

# Build Kansas Fund | Fiscal Year 2025 Application Package | Memo



To: Representative Troy Waymaster, Chair, Build Kansas Advisory Committee  
Chardae Caine, Kansas Legislative Research Department  
Shauna Wake, Office of the Kansas State Treasurer

From: Jason Fizell, Interim Executive Director, Kansas Infrastructure Hub

RE: Build Kansas Fund Application #2025-134-SCKEDD

Date: June 17, 2025

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Attached, please find an application made to the Build Kansas Fund by the City of Wichita. The application packet includes the following items:

- Coversheet – provides a high-level overview of the application including a unique identification number, page 1 of 18 of the Build Kansas Fund Application Package.
- Build Kansas Fund Application – includes information submitted with the Build Kansas Fund Application, pages 2-7. Page 8 provides the table of funding sources and zip codes served by the project.
- Attachments – narrative, pages 9-18.

## **Project Overview**

The City of Wichita seeks funding from the U.S. Department of Transportation for funding available through the Safe Streets and Roads for All (SS4A) program for their Wichita SS4A Broadway Corridor Safety Implementation Project which includes delivering critical safety improvements along the Broadway corridor—one of the region's most heavily traveled urban arterials.

This opportunity is a discretionary BIL program with a local match requirement of 20% of the total project cost. The entity is requesting \$4,750,000.00 from the Build Kansas Fund, and is providing a local match of \$250,000.00. This request has the potential to unlock \$20,000,000.00 in federal funds, for a total project cost of \$25,000,000.00.

The deadline is June 26, 2025, and this Build Kansas Fund application was received on May 6, 2025.

## **Build Kansas Fund Steering Committee Recommendation**

The Build Kansas Fund Steering Committee reviewed this application on June 11, 2025 following a successful completeness check. The Steering Committee **RECOMMENDS APPROVAL** of Build Kansas Funding to the Build Kansas Advisory Committee for final advice.

# Build Kansas Fund | Fiscal Year 2025

## Application Package | Coversheet



Build Kansas Fund Application Number	2025-134-SCKEDD
Applicant Name	City of Wichita
Application Date Received	5/6/2025
Project Name	Wichita SS4A Broadway Corridor Safety Implementation Project
Project Description	This project includes delivering critical safety improvements along the Broadway corridor—one of the region’s most heavily traveled urban arterials.
Entity Type	Local Government
Economic Development District (EDD) Planning Commission	South Central KS Economic Development District
Infrastructure Sector(s)	Transportation
BIL Program	Safe Streets and Roads for All (SS4A) Program
BIL Program Type	Discretionary
Application Type	Implementation
BIL Application Deadline	6/26/2025
Build Kansas Fund Request	\$4,750,000.00
Technical Assistance Received	General Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	BIL Application Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	Build Kansas Fund Application Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	Other (Brief Description): Provided BKF Application Support.
Application Notes	Build Kansas Fund contribution of \$4,750,000.00 will unlock \$20,000,000.00 in federal BIL funding, with a local cash contribution of \$250,000.00 for a total project cost of \$25,000,000.00.
<b>Steering Committee Funding Recommendation</b>	<b>6/11/2025   Recommend <input checked="" type="checkbox"/> Declined <input type="checkbox"/></b>
<b>Advisory Committee Funding Recommendation</b>	<b>6/17/2025   Recommend <input type="checkbox"/> Declined <input type="checkbox"/></b>

Title	<b>City of Wichita</b>	05/06/2025
	by <b>Cullen Gress</b> in <b>Build Kansas Fund Application</b>	id. 50472770
	cbgress@transystems.com	

<b>Original Submission</b>	06/02/2025
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Score	n/a
Part 1: Applicant Information	
The name of the entity applying for the Build Kansas Fund:	City of Wichita
Project Name:	Wichita SS4A Broadway Corridor Safety Implementation Project
Entity type:	Local Government
Entity Population:	399411
Applicant Contact Name:	Mike Armour
Applicant Contact Position/Title:	Traffic Engineer Public Works & Utilities
Applicant Contact Telephone Number:	+13162684598
Applicant Contact Email Address:	marmour@wichita.gov
Applicant Contact Address:	455 N. Main
Applicant Contact Address Line 2 (optional):	
Applicant Contact City:	Wichita
Applicant Contact State:	Kansas
Applicant Contact Zip Code:	67202

Is the Project  
Contact the same as  
the Applicant  
Contact?

Yes

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Part 2: Build Kansas Fund - Eligibility Criteria

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Certify that you are  
pursuing an  
Infrastructure  
Investment and Jobs  
Act (IIJA) funding  
opportunity for which  
your entity is eligible:

Yes

Certify that the  
Infrastructure  
Investment and Jobs  
Act (IIJA) funding  
opportunity you are  
pursuing has a  
required non-federal  
match component:

Yes

What is the primary  
county that the  
project will occur in?

Sedgwick County

The Build Kansas Fund is intended to support Kansas-based infrastructure projects. Please provide a list of all the zip codes this project will be located in, along with an estimated percent [%] of the project located in that zip code. For example, if seeking funding for road infrastructure, provide a rough percent of the roads expected in each zip code:

[Zip Code Percentage.xlsx](#)

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Part 3: Infrastructure Investment and Jobs Act (IIJA) - Grant Application  
Information Please Note: This information is related to the federal  
Infrastructure Investment and Jobs Act (IIJA), commonly known as the  
Bipartisan Infrastructure Law (BIL), funding opportunity to which you will  
apply. This is NOT information for the Build Kansas Match Fund.

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Please enter the  
Infrastructure  
Investment and Jobs  
Act (IIJA) funding  
opportunity title that  
the entity is applying  
for:

Safe Streets and Roads for All Funding Opportunity

What is the funding agency for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity? U.S. Department of Transportation

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What is the Assistance Listing Number (ALN) for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity? 20.939

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What is the federal application due date for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity? 6/26/2025

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Application Type: Implementation

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What is the federal fiscal year for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity? 2025

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Enter the amount of funding being applied for, from the Infrastructure Investment and Jobs Act (IIJA) funding opportunity: \$2€,000,000.00

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Enter the total project cost: \$25,000,000.00

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Enter the required non-federal match percentage: 20%

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Part 4: Build Kansas Fund - Match Application Information Beginning in July 2024 and moving forward, eligible applicants are expected to contribute a portion of the non-Federal match requirement. This contribution can be in the form of cash and/or in-kind contributions. The goal is to demonstrate the applicant's commitment to the project. The contribution should be significant enough relative to the Build Kansas Fund request. For a local public entity, 5% of the non-federal match is a good guideline, but not a requirement. See Build Kansas Fund Program Guidance for exceptions and more information.

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Enter the non-federal cash match amount being requested from the Build Kansas Fund: \$4,750,000.00

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Enter the non-federal cash match amount being provided by the eligible applicant, if applicable: \$250,000.00

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Enter the estimated value of the non-federal in-kind match amount being provided by the eligible applicant, if applicable: \$0

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Expected breakdown of funding sources to support the project: Enter the funding source and projected amount from each source to support this project:

[Kansas+DOT+table\\_V2.xlsx](#)

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#### Part 5: Build Kansas Fund - Means Test and Eligible Applicant Match

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What other available funding sources that are currently planned to go unused by your entity will be leveraged for this project? N/A

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Will any American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies will be used for the non-federal match?	N/A
What other sources of in-kind match will be leveraged for this project? Please list and include the actual or estimated value of each.	N/A
What other funding sources (local, federal, or non-federal) will be used for this match?	N/A
Describe your efforts to find other available funding sources for this project:	Wichita intends to use either General Obligation (GO) funds or local sales tax revenues authorized under the 1985 Local Sales Tax Act to support construction on Kellogg and associated arterials. While no funding from either source has been formally allocated to the project at this time, the City anticipates utilizing one or both to meet the required local match. However, the City does not expect to have sufficient resources to cover the full project cost without additional assistance.
Part 6: Additional Information	
Please upload a draft or final version of the Infrastructure Investment and Jobs Act (IIJA) program grant application associated with this request OR an executive summary providing an overview of the project:	
<a href="#">Broadway_Pawnee_to_37th_Concept_-_2025.06.02.pdf</a> <a href="#">Wichita_FY25_SS4A_Implementation_DRAFT_1_BKF_Submission.docx</a>	
Provide any additional information about this project not covered in previous sections of this application (optional):	Link to the WAMPO CSAP <a href="#">bbf89d_599f97e715a24942a3cf180c37bc7d36.pdf</a> - Page 75 of the PDF project ID Wichita 100.
Part 7: Terms and Conditions	
Understanding of Fund Release Requirements:	checked

Understanding of Use checked  
of Funds:

Understanding of Reporting Requirements:	checked
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Authority to Make Grant Application:	checked
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Persons and Titles: The following persons are responsible for making this Build Kansas Fund application.	Mike Armour
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Position/Title:	
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Additional:	
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Position/Title:	
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Additional:	
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Position/Title:	
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Additional:	
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Position/Title:	
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Source	Amount	% of Project
Build Kansas Funds (non-federal match)	\$4,750,000.00	19.00%
Eligible Applicant Cash Match	\$250,000.00	1.00%
Eligible Applicant In-Kind Match (estimated value)	\$0.00	0.00%
BIL Federal Funds (applied for)	\$20,000,000.00	80.00%
Additional Project Contribution (if applicable)	\$0.00	0.00%
<b>TOTAL PROJECT COST</b>	<b>\$25,000,000.00</b>	<b>100.00%</b>

**\*Applicant match contribution is 5% of total match requirement**

Zip Code	% of project in zip code
67211	40%
67202	20%
67214	40%
	<b>100% In Kansas</b>

# 1. Overview

## 1.1 Introduction and Safety Context

From 2012 to 2021, Wichita experienced 86,198 crashes, including 380 fatalities and 1,282 serious injuries, accounting for the vast majority of the Wichita Area Metropolitan Planning Organization (WAMPO) region's total crash burden.<sup>1</sup> The City of Wichita is committed to advancing safety and equity for all road users through the implementation of evidence-based transportation solutions. As part of this commitment, Wichita is seeking funding through the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) Implementation Grant program to deliver critical safety improvements along the Broadway corridor—one of the region's most heavily traveled urban arterials and a focus of documented safety concern.

Broadway has long served as a vital north-south spine through the urban core, connecting neighborhoods, employment centers, transit hubs, and cultural landmarks. However, it also experiences a disproportionate share of serious and fatal traffic crashes. According to regional data analyzed in the (WAMPO)'s Comprehensive Safety Action Plan (CSAP)<sup>2</sup>, the Broadway corridor exhibits high crash density and elevated risk for vulnerable road users such as pedestrians and cyclists. These safety issues are exacerbated by high traffic volumes, excessive vehicle speeds, and insufficient pedestrian infrastructure.

## 1.2 Jurisdiction and Local Commitment

The project falls within the municipal jurisdiction of the City of Wichita and aligns with the City's broader goals to reduce traffic-related injuries and fatalities. Wichita has taken a proactive approach to transportation safety through local initiatives, including its participation in the development of the WAMPO CSAP. Wichita's commitment to a data-driven, equity-centered approach to roadway safety makes it well-positioned to implement the Broadway corridor improvements with SS4A support. The City has demonstrated strong project readiness and has established internal mechanisms for efficient project delivery, stakeholder engagement, and performance monitoring.

## 1.3 Background and Strategic Alignment

The Broadway Corridor Safety Improvement Project includes a robust, multi-layered package of safety improvements extending from Pawnee Street to 37th Street N. These improvements directly address the critical safety gaps identified in the CSAP's High-Injury Network (HIN) analysis and align with the USDOT's National Roadway Safety Strategy.

Specifically, the project includes comprehensive multimodal enhancements such as:

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<sup>1</sup> Wichita Area Metropolitan Planning Organization (WAMPO) Comprehensive Safety Action Plan (CSAP): [https://www.wampo.org/files/ugd/bbf89d\\_599f97e715a24942a3cf180c37bc7d36.pdf](https://www.wampo.org/files/ugd/bbf89d_599f97e715a24942a3cf180c37bc7d36.pdf)

<sup>2</sup> Wichita Area Metropolitan Planning Organization (WAMPO) Comprehensive Safety Action Plan (CSAP): [https://www.wampo.org/files/ugd/bbf89d\\_599f97e715a24942a3cf180c37bc7d36.pdf](https://www.wampo.org/files/ugd/bbf89d_599f97e715a24942a3cf180c37bc7d36.pdf)

- **Roadway Improvements**
- **Traffic Signal Upgrades**
- **Pavement Markings**
- **Roadway Illumination**

By targeting a corridor with well-documented safety deficiencies and multiple intersections ranked in the top 25 for fatal and serious injury crashes, the project is designed to reduce crash frequency and severity for all road users, especially pedestrians and cyclists. The improvements will enhance safe access to community resources, improve multimodal connectivity, and support both local and national safety and sustainability goals.

These investments reflect a thoughtful application of Complete Streets principles and Safe System Approach elements so that the corridor transformation delivers not just immediate crash reductions but also lasting improvements in community livability and roadway safety.

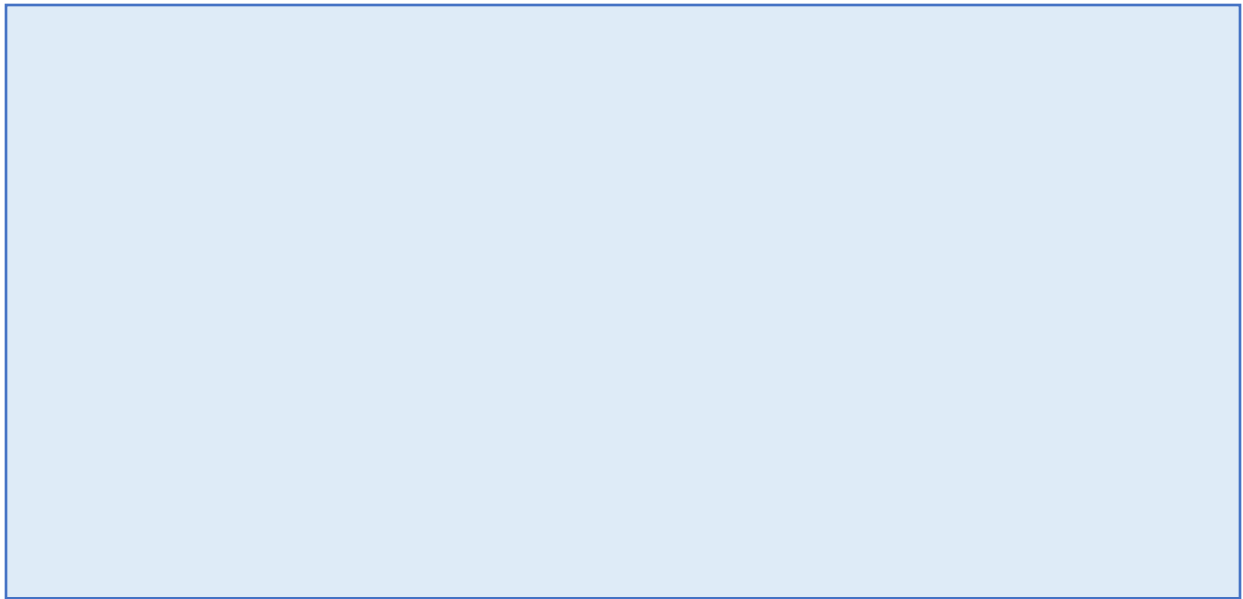
## 2. Location

### 2.1 High-Injury Network

The Broadway corridor is explicitly highlighted in the WAMPO CSAP<sup>3</sup> as part of the HIN. The corridor features intersections that ranked in the top 25 for multiple emphasis areas, including: fatal and serious-injury, vulnerable road user (VRU), and speed-related crashes. Some emphasis areas cater more toward engineering/design-related solutions, while others rely on changing the behaviors associated with crashes. Pedestrian safety features, traffic calming measures, traffic signal improvements, enhanced lighting, communications infrastructure, transit access improvements, and speed-reduction improvements will address both VRU and motor-vehicle crash trends along the corridor.

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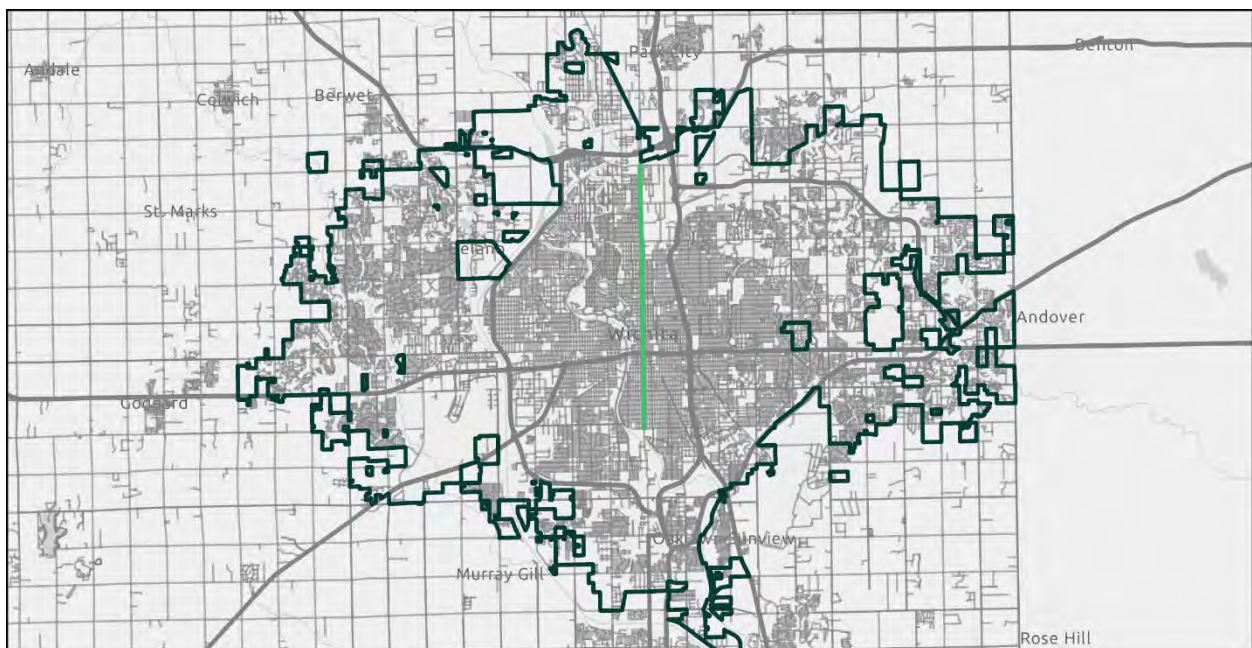
<sup>3</sup> Wichita Area Metropolitan Planning Organization (WAMPO) Comprehensive Safety Action Plan (CSAP) Figures (12, 13, 17, 21): [https://www.wampo.org/files/ugd/bbf89d\\_599f97e715a24942a3cf180c37bc7d36.pdf](https://www.wampo.org/files/ugd/bbf89d_599f97e715a24942a3cf180c37bc7d36.pdf)



## 2.2 Project Location

The project corridor is approximately 7 miles of Broadway Avenue from 37th Street N to Pawnee Street. North of downtown, the corridor is the dividing line between neighborhoods and industrial land uses. The corridor continues through downtown and serves as a commercial corridor through neighborhoods south of downtown.

Broadway Avenue is a heavily traveled corridor with 4 to 6 lanes and posted speeds between 30 and 35 miles per hour. However, drivers have been observed regularly exceeding the posted limit.



## 3. Response to Selection Criteria

### 3.1 Safety Need

The Broadway corridor in Wichita, Kansas, exhibits a demonstrable and urgent need for safety improvements, as documented in WAMPO's CSAP. This north-south arterial is a key component of the region's HIN and is marked by a high frequency of crashes involving pedestrians, cyclists, and motorists, particularly those resulting in fatalities and serious injuries.

#### Crash Trends and Contributing Factors

From 2012 to 2021, Wichita experienced 86,198 crashes, including 380 fatalities and 1,282 serious injuries, making up the vast majority of the WAMPO region's crash burden. The Broadway corridor is disproportionately represented in this total, with several of its intersections ranking among the most dangerous in the entire region:

- **Top 25 for fatal and serious injury crashes**
- **Top 25 for VRU crashes**
- **Top 25 for speed-related crashes**

These rankings point to consistent, systemic safety deficiencies along Broadway, including excessive vehicular speeds, lack of pedestrian infrastructure, limited traffic control at key crossings, and high exposure for non-motorized users. Importantly, pedestrian traffic counts along key segments of the corridor show substantial daily foot traffic, reinforcing the high exposure risk faced by VRUs and highlighting the need for improved crossings, signals, and protections. Angle crashes, especially at uncontrolled intersections, are a major contributor to the injury burden, as are nighttime fixed-object collisions.

*Table x: Project Intersections Pedestrian and Bicycle Traffic Counts 2024<sup>4</sup>*

Intersection	Pedestrian and Bicycle AADT
Broadway and Central	2,539
Broadway and 1 <sup>st</sup> Street	1,193

*Table x: Project Location Crash Statistics 2018-2022 (Fatal and Injury Crashes)<sup>5</sup>*

User Type	Number of Crashes
Vehicle	43
Pedestrian	4
Bicycle	4
<b>Total</b>	<b>51</b>

<sup>4</sup> Pedestrian Traffic Counts Provided by WAMPO

<sup>5</sup> Crash data provided by KDOT for project location (2018-2022)

## High-Injury Network and Geospatial Risk

The Broadway corridor is explicitly highlighted in the WAMPO CSAP as part of the HIN, with corresponding heat maps showing dense concentrations of pedestrian and angle crashes near downtown Wichita and adjacent neighborhoods. Figures from the CSAP (Figures 12, 13, 17, and 21) graphically illustrate crash hot spots that align closely with the proposed project limits, reinforcing the strategic focus on this corridor for intervention.

The WAMPO equity analysis further underscores the need: pedestrian crashes in underserved areas (which include portions of the Broadway corridor) have an exceptionally high Fatal Serious Injury (FSI) rate of 23.59%, compared to the regional average of 1.36% for all crash types.

## Proactive Safety Analysis and Risk Models

WAMPO's analysis utilized tools such as Equivalent Property Damage Only (EPDO) scoring, crash tree diagrams, and systemic safety audits to identify and prioritize the most at-risk corridors. The Broadway corridor was selected for targeted investment in the CSAP based on these data-driven methodologies, as well as field reviews that documented deficient infrastructure and multimodal conflict points.

The Broadway Corridor Safety Project proposes interventions aligned with *Federal Highway Administration (FHWA) Proven Safety Countermeasures*<sup>6</sup>, including signalized crosswalks, pedestrian refuge islands, traffic calming elements, and ADA-compliant improvements. These countermeasures are explicitly designed to mitigate the types of crashes most prevalent along Broadway, addressing not only historical crash patterns but also future risk.

## 3.2 Safety Impact

The Broadway Corridor Safety Improvement Project will deliver transformative, lasting safety benefits to one of Wichita's most dangerous and heavily traveled urban arterials. Aligned with the WAMPO CSAP, the project addresses documented safety problems on the regional HIN, including intersections ranked among the top 25 for fatal and serious injury crashes, VRU crashes, and speed-related crashes.

Between 2018 and 2022, there were 51 reported fatal and injury crashes along the Broadway corridor, underscoring the urgent need for intervention. These crashes disproportionately impact pedestrians and bicyclists, making this corridor one of the region's most hazardous locations for vulnerable users.

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<sup>6</sup> Federal Highway Administration Proven Safety Countermeasures: <https://highways.dot.gov/safety/proven-safety-countermeasures>

## Safety Impacts

The project applies evidence-based, low-cost, high-impact countermeasures—including improvements to roadway design, traffic signals, pavement markings, and roadway illumination—all demonstrated to reduce crash frequency and severity.

These measures align with the *FHWA's Proven Safety Countermeasures* and are supported by CMFs ranging from 10% to over 50% crash reduction, particularly for pedestrian, bicyclist, and intersection-related crashes. The inclusion of these treatments also aligns with *NHTSA's Countermeasures That Work*<sup>7</sup> and the *Kansas Strategic Highway Safety Plan's (SHSP)*<sup>8</sup> priorities for reducing VRU fatalities and serious injuries.

Table X: Broadway Corridor Safety Improvements

Improvement Type	Pawnee to Kellogg	Kellogg to 13 <sup>th</sup>	13 <sup>th</sup> to 21 <sup>st</sup>	21 <sup>st</sup> to I-235	CMF
ADA Upgrades	✓	✓	✓	✓	
Accessible Pedestrian Signals (APS)	✓	✓	✓	✓	
Flashing Yellow Arrow (FYA) Heads	✓	✓	✓	✓	0.857
Reflectorized Backplates	✓	✓	✓	✓	0.85
Raised Medians	✓	✓	✓	—	0.29
Raised Intersections	—	✓	✓	✓	
Roadway Illumination	✓	✓	—	—	0.23
Stop Bars & Crosswalk Borders	✓	✓	✓	✓	0.806
Bulb-outs / On-street Parking	—	✓	—	—	
Mid-block Crossings	✓	✓	✓	—	0.82
Buffered Bike Lanes	—	✓	—	—	0.435
Roadway Geometry Update	—	✓	—	—	
Poles, Pedestals, Cabinets	✓	✓	✓	✓	
Radar Vehicle Detection	✓	✓	✓	✓	
Intelligent Transportation System	✓	✓	✓	✓	
Pavement Reconstruction/Overlay	✓	✓	—	✓	
Drainage Improvements	✓	✓	—	✓	

<sup>7</sup> NHTSA's Countermeasures That Work: <https://www.nhtsa.gov/book/countermeasures/countermeasures-that-work>

<sup>8</sup> Kansas Strategic Highway Safety Plan's (SHSP): <https://www.ksdot.gov/home/showpublisheddocument/412/638739383364970000>



*Roadway improvements to occur within existing R/W and reconfiguration of existing lane arrangements and curb limits to better accommodate pedestrian and bicycle traffic & infrastructure.*

*Traffic signal improvements may include additional improvements such as replacing existing signal poles with new poles and pedestals where identified, replacing existing signal cabinets with new units, etc.*

*Pavement Marking improvements include stop bars and crosswalk markings at intersections and mid-block crossings, white and yellow lane markings and other markings applicable for pedestrian safety & bike lane infrastructure.*

*Roadway Illumination to improve pedestrian safety and visibility such as adding new light poles at high pedestrian traffic areas and at locations along the corridor where existing infrastructure does not provide sufficient lighting.*

By targeting a corridor with a long history of severe crashes, the project will deliver safety gains across multiple dimensions:

- **Safer People:** Through enhanced crossings, pedestrian signals, and ADA-compliant pathways.
- **Safer Roads:** Via raised medians, bulb-outs, and improved lighting, creating a safer, more forgiving roadway environment.
- **Safer Speeds:** With traffic calming measures and radar speed feedback signs to discourage speeding.

Together, these elements address at least three Safe System Approach principles and are designed to create safety benefits that persist over time. The corridor's redesign integrates Complete Streets principles, ensuring the safety of all users, including pedestrians, cyclists, transit riders, and motorists, while considering adjacent land use and built environment features.

The project's expected impact is supported by national models, studies, and CMFs drawn from the FHWA CMF Clearinghouse <sup>9</sup> and proven noteworthy practices. Improvements will reduce crashes across a wide geographic area, supporting the city's Vision Zero goals, and they will be implemented in coordination with WAMPO, KDOT, and local stakeholders to align with established local policies, guidelines, and standards.

This project represents a critical, evidence-based investment in Wichita's transportation safety future, delivering long-term, measurable reductions in fatalities and serious injuries across one of its highest-risk corridors.

## Implementation Costs

The Broadway Corridor Safety Improvement Project represents a cost-effective, high-impact investment in reducing fatalities and serious injuries along one of Wichita's highest-risk arterial roadways. The proposed improvements are directly tied to locations with documented fatal and injury crashes, including 51 fatal and injury crashes recorded from 2018 to 2022, encompassing pedestrian, bicyclist, and motor vehicle-involved incidents.

The project has been carefully structured to maximize the safety return per federal dollar invested, targeting corridor segments and intersections ranked in the top 25 for fatal and serious injury crashes, VRU crashes, and speed-related crashes. The full suite of interventions—

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<sup>9</sup> FHWA CMF Clearinghouse: <https://cmfclearinghouse.fhwa.dot.gov/>



including roadway redesign, traffic signal improvements, pavement markings, and roadway illumination improvements—will directly address the documented crash patterns and high-risk locations.

*Table x: Estimated Project Costs by Corridor Section*

Corridor Section	Estimated Cost
Pawnee - Kellogg	xxx
Kellogg – 13th	xxx
13 <sup>th</sup> – 21st	xxx
21 <sup>st</sup> -37 <sup>th</sup> /I-235	xxx
<b>Total Project Cost</b>	<b>\$25,000,000</b>

The project’s total cost is \$25 million, with an anticipated funding structure of approximately \$20 million in federal funds (80%) and \$5 million in local match (20%). This budget will cover all capital costs for infrastructure improvements, including roadway, traffic signal, drainage, lighting, ADA features, multimodal elements, and any operational or behavioral safety enhancements identified in the final design.

With this investment, the City will address 51 documented fatal and injury crashes, achieving an estimated safety impact of approximately two and a half fatal or injury crashes addressed per \$1 million in federal funding. This demonstrates a highly efficient, data-driven use of federal funds, aligning the project’s scope with the USDOT’s goal of maximizing safety improvements relative to cost.

### 3.3 Engagement and Collaboration

#### Demographic Analysis

Wichita, Kansas, is the largest city in the state and features a diverse demographic landscape shaped by both its urban core and surrounding rural communities. The city blends a mix of long-established neighborhoods with newer suburban developments while also encompassing areas that face socioeconomic challenges, including limited access to healthcare, education, and critical infrastructure. Wichita’s population reflects a broad spectrum of income levels, with some underserved communities particularly concentrated in older or industrial sections of the city. Additionally, the city’s proximity to agricultural regions contributes to a dynamic interplay between urban and rural lifestyles, influencing everything from employment trends to cultural identity. The table below provides a snapshot of demographics for the city.

*Table xx: City of Wichita Demographics*

	City of Wichita	State of Kansas
Total Population	397,532	2,937,880
Median Age	36.8	<b>37.9</b>
Over Age 65 Population	16.7%	<b>17.6%</b>
Median Household Income	<b>\$61,281</b>	\$70,333
Poverty	<b>15.8%</b>	11.2%

Bachelor's Degree or Higher	<b>31.9%</b>	35.8%
Travel Time to Work	19.3 minutes	<b>20.0 minutes</b>
Living with a Disability	<b>14.6%</b>	13.9%
Population without Healthcare	<b>11.5%</b>	8.4%

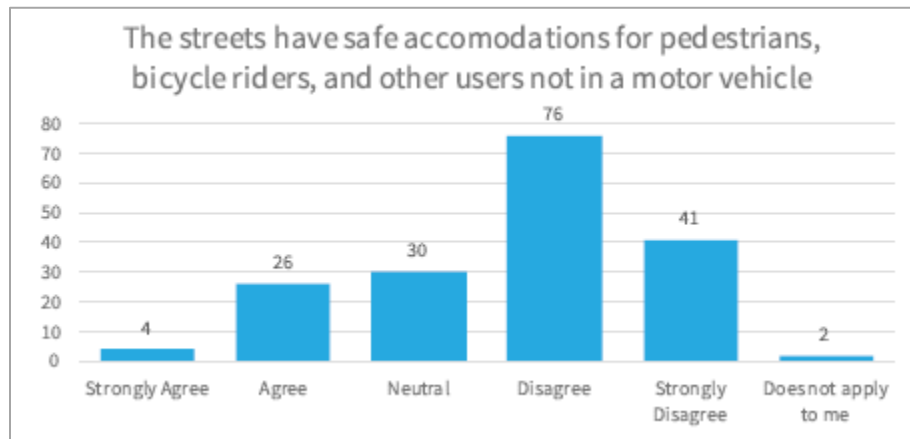
Source: US Census Bureau Community Profile

## Public Engagement

Public engagement began in the early stages of developing the CSAP. WAMPO is committed to meaningful engagement with public and private stakeholders throughout the development and implementation process.

An online public survey was conducted to understand current safety attitudes and concerns. Questions were asked about behaviors of different road users, vulnerable road user projections, enforcement, and equitable investment priorities. In an effort to reach a variety of people, the survey was shared through the WAMPO webpage, social media, and community-based organizations throughout the region. In total, 209 survey responses were received. A majority of respondents felt safe traveling by car, but many indicated they feel unsafe walking or biking. **Figure XX** shows how respondents felt about accommodations for roadway users other than motor vehicles.

Figure xx: Public Survey Results: Streets not Perceived as Safe for Non-motorized Travelers



In addition to the public online survey, a public meeting was held as part of the CSAP planning process. The open-house style meeting provided an overview of the planning process, survey results, existing conditions summary, and potential countermeasures. During the meeting, exhibits and interactive tools were used to gather feedback about missing strategies and what people felt were the most important elements of the planning effort. Participants had the opportunity to provide feedback through comment forms and flip charts, which were used to record participants' ideas about safety needs and proposed improvements.



## Agency Coordination

The Transportation Safety Technical Advisors (TSTA) were a crucial aspect of the engagement strategy, fostering coordination between agencies throughout the WAMPO region. The TSTA was established to offer feedback on the formation of the CSAP and provide guidance and recommendations throughout the process. Members of the TSTA included:

- City of Wichita
- Sedgwick County
- Wichita Transit
- City of Derby
- City of Haysville
- Derby Police
- KDOT
- Wichita Police
- WAMPO
- University of Kansas School of Medicine
- Coordinated Transit District 9

Three (3) TSTA meetings took place during the development of the CSAP. Members had the chance to identify safety challenges and opportunities. TSTA focused on strategies and implementation efforts aligned with the vision and goals of the region. Additionally, TSTA members conducted a field review of high-crash intersections and helped to identify countermeasures.

## 4. Project Readiness

The City of Wichita is well-positioned to deliver the Broadway Corridor Safety Improvement Project within the SS4A grant's five-year period of performance. The City has a strong track record of executing federally funded transportation projects and is prepared to move into the final design, environmental clearance, and construction phases immediately upon award. The City has an established internal project delivery process, dedicated engineering staff, and experience in federal grant administration, including procurement and environmental compliance. The City has also hired a consultant to begin the planning, analysis, and preliminary engineering needed to complete the improvements.