



235 · KELLOGG · CENTRAL

...A FRESH LOOK

**COMMUNITY ADVISORY COMMITTEE
MEETING #1**

MARCH 30, 2006

Introductions

- **The Project Team**

- KDOT
- City of Wichita
- Sedgwick County
- Wichita Area Metropolitan Planning Organization (WAMPO)
- TranSystems (consultant)
- Gould Evans (consultant)

Community Advisory Committee

- Mid-Continent Airport
- City of Wichita
 - Flood Control Department
 - Police Department
 - Fire Department
- Kansas Motor Carriers Association
- Wichita Downtown Development Corp.
- Area Business Owners
- Bombardier Aerospace
- Towne West Mall
- Westar
- Orchard Breeze Neighborhood Assoc.
- Orchard Park Neighborhood Assoc.
- Sandpiper Bay Homeowners Assoc.
- Kansas Highway Patrol
- WAMPO Board Member
- DABs 4, 5 and 6

Study Description

- **Study Boundary**
 - I-235 between and including the interchanges of US-54/400 (Kellogg) and Central Avenue
- **Influence Area**
 - Roughly bounded by the next interchange north and south
 - Zoo Boulevard on the north side
 - West Street on the east side
 - K-42 on the south side
 - Ridge Avenue on the west side
- **Regional Travel Demand Model**
 - Wichita Metropolitan Planning Area



Study Area



CAC 1 - 30 March 2006

Purpose of the Study

- **Responding to congestion and safety needs**
- **Want to continue to serve the needs of the region into the future**
- **To develop long-term and interim solutions**

Public Engagement

- **Community Advisory Committee**
- **En Banc** (Meeting of City & County Officials)
- **District Advisory Boards 4, 5 and 6**
- **Public Meetings**
 - Three during the study
- **Webpage**
 - www.235KelloggCentral.com
- **Opinion Surveys**



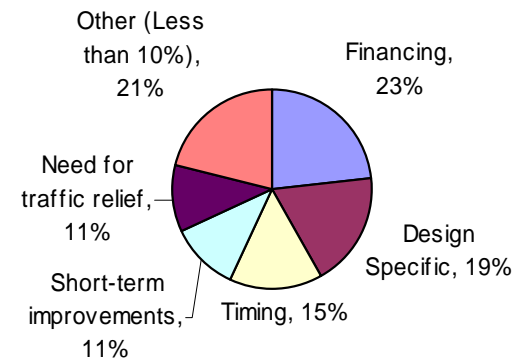
What We've Heard So Far

- **Introductory Meetings with Advisory Committee**

Most common topics:

- Financing
- Specific design comments
- Timing/schedule
- Defining short-term improvements
- Need for traffic relief

Percentage by Topic (Top Five)



What is a Community Advisory Committee?

- Formed for planning studies to provide input from citizens representing potentially affected areas or special interest groups
- Representatives of neighborhoods or groups with a vested interest that were appointed to this CAC are encouraged to participate at all five CAC meetings



Community Advisory Committee

- **Roles & Responsibilities**
- **Meeting Schedule**
 - Fourth Thursday of a month
 - Typically three months apart
- **Roster and Contacts**
 - KDOT
 - Thomas Dow and Tom Hein
 - TranSystems and Gould Evans
 - Steve Schmidt and Graham Smith



Community Advisory Committee

- **Meeting Topics**

1. Guiding Principles → **Today's Meeting**
2. Review of Existing and Projected Conditions
3. Design Concept Review → **Workshop**
4. Design Concept Recommendation → **Workshop**
5. Phasing Plan Review

Study Process

- **Tasks**

- Existing and Projected Conditions
 - Purpose and Need Report
- Design Concepts
- Recommendations
 - Short-term
 - Long-term
 - Report documentation

Study Schedule

Quarters	2006				2007	
	1st	2nd	3rd	4th	1st	2nd
Existing and Projected Conditions						
<i>Regional Context</i>	■					
<i>Existing Transportation</i>	■	■				
<i>Projected Transportation</i>		■				
Design Concepts						
<i>Operations</i>		■	■	■		
<i>Layouts</i>			■	■		
<i>Assessment</i>				■	■	
Recommendations						
<i>Refinements</i>					■	■
<i>Phasing Plan</i>					■	■
<i>Report</i>						■
Public Engagement Activities						
<i>Community Advisory Committee</i>	# 1	#2		# 3	# 4	# 5
<i>En Banc</i>	# 1			# 2		# 3
<i>WAMPO</i>	# 1			# 2		# 3
<i>DAB</i>	x x x					
<i>Public Meeting</i>			# 1	# 2	# 3	
<i>Website Updates</i>	# 1	# 2	# 3	# 4 & 5	# 6	# 7 & 8

Existing Conditions

• Traffic Volumes

- Permanent Count stations on I-235 and US-54/400 (Kellogg)
 - Historic growth, and temporal variations
 - I-235 ranges between 40,000 (south of Kellogg) and 50,000 (north of Kellogg) vehicles per day (vpd)
 - US-54/400 is consistent (east/west of I-235) at approximately 89,000 vpd
- Central Avenue ranges between 21,000 vpd east of I-235 and 31,000 vpd west of I-235

Existing Conditions

- **Traffic Capacity**

- Typical street capacities based upon number of lanes and type
 - Freeway (4 and 6 lanes)
 - Light (LOS C) to medium congestion (LOS D)
 - Operations influenced by interchanges
 - Undivided arterial street (5 lanes)
 - Light (LOS C) to medium/heavy congestion (LOS D/E)
 - Operations controlled by traffic signals
- More detailed information later

Existing Conditions

- **Traffic Safety**

- Accident data

- Number of crashes, usually over several years
- Percent injury crashes
- Crash rates to account for traffic volumes
 - Average rate and a “critical” rate
- Crashes by type (design, driver-related, etc.)
- Comparison to statewide rates
 - Same type of roads (four-lane divided urban full control)
 - Both I-235 and US-54/400 (Kellogg) are higher than statewide average rates

Next Steps

- **Planned Meetings of the CAC**

- June 22, 2006
- October 2006
- February 2007
- May 2007

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	1st	2nd	3rd	4th	1st	2nd
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Regional Context						
Existing Transportation						
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