

WAMPO MTP-PAC Meeting Agenda

Meeting #11

March 24, 2014

11:00 am – 12:30 pm

Large Conference Room

455 N. Main, 10th Floor

Wichita, Kansas

Contact Gloria Jeff (gjeff@wichita.gov or 316-268-4854) with questions.

AGENDA

1. Approval of the March 11, 2014 meeting summary
2. Proposed Investment Strategies -- Gloria Jeff
3. Public Engagement Phase 2 – Mike Spadafore
4. Additional discussion topics
5. Next meeting 4/8/14 1:00 pm
6. Adjournment

WAMPO MTP-PAC
Meeting #10 Meeting Summary
March 11, 2014
1:30 pm to 2:30 pm
Property Management Conference Room
455 N. Main, 13th Floor
Wichita, Kansas

Members Present

James Skelton, Sedgwick County Commissioner, Committee Chair
Davonna Moore, Kansas Department of Transportation (KDOT)
Jay Decker, Kansas Department of Transportation
Jim Weber, Sedgwick County Public Works
Dave Barber, Wichita Sedgwick County Metropolitan Area Planning Department (MAPD)
Steve Banks, Wichita Sedgwick County Metropolitan Area Planning Department (MAPD)
(Representing Wichita Transit)
Les Mangus, City of Andover Public Works
John Prather, Groendyke Transport
Tonya Bronleewe, City of Wichita Environmental Quality
Tom Jones, Sedgwick County Association of Cities (SCAC)
Paul Gunzelman, City of Wichita Traffic Engineering

Members Absent

Mike Barushok, Bike Walk Wichita
Paul Foundoukis, Federal Highway Administration (FHWA)

WAMPO Staff Present

Kristen Zimmerman
Gloria Jeff
Mike Spadafore
Zach Edwardson

Mr. Skelton opened the meeting.

Approve February 24, 2014 Meeting Summary

The meeting summary for the February 24, 2014 meeting was approved.

Updated Vision and Goal Statements

Ms. Jeff reviewed the Vision and Goal Statements. These are for the Phase 2 public outreach.

Proposed Investment Strategies

Gloria thanked the group for their work during the workshop on February 27, 2014

Ms. Jeff reviewed the proposed investments strategies. These strategies are a consolidation of the strategies developed in the workshop breakout groups. The workshop was February 27, 2014.

The four strategies and the associated changes are:

- Addressing the Demographic Shifts and Environmental Concerns Investment Strategy
 - David Barber noted that the Community Investment Plan had not yet settled on its final scenario and that it was premature to state the CIP called for more compact development patterns.
 - In the funding section partnership will be replaced with cooperate and “active transportation” will be replaced with “alternate modes of travel”
- Preserve and Maintain Existing System Investment Strategy
 - No changes
- Multimodal Investment Strategy
 - Jay Decker suggested that language be added that explicitly discussed the connectivity of the multimodal transportation system
- Fixing Bottlenecks Investment Strategy
 - “Signal Synchronization” will be changed to “improving signal signalization and cycle lengths”
 - Additional language in the introductory paragraph will add that the focus will be interchange and intersection improvements.

These Investment Strategies are the focal points for discussion and modification during the Phase 2 Public Engagement activities.

John Prather stated that when the next levels of discussion for the Investment Strategies, Tactics, are discussed that the following items be included:

1. Communications with the goods movement regarding their needs during their peak periods
2. Addressing the goods movement flow characteristics
3. The impact of Smart vehicles, Smart roads and the interactions between them

Investment Strategy Development Workshop Post Critique

- ❖ The Workshop was well attended and provided a good mix of participants from the metropolitan area
- ❖ The venue - National Center for Aviation Training – was an excellent choice. It allowed for a good discussion within the breakout groups and informal discussion at lunch.
- ❖ The format fostered discussion and understanding among folks who would not otherwise have interacted. It also provided a forum for understanding of issues and different perspectives for the future of transportation within the metropolitan area.
- ❖ The time within the breakout groups should have been 20 – 30 minutes longer.
- ❖ Good food
- ❖ Overall the workshop went well
- ❖ More than one workshop session in the future should be held to address scheduling conflicts for the TPB, TAC and PAC participants.
- ❖ Mixed recommendations about the expansion of the invited participants

Upcoming Activities

- Public Outreach and Engagement Sessions
- Performance Measures development and selection
- Financial Plan review and adoption
- Transportation Travel Demand Model results
- Selection of Preferred Investment Strategy

- Solicitation of programs and projects

PAC Meeting Schedule

In response to concerns raised about the meeting schedule, the PAC members discussed the frequency of committee meetings. It was agreed that the meeting schedule would be retained but that the non-TAC meeting would be cancelled if there were not sufficient topics for the meeting. The TAC meeting date would be retained as the PAC meeting date. The meeting time was changed to 11:00 am.

Next Meeting and Adjournment

Mr. Skelton thanked the committee for their work and announced that the next meeting would be March 24, 2014 at 11:00 am. He then adjourned the meeting.