

WAMPO MTP-PAC Meeting Agenda

Meeting #3

September 23, 2013

11:00am to 1:00pm

Large Conference Room

455 N. Main, 10th Floor

Wichita, Kansas

As this meeting is over the noon lunch time, feel free to bring a “brown bag” lunch. Please contact Bill Christian (bchristian@wichita.gov or 316-268-4457) if you have any questions or concerns on this meeting.

AGENDA

1. Approve September 9, 2013 Meeting Minutes (Chair – 5 min.)
2. Public Engagement Update (Mike – 5 min.)
3. Where We Are In The Process (Bill – 5 min.)
4. Finalize and Prioritize Needs (Zach – 90 min.)
5. Initial Discussion on Goals (Mike – 15 min.)
6. Next Meeting – October 8, 2013 (Chair)
7. Adjournment (Chair)

WAMPO Metropolitan Transportation Plan (MTP) 2040 Project Advisory Committee (PAC)

Meeting #2 Meeting Summary

September 10, 2013, 1:00 pm

11th Floor Parks and Recreation Department Conference Room

455 N. Main, 10th Floor

Wichita, Kansas

Members Present

James Skelton, Sedgwick County Commissioner, Committee Chair

Davonna Moore, Kansas Department of Transportation (KDOT)

Tonya Bronleewe, City of Wichita Environmental Quality

Paul Gunzelman, City of Wichita Traffic Engineering

Jim Weber, Sedgwick County Public Works

Paul Foundoukis, Federal Highway Administration (FHWA) – by phone

Dave Barber, Wichita Sedgwick County Metropolitan Area Planning Department (MAPD)

Les Mangus, City of Andover Public Works

Steve Banks, Wichita Sedgwick County Metropolitan Area Planning Department (MAPD)
(Representing Wichita Transit)

John Prather, Groendyke Transport

Mike Barushok, Bike Walk Wichita

Members Absent

Tom Jones, Sedgwick County Association of Cities (SCAC)

Joni Roeseler, Federal Transit Administration (FTA)

WAMPO Staff Present

John Schlegel

Kristen Zimmerman

Bill Christian, Project Manager

Zach Edwardson

Mike Spadafore

Mr. Skelton called the meeting to order at 1:00.

Approval of the August 26, 2013 Meeting Summary

Mr. Skelton asked for a motion to approve the August 26, 2013 meeting summary. Mr.

Mangus made the motion to approve the meeting summary as presented. Mr.

Barushok seconded the motion. The meeting summary was unanimously approved.

Project Logo and message

Mr. Christian introduced Mr. Spadafore as the public involvement lead for this project. Mr. Spadafore noted that it was important for the project to have an identity that would be easily recognizable and effectively communicate what the MTP 2040 plan is intended to do. He presented four different options for the project logo and message – MOVE 2040 – Making Strategic Investments in our Regional Transportation System. The committee discussed which option they preferred, and they selected the following image:



Briefing of Public Involvement Activities

Mr. Spadafore briefed the committee on the overall public involvement approach for this project. He emphasized that it was important to have broad, robust public engagement and that staff are coordinating with the Prosperity Plan and Community Investment Plan initiatives on public involvement because all three planning initiatives share common focus areas and target populations.

Overview of Previous Meeting

Mr. Christian directed the group's attention to the handout in the packet. It detailed trends in factors that affect the transportation system, including population, households, employment, congestion, airports, ITS, and other components of the transportation system. He asked the committee its overall impression of the data and trends presented at the last meeting and the additional information contained on the handout. Committee members began to discuss the presented data and asked questions for clarification.

Roundtable Discussion on Existing and Future Transportation Needs

Mr. Christian then asked the committee to discuss the needs of the transportation system in the WAMPO Region. Themes that the committee discussed included bottlenecks at interchanges, railroad crossings, and other areas; changing attitudes about projects that add capacity to the system, as well as including transit and bike/ped improvements into new street and highway projects; right-sizing future infrastructure to the expected needs of the system; the pace of change in technology and incorporating these changes in the planning process and freight movement; revenue constraints and sources; paratransit service, transit connectivity, and transit coordination; rail crossings and corridors; demographic shifts; needs for bike/ped facilities and incorporating such facilities into the future and existing street and highway system; improving vehicular

traffic flow, system efficiency, and maintaining and sustaining the current transportation system.

The each member of the PAC was asked to provide one specific need. The list of those needs identified is as follows:

- Finding new revenue sources
- Increased use of ITS
- Coordinated transit and paratransit
- Maintaining the efficiency of the transportation system
- System preservation – maintaining the existing transportation system
- Develop a priority of non-State roads
- Education on freight and freight issues
- Addressing environmental issues identified by MAP-21
- Connectivity and Sustainability
- Bottleneck removal
- Maintaining safety
- Maintaining the National Highway System

Next Meeting and Adjournment

Mr. Skelton then announced the date of the next meeting, and adjourned the meeting at 2:15.

MOVE 2040 Need Assessment Review

The following is a compilation of needs that have been identified so far in the MOVE 2040 process. Each need is followed by a number of identified general issues. General Issues are problems that our transportation system is facing, and a need is a “bundle” of general issues that will help the PAC to prioritize the Issues that face our community. Each issue is also marked on when it was generated (By the PAC, or though the Technical Memorandum 1 (TM1). One need that was general issue (environment) is included in MAP-21, was not included into a need as it is required to be considered for goal setting, which is the next stage of the Move 2040 process.

Need: Air Quality

General Issues	PAC-Identified	TM1-Identified
Reduce roadway congestion.		X
Reduce on-road ozone precursors		X
Reduce Vehicle Miles Traveled (VMT)		X
Threat of Non-attainment – Ozone		X

Need: Alternate Modes of Transportation

General Issues	PAC-Identified	TM1-Identified
Hours of operation for transit service.		X
Decrease transit headway times.		X
Age and Condition of transit rolling stock.		X
Investigate a regional transit system with express routes from surrounding cities and areas.		X
Increased coordination between and among paratransit service providers and mainline transit service to better coordinate and schedule paratransit services in the WAMPO Region.		X
Address deficiencies and gaps in the bicycle and pedestrian network.		X
Provide better connectivity of the regional trail system and the connectivity to multiple jurisdictions and mode transfer locations.		X
Reevaluate non-motorized performance measures.		X
Maintain and improve connections to multi- and inter-modal facilities in the WAMPO Region.	X	X
Traffic Calming	X	X

Need: Bottlenecks

General Issues	PAC-Identified	TM1-Identified
Kellogg	X	X
Grade Separation of rail crossings	X	X
Kellogg Interchanges	X	X
Interchanges needing updated	X	X

Need: Demographic Shifts

General Issues	PAC-Identified	TM1-Identified
Attitudes towards transportation	X	X
Graying population	X	X
Transit as a higher priority	X	
Paratransit as a Priority	X	X
Maintain and improve connections to multi- and inter-modal facilities in the WAMPO Region.	X	X

Need: Congestion

General Issues	PAC-Identified	TM1-Identified
Increase attention and investment in system maintenance and preservation.	X	X
Institute and maintain more aggressive access management policies.		X
Bottleneck removal and attention to problem intersections and interchanges, as well as railroad crossings, deficient bridges, lane pinches and transition areas.	X	X
Standard pavement condition collection and reporting		X
Increase attention and investment in ITS and other TSM/TDM measures.	X	X
Increase attention and investment in Incident Management activities.		X
Reevaluate congestion (delay) performance measures.		X

Need: Education

General Issues	PAC-Identified	TM1-Identified
Education on freight	X	
Graying population	X	X
Education of drivers	X	

Need: Freight Transportation

General Issues	PAC-Identified	TM1-Identified
"The Last Mile"	X	
Grade Separation of rail crossings	X	X
Education on changing needs of Freight	X	

Need: ITS

General Issues	PAC-Identified	TM1-Identified
Signalization	X	X
Better light timing	X	X
Traffic Calming	X	X
Graying population	X	X
Flow > stopstart	X	X

Need: Land Use

General Issues	PAC-Identified	TM1-Identified
Coordinating transportation with current and future land use		X
Corridor Protection on all mile line and future alignments (e.g. NW connector)		X

Need: Maintaining the Current Transportation System

General Issues	PAC- Identified	TM1- Identified
Lack of future funds	X	
Right Sizing roads	X	X
Bridge Replacement	X	X
Maintaining what we have	X	X
Fiscal Sustainability	X	X
Find new funds	X	
doing better with the money we have	X	X

Need: Safety

General Issues	PAC- Identified	TM1- Identified
Incorporate safety early in the planning process		X
Improve engineering of transportation system to minimize fatalities and disabling and incapacitating injuries.		X
Consider engineering and non-engineering solutions to high crash areas.		X
Decrease secondary accidents by use of effective Incident Management Program.		X
Increase use of ITS and other TSM/TDM measures.	X	X
Grade Separation of rail crossings	X	X
Bridge replacement	X	X
ITS informational safety	X	X
Graying population	X	X
Traffic Calming	X	X