP 2035 (**Chapter 2: Vision, Goals, and Objectives**) will help guide the region's future transportation system. For this plan to be successful, it also needs to include action steps and ways to measure success. It needs to include items that address whether or not the actions and projects that are implemented are achieving the goals and objectives.

This chapter identifies the **strategies**, or action steps, that are intended to maintain what is good about our transportation system and make enhancements. This chapter includes how the success of the MTP 2035 will be measured, including how the plan is currently compliant with federal regulations. It also discusses what some of the challenges are for making the MTP 2035 successful.

What Are the Strategies of the MTP 2035?

The MTP Project Advisory Committee (MTP-PAC) developed strategies to achieve the MTP 2035 goals and objectives. Each objective has at least one strategy to achieve it and most objectives have more than one. Like the objectives, the strategies are divided into short-term and long-term. Public involvement activities provided citizens the opportunity to comment on and select strategies they would like to see implemented in the first five years of the plan. Eight of the top nine strategies were selected by the MTP-PAC as short-term strategies. **Exhibit 3.3** and **Exhibit 3.4** at the end of this chapter list the short-term and long-term strategies respectively. These strategies are steps intended to be taken by WAMPO and its partner agencies to successfully implement the MTP 2035.

WAMPO Documents

WAMPO produces two other documents that will be used as tools to implement the strategies of the MTP 2035. The first document is the **Transportation Improvement Program (TIP)**. The TIP is the short range implementation program that allocates federal transportation funds to

What are strategies?

Action items that identify specific steps to be taken to achieve the MTP 2035 goals and objectives. Each objective must have at least one strategy to achieve that objective.



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What is the Transportation Improvement Program (TIP)?

The short range (four year) project implementation document that budgets how federal transportation funds will be spent in the WAMPO region. It also includes projects using non-federal funds that are regionally important.



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What is the Unified Planning Work Program (UPWP)?

A document that outlines the yearly planning activities that WAMPO staff, Wichita Transit, and KDOT will perform.

specific regional projects. The TIP includes projects from the long range plan that will be implemented over four years. Once projects are listed in the MTP 2035 they can be included in the TIP under a specific year.

The second document is the **Unified Planning Work Program (UPWP)**. The UPWP describes the specific planning tasks that WAMPO staff, Wichita Transit, and the Kansas Department of Transportation (KDOT) will perform during a one year time period. It is updated every year. Strategies and action items identified in the MTP 2035 can be included in future UPWPs.

How Will the Success of the MTP Be Measured?

What are Measures of Effectiveness (MOEs)?

Criteria used to evaluate projects and the success of the MTP 2035.

The inclusion of projects into the MTP 2035 was a competitive process because of limits on available funding. The MTP-PAC developed **Measures of Effectiveness (MOEs)** to evaluate projects that were submitted for potential inclusion in the MTP 2035. The MOEs evaluate how well projects meet the goals and objectives of the plan. The MOEs are quantitative and qualitative and were developed based on the goals and objectives of the MTP 2035. The MOEs are shown in **Exhibit 3.1**. See **Appendix 3: Project Selection Process** for more information about how the MOEs were used in the project selection process.



Path with Bench

The MOEs will also be used to evaluate how well the MTP 2035 achieved the goals and objectives. The future update to this plan will look at how well completed projects and strategies achieved the goals and objectives of the MTP 2035. The specific evaluation criteria for determining success will be developed during the update of the next plan. This process is intended to be flexible to allow for the inclusion of future priorities in the criteria.



Exhibit 3.1: The MTP 2035 Measures of Effectiveness





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Required Planning Factors

What is SAFETEA-LU?

The Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) is the most recent comprehensive, long-term transportation funding and authorization bill that governs U.S. federal transportation spending.

What does intermodal mean?

The relationship between multiple modes of transportation, such as road and rail.

What is livability?

Refers to the social and environmental quality of the community as it is perceived by residents and visitors.

The **Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** states that the projects and strategies identified through the planning process shall address eight planning factors. These planning factors are specific areas of focus and emphasis. The MTP 2035 development process addressed all eight planning factors. **Exhibit 3.2** identifies the eight planning factors and indicates how the MTP 2035 addressed each factor. Also identified in this exhibit are examples of how the eight planning factors can be implemented.

SAFETEA-LU addresses many of the challenges facing transportation systems today, including improving safety, reducing congestion, improving efficiency in freight movement, increasing **intermodal** connectivity, and protecting the environment. SAFETEA-LU recognizes that transportation investments impact a community's economy, environment, and quality of life.

Recent transportation legislation and guidance from the federal government has placed a greater emphasis on air quality, job creation, renewable energy, **livability**, and economic impacts. The MTP 2035 was completed to be both compliant with SAFETEA-LU regulations and easily adaptable to new requirements.



Exhibit 3.2: Implementation of the Federal Planning Factors

Federal Planning Factors	Implementation		
	Short-Term Strategies (Exhibit 3.3)	MOEs (Exhibit 3.1)	Projects types included in the plan to address planning factors*
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	2, 8, 9, 10, and 11	1, 4, and 5	Road, bridge, rail, and travel demand/systems management projects that result in improved traffic flow.
Increase the safety of the transportation system for motorized and non-motorized users.	2, 6, 7, 10, 11, 15, and 16	4 and 5	Rail, road, bridge, bicycle, and pedestrian projects that impact an area with safety concerns.
Increase the security of the transportation system for motorized and non-motorized users.	2, 10, and 11	4 and 5	Road, bridge, and travel demand/systems management projects that may serve as evacuation routes.
Increase the accessibility and mobility options available to people and freight.	1, 3, 4, 5, 9, 10, 11, 12, 14, 15, and 16	3, 5, and 6	Bicycle/pedestrian, transit, and rail projects. Road/bridge projects that include bicycle/pedestrian elements.
Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	1, 2, 3, 4, 5, 11, 12, 13, 14, 15, and 16	2, 3, 5, 6, and 7	Bicycle/pedestrian, transit, and rail projects. Road/bridge projects that include bicycle/pedestrian elements or reduce vehicle miles traveled.
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	1, 3, 4, 5, 9, 10, 11, 14, 15, and 16	3, 5, and 6	Bicycle/pedestrian, transit, and rail projects. Road/bridge projects that include bicycle/pedestrian elements.
Promote efficient system management and operation.	2, 7, and 12	1, 5, and 7	Travel demand/systems management projects.
Emphasize the preservation of the existing transportation system.	7 and 10	1 and 5	Maintenance/rehabilitation projects and operations/maintenance funding.

*The project list is included in **Appendix 4**.



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What Are the Challenges to Implementing the MTP 2035?

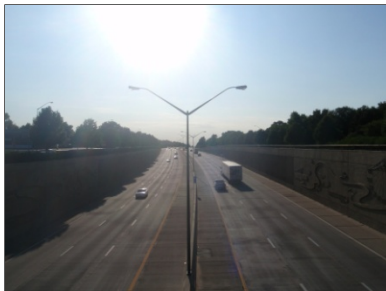
Successfully implementing the MTP 2035 will not be without challenges. As discussed in **Chapter 1: Introduction**, WAMPO is a regional policy making body that works with 21 cities, three counties, as well as local, regional, state, and federal agencies. That is a large number of jurisdictions that need to work together and implement the MTP 2035.



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While WAMPO staff, MTP-PAC members, and Transportation Policy Body (TPB) members can advocate that the jurisdictions in the WAMPO region follow the MTP 2035, they cannot force them. This is why stakeholder and public involvement is a critical element of the planning process.

The process led to the MTP 2035, which reflects regional wants and needs. In fact, some of the strategies (e.g., strategies 14, 17, and 22) are linked to continued public and stakeholder education and involvement. This will involve keeping in contact with stakeholder groups that were formed for the MTP 2035 planning process and continuing to provide regular updates on the status of the MTP 2035.



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In addition to the challenge of implementation, which all Metropolitan Planning Organizations (MPOs) face, WAMPO has additional challenges due to timing. These include the lack of new comprehensive transportation legislation and the uncertainty of funding. While the MTP 2035 follows SAFETEA-LU requirements, there is still uncertainty in what exactly the new legislation will mandate. The amount of federal funding that will be included in future legislation is unknown. Funding is an important aspect in the MTP 2035 because the plan must identify the amount of money available to pay for future projects. Without knowing how much funding will be available in the future, an estimate based on previous years and trends was included in **Chapter 8: Financial Plan**. In addition, the current unstable economic climate has increased the uncertainty of how much funding will be available.



Exhibit 3.3: Short-Term Strategies

1. Develop and implement a ‘complete streets’ policy. This policy would identify certain streets to be designed to accommodate all road based transportation uses including cars, trucks, transit, bicycles, and pedestrians. These streets would include design features to encourage greater community interaction, more walking, and use of transit.
2. Promote the application of Intelligent Transportation System (ITS) technologies. These include such things as software and cameras to monitor how well traffic is flowing, electronic message signs to let drivers know of congestion and crashes ahead, and electronic coordination of traffic signals.
3. Support and assist in the study, development, and implementation of a regional transit system, when appropriate. The future transit system should particularly focus on providing connections to and between major public facilities.
4. Support local jurisdictions and agencies in developing land use policies that support programs such as transit-oriented development and complete streets. Typically these land use policies include focusing on increasing land use density, re-using or redeveloping existing sites, and locating stores, homes, and community facilities near each other to encourage more walking and use of transit.
5. In 2007, WAMPO completed the [Regional Pathway System Plan](#) that identified ideas for building and connecting regional trails and bicycle routes. WAMPO should now work to build the support of the local communities to make this plan happen.
6. Identify high crash locations and implement measures to achieve crash reduction.
7. Prioritize projects that are located in areas that have been identified as being highly congested in WAMPO’s Congestion Management Process. This would include projects that reduce congestion on existing highly congested roads as well as those that help reduce the length of back-ups due to crashes and other incidents.
8. WAMPO should research and provide information on new ways to pay for transportation projects beyond the existing federal, State, and local funding.
9. Support the work of other agencies to keep airfares, to and from the region, affordable.
10. Support and assist in the development of a regional comprehensive rail policy.
11. Ensure that WAMPO’s transportation plans and use of funding reflect national priorities and inform local jurisdictions about national trends and priorities. Some current examples of national priorities include: transportation projects that create jobs, addressing climate change and other environmental issues, emphasizing transit, rail, and other alternative forms of transportation, and making the best use of limited transportation funding.
12. Promote efficient roadway, transit, and non-motorized connections between communities in the region.
13. The federal government currently provides WAMPO with funds to address congestion and air quality issues. WAMPO should have a policy of only using these CMAQ funds on projects that specifically reduce congestion and/or motor vehicle emissions.
14. Participate in special events to encourage increased levels of bicycling and walking.
15. Create and provide a bicycle user’s map.
16. Conduct public outreach on one or more of the following topics: public transportation, share the road, air quality, and safety issues.



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Exhibit 3.4: Long-Term Strategies

17. Provide information to both bicyclists and motorists on rules of the road.
18. Support study of a freight coordinated plan that explores freight corridors and connections to public facilities that serve the movement of goods.
19. Develop a program to improve safety and the movement of goods and people for at-grade highway-railroad crossing locations.
20. Develop a program that preserves, enhances, and promotes the movement of goods on existing facilities such as major truck routes.
21. Develop a computerized pavement management system. This is a database program that will help better identify where maintenance of pavement is needed and how efficiently the current maintenance of the transportation system is occurring across the region.
22. Implement the Safe Routes to School (SRTS) program by coordinating with Safe Kids, schools, and other appropriate groups that encourage safely walking/biking to school.
23. Develop and implement a comprehensive Access Management Guidelines document for arterial and collector streets. Access management addresses issues such as driveway spacing on major streets, interchange and intersection spacing, and conflict reduction between traffic driving on the street and those turning in and out of parking lots and side streets.
24. Place priority on projects that focus on maintenance and operations of the existing system.
25. Prioritize the paving and additions of shoulders to rural arterials.
26. Prioritize upgrades to existing arterial roads.
27. Support and assist in the study and development of determining a location of a terminal or station(s) for Amtrak/transit routes, when appropriate.
28. Study the feasibility of a transportation hub or mobility center.
29. Provide outreach and education on a coordinated regional transit plan.
30. Support alternative work schedules that provide incentives for companies and individuals to implement flexible work schedules to reduce travel during peak hours.
31. WAMPO should collect traffic information on key congested roadways at least once a year and analyze the results to determine the locations where congestion is growing and locations where solutions to reduce congestion are, or are not, working.
32. Increase coordination between jurisdictions and with other agencies on projects, safety issues, identification of transportation barriers for low-income populations, elderly, disabled, and transportation related public welfare.
33. Develop a process to determine information needed to create baseline measures of transportation related energy consumption and CO₂ emissions.
34. Search out and participate in public and professional conferences/forums.
35. Strive to make transportation issues, including WAMPO processes, more public friendly and easier to comprehend.
36. Continue to implement various public participation techniques to allow the public to stay informed and be involved in the transportation planning process.
37. Prioritize projects that are located in areas that have been identified as being highly congested in WAMPO's Congestion Management Process (CMP) Network. This would include projects that reduce congestion on existing highly congested roads as well as those that help reduce the length of back-ups due to crashes and other incidents.