



Public Involvement Goals and Objectives

It is important that people in the region understand the purpose of the MTP 2035 and potential impacts it will have on the future transportation system. Citizens, stakeholders, and interested groups should have ongoing opportunities to provide input, which is passed on to the decision makers.

WAMPO built awareness of the MTP 2035 and provided a variety of opportunities for interested individuals to get involved. WAMPO developed a detailed public involvement approach for the MTP 2035 that addressed its **goals and objectives** for public outreach. The WAMPO Public Participation Plan (PPP) also guided the basic outreach activities conducted during the development of the plan.

A strategy toolbox was created to help achieve the public involvement goals and objectives. These strategies were implemented throughout the development of the plan. The list of the strategies can be seen in **Exhibit A2:1**.

Exhibit A2.1: Public Involvement Strategies

- Give presentations to city councils and other interested agencies.
- Maintain website with most current information.
- Conduct stakeholder interviews.
- Hold open houses.
- Update decision makers on the feedback received.
- Create public service announcement videos and podcasts.
- Create and maintain a Facebook and Twitter account.
- Create and distribute surveys.
- Include updates in quarterly newsletter.

Scope of the Public Involvement

Public involvement for the MTP 2035 was divided into four phases. The four phases (**Exhibit A2.2**) included: Where We Are; Where We Want to Go; How We Will Get There; and Moving Towards 2035. Each phase was designed to discuss and gather specific information, as well as build relationships with key stakeholders, groups, and interested individuals.

Public Involvement Goals

1. Demonstrate WAMPO's commitment to public involvement and transparent decision making.
2. Build informed consent for the MTP 2035 through honest, simple, and straightforward communications with key stakeholders, groups, and the interested public.

Public Involvement Objectives

1. Increase public awareness of WAMPO's planning process.
 2. Provide numerous opportunities for the public to get information about the plan and provide input.
 3. Communicate public opinion to the decision makers.
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APPENDIX 2: PUBLIC INVOLVEMENT

Overall, 18 stakeholder meetings were held, 73 presentations given, 17 open houses held, and 1,813 surveys completed. **Exhibit A2.2** highlights key information that was gathered from citizens, and how the MTP Project Advisory Committee (MTP-PAC) responded to it. A complete list of the meetings, presentations and open houses is located at the end of this Appendix.

Exhibit A2.2: Four Phases of Public Outreach



FOUR PHASES OF PUBLIC OUTREACH

PHASE 1: WHERE WE ARE

What We Heard

- Need more connections and multimodal options
- Important to reduce energy consumption and minimize impacts to natural resources
- Addressing safety issues is important
- Want a transportation system that supports healthy lifestyles
- Want a transportation system that is affordable and convenient for all users

PHASE 2: WHERE WE WANT TO GO

MTP-PAC Action

- Created vision, goals, and objectives

What We Heard

- Which strategies are most important
- Focus on these strategies over the short-term

MTP-PAC Action

- Created a list of short-term strategies

PHASE 3: HOW WE WILL GET THERE

What We Heard

- Fix the Problems was the favorite scenario
- General consensus with the projects in the Initial Scenario
- Focus on maintaining the existing system

MTP-PAC Action

- Created Eligible for Funding List and included all projects from the Fix the Problems Scenario

PHASE 4: MOVING TOWARDS 2035

What We Heard

- General support for projects and recommendations.

MTP-PAC Action

- Recommended approval of the MTP 2035

TPB Action

- Adopted the MTP 2035



Phase 1: Where We Are: Spending Strategies

The purpose of the Phase 1 was to inform key stakeholders, groups, and interested citizens about of the financial challenges the region faces in regards to funding transportation projects. Information was gathered on the public perception of the existing system, future needs and priorities, and how the public preferred to spend the region's transportation dollars.

WAMPO conducted two surveys during this phase: one focused on spending strategies and the other on the public perception of the existing system and future priorities. WAMPO conducted ten stakeholder meetings, gave 21 presentations, and held six open houses. During the open houses, a Blog Board was available for people to comment on the current transportation system, as well as future needs.

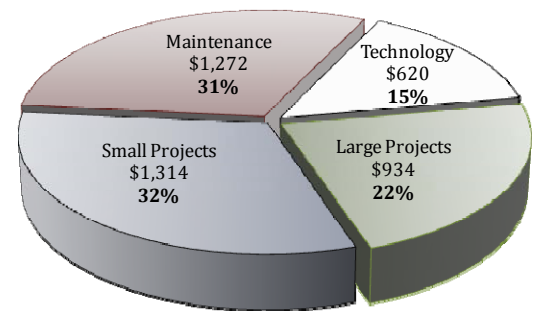
What We Heard During Phase 1

The Spending Strategies survey asked citizens to spend \$10 of transportation funds on four types of projects: large, small, maintenance, and technology. A total of 414 people completed the survey that was available online and at each of the presentations and meetings. The results showed that small projects and maintenance were the top priorities.

The survey on the levels of **satisfaction** with the transportation system highlighted potential areas for improvement. WAMPO received 345 responses to this survey, either on-line or at meetings. Survey respondents identified the following key factors for improving the system:

- Reduce energy consumption.
- Conserve natural resources.
- Have positive impacts on health.
- Have a positive effect on air quality.
- Provide more travel choices, or improve access to existing travel choices.
- Positively impact low-income and minority populations.

Spending Strategies Results



Satisfaction

Over 60% believe that:

- The current regional transportation system does not promote healthy lifestyles, like biking and walking.

Over 50% believe that:

- The existing system is well maintained.

Less than 20% believe that:

- Special transportation services for the elderly and disabled are adequate; and
- Public has sufficient opportunities to provide input on transportation planning.



APPENDIX 2: PUBLIC INVOLVEMENT

Phase 1 Blog Board Comments

A total of 55 people attended the six open houses held throughout the region. The comments received included: emphasizing a multimodal system, improving the connectivity of the system, specific road issues, safety concerns, and spending strategies.

Many of the comments expressed the desire for a multimodal system and the need for transportation options beyond the personal vehicle.

Suggested improvements included:

- Adding bike lanes on arterial roads.
- Including bike racks on buses.
- Adding park and ride facilities.
- Including sidewalks on all streets.
- Expanding transit services to connect more cities within the urbanized area leading to benefits in terms of energy reduction.
- Connecting the bicycle and pedestrian system.
- Extending bike routes and bus routes to major employers.
- Maintaining existing system.
- Investing and planning for large road projects.



Public Meeting

“We need to connect our communities via means other than motorized personal vehicles.”

“The region’s transportation system is not bad when compared to other areas.”

Although the region’s overall roadway system is viewed as functioning well, commenters identified issues that need to be addressed. There were multiple comments that expressed concern about the safety of the region’s transportation system; from roads with no shoulders to a road system that is unsafe for bicyclists.

Phase 2: Where We Want To Go: Vision, Goals, and Objectives

Building on the information obtained from Phase 1, the MTP-PAC created a vision and set goals and objectives for the MTP 2035. Phase 2 was designed to inform the public about the vision, goals, and objectives and to get feedback on selecting the most important strategies. Phase 2 also involved gathering information on specific modes of transportation to get a snapshot of the region’s trends, preferences, and needs.

APPENDIX 2: PUBLIC INVOLVEMENT



Phase 2 included one open house, five stakeholder meetings, and one presentation. WAMPO used a variety of on-line and electronic media to inform the public and receive feedback. This included: creating *Video 1: We Rock, So You Can Roll*, as well as using Facebook, Twitter, and Survey Monkey.

What We Heard During Phase 2

A virtual public meeting was created and posted on-line to share the vision, goals, and objectives that were proposed by the MTP-PAC. It also included an opportunity for the public to select the top ten strategies they would like to see the region put into action. A total of 150 people completed the strategies survey. Eight of the top nine strategies were selected by the MTP-PAC as short-term strategies.

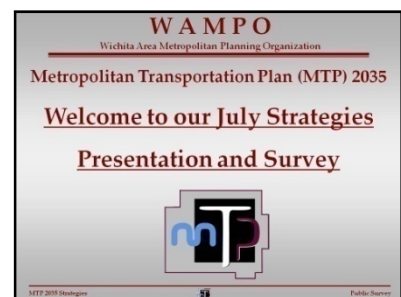
Surveys on six different forms of transportation were created, posted on-line, and made available through three intensive outreach efforts. The following pages include a summary of the survey results.



Mobile Meeting



Bicyclist



Presentation



APPENDIX 2: PUBLIC INVOLVEMENT

MTP 2035, WHERE WE WANT TO GO SURVEY RESULTS FOR SIX FORMS OF TRANSPORTATION

Surveys on six different forms of transportation were created to gain an understanding of the needs, concerns, and opportunities for the region's transportation system. These forms, or "modes" of transportation include: air, bicycle, pedestrian, rail, roadways, and transit. The surveys were available from September 11, 2009 through November 2, 2009.

Getting the Word Out

- An email was sent to all contacts on the WAMPO public notification distribution list.
- Announcements about the surveys were made on the radio, KMWU, 89.1.
- WAMPO staff attended meetings of different organizations to present information and distribute surveys.
- An open house was held.
- Several outreach efforts were conducted at the Wichita Transit Center, Mid-Continent Airport, and Wichita State University.

Using the Results

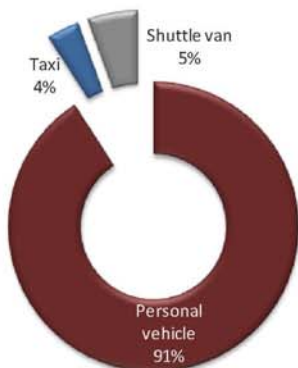
- Information from the surveys will be used to help develop the sections of the Metropolitan Transportation Plan (MTP) 2035 that address each form of transportation.

NUMBER OF SURVEYS COMPLETED

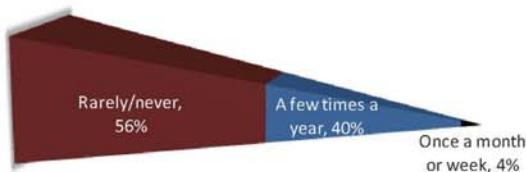
Air	58	Rail	48	Transit (outreach at transit center)	294
Bicycle	85	Roadway	73		
Pedestrian	50	Transit (on-line)	49		

AIR

Types of Transportation Used To/From Airport



Frequency of Airport Use in Region



Purpose of Air Travel



When asked what would increase your use of air travel to/from the Wichita region, the top 3 answers included:

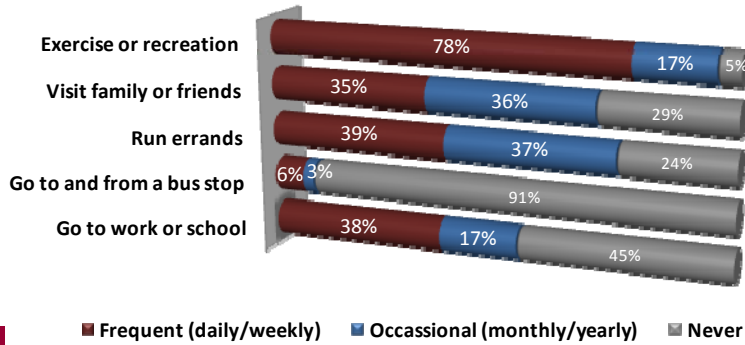
- 1: Lower ticket costs;
- 2: More direct flights; and
- 3: More destinations offered from Wichita.

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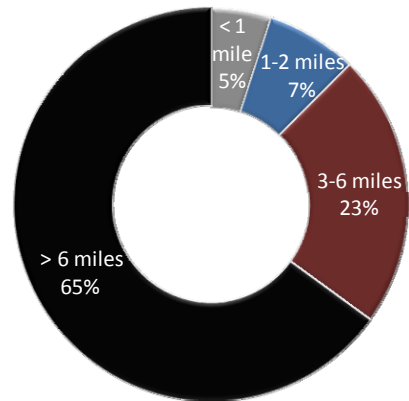


BICYCLE

Bicycling Trip Frequency by Purpose



Distance People Are Willing to Bike



"More on road bike lanes would help. There are none available in the areas I commute."

"I would ride to work more often if a route connecting Derby/Wichita was available to Spirit."

Top 3 Reasons Why People Do Not Bike

1. Lack of bike lanes and/or paths
2. Automobile traffic (speed & number of cars)
3. Lack of bicycle parking/storage

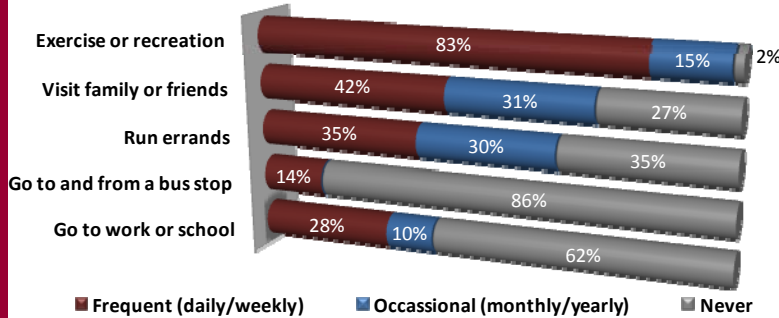


Do you feel safe as a bicyclist?

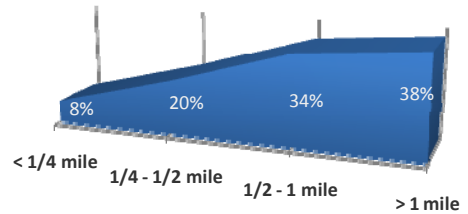
- Yes, 30%
- No, 18%
- Somewhat, 52%

PEDESTRIAN

Walking Trip Frequency by Purpose



Distance People Are Willing to Walk



"If sidewalks are well paved and well lit, then walking is a safe, healthful activity."

Top 5 Reasons Why People Do Not Walk

1. Weather
2. Lack of sidewalks/trails
3. Not enough time
4. Destinations are too far
5. Driving is more convenient



Do you feel safe walking?

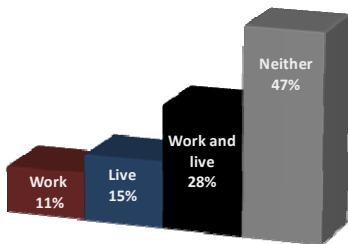
- Yes, 60%
- No, 4%
- Somewhat, 36%



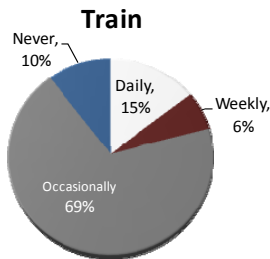
APPENDIX 2: PUBLIC INVOLVEMENT

RAIL

Percentage of People That Work or Live Near a Rail Line



Frequency of Being Stopped by a Train



Wait Time

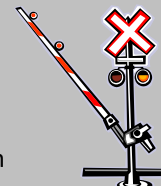
- < 2 minutes: 10%
- 2-5 minutes: 48%
- 6-10 minutes: 31%
- > 10 minutes: 4%
- Not Stopped: 6%

Passenger Rail

- 96% were in favor of passenger rail service in the region.
- 81% responded that they would use light rail as a transit option if it was available.

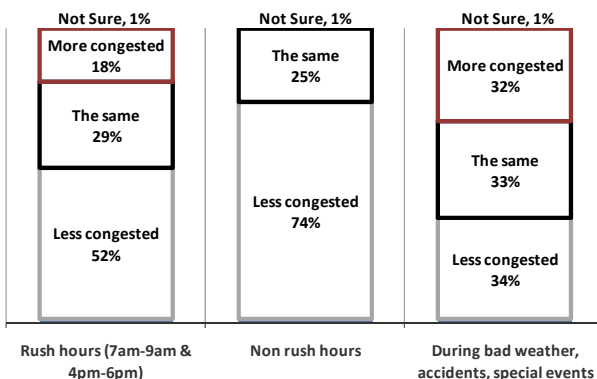
Safety Concerns

- 54% responded that at-grade rail crossings are a safety concern.
- 65% responded that rail markings and barriers are sufficient.
- 28% responded that the rail system in the region delays the response time of emergency vehicles—57% were unsure.

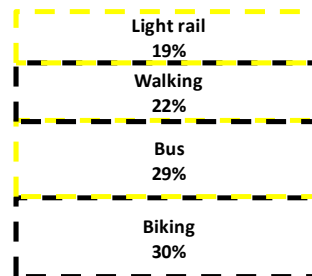


ROADWAY

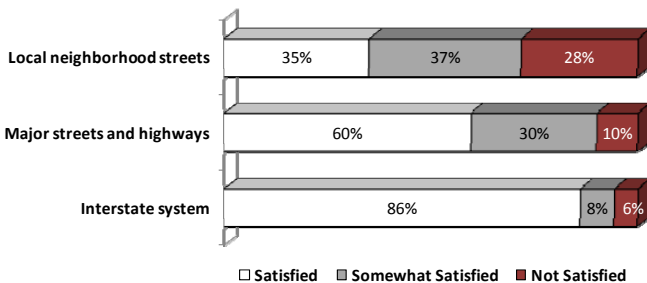
Perceived Level of Congestion in WAMPO Region Compared to Other Regions



Additional Types of Travel Roadways Should be Designed For



Level of Satisfaction by Road Types



Top 3 Safety Concerns

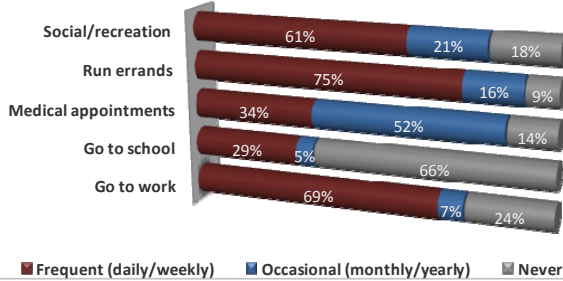
1. Driving habits
2. Bicyclist/pedestrians on roadways not designed for them
3. Location of on/off ramps



TRANSIT

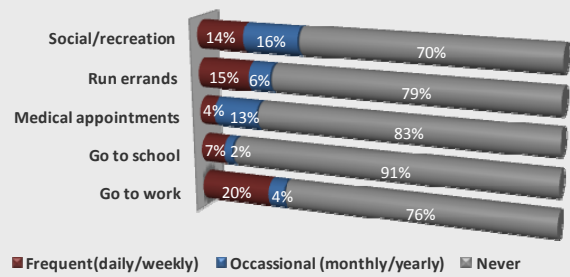
TRANSIT CENTER

Bus Trip Frequency by Purpose

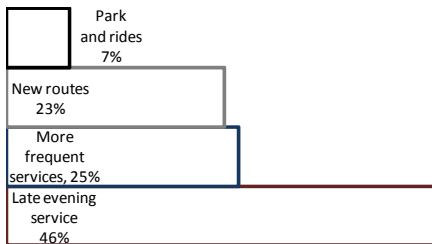


ON-LINE SURVEY

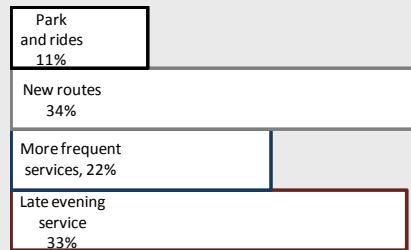
Bus Trip Frequency by Purpose



Use for Additional Funds, if Available



Use for Additional Funds, if Available



Top 3 Reasons People Do Not Ride the Bus

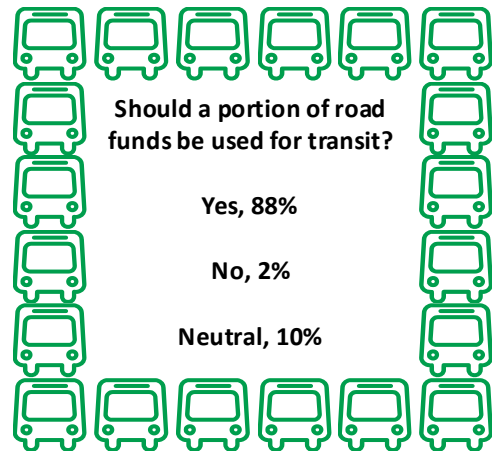
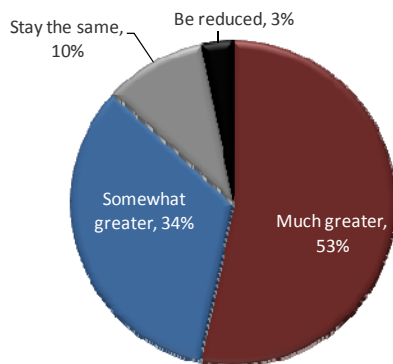
- Hours of services don't work with schedule
- Can't get to needed destinations
- Wait at bus stops is too long

Top 3 Reasons People Do Not Ride the Bus

- Driving is more convenient
- Can't get to needed destinations
- Hours of services don't work with schedule

The surveys taken at the transit center and the surveys filled out on-line did have very different results for the purpose of the bus trips, why people do not use the bus more often, and what type of services additional funding should be spent on. However, results from both groups were distributed the same on the question regarding funding level. The results shown below are a combination of both the transit center surveys and the on-line surveys.

How the Funding Levels Should Change in the Next 5 Years





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Scenarios

1. Initial Scenario:
First group of projects created by the MTP-PAC. See **Appendix 3: Project Selection**.
2. Fix the Problems:
Added 4 projects to attempt to fix the problems that still existed from the Initial Scenario.
3. Transit/Operations & Maintenance:
Removed many projects to free up money for operating and maintaining the system and provide free transit.
4. Mega Projects:
Focused on large scale projects.

Phase 3: How We Will Get There: Project Selection

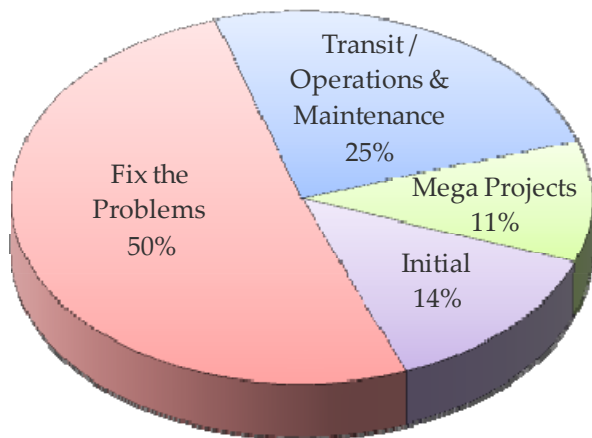
The purpose of Phase 3 was to gather public input on the scenarios (groups of projects) developed by the MTP-PAC. The public was given an opportunity to complete an on-line survey and give feedback on project selection. The survey was announced on the radio over a 3 ½ week time frame. WAMPO held seven stakeholders meetings and one open house and made 26 presentations to city councils and other interested groups. WAMPO created *Video 2: How Will We Get There*, which included public officials, to build awareness about the project selection phase.

What We Heard During Phase 3

A total of 133 people completed the Pick Your Favorite Scenario survey. The Fix the Problems scenario was the favorite.

FAVORITE SCENARIO

Which scenario do you like the best?



Fix the Problems was overwhelmingly the favorite scenario, followed by Transit / Operations & Maintenance.

What does this tell us?

- Overall there is general support for all the proposed projects.
- Focusing more of the region's resources on operating and maintaining the system is seen as a positive approach.

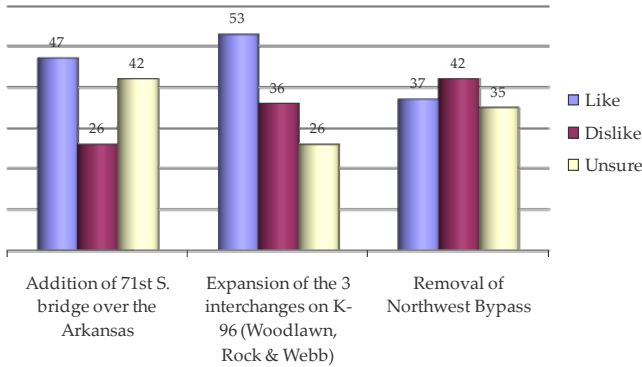
Specific information about the three alternative scenarios, including a summary of comments is on the next page.



SURVEY RESULTS ON PROJECT SCENARIOS

FIX THE PROBLEMS

What do you like / dislike about the Fix the Problems scenario?



Why was this the favorite?

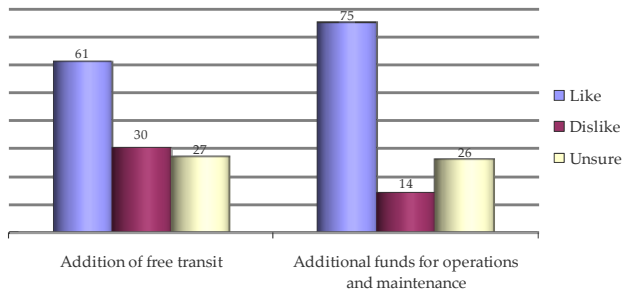
- The projects would improve regional connections.
- Specific connections that were favored included projects that would improve access for Derby, Haysville & Mulvane. Of particular importance was the 95th St. S. bridge project.

Reaction to project changes

- There were mixed results on the removal of the Northwest Bypass.
- The expansion of the K-96 interchanges was largely favored.
- The addition of the 71st S. bridge was largely favored; however many were unsure.

TRANSIT / OPERATIONS & MAINTENANCE

What do you like / dislike about the Transit / Operations and Maintenance scenario?



What did people like about this scenario?

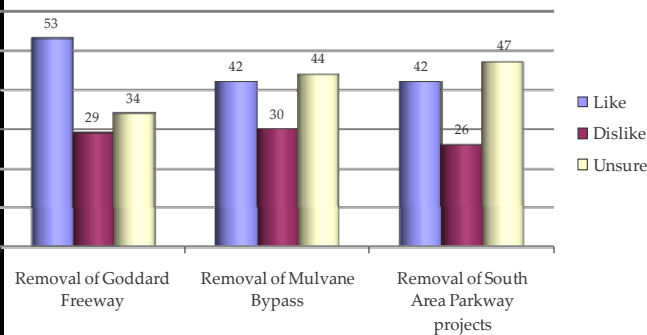
- The low cost and focusing financial resources on the existing system.
- Comments emphasized the importance of improving options for alternative forms of transportation; specifically transit, bicycle, and pedestrian.

Reaction to project changes

- Additional funds towards operations and maintenance was largely favored.
- The free transit option was also largely favored.

MEGA PROJECTS

What do you like / dislike about the Mega Projects scenario?



What did people like about this scenario?

- Comments on why people picked this scenario varied. Responses included: because it affects me the most; focuses on regionally significant projects, support the removal of the projects, and it seems most logical.

Reaction to project changes

- There were mixed results on the removal of the Mulvane Bypass and the South Area Parkway projects.
- The removal of the Goddard Freeway was largely favored; however many were unsure.



APPENDIX 2: PUBLIC INVOLVEMENT

Phase 4: Moving Towards 2035: Review of Draft Plan



Blog Board

During Phase 4, a complete draft of the MTP 2035 was available for review. The purpose of Phase 4 was to present the plan, explain what was in it, and get regional buy-in.

An Executive Summary as well as a draft of the complete plan was posted on the WAMPO website. Announcements about the plan were made on the radio, website, Facebook, and Twitter. In addition, a total of 6 open houses were held throughout the region and 25 presentations given.

What We Heard During Phase 4

The public comment and review period for the MTP 2035 was open from May 18, 2010 through June 18, 2010. The general public was provided the opportunity to read the draft MTP 2035 on the WAMPO website and provide comments. WAMPO staff received many comments from those attending the open houses and presentations, as well as a few comments via email and the online survey.



Open House

Many of the questions received during Phase 4 were regarding specific projects and recommendations and their timeframe for completion. Overall, the comments received during Phase 4 reflected a general support for the projects and recommendations included in the MTP 2035.

Summary of Outreach Across the Region



Open House

WAMPO provided balance in the distribution of the public outreach for MTP 2035. WAMPO ensured each phase included meetings that were held at transit and Americans with Disabilities Act (ADA) accessible locations. Over the course of the plan, WAMPO held meetings and gave presentations throughout the region, as illustrated in **Exhibit A2.3**. WAMPO paid close attention to providing opportunities for low-income and minority group populations to fully participate in the process. Specific actions WAMPO took include:

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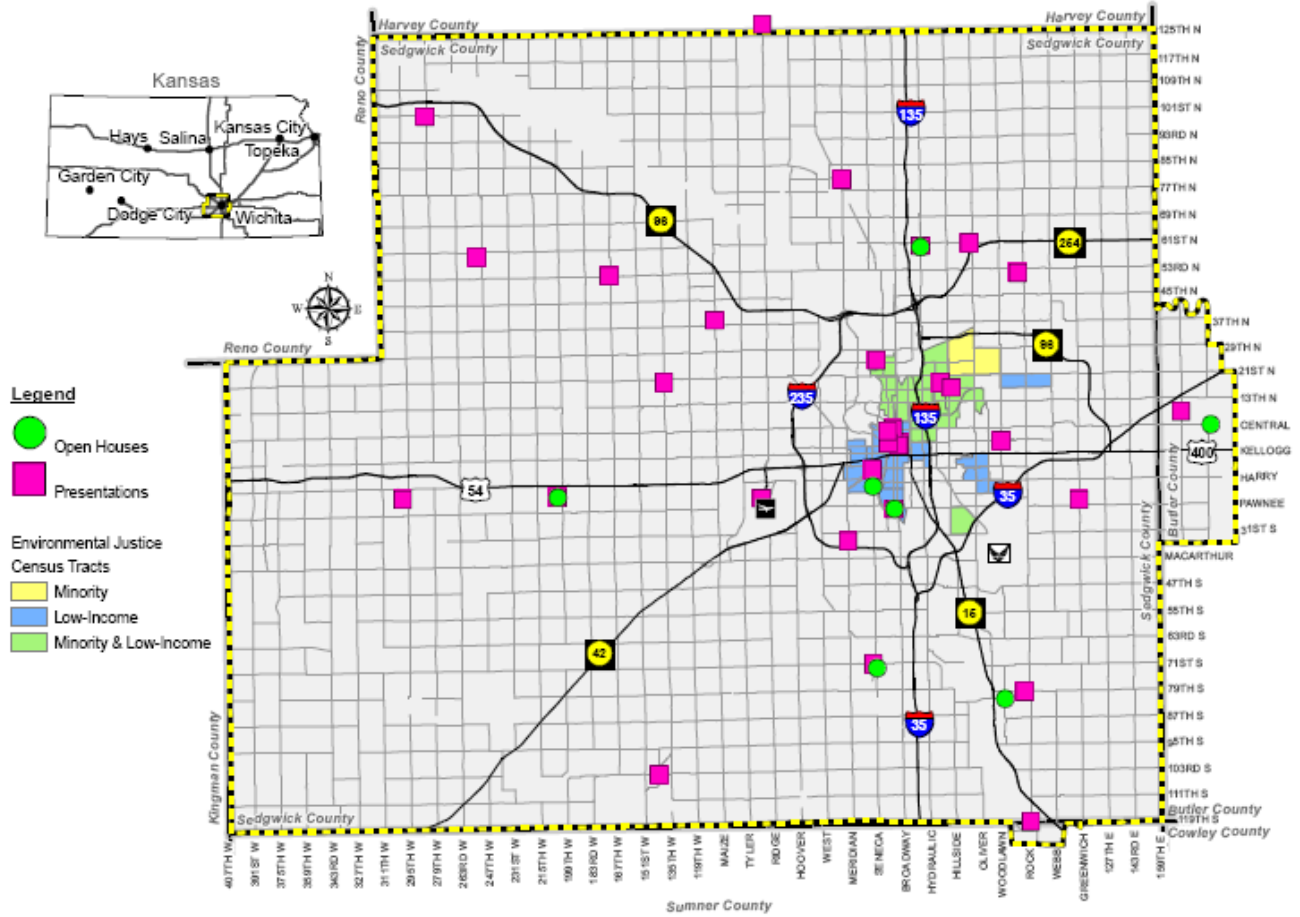


- Translation of a survey into Spanish.
- Open houses held in neighborhoods with high concentrations of low-income and/or minority populations.
- Coordination with stakeholders who have specific knowledge of successful outreach to low-income and minority populations.



APPENDIX 2: PUBLIC INVOLVEMENT

Exhibit A2.3: Location of MTP 2035 Public Outreach Events



List of MTP Open Houses & General Outreach

Phase 1: Where We Are		Phase 2: Where We Want to Go	
Open Houses	Attendance	Open Houses	Attendance
Jan-09 Wichita Water Center	18	Sep-09 Aley/Stanley Recreation Center	5
Derby Recreation Center	9		
Park City Senior Center	9		
Feb-09 Goddard City Hall	10		
The Lodge (Andover)	8		
Haysville Community Building	1		
6	55	1	5
Phase 3: How We Will Get There		Phase 4: Moving Towards 2035	
Open Houses	Attendance	Open Houses	Attendance
Feb-10 Wichita Water Center	9	May-10 Derby Library	6
		The Lodge (Andover)	1
		Goddard City Hall	3
General Outreach		Jun-10 Haysville Community Building	5
Sep-09 Transit Center		Wichita Water Center	8
Mid Continent Airport		Park City Senior Center	4
WSU, Rhatigan Student Center			
4		6	27

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List of MTP Presentations, Stakeholder Meetings

Phase 1: Where We Are		Phase 2: Where We Want to Go	
MTP Presentation	Stakeholder Meeting	MTP Presentation	Stakeholder Meeting
Dec-08 Sedgwick County Association of Cities Mulvane KTA Bel Aire Park City Andale Jan-09 Goddard Sedgwick Garden Plain Maize Chamber Kechi Colwich Haysville Andover Mount Hope CTD-12 Sedgwick County Clearwater City of Wichita Feb-09 Visioneering GreenWay Alliance	Dec-08 Bel Aire Goddard Andale Butler County Clearwater KTA Maize Andover Haysville Jan-09 Wichita Airport	Oct-09 Wichita Independent Association of Businesses	Jul-09 Transit Aug-09 KDOT/FHWA Sep-09 Wichita Transit Oct-09 Economic Development Nov-09 Transit Dec 09 Environmental Justice
21	2	1	6
Phase 3: How We Will Get There		Phase 4: Moving Towards 2035	
MTP Presentation	Stakeholder Meeting	MTP Presentation	Stakeholder Meeting
Jan-10 Colwich Northern Flyer Alliance Park City City of Wichita Feb 10 Goddard District Advisory Board (DAB) II DAB VI DAB I DAB V Sedgwick County Valley Center DAB IV Garden Plain Haysville Derby Kansas Turnpike Authority Clearwater DAB III SCAC Mulvane Bel Aire Career Development Andale Andover Kechi Mar-10 Mount Hope	Jan-10 Bicycle / Pedestrian Safety / Security Rail Aviation Historic Preservation Land Use Mar-10 Environmental Justice	May-10 SCAC Maize Goddard Mulvane Butler County Bel Aire Haysville Andale Eastborough Park City Wichita Sedgwick County Valley Center Jun-10 DAB III DAB IV Garden Plain DAB I DAB II DAB V DAB VI Mount Hope Kechi Colwich KTA Air Quality Task Force	Mar-10 Environmental Apr-10 Safety Financial
26	7	25	3

TOTAL

Presentations	73
Stakeholder Meetings	18
Open House/General Outreach	17



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Public Involvement for Amendments

Not only is public involvement important during the development of the Metropolitan Transportation Plan (MTP) 2035, it is also important when amending the MTP 2035. This section identifies the public involvement activities for amendments to the MTP 2035.

Amendment 1

WAMPO initiated Amendment 1 to the Metropolitan Transportation Plan (MTP) 2035 in April 2011. After WAMPO received information about the amount of funding required to be programmed in the MTP for **off-system** bridge projects, WAMPO sent out emails on May 9, 2011 to project sponsors informing them of the amendment. WAMPO requested sponsors to submit off-system bridge projects. Sponsors were also asked to identify projects they would like to remove or reduce to cost of in order to free up funds for the additional projects.

Public Involvement

Similar to the process for the original development of the MTP, WAMPO kept the general public involved throughout the amendment process. A webpage for the amendment was developed and updated as the amendment process was carried out. This webpage explained why the MTP was being amended, who was involved, information about off-system bridges, funding amounts available, and which sections of the plan would likely change through Amendment 1.

WAMPO sent out information about the MTP 2035 Amendment 1 to the general public on May 10, 2011 via email. This email announced the amendment and provided a link to the MTP 2035 Amendment 1 webpage. Agencies were also requested to post the email and send it out to their distribution lists to help get the word out.

The Amendment was also announced at Technical Advisory Committee (TAC) meetings, MTP Project Advisory Committee (MTP-PAC) meetings, and Transportation Policy Body (TPB) meetings, all of which are public forums.

What does off-system mean?

Off-system refers to minor roadways. These typically do not carry many vehicles and are not have much significance to regional mobility.

Off-system bridges are on roadways classified as local and rural minor collectors according to the WAMPO Federal Roadway Functional Classification Map.



APPENDIX 2: PUBLIC INVOLVEMENT

Public Review and Comment Period

WAMPO held a public review and comment period for the MTP 2035 Amendment 1 from August 26, 2011 through September 19, 2011. WAMPO sent out an email to our distribution list on August 26, 2011 informing the public about the public review and comment period. WAMPO also posted information about the review and comment period on the WAMPO website.

WAMPO received one comment during the public review and comment period about including bicycle and pedestrian accommodations on all bridges throughout the region. This comment was presented to the WAMPO Transportation Policy Body (TPB) prior to action on Amendment 1.

Public Hearing and Action

The WAMPO TPB held a public hearing prior to action on the MTP 2035 Amendment 1. This allowed the general public to voice any concerns about Amendment 1 prior to action by the TPB.