



## Transportation Advisory Committee (TAC) meeting notice

Monday, February 27, 2017 at 10:00 am

271 W. Third Street, Suite 203, Wichita, KS 67202-1212

Please call us at 316.268.4315 at least 48 hours in advance if you require special accommodations to participate in this meeting. We make every effort to meet reasonable requests.

### Meeting Agenda

*[Note: Meeting agenda is subject to change during the meeting.]*

1. **Welcome**
2. **Regular Business**
  - A. Approval of February 27, 2017 Agenda
  - B. Approval of January 23, 2017 Minutes
  - C. Director's Report
3. Public Comments
4. **Planning Considerations**
  - A. Speaker Series: American Association of Retired Persons (AARP)  
Andrea Bozarth, AARP Associate State Director, Community Outreach
5. **New Business**
  - A. Update: Tiger Grant  
Phil Nelson, WAMPO Director
6. **Committee Reports/Updates**
7. **Other Business**
8. **Adjournment**

Phil Nelson, TAC Secretary  
February 22, 2017



You can request a recording of the entire meeting by calling 316.268.4315. Thank you.

<b>WICHITA AREA METROPOLITAN PLANNING ORGANIZATION</b> <b>Transportation Advisory Committee (TAC) Meeting Summary</b>		
01.23.17	Meeting Time: 10:00 a.m.	Meeting Location: 271 W. 3rd Street, Suite 203 Wichita, KS 67202
Type of Meeting:	Regular	
Members Present:	Tom Jones, Chair Phil Nelson, WAMPO Jim Weber, Sedgwick County Shawn Mellies, City of Wichita Paul Gunzelman, City of Wichita Gary Janzen, City of Wichita (in at #2c) Baylee Cunningham, Air Quality Don Snyder, KDOT Rene Hart, KDOT (in at #4) Jack Whitson, SCAC	Dan Squires, SCAC Zach McHatton, SCAC Les Mangus, SCAC (out at #6) Michelle Stroot, Wichita Transit Annette Graham, CTD #9 (in at #2c) Jack Brown, Regional Pathways John Prather, Freight Representative Keith Lawing, R.E.A.P (in at #4) Paul Foundoukis, FHWA (ex-officio)
Other Attendees:	Vicki Forbes, WAMPO Carol Gilchrist, WAMPO Steve Lackey, TranSystems Katherine Newby, WAMPO Tricia Thomas, WAMPO	Jason O'Brien, WAMPO Chris Upchurch, WAMPO Gloria Jeff, WAMPO Kristen Zimmerman, WAMPO Dave Barber, MAPD
<b>1. Call Meeting to Order and Welcome</b>		
	Tom Jones, Chair, TAC	
Mr. Jones called the meeting to order at 10:00 a.m.		
<b>2. Regular Business</b>		
<b>A.</b>	<b>Approval of January 23, 2017 Agenda</b>	
Discussion	None.	
Action	Motion	Second
<b>Moved to approve the January 23, 2017 meeting agenda, as presented. Motion was unanimous (14-0).</b>		Squires McHatton
<b>B.</b>	<b>Approval of November 28, 2016 Minutes</b>	
Discussion	Mr. McHatton requested that his name be added to the November 28, 2016 meeting minutes.	
Action	Motion	Second
<b>Moved to approve the November 28, 2016 TAC meeting minutes, with the correction to the attendance roster. Motion was unanimous (14-0).</b>		McHatton Jones
<b>C.</b>	<b>Director's Report</b>	
Discussion	Mr. Nelson announced that the Trends Primer and the final version of the 2017 Unified Planning Work Program are posted on www.wampo.org. Mr. Nelson presented a graph that he created depicting the people groups that need to be included in the transportation planning process, and which time period this planning should take place for the next long range plan.	
<b>3. Public Comment Opportunity</b>		
	Tom Jones, Chair, TAC	
Discussion	None.	



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**4. Planning Considerations**

<p><b>A.</b></p>	<p><b>Speaker Series: Wichita Urban Infill Initiative</b>          Dave Barber, Advanced Plans Manager, Wichita-Sedgwick County Metropolitan Area Planning Department</p>
<p>Discussion</p>	<p>At the highest level, Urban Infill is about restoring lost vibrancy of place; reversing dis-investment in place; revitalizing, re-creating or enhancing a sense of place; maximizing return on existing public capital/operational infrastructure investments; and attracting new population growth and economic investment in place.</p> <p>Wichita’s Community Investment Plan 2015-2035 advocates for increased urban infill activity. This includes population and employment growth along with residential and commercial development/reinvestment in Wichita’s mature urban neighborhoods. Wichita’s Established Central Area (ECA) includes a roughly three mile radius of the city’s downtown core and the surrounding mature neighborhoods. Most of Wichita’s ECA was developed prior to 1960</p> <p>Historic development patterns limited accommodation of automobiles in original neighborhood layout and design. Accessory dwelling units, or granny flats, and duplexes are commonly found in Wichita’s older neighborhoods. Prior to 1937, one and two-family dwelling units were permitted in the City’s residential zoning district. After 1937, one and two-family distinctions were made in the City’s new residential zoning reclassification. Many properties retained a two-dwelling unit option under the post-1937 zoning classification system. The net result of these development patterns is a random mix of one and two-family dwelling units plus accessory dwelling units in the older neighborhoods within the ECA.</p> <p>The ECA also has development patterns and uses/buildings that are non-conforming with current Wichita zoning standards (e.g. building setbacks from property lines, landscaping/screening, on-site parking requirements, accessory dwelling units, etc.). Over time, non-conformity often leads to dis-investment resulting in a high concentration of vacant or under-utilized property in the ECA.</p> <p>The new Wichita Urban Infill Strategy collectively refers to four specific strategies that address the following major impediments to accelerated rates of urban infill development in Wichita. These impediments include neighborhood concerns; regulatory barriers and restrictions, infrastructure modernization issues/costs, and land assembly and financing issues. Changes to Wichita’s current zoning code regulations and property development standards could help expedite urban infill development in terms of ease, time, expense and practicality.</p> <p>Home ownership rates have trended downward across the nation since 2005. Following this trend, half or more of new housing demand thru 2050 could potentially be for rentals. Reasons for this include elevated financing underwriting standards; changing views of young professionals on home ownership, and demographic and economic shifts.</p> <p>The City of Wichita has identified 12 Urban Infill Actions framed in the context of the Wichita Urban Infill Strategy for implementation over a multi-year period. Key Infill action for 2016-17 include: (1) Establishing an Urban Infill Advisory Committee and Staff Project (MAPD) Team to provide perspective/feedback on City urban infill actions and efforts; (2) Reviewing the Unified Zoning Code and develop basic infill design (MAPD) guidelines for the entire ECA; (3) Amending the Unified Zoning Code to enable by-right infill (MAPD) development projects in the ECA, and permit accessory dwelling units, duplexes, relaxed building setbacks, and mixed-use development.</p> <p>Infill development represents change and uncertainty for a neighborhood as they find it difficult to visualize and assess the impacts of a proposed infill development projects. Their response to infill development is often fear, mistrust and opposition. Typical neighborhood concerns over infill development projects include fear of increased neighborhood population densities; increased local street traffic; increased renter make-up of neighborhood; new building design that is inconsistent with neighborhood context/character; and real or perceived changes in existing property values.</p> <p>The committee members asked Mr. Barber questions regarding Wichita’s Urban Infill Plan. Mr. O’Brien followed-up the presentation with a challenge for the group to stay abreast of infill development within the region, in order to stay connected to the changing transportation needs of the community.</p>



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5. New Business		
<b>A.</b>	<b>Action: 2017 Transportation Improvement Program (TIP), Amendment #1</b> Jason O'Brien, Senior Planner	
Discussion	<p>The 2017 TIP Amendment #1 was open from December 16-30, 2016 and follow-up will continue through February 3, 2017. This is the first Amendment to be completed using WAMPO's new Project Tracker web portal system (<a href="https://projecttracker.wampo.org">https://projecttracker.wampo.org</a>). Changes that require a formal Amendment include:</p> <ul style="list-style-type: none"> <li>• Meridian Pedestrian Bridge has been dropped due to cost increases</li> <li>• 5th Street: Bridge Over Floodway to Broadway requires a new scope due to unexpected costs (no net change in WAMPO funds)</li> <li>• 4 new projects were added (no change in WAMPO funding):               <ul style="list-style-type: none"> <li>○ Kellogg from Greenwich to 127th (state and local funded)</li> <li>○ Intersection Improvements at US-54 &amp; Barber (state)</li> <li>○ Wichita Transit 5310 Operating (Federal Transit)</li> <li>○ Wichita Transit 5310 Capital (Federal Transit)</li> </ul> </li> </ul> <p>A public comment period opened on January 13, 2017. No comments have been received to date. The staff recommends approval of the 2017 Transportation Improvement Program (TIP) Amendment #1, as proposed, to the Transportation Policy Body (TPB).</p> <p>Mr. Squires asked if the illumination of the Meridian Pedestrian Bridge project from the TIP, would leave un-programmed funds. A sub-committee was formed to determine how these funds will be used. Other than this change, there are no net changes.</p>	
Action	Motion	Second
<i>Motion to approve the 2017 Transportation Improvement Program Amendment #1, as presented. Motion was unanimous (18-0).</i>	Whitson	Stroot
6. Committee Reports/Updates		
	<b>Asset Management Steering Group</b> Troy Tabor, Steering Group Chair Gloria J. Jeff, Principal Planner	
Discussion	<p>The Asset Management Steering Group was established by the Transportation Policy Body (TPB) as part of the implementation of the Long Range Transportation Plan, MOVE 2040. Mr. Tabor, Asset Management Steering Group Chair, reviewed the tasks the group set out to accomplish over the last year and the outcomes that they achieved.</p> <p>A survey of the member jurisdictions has been conducted. It showed that all of the responding member organizations have a shared and consistently used condition rating system for bridges. Bridges are in good condition with less than 5% of the bridges requiring replacement or significant maintenance activities. The same survey indicated that there are multiple rating methods for road pavement conditions. All, who submitted answers to the survey instrument, indicated that there were preventative maintenance procedures, processes and referenced plans for pavement management. The 2013 System Profile stated that more than 80% of the federal and/or state supported roadways were rated as being in good or better condition. The response from the City of Wichita Department of Transit indicated that 100% of their passenger carrying vehicles used in the AM pull out are rated in good condition or better. Also, 100% of their spare fleet is also rated in good condition or better.</p> <p>A draft scope of work for a consultant has been developed. The committee will continue to review for work that can be done by the staff or the consultant. WAMPO staff has identified financial and staff resources for Calendar Year 2017.</p> <p>The Steering Group has agreed that the initial effort will focus on road pavements and bridges. Transit has committed to direct and independent compliance with the requirements and regulations of the Federal Transit Administration. The Steering Group is discussing the collection of the data at the jurisdictional level that is consistent with the selection of a software solution that will provide a data base and provides analysis for the jurisdictional and regional network elements. The Steering Group has also agreed that this will be consistent with the Kansas Department of Transportation Asset Management Plan and Processes.</p>	



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Discussion, continued	<p>The steering group recommends the establishment of a temporary subject matter expert to work with WAMPO staff to initiate the development of policies and principles for WAMPO's asset management process and plan. The progress anticipated in 2017 includes approval of policies and principles by the Transportation Policy Body; initiation of pavement condition data collection; completion of regional conditions analysis report, approval of performance targets for pavements and bridges, and initial draft of the Asset Management Plan.</p> <p>Mr. Squires asked if the Asset Management Steering Group has looked at software for asset management and stated that the City of Derby is slated to create an asset management plan and wanted to connect with WAMPO's software selection. Mr. Tabor stated that the steering group has looked at many software packages and would hope that Derby would wait and coordinate on this matter with the MPO. Ms. Jeff added that many of the software for asset management has the capacity to take data and then reformat to what is needed for the various areas. Mr. Squires asked if the data collection will be sufficient enough for each region to use. Ms. Jeff stated that the software will assist in collecting data using the same methodology. Mr. Whitson added that the steering group is waiting on the state to determine what they are going to do in order to choose the appropriate software to collect data with the same standards.</p>
<b>7. Other Business</b>	
Tom Jones, Chair, TAC	
Discussion	<p>Mr. Prather stated that he would like to see the Kansas Turnpike Authority attend the TAC meetings. Mr. Nelson stated that he will reach out to them again. Mr. Prather added that he would like to see a representative from rail on the TAC as well.</p>
<b>8. Adjournment</b>	
Tom Jones, Chair, TAC	
Discussion	The meeting adjourned at 11:27 p.m.



**Agenda Item 3:**  
**Public Comment Opportunity**  
Tom Jones, Transportation Advisory Committee (TAC) Chair

## Background

The Public Comment Opportunity is an open forum for the general public to provide comments about specific items on this month's agenda, as well as any other issues directly pertaining to WAMPO's policies, programs, or documents. Comments are limited to two minutes per individual.



## **Agenda Item 4: Planning Considerations**

### **Speaker Series**

Kathy Newby, Planning Analyst

WAMPO's Speaker Series is a way of providing data, news, updates on trends, and other information to our Transportation Advisory Committee (TAC) and Transportation Policy Body (TPB).

[Andrea Bozarth, Associate State Director, Community Outreach](#)

[American Association of Retired Persons \(AARP\)](#)

**Presentation: Trends in the Aging Population**

Andrea Bozarth joined AARP in 2005 after working for the United Way of Wyandotte County, Inc., where she spent two years as the Director of RSVP, one of the largest volunteer networks in the nation for people 55 and over. She has also worked as a Volunteer Coordinator for Kansas Wesleyan University; Coordinator of Inmate Family Reintegration Services for the Topeka Correctional Facility; and a Primary Addiction Counselor for DCCCA in Lawrence, Kansas.

Bozarth served on the planning committee for the National Points of Light Conference in Kansas City and was a delegate to the 2005 President's Conference on Aging. She also served on the Board of the University of Kansas Medical Center's Landon Center on Aging; and the steering committee for the Kansas City Multicultural Festival.

Bozarth is the 2014 recipient of the Maureen McCoy Award for Excellence in Service and the 2016 recipient of the Sherrie Gordon Award for Excellence in Multicultural Leadership.

At the February 27, 2017 TAC meeting, Ms. Bozarth will give a presentation on the regional trends of the aging population.



## Background:

- The City of Wichita has worked with Wichita State University (WSU) on TIGER Grants to provide improved streets and bus service for the University.
- The previous TIGER Grant proposal was designed to serve the WSU Metroplex, located at 29<sup>th</sup> Street and Oliver, the campus proper, and would improve transit service to and from the University to downtown Wichita.
- The grant application was not approved by the Federal Highway Administration (FHWA), and the proposal has been, at least temporarily, shelved.

## New Proposal:

- While still in the very preliminary study phases, WAMPO staff is seeking feedback from the TAC on a new TIGER Grant proposal.
- WAMPO staff is proposing a two phase grant application that would utilize a Personal Rapid Transit (PRT) System.
  - **Phase 1** would run on the outer perimeter road of the WSU campus, then through the new Innovation campus, and extend to the Metroplex along the Oliver right of way.
  - If possible, **Phase 2** would run south on Hillside from 17<sup>th</sup> Street and Hillside to Douglas Avenue, then turn west to extend on Douglas to Old Towne.
- Ultra-Global, the company that builds the PRT systems, currently uses a system to serve Terminal 5 at Heathrow Airport in London. The system has been so successful at Heathrow, that they have employed Ultra-Global to extend the PRT system to the other four terminals. Click [HERE](#) to view a brief video of how the PRT system works at Heathrow Airport
- While there are still critical issues that need to be addressed, such as rights-of-way limitations, etc., the overall cost/benefit ratio of this project is very high.
- This autonomous system would run 24 hours a day, seven days per week, and would serve a significant population that do not have access to vehicles.
- The TPB Chair, Pete Meitzner, and the WAMPO Director have held meetings with Dr. John Tomblin and Debra Barnes of WSU, and they are very enthusiastic about this proposal.

## Next Steps:

- This proposal is in the very formative stages, and staff is seeking the TAC's input at the beginning of the project rather than waiting until a formal proposal is presented.
- At the February 27, 2017 TAC meeting, staff will present, in greater detail, this proposal for the committee's input, advice and assistance.

## Attachment(s)

- [Perimeter Road PRT Proposal Fact Sheet](#)

Perimeter Road PRT Proposal	Project Positives
<p><b>System Characteristics:</b></p>	
<p>Estimated Project Length Including Extensions into the Innovation Campus (Phase 1) <span style="float: right;">3.5 Miles</span></p>	<p>*The System works &amp; has been proven reliable. A similar system currently serves Terminal 5 at London's Heathrow Airport. Heathrow is currently designing an extension of the system to serve all terminals</p>
<p>Estimated Phase 1 Costs <span style="float: right;">\$ 15,750,000</span></p>	<p>*The System vehicle runs on 4 rubber tires and 4 car batteries</p>
<p>System Would be a 15 foot wide elevated on piers concrete pathway. Some sections could be constructed at grade</p>	<p>*The System at Heathrow has eliminated 50,000 trips by diesel buses and has significantly reduced pollution.</p>
<p>System could be operated under the auspices of Wichita State University and would operate on the Outer Perimeter Road and through the new Innovation Campus. Proposal includes extension to the WSU Metroplex for surface park &amp; ride lot          Phase 2 of the project would involve running the route south from 17th Street on Hillside to Douglas Avenue. The route would extend west on Douglas from Hillside to Old Town. <span style="float: right;">4.0 Miles</span></p>	<p>*30 trips per day over the 3.5 mile course would require one tire replacement per car per year.</p> <p>*Headways at Heathrow have been reduced from 30 minutes (bus) to 6 minutes</p> <p>*Pod Cars run at 25 mph</p> <p>*Pod Car carries 4 passengers and baggage or in this case books and supplies</p>
<p>Estimated Phase 2 Costs <span style="float: right;">\$ 18,000,000</span></p>	<p>*System is relatively low maintenance. Cars require minimal maintenance and system would require minimal maintenance as well.</p>
<p><b>Estimated</b> Cost Per Mile (vehicles, infrastructure, control systems) <span style="float: right;">\$ 4,500,000</span></p>	<p>*System is self-guided meaning, passenger gets in, pushes the door closed button and the car moves forward and stops at designated points.</p>
<p>Total Estimated Costs 7.5 miles <span style="float: right;">\$ 33,750,000</span></p>	<p>*Extending system to WSU Metroplex provides park and ride setting meaning reduced need for on campus parking structures or lots</p>
<p>Proposed 20% Contingency Fund <span style="float: right;">\$ 6,750,000</span></p>	<p>*Off-site parking and PRT shuttle system could improve traffic circulation during large-scale campus activities</p>
<p>Total Estimated Project Cost <span style="float: right;">\$ 40,500,000</span></p>	
<p><b>Financing Possibilities</b></p> <p style="text-align: center;">Smart Cities Grants</p> <p>USDOT awards up to \$50 million for innovative projects          No local match is required</p> <p style="text-align: center;">TIGER Grants</p> <p>Partnership Awards such as KDOT, WSU or other Entrepreneurial Organizations.</p>	<p><b>Other innovations could include:</b></p> <p>Sensing system that determines if elevated concrete surface is becoming slick and would spray a deicing agent on the roadway. A working de-icing system is currently in place in Lenexa, KS.</p> <p>System designed by British Engineering firm ULTra Global PRT</p> <p>System could run 24 hours per day, 7 days per week</p> <p>Phase 2 of the project would provide access to Wesley Hospital and Wesley Children's and would provide access to Wichita residents to medical, educational and entertainment venues, especially for those people without access to vehicles.</p> <p>PRT cars are recharged by induction charging system built into the pavement at various stations</p>