

DR 80-11 - THE EAST KELLOGG
IMPROVEMENT STUDY.

ACTION

DATE

COMMITTEE _____

M.A.P.C. _____

R.C.C./B. CO. C. _____

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION

MINUTES

MAY 22, 1980

The regular meeting of the Wichita-Sedgwick County Metropolitan Area Planning Commission was held on Thursday, May 22, 1980, at 1:30 p.m., in the City Commission Meeting Room, First Floor, City Hall, 455 North Main, Wichita, Kansas. The following members were present: William J. Goebel, Chairman; David Bayouth, James Gardner, II; Ewing C. Lofton; Steven J. Martens; Michael Savina; and Bill Shook (late arrival). John Hennessy and Elwood Jones were absent. One vacancy. Staff members present were: Robert A. Lakin, Secretary; Jack H. Galbraith, Assistant Secretary; Arthur D. Chamber, Junior Planner; and Ruby M. Eubanks.

1. Approval of the minutes of April 10, 1980 and April 24, 1980.

MOTION: That the Planning Commission approve the minutes of April 10, 1980 and April 24, 1980 as written and mailed. Bayouth moved, Gardner seconded and it carried unanimously. Shook was not present. Hennessy and Jones were absent. One vacancy.

SHOOK arrived.

SUBDIVISION COMMITTEE:

2. D-0946 - Riverlawn Christian Church grants a utility easement legally described as: Beginning 10 feet south and 80 feet west of the NE Corner, Lot 1, Block A, Hallock Addition; thence south along the west line of Meridian Avenue a distance of 379.94 feet; thence west parallel to the north line of said Lot 1 a distance of 10 feet; thence north to a point 10 feet south and 90 feet west of the NE Corner of said Lot 1; thence east to the point of beginning. Generally located at the southwest corner of Meridian and 42nd Street North.

MOTION: That the Planning Commission recommend to the City Commission that this dedication be accepted. Bayouth moved, Gardner seconded and it carried

unanimously. Hennessy and Jones were absent. One vacancy.

3. D-0947 - Mary Kelly grants a utility easement legally described as the west 4 feet of the east 148.25 feet of Lot 21, Gilder's Court. Generally located east of Coolidge in an area south of 29th Street North.

MOTION: That the Planning Commission recommend to the City Commission that this dedication be accepted. Bayouth moved, Gardner seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

4. D-0948 - Mary Kelly dedicates additional street right-of-way for Coolidge legally described as the west 12 feet of Lot 21, Gilders Court. Generally located on the east side of Coolidge in an area south of 29th Street North.

MOTION: That the Planning Commission recommend to the City Commission that this dedication be accepted. Bayouth moved, Gardner seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

5. D-0949 - Mary Kelly dedicates street right-of-way for Woodrow legally described as the east 32 feet of Lot 21, Gilders Court. Generally located between Coolidge and Porter in an area south of 29th Street North.

MOTION: That the Planning Commission recommend to the City Commission that this dedication be approved. Bayouth moved, Gardner seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

6. V-1026 - First National Bank in Wichita requests the vacation of building setbacks legally described as the east 5 feet of the westerly 130-foot building setback and the west 40 feet of the south 5 feet of the northerly 100-foot building setback all as platted in First Place West. Generally located at the southwest corner of Central and Robin Road.

MOTION: That the Planning Commission recommend to the City Commission that this vacation request be approved subject to the following conditions:

- A. All proceedings shall be without cost to the City, County or any utility company.
- B. The applicant shall obtain an administrative adjustment to the associated C.U.P. which now specifies a 130-foot setback on the west and a 100-foot setback on the north.

Bayouth moved, Gardner seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

7. V-1027 - City Engineering on behalf of B.F.P., Inc. and Hazel Brookings requests the vacation of a drainage easement legally described as the south 10 feet of Lot 10, and the north 10 feet of Lot 11, Block 1, South Broadway Industrial Park. Generally located north of 47th Street South and east of Broadway.

MOTION: That the Planning Commission recommend to the City Commission that this vacation request be approved subject to the following conditions:

- A. The applicant shall dedicate an alternate drainage easement at another location.
- B. Any relocation or reconstruction of utilities necessitated by this vacation shall be at the sole expense of the applicant.
- C. All proceedings shall be without cost to the County or any utility company.

Bayouth moved, Gardner seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

8. V-1028 - Myrna L. Park, et al., request the vacation of a street legally described as Springob Street between Susie and Annie Avenues as platted in Supplemental Plat to Schulte. Generally located one block north of 39th Street South, approximately 1/2 mile west of Maize Road.

MOTION: That the Planning Commission recommend to the City Commission that this vacation request be approved subject to the following conditions:

- A. An access easement shall be retained for the purpose of continuing the north-south alley through the vacated street right-of-way.
- B. The applicant shall check with Southwestern Bell regarding the possible need to relocate a telephone line or retain an easement for a telephone line.
- C. Any relocation or reconstruction of utilities necessitated by this vacation shall be at the sole expense of the applicant.
- D. All proceedings shall be without cost to the City, County, or any utility company.

Bayouth moved, Gardner seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

9. V-1029 - The Coleman Company, et al., request the vacation of several streets legally described as 30th Street North from the E.L. Mead to W.L. Mosley; Mosley from S.L. 30th Street North to S.L. 33rd Street North; and 33rd Street North from E.L. Mosley to E.L. Mead. Generally located east of Mead in an area north of 29th Street North.

MOTION: That the Planning Commission recommend to the City Commission that this vacation request be approved subject to the following conditions:

- A. The north half of 33rd Street shall be retained as a utility easement. The balance of this vacation request area will be vacated by the replat of Coleman Co. Addition and appropriate easements shall be shown on the plat.
- B. Any relocation or reconstruction of utilities necessitated by this vacation shall be at the sole expense of the applicant.
- C. All proceedings shall be without cost to the City, County, or any utility company.

Bayouth moved, Gardner seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

10. S/D 80-31 - Final plat of Seventh Addition to Cherry Creek Hills, generally located north of Pawnee approximately 1/2 mile east of Rock Road.

MOTION: That the Planning Commission recommend to the City Commission that this final plat be approved subject to:

- A. The applicant shall guarantee the extension of sanitary sewer to serve all lots.
- B. The applicant shall guarantee the extension of City water to serve all lots.
- C. The applicant shall guarantee the paving of all interior streets being platted.
- D. The applicant shall submit an avigational easement covering all of subject property and a covenant assuring that adequate construction methods will be used to minimize noise pollution within any habitable buildings built on subject property.
- E. The applicant shall obtain approval from the Cities Service Gas Company for the extension of underground utilities and the construction of a street through their easement. Any relocation or encasing of the Cities Service lines which may be required for the development of this property, shall not be at the City's expense.
- F. The platted building setback lines shown through the Cities Service easement shall be deleted on the final plat tracing.
- G. The applicant shall guarantee all drainage improvements required by the platting of this property including storm sewers and the drainage channel on the east side of the property.
- H. Additional easements requested by K.G. & E. and shown on the engineer's "marked copy" of the final plat shall be added to the final plat tracing.
- I. The applicant's surveyor shall contact the City Engineer regarding the need for some minor easement changes.
- J. The signature blocks shall be updated to indicate the current elected and appointed officials.

- K. Recording of the plat within 30 days after approval by the Board of City Commissioners.

Bayouth moved, Gardner seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

11. S/D 80-26 - Final plat of Orchard View Addition, generally located 1/4 mile east of Hydraulic on the north side of 63rd Street South.

MOTION: That the Planning Commission recommend to the City Commission that this final plat be approved subject to:

- A. Approval of this plat shall be subject to approval of the applicant's associated zone case (SCZ-0452 "R" to "R-1").
- B. The applicant shall indicate on the face of the plat and in the plat's text a temporary cul-de-sac at the north end of Madison. The text shall state that the cul-de-sac right-of-way will expire at such future time as Madison is extended to the north.
- C. The applicant shall guarantee the improvement of Madison to suburban street standards, including the temporary turnaround.
- D. At the time of preliminary plat review, the Subdivision Committee acted to recommend waiver of both the lot width-to-depth ratio and the requirement that all utilities be placed underground.
- E. Recording of the plat within 30 days after approval by the Board of City Commissioners.

Bayouth moved, Gardner seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

12. S/D 78-2 - Revised final plat of Westerlund's First Addition, generally located on the east side of 119th Street West in an area approximately 1/2 mile north of MacArthur Road.

MOTION: That the Planning Commission recommend to the City Commission that this revised final plat be approved subject to:

- A. The document recorded on Film 270 at Page 1351 refers to a dedication of right-of-way for road and utility purposes, but states that if it is not accepted by the public, then it shall be for private road and utility purposes. The right-of-way has NOT been accepted by the County because it has not been improved to suburban standards. Also, the legal description of this document is in error in that it references the dedication as running from the west line of the section west (rather than east) 840 feet. Therefore, it is recommended that a corrected document be filed and that the plat show a private road and utility easement on this south 35 feet.
- B. The lot and block number (Lot 1, Block A) referenced in the plat's text shall be added to the face of the plat.
- C. The iron which designates the southwest corner of the lot shall be re-located south 35 feet to correctly reference this southwest corner.
- D. The final plat tracing shall show the Cities Service Oil Company easement which is located on the east 50 feet of the west 70 feet of this property. The applicant shall obtain approval from said Oil Company for the dedication of street right-of-way over a portion of this easement and for a future private drive over their easement. The applicant shall also obtain from Cities Service, approval of a building setback from their easement. Usually a 50-foot setback is required. This would mean a 70-foot setback from the property line.
- E. The applicant shall obtain Health Department approval for the use of on-site sewerage facilities (a sewerage lagoon will be required).
- F. "Access control except for one opening" to 119th Street shall be labeled on the plat and the appropriate correction made in the plat's text.
- G. Recording of the plat within 30 days after approval by the Board of City Commissioners.

Bayouth moved, Gardner seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

13. S/D 79-113 - Final plat of Jamesburg Park, generally located south of 21st Street and west of Tyler Road.

MOTION: That the Planning Commission recommend to the City Commission that this final plat be approved subject to:

- A. The applicant shall guarantee the construction of storm sewers and the drainage channel on the west side of the plat.
- B. The applicant's engineer shall contact the Flood Control office regarding some of the drainage calculations.
- C. The approved commercial C.U.P. concerning Lot 12, Block A, indicates two separate parcels. If these parcels are to be developed under different ownerships, separate, approved building sites will be required. It is, therefore, recommended that the light commercial area be platted into two lots.
- D. The building setback from Tyler Road on Lot 11, Block A shall be increased to 25 feet.
- E. It is not necessary to grant complete access control to Tyler Road from Lot 11, Block A. It is recommended that the labeling be changed to "access control except one opening."
- F. Access controls as approved on the C.U.P. shall be shown on the final plat tracing with the appropriate wording included in the plat's text. One opening to each street shall be constructed to major commercial entrance standards. The applicant shall guarantee the construction of these two major entrances, as well as the decel lanes associated with the entrances.
- G. The applicant shall guarantee construction of left turn bays from 21st Street into the major entrance on Lot 12, Block A and into the collector street, Jamesburg.
- H. A note shall be added to the final plat tracing which states that the building setbacks as designated on the associated C.U.P. shall determine the setbacks on the commercial lots.
- I. The applicant shall guarantee the paving of all interior streets as well as 17th Street.
- J. The applicant shall guarantee the extension of City water to serve all lots being platted.
- K. The applicant shall guarantee the extension of sanitary sewer to serve all lots being platted.

- L. The applicant shall guarantee the construction of a sidewalk on the north side of 20th Street and both sides of Jamesburg and 17th Street.
- M. The applicant shall submit a restrictive covenant stating that four off-street parking spaces will be provided for each dwelling unit on a lot adjacent to a 58-foot street.
- N. The Planning staff will confer with the Fire Department and Public Works Administration regarding street names and will provide the applicant's engineer with a "marked copy" of the plat indicating the street names to be shown on the final plat tracing.
- O. Easement changes and additions as requested by K.G.&E. and shown on the "marked copy" of the plat shall be added to the final plat tracing.
- P. Recording of the plat within 30 days after approval by the Board of City Commissioners.

Bayouth moved, Gardner seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

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- 14. S/D 80-12 - Final plat of Oak Knoll 2nd Addition, generally located 1/4 mile east of Rock Road and 1/4 mile south of Pawnee.

MOTION: That the Planning Commission recommend to the City Commission that this final plat be approved subject to:

- A. The applicant shall guarantee the extension of the necessary sanitary sewer mains and the construction of sanitary sewer laterals to serve each lot.
- B. The applicant shall guarantee the paving of all streets being platted including storm sewers.
- C. The applicant shall guarantee the construction of a sidewalk on the east side of Dalton.
- D. For all lots fronting on a 58-foot street, there shall be submitted a covenant which requires 4 off-street parking spaces per dwelling unit.
- E. The applicant shall submit an avigational easement covering all of subject property and a covenant assuring that adequate construction methods will be used to minimize noise pollution within any habitable buildings built on subject property.

- F. The applicant shall guarantee the extension of City water to serve all lots.
- G. The applicant shall indicate on the face of the plat and in the plat's text a temporary cul-de-sac at the east end of Hurst Street. The text shall state that the cul-de-sac right-of-way will expire at such future time as the street is extended further east.
- H. The applicant shall continue to work with McConnell Air Force Base regarding a pedestrian easement from this plat through the McConnell Manor residential development in order to provide a reasonable means of access to Wineteer School. If the Air Base is agreeable to such an easement, then the final plat shall show a similar pedestrian easement in the vicinity of Lot 25, Block 1.
- I. Recording of the final plat within 30 days after approval by the Board of City Commissioners.

Bayouth moved, Gardner seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

CHAIRMAN GOEBEL read the following statement which is applicable to all City of Wichita zoning cases:

As a result of the City Commission adopting a policy for considering zoning cases on the written record of the Planning Commission, this is to advise those of you who have an interest, either as proponents or opponents, that after we make our recommendation, if you do not feel that you have had a complete hearing, or if you later have additional information to present, you are to submit your statement, in writing, to the City Clerk by 5:00 p.m., on the Wednesday preceding the scheduled Tuesday hearing of the case before the City Commission. The Board of City Commissioners will then determine from these written statements whether they are of such substance to justify returning the case to us for rehearing. Copies of the adopted policy and procedure outline are available from the Secretaries in the front of the office.

Persons speaking on zoning cases, community unit plans, conditional and special use requests, will be limited to 5 minutes. The Commission may, at its discretion, extend by motion such time when needed and justified.

ZONING:

DEFERRED BY PLANNING COMMISSION:

15. Case No. Z-2210 - George M. Bell, et al requests zone change from "RB" to "LC" for Lots 15, 16, 17, and 18, Block G, East University Addition to Wichita, Sedgwick County, Kansas. Generally located on the south side of Figg, in an area between Dodge and Seneca.

The Chairman announced that this case had been withdrawn by the applicant.

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16. Case No. Z-2221 - Brian J. O'Shaughnessy requests zone change from "AA" to "LC" for Reserve, Hankins Addition to Wichita, Sedgwick County, Kansas. Generally located at the northeast corner of McLean and 13th Street.

GALBRAITH stated that when the Planning Commission previously considered this case, the request was for light commercial zoning. The applicant's agent has advised that the applicant is now amending his application to request "RB" zoning for the southern part of this tract leaving approximately 75 feet as "AA" for a single family home on the north. At the last meeting, after several moments of discussion on this case, there were motions to whether or not to permit one fourplex with some buffering, and a motion was finally made to approve the tract for "RB" zoning for one fourplex only and the motion resulted in a moot vote. Prior to this case going to the City Commission, there were protest petitions filed amounting to forty percent of the protest area.

GALBRAITH stated that staff had no problems with the request for fourplex at this major intersection and was supportive of the zoning. He said that CPO Council Area "M" recommended, by a vote of 6-1, that "AA" zoning being retained on the north, but that the southern part be changed to a duplex zoning classification, and also recommended that additional right-of-way be required for 13th Street, and there was some discussion about an additional right-of-way need for a bike trail.

JAMES R. ALBERTSON, representing the applicant, said that they met with the CPO, presented the proposal to them for a single family home on the north and a fourplex on the south. After much discussion, the CPO made a motion for only a duplex zoning district on the south. He said that in his way of thinking, the CPO feels that something was appropriate for this tract other than one single family. The applicant felt that a fourplex was the appropriate zoning classification for the site, and the matter of another two families that they are seeking would not add a substantial amount of traffic in the area.

GARDNER asked if there was presently a bike path along the east edge of the property at the edge of the river.

ALBERTSON said there was not, but it was brought up at the CPO meeting that the Park Board was considering wanting to extend the bike path under the bridge, and they would be willing to work with the Park Board on this.

P. M. ELLIOTT, 1420 North Charles, speaking in opposition, said that the residents in Hankins Addition were of the opinion that the site should not be zoned for more than single family uses, and suggested that there could be two single family houses on the lot. He said that they had a bad traffic problem trying to get out, and if there were any more families in the area, they could not get onto McLean. They also felt that the person who bought the property knew what the zoning was, and after two different architects and two different sets of contractors, the building is being torn down so that it was pretty difficult to do much with it now.

SHOOK commented that the applicant, having changed his request from light commercial, has 1) preserved the character of the neighborhood, and 2) he's also preserving the character of the neighborhood by buffering the property with a single family lot. He felt that the applicant had done a great deal to meet the concerns of the neighborhood.

ELLIOTT said that they were talking about talk and not actual facts because once zoned, the property could be turned over to anyone else and they could put anything on the property far from this concept.

SHOOK pointed out that the applicant was also a member of the neighborhood, and the CPO had to represent him also.

ELLIOTT stated that the applicant had only been there a year and the others had been there for 30 years.

MOTION: Having considered the factors as contained in Policy Statement No. 10; the residential character of the neighborhood, the zoning and uses of nearby properties, the nonsuitability of a single family home at this major street intersection, and the recommendation of approval by staff; I move that we recommend to the governing body that the amended request for the "RB" Four-family district be approved except for approximately the north 75 feet which is to remain as "AA" Single-family subject to the applicant replatting the property into a two-lot plat so that appropriate dedications, access control and building setbacks

can be established; within one year from the date of approval by the Board of City Commissioners; or the case be considered denied and closed. Gardner moved, Shook seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

NEW CASES:

17. Case No. DR 80-9 - Kansas Gas & Electric Company requests a special permit on a tract of land in the east half of the NW 1/4 of Section 25-27-2E, described as beginning at the intersection of the south row line of U.S. Highway 54 and the East line of said east half of NW 1/4, thence south along the east line of said east half of NW 1/4, 365 feet; thence west parallel with the south line of said U.S. Highway 54, 130 feet; thence north to the south line of said U.S. Highway 54; thence east along the south line of said Highway 54, 130 feet to the point of beginning. Generally located on the south side of Kellogg, 1/2 mile east of 143rd Street East.

GALBRAITH pointed out land use, zoning, and showed slides of the general area. He reviewed the following staff report:

COMMENTS:

1. The following items should be considered by the Planning Commission in making findings of fact:

Kansas Gas and Electric is requesting a special permit under Section 11.F. of the County Zoning Resolution in order to construct a substation. The permit may be granted subject to whatever protective restrictions are deemed necessary.

Subject property is located on the south side of U.S. 54 Highway approximately 1/2 mile east of 143rd Street East and is being platted as a part of Springdale East 2nd Addition.

The applicant has submitted a site plan with the application which indicates the location of proposed facilities on the site. A letter submitted with the application indicates that a six foot chain link fence with one foot of stranded barbed wire is proposed on the east side of the substation which abuts a KG&E easement and is screened by an existing hedgerow. The fence on the remainder of the site would be a solid screen type of more decorative design.

2. In the event the Planning Commission recommends approval of this request, the following are recommended conditions of approval:
 - A. Platting of subject property within one year from the date of approval by the Board of County Commissioners; or the case be considered denied and closed.
 - B. A minimum 8-foot solid or semi-solid brick, stone, masonry, architectural tile, or a combination of masonry and wood wall, being constructed on the north, south and west, said wall on the north being placed not closer than 35 feet from the north property line. A 6-foot high chain link fence with one foot of stranded barb wire, being constructed on the east property line to within 35 feet of the north property line.
 - C. The front 35 foot setback area shall be planted and maintained with trees, grass and shrubs.
 - D. Architectural plans for the walls shall be submitted to the Planning Department for their review and approval prior to construction.
 - E. The existing hedgerow along the east property line shall be retained and maintained in such a manner as to not constitute a traffic hazard.

GALBRAITH stated that the staff recommended approval of the request subject to the recommended conditions.

TIM RICHARDS, Assistant Manager, KG&E Company, was present to represent the Company.

There was no one present in opposition to the request.

MOTION: Having considered the factors as contained in Policy Statement No. 10; the character of the area; I move that we recommend to the governing body that this special permit request be approved subject to the following conditions:

- a. Recording of the associated plat of Springdale East 2nd Addition within one year from the date of approval by the Board of County Commissioners; or the case be considered denied and closed.
- b. A minimum 8-foot solid or semi-solid brick, stone, masonry, architectural tile, or a combination of masonry and wood wall, being constructed on the north, south and west, said wall on the north being placed not closer than 35 feet from

the north property line. A 6-foot high chain link fence with one foot of stranded barb wire, being constructed on the east property line to within 35 feet of the north property line.

- c. The front 35-foot setback area shall be planted and maintained with trees, grass and shrubs.
- d. Architectural plans for the walls shall be submitted to the Planning Department for their review and approval prior to construction.
- e. The existing hedgerow along the east property line shall be retained and maintained in such a manner as to not constitute a traffic hazard.

Bayouth moved, Gardner seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

18. Case No. CU-235 - Louis Hahn, et al request a Conditional Use Permit on the west 815 feet of the North 720 feet of the NW 1/4 of Section 1-28-3W of the 6th P.M., Sedgwick County, Kansas. Generally located at the southeast corner of 231st Street West and 23rd Street South.

The Chairman announced that this case was deferred as it was being readvertised for the Planning Commission meeting of June 5, 1980.

19. Case No. Z-2248 - Victor H. Scholfield and James R. Scholfield request zone change from "LC" to "C" for the West 125 feet of Lot 67, the East 2 feet of Lot 67, all of Lot 68, the West 121 feet of Lot 69, the East 6 feet of Lot 69, all of Lot 70, Linwood Acres, Sedgwick County, Kansas, except portion taken for street. Generally located at the northwest corner of Kellogg and Ellson.

GALBRAITH pointed out land use, zoning, and showed slides of the general area. He reviewed the following staff report:

COMMENTS:

1. The following items should be considered by the Planning Commission in making findings of fact:

The applicant is requesting a change of zoning from "LC" Light Commercial to "C" Commercial for a tract of land containing approximately 2.9 acres located at the north-west corner of Kellogg and Ellson.

On July 22, 1969, the Board of Zoning Appeals considered a request for an exception to establish a mobile home sales lot on the east 383 feet of the area contained in this application and approved the request. On August 22, 1972, the Board considered a request for an exception to establish a sales and rental lot for mobile homes, travel trailers, motor homes and motor vehicles on the area contained in this zone change request and approved the application.

The applicant now desires to utilize subject property as a car storage lot and body shop and the body shop is a use first permitted in the "C" zoning district.

This is an area on East Kellogg where requests for "C" zoning have been looked on with favor in the past by the Planning Commission and the City Commission.

2. A recommendation of approval by the Planning Commission should be subject to replatting within one year from the date of approval by the Board of City Commissioners to provide for appropriate street right-of-way and building setbacks, or the case be considered denied and closed; and that the ordinance establishing the zoning not be published until the plat has been recorded with the Register of Deeds.

GALBRAITH stated that there had been two previous Board of Zoning Appeals cases granted on this site that did permit the recreational vehicle sales type operation. He said that CPO Council Area "H" recommended 5-0 that the application be approved, and emphasized areas of concern. One of drainage, and appropriate screening instead of a chainlink fence along the north.

LAKIN pointed out that there would be no requirement of screening with the light commercial zoning to the north even though developed as residential.

EVERETT FETTIS, attorney, representing the applicant, stated that they would go along with staff comments.

There was no one present in opposition to the application.

MOTION: Having considered the factors as contained in Policy Statement No. 10, the character of highway uses and the existing "C" zoning in the general area; I move that we recommend to the governing body that

this application be approved subject to replatting within one year from the date of approval by the Board of City Commissioners to provide for appropriate street right-of-way and building setbacks, or the case be considered denied and closed; and that the ordinance establishing the zoning not be published until the plat has been recorded with the Register of Deeds. Bayouth moved, Lofton seconded, and it carried unanimously. Hennessy and Jones were absent. One vacancy.

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20. Case No. Z-2249 - Thomas N. Tuttle requests zone change from "AA" to "A" for Lot 8, Block 2, KELL HAWKINS ADDITION to Sedgwick County, Kansas. Generally located at the northeast corner of Doris and Newell.

GALBRAITH pointed out land use, zoning, and showed slides of the general area. He reviewed the following staff report:

COMMENTS:

1. The following items should be considered by the Planning Commission in making findings of fact:

The applicant is requesting a change of zoning from "AA" Single-family to "A" Two-family in order to construct a duplex on subject property located at the northeast corner of Doris and Newell.

There are a number of nonconforming uses in this general area which were established prior to the area being annexed to the City. Also, there are a sizeable number of undeveloped lots scattered throughout the area.

This is an area where the Planning Commission and City Commission have looked with favor on requests for "A" zoning in the past.

GALBRAITH pointed out that this site is in an area where the Planning Commission has favored duplex lots interspersed throughout this neighborhood. He said that CPO Council Area "N" recommended 6-3 that the application be approved, and the staff supports the application.

SAVINA announced that he would abstain from discussing and voting on this item.

There was no one present in opposition to the application.

MOTION: Having considered the factors as contained in Policy Statement No. 10; the character and zoning of the general area and the recommendation of approval by staff; I move that we recommend to the governing body that this application be approved. Gardner moved, Lofton seconded, Savina abstained, and it carried unanimously. Hennessy and Jones were absent. One vacancy.

21. Case No. Z-2250 - Steven Bahm requests zone change from "B" to "BB" for Lots 96 and 98, on Market Street, Munger's Original Town, now City of Wichita. Generally located on the east side of Market, in an area between Murdock and 8th Street.

GALBRAITH pointed out land use, zoning, and showed slides of the general area. He reviewed the following staff report:

COMMENTS:

1. The following items should be considered by the Planning Commission in making findings of fact:

The applicant is requesting a change from the "B" Multiple-family District to the "BB" Office District for a tract of land located on a major one-way street (Market).

This is an area where the Planning Commission and City Commission have looked with favor on requests for "BB" zoning in the past.

GALBRAITH stated that the staff supports this application and recommended approval. CPO Council Area "L" voted 7-0 that the application be denied, and recommended that the Planning Department develop an updated zoning policy for the area, noting the current residential character of the area. GALBRAITH said that the staff believes that "BB" zoning is appropriate up to 9th Street where "BB" zoning was previously approved on the northwest corner.

ZELMA BAHM, representing the applicant, was present. There was no one present in opposition.

MOTION: Having considered the factors as contained in Policy Statement No. 10; the character of the office uses to the west, the nonresidential zoning classifications

to the east, south and west, and the recommendation of approval by staff; I move that we recommend to the governing body that this application be approved. Bayouth moved, Gardner seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

22. Case No. Z-2251 - Robbins Realty, et al request zone change from "AA" to "G" for all that part of the South-west Quarter of Section 21, Township 28 South, Range 1 East lying East of the Riverside Drainage Ditch and North of Riverside Third Addition. Generally located between the Kansas Turnpike and the Riverside Drainage Canal, in an area north of 53rd Street South.

GALBRAITH pointed out land use, zoning, and showed slides of the general area. He reviewed the following staff report:

COMMENTS:

1. The following items should be considered by the Planning Commission in making findings of fact:

The applicant is requesting a change of zoning from the "AA" Single-family District to the "G" Mobile Home District for an unplatted tract of land containing approximately 24.5 acres and proposed for a mobile home subdivision which will only have immediate access to a major street (55th Street South) by going south on Mosley.

As the result of a previous zone change request from "AA" to "G", the land to the east between the Kansas Turnpike and Hydraulic has been platted and is being developed as a mobile home subdivision, the first of its kind in the City.

2. A recommendation of approval should be subject to the platting of the property within one year from the date of approval by the Board of City Commissioners, or the zone case be considered denied and closed; and that the ordinance establishing the zone change not be published until the plat has been recorded with the Register of Deeds.

GALBRAITH stated that this particular piece of property has problems of access from the north and west. He said that some place in this mile line a bridge needed to be constructed that would eventually provide for circulation back out to Broadway. He said that this has been discussed with the applicant, and he is agreeable to work towards that end of accomplishing a bridge in an

appropriate location. The staff was in support of a mobile home subdivision at this location, and he cited that across the Turnpike from this area a site for a mobile home subdivision is also developing. He pointed out that drainage problems would be resolved at the platting stage, and recommended approval of this request. CPO Council Area "C" recommended 5-0 for approval of the request, and stated some concerns for access, improvement of Seneca and the construction of a bridge across the Riverside Drainage Canal.

LAKIN added that Broadway in this section currently is a part of a State project to improve it to a four-lane facility from 47th Street down to Haysville. He said that he would expect to see a physical improvement there in the next two years.

RICHARD ROBINSON, one of the applicants, stated that the prime reason they elected to go for a mobile home subdivision in this area was that they were presently developing Robbins Farm, and for the past four months they have received an average of two calls a day from people wanting to buy lots to put mobile homes on. He said that he understood that on Riverside Third Addition to the south, the water mains and sewer lines were presently going in, and a contract was let for the paving which would bring street access to their property from the south.

MEDDON MOSS, representing Colonial Heights Assembly of God Church, 5200 South Broadway, speaking in opposition, felt that this change in zoning would not enhance the values of any of the present properties that are developing in this section. They felt that in a residential area, this type of proposal was nonproductive because of the boats, two automobiles, and other things that would congest the area. He said that they had long range plans for a portion of their land on Mead just west of the drainage ditch for single family dwellings for sort of a retirement center for some of the elderly people of the Church. MOSS said that he would hate to see a trailer park on a main collector coming into the city and as an approach to their area.

MOTION: Having considered the factors as contained in Policy Statement No. 10; the character of the general area, the zoning and uses of nearby properties, and the length of time the property has remained vacant as zoned; I move that we recommend to the governing body that this application be approved subject to the platting of the property within one year from the date of approval by the Board of City Commissioners, or the zone case be considered denied and closed; and that the ordinance establishing the zone change not be published until the plat has been recorded with the Register of

Deeds. Savina moved, Lofton seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

- 23a. Case No. DP-99 - Normandie Village Associates requests Commercial Community Unit Plan on Lot 8, Block A, except the south 125 feet of the west 125 feet, First Addition to Woodlawn Village, and Parking Reserves A & B, Replat of Lots 1 thru 7, Block A, First Addition to Woodlawn Village, Wichita, Kansas. Generally located at the northeast corner of Central and Woodlawn.
- 23b. Case No. Z-2170 - Normandie Village Associates requests zone change from "B" to "LC" for the south 300 feet of Parking Reserve A, Replat of Lots 1 thru 7, Block A, First Addition to Woodlawn Village. Generally located at the northeast corner of Central and Woodlawn.

The Chairman announced that these two cases had been withdrawn and closed at the request of the applicant.

24. Case No. DP-96 - Pebble Creek Company requests amendment to Residential Community Unit Plan on all of Section 5, T 27 S, R 2 E of the 6th P.M. except the following parcels: Central Christian Addition to Wichita, Sedgwick County, Kansas; AND ALSO: Central Christain Second Addition to Wichita, Sedgwick County, Kansas; AND ALSO: The northeast quarter of the northeast quarter, said Section 5, also known as Government Lot 1; AND ALSO: Beginning at the point of intersection of the north right of way line of 21st Street North and the east right of way line of Rock Road, said point being approximately 50 feet easterly and 30 feet northerly of the southwest corner of said Section 5; thence northerly along the east right of way line of Rock Road bearing N 1° 01' 02" W, 765.00 feet; thence N 88° 58' 58" E, 400.00 feet; thence N 43° 58' 58" E, 150.00 feet; thence S 46° 01' 02" E, 495.00 feet; thence S 43° 58' 58" W, 150.00 feet; thence S 1° 01' 02" E, 416.61 feet to the north right of way line of 21st Street North; thence along said right of way line bearing S 89° 06' 26" W, 750.02 feet to the point of beginning; containing 13.484 acres, more or less. AND ALSO: Beginning at the intersection of the north right of way line of Twenty-First Street North and the west right of way line of Webb Road; thence northerly along said right of way line of Webb Road bearing N 0° 47' 16" W, 600.00 feet; thence S 89° 10' 54" W, 485.00 feet; thence S 0° 47' 16" E, 600.00 feet to a point on the north

right of way line of Twenty-First Street North; thence easterly along said right of way line bearing N 89° 10' 54" E, 485.00 feet to the point of beginning. All generally located between 21st and 29th Streets North, and between Rock Road and Webb Road.

CHAMBERS pointed out land use, zoning, and showed slides of the general area. He reviewed the following staff report:

COMMENTS:

1. As permitted under the Residential C.U.P. provisions of the zoning ordinance, the applicant has submitted an amended residential development plan for review and recommendation by the Planning Commission. In order for the Planning Commission to recommend approval of a Residential C.U.P., it must find specific evidence and facts showing that the proposed development plan meets the following conditions:
 - a. That the value of the buildings and the character of the property adjoining the area included in such plan will not be adversely affected.
 - b. That such plan is consistent with the intent and purpose of this Chapter (28.04.190.A) to promote public health, safety, morals and general welfare.
 - c. That the buildings shall be used only for residential purposes and the usual accessory uses, such as automobile parking areas, garages and community activities, including churches; and provided that an "LC" district can be established through the regular channels.
 - d. That the average lot area per family contained in this site, exclusive of the area occupied by streets, shall be not less than the lot area per family required by the district in which the development is located.
2. The amended C.U.P. proposes to relocate some parcel boundaries and to increase densities on some parcels. The maximum number of dwelling units illustrated for this area has been increased from 854 units to 1541 units while the maximum number of units permitted has been increased from 1,143 to 1856 units. This is an increase in density from approximately 2.4 DU/net acre to 3.9 DU/net acre. Several minor problems on the original C.U.P., such as golf cart crossing public streets, have been improved.
3. The agent for the applicant discovered an error in the Parcel Descriptions for Parcels 6, 7, and 8. The number of permitted dwelling units for these parcels does not reflect the number

of lots shown on the development plan. The number of single-family units for Parcel 6 should be 65; the number of single-family units for Parcel 7 should be 55; and the number of zero lot line units for Parcel 8 should be 65. Density figures within these parcel descriptions will also have to be changed. General Provisions 1 and 2 will have to be changed to reflect the revised figures. Staff has no objections to revising the above figures, however MAPD should receive revised copies prior to scheduling this case before the City Commission.

4. Staff has reservations about the lack of openings to Webb Road from Parcel 3. If in the future, it is determined that an opening is desired or needed, the C.U.P. would have to be amended. Therefore staff would recommend that access control along the east boundary of Parcel 3 be revised to show one opening.
5. Should the Planning Commission determine that the proposed development is appropriate and find the four conditions listed in comment #1 have been satisfied, the following are recommended conditions of approval:
 - a. Revised plans showing 65 single-family units for Parcel 6, 55 single-family units for Parcel 7, 65 zero lot line units for Parcel 8; the changes in the density figures for Parcels 6, 7 and 8; the changes to General Provisions 2 and 3; and showing one opening along the eastern boundary of Parcel 3 shall be submitted to MAPD prior to scheduling this case before the City Commission.
 - b. Platting of subject property within two years from the date of approval by the Board of City Commissioners; or the application be considered denied and closed.
 - c. The development of this property shall proceed in accordance with the development plan as recommended for approval by the Planning Commission and approved by the governing body, and any substantial deviation of the plan, as determined by the Superintendent of Central Inspection and the Director of Planning, shall constitute a violation of the building permit authorizing construction of the proposed development.
 - d. Any major changes in this development plan shall be resubmitted to the Planning Commission and to the City Commission for its consideration.
 - e. The transfer of title of all or any portion of the land included within the Community Unit Plan does not constitute a termination of the plan or any portion thereof, but said

plan shall run with the land for residential development and be binding upon the present owners, their successors and assigns, unless amended.

CHAMBERS said that the primary reason for submitting this amended C.U.P. was because the property had changed ownership and the new owners have made some minor changes to parcel boundaries and have increased some of the density figures permitting a greater number of units.

BILL YUNG, Land Planner, representing the applicant, was present.

There was no one present in opposition to the application.

MOTION: Having considered the factors as contained in Policy Statement No. 10; the general character and zoning of the area and the recommendation of approval of staff; I move that we recommend to the governing body that this application be approved subject to the following conditions:

- a. Revised plans showing 65 single-family units for Parcel 6, 55 single-family units for Parcel 7, 65 zero lot line units for Parcel 8; the changes in the density figures for Parcels 6, 7 and 8; the changes to General Provisions 2 and 3; and showing one opening along the eastern boundary of Parcel 3 shall be submitted to MAPD prior to scheduling this case before the City Commission.
- b. Platting of subject property within two years from the date of approval by the Board of City Commissioners or the application be considered denied and closed.
- c. The development of this property shall proceed in accordance with the development plan as recommended for approval by the Planning Commission and approved by the governing body, and any substantial deviation of the plan, as determined by the Superintendent of Central Inspection and the Director of Planning, shall constitute a violation of the building permit authorizing construction of the proposed development.
- d. Any major changes in this development plan shall be resubmitted to the Planning Commission and to the City Commission for its consideration.
- e. The transfer of title of all or any portion of the land included within the Community Unit Plan does not constitute a termination of the plan or any portion thereof, but said plan shall run with the land for residential

development and be binding upon the present owners, their successors and assigns, unless amended.

Gardner moved, Savina seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

25. Authorization to advertise the "RC" Restricted Commercial District for public hearing.

LAKIN stated that this item was on the agenda at the request of Commissioner Savina. He said that at a couple of the Commissioners' work session, staff had reviewed with them the possibility of advertising an addition to the existing zoning district categories and including a district called "Restricted Commercial District" which is a cross between light commercial and the office district. It does allow a number of retail and service type uses that the "BB" district does not have today. He said that this has not been sent outside for the normal review procedures, and it was his belief that there was a need and benefit to be derived from having such a district in the ordinance, and at least it deserves a public hearing.

BAYOUTH asked Lakin to go into detail and explain exactly what this new zoning classification was.

LAKIN said that first of all it was a new district to the zoning classification. He perceived it to be handled much as the "G" Mobile Home District, "R-5", "R-6" and "U" Districts in that it becomes a new district for which people could apply for. It would not change the existing "C" Commercial or "LC" Light Commercial Districts, or the "BB" Districts, and would no way change the zoning on any zoning map, such as changing from one district category to another, unless the person would want to apply. The District is basically designed for convenience and service type uses in neighborhood areas. It could be utilized under some of the strict zoning conditions, and as an example, on Hillside which is favored for "BB", this new district might be appropriate where people are wanting to do some of the other type of services, particularly in shell buildings, such as beauty shops. He said that he sees the District being used in neighborhood areas such as for flower shops, etc. The contents of the District would be all of the office type uses, and would allow residential uses in the "R-6" category, and would also allow a number of retail uses, prime restriction being against the automobile oriented type things, such as service stations, carry-out restaurants, and yet to be settled, the quick shops convenient service, and the service station pump islands out in front as opposed to the standard bay type service station. It also has limitations on it concerning the maximum size of any given use.

SAVINA said that he objected to holding a public hearing without the full Commission voting on it for several reasons. One of the reasons it would open the door to restricted zoning classifications, direct discrimination against certain businesses of being in a restricted zone where they would be forced to apply for light commercial zoning, where all of this is covered now in light commercial zoning. He felt that there could be another way of performing this discriminatory zoning if a particular use was objectionable, that maybe it could be handled through special permits or C.U.P.'s. But to include all of these uses would endanger the light commercial as known today, and open the door for restricted uses, and the restrictions would continue on.

MARTENS felt it was wise to have the full Commission to decide whether or not they wanted to have a public hearing, but as he understood the Restricted Commercial classification, if someone goes in under "LC" and would put in some type of C.U.P. where the neighborhood could be assured that there wasn't going to be a tavern, fast food or convenience store, in effect its the same thing. Whenever anyone comes in for "LC" all of the neighbors are going to be opposed to it unless the applicant would file some type of C.U.P. listing his use. The Restricted Commercial simply gives them another zoning classification to use. He does not see this as down zoning, just another classification where retail uses could be applied for.

GOEBEL pointed out a letter he had received that was supposed to have been sent to the City Commission two years ago, that suggested that they make some minor changes in some zoning classifications and not come up with a new zoning ordinance.

BAYOUTH stated that he did not know what the economic impact would be on "LC" of having another zoning classification. The C.U.P. as of now requires 6 acres and if it was changed to any size and anyone who wanted to could submit a C.U.P. no matter what the size, he didn't know how that would work.

LOFTON commented that he didn't see anything wrong with the Restricted Commercial classification, and did not feel it eliminated anything that they already had, and personally felt that there would be a lot of problems eliminated if they had such a district, and would help the community of knowing what was going in their neighborhood. He said that this is the reason that certain spots in this city have become blight areas for that reason.

DAN FOLEY, President of Taco Tico, felt that it was commendable that some action was taken to reduce the restriction to business activity within a certain classification such as "BB". It was his understanding that in order to expand one area, there is now proposed a restriction on another area. Specifically, a category retail business which deals with "food

operations, fast food, drive-ins, convenience stores, and taverns". He felt it was highly discriminatory, and was a typical compromise that was made in these types of government bodies to "benefit some at the expense of others". He said that if they were going to relax and give less restrictions to business activities, he felt that was very commendable, but do it across the board. He asked who owns the land, the government or the owner. FOLEY said that he was opposed, and hopefully appealed to the Commission that this classification was not needed and unnecessary, and should not be brought to the public in terms of a hearing.

GARDNER asked if Foley had had an opportunity to read the proposal.

FOLEY stated no, but felt it was premature to take it to the public. He reminded the Commission that the food service industries and convenient stores were being limited, and more, they contribute a tremendous amount of money into the economy in terms of employment and convenience to the consumer.

SHOOK speaking to Foley, that prior to Commissioner Gardner's statement he made the statement that this should not be brought before the public and that it was premature, SHOOK asked if it was premature because the information was not available to the public or did he just not want to take it to the public.

FOLEY felt that if anything is brought to the public prematurely, it should be based on an expansion or less restricted "BB" classification, not a new added restriction to a certain category of business.

RONALD CAZEL, 1617 West Harry, stated that the staff always wants to know what an applicant wanted to put on his land, and then the public gets involved. He pointed out that most of the commercial buildings were started as speculation. He said that he was opposed to anything more restrictive than they already have.

GOEBEL stated that the staff's job was to recommend what an applicant might get passed or not. He pointed out that they are not wanting to take anything away from anyone, but to allow a few people that don't need certain things to wedge in between two districts. He felt the best thing to do was to let everyone read the proposed ordinance to let everyone know what they were trying to do.

CAZEL said that he does understand limitation and felt that what Restricted Commercial was.

GARDNER asked Cazel if he had an opportunity to read the proposal. CAZEL said no.

BAYOUTH commented that there must be a way to get this proposal to the people and felt there should be another meeting to get more input from business itself. He suggested a deferral for one month.

GARDNER commented that he did not think they were doing anyone a favor in trying to discuss this until they had an opportunity to see what was being proposed one way or the other. He said that his sentiments were strong in this area that before it was drafted in a final form for a "public hearing" that at least some kind of working format should be gotten out to the concerned industries so that they can make appropriate comments and provide some input to participate in the shaping of something of this nature one way or the other. GARDNER said that presently on applications for light commercial that are received, they are being confronted with two options in looking at light commercial applications. If there is strong neighborhood opposition, an applicant for light commercial is being subjected to a 4/5ths vote on the Commission bench and the option for that applicant would be light commercial or something less, and right now that something less was "BB" Office. He said that if "BB" is limited to service uses and the prohibition of retail sales with the exception of pharmacies is explicit, one does not have a retail sales right in "BB" Office of any major proportion. Being given the choice between no retail sales and a "BB" Office zoned situation, or full retail sales capacity in light commercial is a pretty tough choice and has left a lot of people sitting on "BB" which is a very restricted use in terms of finances. The Restricted Commercial that has been discussed thus far would allow retail sales and would allow professional uses. It would be exclusionary of some of the more objectionable elements that seem to upset the neighborhood, such as fast foods, taverns, that operate at longer hours than the neighborhood is accustomed to, or that generate traffic, and it's not an attempt to be discriminatory against those uses, but he felt that many of the Planning Commissioners regard something between light commercial and "BB" Office which does not allow any retail sales of any proportion as being an improvement.

EDWARD BROAST, Counsel at Pizza Hut, commented that they would support a motion to defer further discussions and give all parties an opportunity to review some specific language to determine whether it was objectionable or not.

MOTION: That this item be deferred for 30 days to give the parties that are directly discriminated against a chance to review it, and that an alternate form of ordinance to get the same results at the owner's option be explored, in the manner of a C.U.P. or a special use permit. Savina moved, Gardner seconded.

GARDNER asked if it was possible to provide for some kind of informal working session at which members of the public would be present to provide their commentary as more of a working session than a "public hearing".

LAKIN said that it could be arranged.

REVISED MOTION: That this item be deferred and an informal working session be held in the next six weeks so that an alternate form of ordinance can be explored that would get the same results at the owner's option, such as using a C.U.P. or a special use permit, and that copies of the proposed ordinance be distributed so that the parties directly discriminated against will have a chance to review it prior to the working session. Savina moved, Gardner seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

26. Presentation and discussion of East Kellogg Traffic Improvement Report by MAPD staff and Traffic Engineering staff.

LAKIN stated that Friday some of the Planning Commissioners were able to meet in a joint session with the Traffic Commission as staff presented suggestions as to what could be done to improve Kellogg east-west, particularly in the section from Roosevelt to Woodlawn. LAKIN gave a synopsis of studies completed on East Kellogg. He said there was currently a project yet to be completed at east end of the overpass with construction of a K-15 interchange. He said that to his knowledge the State and Federal government had not programmed any Kellogg improvements east of Roosevelt. LAKIN said that they were able to put staff professional engineers on this study and look at it from an engineering standpoint, and not just as a planning concept. He said that alternatives studied could improve conditions on East Kellogg in the short range, and also the long range. LAKIN pointed out the six options as: 1) do nothing; 2) prohibit left turns; 3) median reversible lane; 4) widen to six lanes; 5) expressway with grade separation; and 6) urban freeway. LAKIN mentioned that a freeway was beyond the capacity of the City to pursue. At the moment there is no money in the State Highway program for construction or for a study. He said that things change over time, but even where the interstate system in the United States is completed, the money that now comes in, the initial thrust of the legislative bodies has been to move it to other areas such as mass transit and to large city rail transit systems. He said that he was more interested in making some degree of improvement than staying

with an infeasible long range planning solution. He felt that the grade separation bridges could be incorporated into freeway design, but that if they are built they will fix the freeway alignment. He said that it has been shown that there is no significant capacity problem at Bluff, and suggested that nothing be done with the Bluff intersection until something significant is constructed at Oliver.

BAYOUTH pointed out that everything except option 1 closes Bluff.

LAKIN said not necessarily. Option 5 would not close Bluff. LAKIN suggested that the Commission look toward 5, and try to program expressway bridge structures at Oliver, Edgemoor and Woodlawn.

PAUL GRAVES, Traffic Engineer, said that he believed that there was a freeway in the future on Kellogg. He felt that whatever they do on Kellogg between now and when the freeway comes to pass should be done with the thinking that there would be a freeway.

GOEBEL asked if the Planning Commission agreed with the Traffic Commission recommendation, were they to sit and nurse this thing along exactly like it is for 15 or 20 years.

GRAVES said that Traffic Engineering did not have enough people to study Kellogg from one City limit to the other to develop plans for ultimate freeway operation.

BILL MCKINLEY, Traffic Engineering, said that the first intersection that they looked at was Kellogg and Bluff, which is presently a signalized intersection that operates with Bluff having separate phases north and southbound. The average stop delay for Kellogg traffic during the peak periods is 5 to 12 seconds. Improvements recommended for this intersection fall into three categories; 1) immediate solution (installing presence loops on Bluff with delay detection); 2) closing the Kellogg medial at Bluff and remove traffic signal; and 3) conversion to freeway segment.

MCKINLEY said that the next intersection looked at was Kellogg and Oliver. Improvements for this section would be adding protective permissive left turn signalization on Kellogg for left turn bays, a gap reducing controller. The intermediate solution would be to channelization Oliver at Kellogg. He said that one proposal would be to shift the alignment of Oliver to the east, thereby not buying any right of way on the west side, but this would require right of way on the east side both north and south of Kellogg. For the long range solution, they would recommend an urban interchange and upgrading Kellogg to freeway standards.

*See MAP
cc of memo to BCC.*

The intersection at Kellogg and Edgemoor is presently operating at Level of Service C which is an acceptable design standard. MCKINLEY said that the immediate solution for this intersection would be to add protective permissive left turns on all four approaches, upgrading the traffic controller and detection system to be more traffic responsive, and the long range solution would be the urban interchange and a Kellogg freeway standard.

MCKINLEY said that at the intersection of Kellogg and Lexington, they would recommend as an immediate solution that the school boundaries be adjusted so that the elementary boundaries divide on Kellogg and eliminate the need for children crossing Kellogg; and if this can not be done, then a pedestrian overpass should be constructed as a long range solution, when Kellogg is constructed freeway standards.

The intersection at Kellogg and Woodlawn is presently operating at Level of Service E with delays up to one minute during the P.M. peak period. MCKINLEY said that the immediate solution would be to add protective permissive turns on Kellogg and upgrade the traffic controller. The intermediate solution would be to study the possibility of interconnecting the traffic signals and adding left turn bays on Woodlawn to accommodate the heavy left turn volumes from Woodlawn. He said that they would recommend closing of the Kellogg frontage road on the south side to eliminate the hazardous intersection a few feet south of the signalized intersection of Kellogg and Woodlawn. The long range solution would be to construct an urban interchange at Woodlawn and Kellogg and upgrade Kellogg to freeway standards.

BAYOUTH said that he would like to accept the Traffic Commission's recommendation, and asked how soon could this be funded.

LAKIN stated that the funding of the immediate solutions could be handled through their (Traffic Engineering's) operational budget.

GARDNER asked if these improvements were made a priority and placed in the CIP, by when could they be implemented?

GRAVES felt the improvements could be accomplished in 1981.

MOTION: While the Planning Commission recognizes the Traffic Commission's formal action that Kellogg should ultimately be upgraded to full freeway status; but that the Planning Commission recommends that the City direct its attention to short term solutions that alleviate the problem

of the more immediate nature. These solutions include selective left turn prohibition during peak traffic hours, and the upgrading of the Bluff signals that anticipate Kellogg traffic loading. The City should investigate the cost and feasibility of Option 4B which is the acquisition of an additional half lane each side to provide a six lane total; that they continue to solicit full freeway funding, and that they investigate the intersection upgrading that the Traffic Commission had suggested. As an alternate to full freeway funding being regarded as an intermediary position. Gardner moved, Shook seconded.

MARTENS asked if Commissioner Gardner would consider an amendment to the motion that would include opening up First and Second Street as part of a wide range option, and allow parking on one side of the street.

GARDNER said that he would consider that amendment.

SAVINA commented that the Traffic Commission has designated the Bluff intersection as "C" standard which is acceptable. He said that the Bluff signal provides a gap between the traffic from Bluff to Oliver and lets the Oliver traffic move in these gaps, and if the Bluff signal was eliminated, there would be a constant stream of traffic from Hillside to Oliver. He said that he would like to see the motion amended to not eliminate the Bluff signal.

GARDNER asked if Savina would be agreeable to altering the signal trip mechanism to stop the traffic. SAVINA said that he would be agreeable to that, but not to eliminate the signal as long as it stays at Level of Service C. GARDNER said that he would favor that amendment.

BAYOUTH felt that the Planning Commission should recommend to the City Commission that Traffic Engineering be provided the necessary resources to conduct a study for the improvement of the Oliver, Edgemoor and Woodlawn intersections as soon as possible.

GRAVES stated that the Traffic Commission, at their special meeting a few weeks ago, was talking about 1st-2nd Street, and would have an item on their agenda in September which was left over from one of their prior year's meetings to consider a recommendation to return 1st and 2nd Streets to two-way streets with no parking, remove the traffic signals at 1st and Hillside and Oliver, remove all stop signs. GRAVES said that if this was done, then the atmosphere of a typical residential neighborhood in Wichita would be created. GRAVES further stated that something was said about prohibition of left turns at Kellogg, Oliver and

Edgemoor, and he wanted to respond that it would not work. The only way it would work would be with police manpower to stop the left turns.

GARDNER said that he differed with the opinion and that probably the predominate response from motorists would be to acknowledge the alteration of the signal and/or the turn allowances. He said that from his experience of work in other metropolitan areas, he would suggest on an interim basis, and with the cost factors involved and the results being as potentially high as they are, that they would be foolish not to at least try it.

GOEBEL commented that he would hate for a future City Commission to be so composed that they would load the Traffic Commission with people from both sides of Kellogg and vote it back to a residential street like they did 1st and 2nd Streets.

GRAVES stated that Traffic Engineering makes to the Planning and City Commissions their best recommendation, and if they agree or disagree with those recommendations, the Traffic Engineering Department had done their job. He said that 1st and 2nd Streets were residential status from Grove Street east, and Traffic Engineering does not promote any change. The streets now carry the same traffic volume that they have for several years, and traffic volumes have not increased.

SAVINA asked if left turn signalization was included in the master plan on Oliver.

LAKIN stated that their intermediate construction proposal had left turns.

GARDNER stated that the left turn prohibition, as far as he was concerned, improves the traffic flow substantially, and felt that the driving public would accommodate it; they certainly accommodate the detours that are put up.

BAYOUTH recommended a deferral of this item until their more detailed designs could be prepared.

LOFTON said that he agreed with everything that had been said, but would like to comment that they should continue the study by reviewing what other cities that have this problem and see how they handled it. He was speaking of cities like Denver and St. Louis, and felt that staff could get immediate solutions by reviewing what other cities have done. He said that he did not believe in inventing the wheel again when it has already been invented.

MOTION: That Commissioner Gardner adhere to Mr. Graves fears, and change the motion to allow left turn bays at the major intersections or for signalization.

GARDNER explained that in accommodating the left turn prohibitions he was making two suggestions. One was that Traffic Engineering begin a selective left turn prohibition during peak hours, even though he recognized that this might create some problems, but that until they try it they would not have a firm grasp of the impact. The second reason for accommodating left turn signals at the intersections that are proposed for improvement. This gives the ability in the future of fully accommodating left turns as well as two moving lanes of traffic through the intersection, and the two are compatible.

VOTE ON THE ORIGINAL MOTION: It carried unanimously. Hennessy and Jones were absent. One vacancy.

The Chairman declared a five minute recess.

BAYOUTH was excused from the meeting.

27. DR 80-10 - Department of Redevelopment and Rehabilitation requests review of the "Lincoln Neighborhood Plan".

LAKIN stated that he had made several comments to the R&R staff about our concerns in the area of land use and zoning. He had suggested to them some alternatives such as going back to the neighborhood to see if they wanted to redo some of the plan, or place it on the agenda and get some reaction from the Planning Commission before they take these items back to the neighborhood. LAKIN said that one of the areas he had concern in was the redevelopment policy where development was limited to single family residential, and the policy concerning conversions. He said that he had no problem with strip zoning of Broadway and Harry because it was self-evident, and he could understand their opposition of strip zoning of other arterials like Main, Market and St. Francis, and Lincoln.

MARTENS stated about two weeks ago they had a plan for a northeast area, and now a plan for this area. He asked if it was the intent to go through and plan each neighborhood.

LAKIN said that he would prefer a neighborhood or policy plan or some detailing other than the broad brush type of land use plan for the entire area.

MARTENS said that when plans recommend strictly single family housing in light of some of the vacant lots or lots that need to be vacated and started over in an area that is zoned for duplex and fourplex considering today's economic times and the trend of housing, it totally baffles him that a report like this could come out. He said that he was not supportive of this plan because many of the findings were incorrect and inaccurate and not in keeping with today's economy.

GOEBEL agreed with Martens, either stop the neighborhood plans or have them all at once.

GARDNER explained that various planning projects are funded through the CDBG block grant monies, and in this instance, funds are allocated for neighborhood planning within the Department of Redevelopment and Rehabilitation.

In response to Commissioner Goebel, SHOOK stated that Area "C" or the Southwest area was the first one to develop one of these neighborhood plans, and he assured him that the first plan did not get all that they were looking for. SHOOK believed that there was a roll for the neighborhood to play in attempting to set some sort of policy or guidelines in terms of how they want to see their neighborhood in the future. They have a sense of ownership in their neighborhood just as much as the City at large. He felt that some of the hopes for what would become of neighborhood planning would be helpful in the processes that come to this Commission.

MARTENS said that he was not saying that neighborhoods should not get together.

BILL WOMACK, Department of Redevelopment and Rehabilitation, stated that in talking with most of the Task Force by phone, they would be in agreement with the problem of single family housing limitations under the residential land use recommendations. The Task Force members do not anticipate getting a zone change from multiple family to a more restrictive category, so they would be in agreement with striking that item. Speaking to the vacant parcels within the neighborhood, the Task Force still feels that single family housing is a big part of the Lincoln neighborhood and would like to preserve as much of it as possible. The Task Force would like for the Commission to recommend that single family infill be encouraged by making loans available, not by zone changes. He said that at the present time there is no existing vacant land available, however, there is a future need for a park, preferably west of Broadway. According to the Parks, Open Space and Recreation Plan prepared by the Planning Department, 12 additional acres of park was needed for the Lincoln neighborhood in the future.

MARTENS commented that Womack had mentioned earlier loans for single family housing, and asked if he intended this to be Federally subsidized loans. WOMACK said yes.

WOMACK continued that the plan was mainly concerned with the stripping of commercial of Market and Main and other one-way streets in the area. They were not concerned with Harry and Broadway. They realized this was strip commercial and would stay strip commercial. WOMACK said that mainly what they were concerned with on screening was the commercial located on such streets as Harry to depths of 250 feet. The sides and rears of these commercial outlets, they feel should be screened from residential uses.

LOFTON was excused from the meeting.

GARDNER stated that he was having misgivings about adopting something that calls for policies that elude to down zoning of uses. Although down zoning might not be accomplished technically, adoption of the document can create a precedent. He said that he was disturbed about the approach to favoring single family over other varieties of development which may be more energy efficient and economically feasible in the area.

WOMACK said that the Task Force would like to see more commercial located along Broadway, and was not referring to a zone change.

LAKIN commented on the reuse of Broadway and Harry. His assessment of it was that in comparing the amount of commercial existing along the streets with the normal demand that 2,000 dwelling units would create for neighborhood commercial uses, there would appear to be four or five times the amount that could be utilized by the neighborhood only. If they recognize the possibility that Broadway and Harry would not be down zoned, then it has to be recognized that the buildings must be kept full and, therefore, many of the commercial uses serve an area much larger than the local neighborhood.

MOTION: That the Lincoln Neighborhood Plan be received and filed, and indicate for the record that there are some misgivings about some of the recommendations, and that the recommendations would be taken under advisement before implementing them as a policy.
Gardner moved, Shook seconded.

MARTENS commented that he shared Commissioner Gardner's concern, but he would oppose the motion because he didn't think it was strong enough.

GARDNER said that if Commissioner Martens wanted to propose a counter-motion he would withdraw his motion with the consent of the second. SHOOK consented.

MOTION: That the Lincoln Neighborhood Plan be acknowledged as being received; that the Commission issue a statement of being very much alarmed at the method in which the report was prepared, specifically the small number of task force members in relation to the total population of the neighborhood; that the Commission is deeply alarmed and concerned that this report appears to be contradictory to a number of established zoning policies to the land use in the area; that the Commission views this type of report as an unnecessary step given the regulatory agencies that now exist, such as the Health Department, Central Inspection, Police and Fire Departments; and that the Commission is very concerned that the plan for each neighborhood is presented individually and the Commission can not look at the total picture when plans are presented in this fashion. Martens moved, Savina seconded.

MARY WRIGHT, 1045 South Topeka, said that she felt kind of shot down. She said that the purpose the task force had was to improve their neighborhood, and she was deeply concerned. She said that the neighborhood contains their homes, and they were merely trying to upgrade it in some way. She said the thing that disturbs her and a lot of other people was that several old homes have four families living there and they are fire hazards. She nor the task force had any objections to someone building duplexes.

GARDNER remarked that Mrs. Wright should not be offended by their response, that it was not intended to be offensive. He said that her concerns about the quality of living and housing for the neighborhood were very valid and probably if anything was lacking at this point it would be an adequate explanation to her as to how she could pursue achieving higher housing quality using the existing agencies that Mr. Martens referred to that involve themselves very specifically with those areas on multiple family housing and townhousing where there are code violations, fire hazards, health violations and things of this nature. Those agencies can actively pursue and develop remedies to those problems. He said that the Commission's concern was if they adopt a policy that has not been aired within the neighborhood that affects both owners and absentee owners, then they do people an injustice assuming that they concur when in fact they do not.

MARTENS commented that he recognized the time Mrs. Wright had spent on the plan, and it seemed that his comments were directed at her, but that was not the intent. He said that this was the second neighborhood plan that he had seen, and while he believed in her effort and supports her efforts, but from what he had seen, given the overall picture, he felt this was the wrong approach.

VOTE ON THE MOTION: It carried with a vote of 4 in favor (Martens, Savina, Gardner, and Goebel), and 1 opposed (Shook). Hennessy, Jones, Bayouth and Lofton were absent. One vacancy.

28. "Transition Plan" for Handicapped Transportation - MTA Board requesting endorsement.

ELMER KARSTENSEN, MTA Director, acknowledged Commissioner Gardner's services on the task force that resulted in the development of this plan. KARSTENSEN stated that this was a transition from an inaccessible bus fleet to a fleet that has 51 percent accessibility at the peak hour service. He said that there were 26 buses available equipped with the wheelchair lift and have four more arriving between now and June 17. They will have to have some additional wheelchair lift buses to meet the full accessibility requirement at 50 percent at peak hour. There is a possibility of future expansion of services, that now looks very real, because of energy shortages. He said that they do have a situation where they will have to expect more use of those buses although they are not cost effective. KARSTENSEN said that they were under an obligation from the Federal government which leaves him no option but to meet the 51 percent accessibility during peak hours.

KARSTENSEN presented the three options. Option 1, would comply with the 504 regulations by purchasing all buses with wheelchair lifts; Option 2, having at least 50 percent of the buses, during peak service hours equipped with wheelchair lifts, and Option 3, to bring themselves up to the level of Section 504. He said that he agreed fully with the recommendation that they adopt Option 3. He encouraged the Commission to endorse the plan as prepared and recommend the adoption of Option 3.

GOEBEL questioned the statement in the newspaper that the buses did not handle the handicapped as well as the mini-vans that had been used. He asked for Karstensen's analysis of the statement.

KARSTENSEN said that he has to make the buses pay as much as possible for the City of Wichita, and to do that he operated

on a fixed route. Time would not permit him to take the bus and drive off of the route to pick passengers up at the Timbers. He mentioned that they did have a problem of loading the passengers on one of the lifts due to inexperience of the driver.

GOEBEL asked that during peak hours why can't they call the mini-van buses.

KARSTENSEN said that they were meeting the demand and at times were overloading their peak capacities now.

GARDNER said that Mr. Bayouth requested that he make special note in the record of his intense feelings regarding the lack of cost effectiveness in serving the handicapped public by attempting to do it with major vehicles and the larger buses. He felt that the STS services to be commended for the degree of service that it provides, and felt it was substantially more cost effective and efficient than the larger vehicles.

SAVINA asked if there was a record of how many handicapped people rode the buses.

KARSTENSEN said the largest number they have had on any given day was ten since they started to use the buses, then they dropped to two per day.

MOTION: That the Planning Commission endorse the Transition Plan and recommend Option 3. Savina moved, Gardner seconded and it carried unanimously. Hennessy, Jones, Bayouth and Lofton were absent. One vacancy.

The meeting adjourned at 5:55 p.m.

Robert A. Lakin
Secretary

State of Kansas) ss
Sedgwick County)

I, Robert A. Lakin, Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, do hereby certify that the foregoing copy of the minutes of the meeting of the Wichita-Sedgwick

5-22-80
Page 40

County Metropolitan Area Planning Commission, held on May 22, 1980, is a true and correct copy of the minutes officially approved by such Commission.

Given under my hand and official seal this _____ day of _____, 1980.

Robert A. Lakin, Secretary
Wichita-Sedgwick County Metropolitan
Area Planning Commission

(SEAL)

THE CITY OF WICHITA



DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION
CITY HALL — EIGHTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 259-4448

June 30, 1980

East Kellogg

RECEIVED

JUL 3 1980

METROPOLITAN PLANNING

ROUTE

Mr. Fred Terry
Urban Traffic Engineer
Kansas Dept. of Transportation
State Office Building
Topeka, Kansas 66612

Dear Fred:

This is written to confirm the telephone conversation that Paul Taylor and I had with you a few days ago regarding the traffic signals on East Kellogg at Bluff, Oliver, Edgemoor and Woodlawn. As we indicated, the City staff and the City Commission are concerned about traffic flow on US-54 through Wichita and are working to make what improvements we can on the existing highway, until other major improvements can be made.

At the June 17, 1980 City Commission meeting, the Commission heard several alternatives from the City staff for making minor improvements at the four intersections listed above. The Commission voted to approve the items listed below. Since that time we have met with the City Manager and prepared a schedule for implementing these changes.

The City Manager requested that in early July we install protected/permissive left-turn signals at the following locations:

1. The east and west approaches of Kellogg to Oliver
2. All four approaches at Kellogg and Edgemoor
3. The east and west approaches of Kellogg to Woodlawn

The protected/permissive left-turn signal would be a five-section signal (from top to bottom) with a red ball, yellow ball, green ball, yellow left arrow and green left arrow. If a car pulls into a left-turn bay on a red light, he would get a green-left arrow when his turn came up. Later in the signal cycle, he would be able to make a permissive-left turn on the green ball.

Around August 1, the Manager asked that we post No Left Turn signs on both the Oliver and Woodlawn approaches to Kellogg. In addition, we would modify the controllers to remove the existing split-phase feature that we have on both Oliver and Woodlawn and now provide just a single phase for both of those streets. The split-phase movements were provided previously because of the volume of and difficulty in making left turns. Since left turns will now be prohibited, the split-phase feature is no longer needed.

THE CITY OF WICHITA

(Page 2, Fred Terry, 6-30-80)

The Manager also asked that we make improvements on the Bluff approaches to Kellogg around September 1. This would consist of adding presence detection on both the Bluff approaches, non-locking memory and delay detectors. This would permit the controller to forget cars that turn right on red. The presence detection will also provide a little more efficient operation on Bluff. We have already somewhat reduced the maximum green time available to Bluff in an effort to move more traffic on Kellogg. The Bluff approaches to Kellogg are currently operated on two-split phases and will remain this way because of geometrics at the intersection and previous neighborhood opposition. The intersection will also remain posted for No Left Turns for the Kellogg approaches to Bluff because of both geometrics and capacity reasons.

We are also going to investigate various methods of interconnecting the four signals discussed above to provide east/west progression.

The City Manager also discussed with us the possibility of installing protected/ permissive left-turn signals at other locations on Kellogg. For various reasons, I believe we all agreed that most of them would not be feasible. However, we did agree to study the current protected-left-turn signals on Kellogg at the Dugan signal (by Shepler's), with the intent to hood the left-turn signals on a trial basis and if that is successful, we would then remove the left-turn signals completely.

The City Manager also asked that we gain extensive news media coverage of these various changes to help them understand the various changes, why they are being made, when it will occur, alternate routes that might be used because of some streets being posted No Left Turn, etc. We have talked with Dave Furnas, Public Affairs Director, regarding the best way to get publicity for this. We plan to advise him at the time each item is being implemented so that he can get some of the news media to take pictures in the field of the work actually occurring and perhaps before and after stories. He recommended that we not hold one major news conference on this, as there would be too many things to explain at one time and much of it would be forgotten before they are implemented. He also thought we could gain considerably more coverage by working with the news media as each item is implemented. By copy of this letter to Mr. Furnas, we are providing him with the general outline of the work that is planned to be done so that he will be aware of the plans, although no release will be made to the news media until the actual work is implemented.

Because the signal modifications are all on US-54, we are requesting KDOT's concurrence in the items described above.

Sincerely,



Paul B. Graves, P.E.
City Traffic Engineer

PBG:tmc

(See Page 3 for Distribution)

THE CITY OF WICHITA

(Page 3, Fred Terry, 6-30-80)

Distribution:

R. W. Bruggeman, Director of Public Works
E. H. Denton, City Manager
Robert Finch, Deputy City Manager
Ralph Peck, Traffic Maintenance Supv.
Vorace DeArmond, Signal Supv.
Robert Lakin, Dir. of Planning ✓
Russell L. Brenner, Dir. of Administration
Dean Sellers, Acting City Engineer
Willard Stockwell, Chief Planner, Advance Plans

10/12

MINUTES OF THE STREETS, HIGHWAYS AND PUBLIC TRANSPORTATION COMMITTEE
MEETING HELD ON TUESDAY, JUNE 24, 1980, 4: 00 P.M. IN THE CHAMBER OF COMMERCE
BOARD OF DIRECTORS ROOM.

Present: James Biley, A. L. Clark, R. S. Delameter, Thomas Dondlinger, Bruce Dyer,
Tim Haddad, Leon Jelinek, Carl Knop, Vince Moore, Dick Price, Tom Ritchie, Sharon Ryan,
Ron Varrow

Staff: Noel Harney, Gerald Holman

Absent: Keith Anderson, Pete Armstrong, Heber Beardmore, Fred Berry, L. A. Casado,
Fay Eldredge, Noel Estep, Skip Foley, Jim Foster, Don Cragg, Jim Greir, Tom Hartman,
Theo Hiebert, Warren Johnson, Dan K'by, Morris Krouse, Ray Reed, Jr., Howard Redburn,
E. H. Rowley, Bernard Ruddick, Jim Smith, Phil Snodgrass, Marlon Stevens, Bill Stockwell,
Jim Westbrooks, Tom Winters, Jerry Young

I. CALL TO ORDER. The meeting was called to order by Chairman Dondlinger at 4:00 p.m.

II. BUSINESS

A. Overview of June 10 Meeting - Chairman Dondlinger gave an overview of the meeting held on June 10 at which the Metropolitan Area Planning Department and Traffic Engineering personnel discussed many options for improving traffic on East Kellogg. Additionally, the City Commission action which was taken on June 17 was discussed. Chairman Dondlinger indicated that the decision on long-range improvements for East Kellogg was referred to the study currently being conducted by the East/West Traffic Flow Task Force.

B. Discussion/Motion - After considerable discussion regarding the information provided by the City of Wichita, the following five-part motion was made:

1. Planning for future streets and highways is of little value unless additional funding is obtained. As such, it is recommended that positive steps be taken toward developing additional funding at local, state and federal levels.
2. Immediate improvements on East Kellogg should be to close the intersection at Bluff and to synchronize traffic signals for east/west traffic flow as the primary consideration.
3. The intermediate solution should be to channelize the intersection at Oliver, Edgemoor and Woodlawn in a manner compatible with construction of urban interchanges at these three intersections. Channelization would be for both east/west and north/south traffic.
4. The long-range solution for improving traffic flow should be construction of urban interchanges at Oliver, Edgemoor and Woodlawn.
5. The ultimate goal for Kellogg should be a controlled access highway with grade separations at critical intersections.

The motion was seconded and unanimously approved.

III. ADJOURNMENT. There being no further business, the meeting was adjourned at 5:45 p.m.

Respectfully submitted,

Gerald H. Holman
Gerald H. Holman, Vice President
Research & Resource Development

Law # 4501

THE CITY OF WICHITA

OFFICE OF CITY MANAGER

DATE June 24, 1980

*WLF
Funk*

TO Administrators Addressed
FROM Robert G. Finch, Deputy City Manager

*I guess we
do have a
deadline
was*

SUBJECT East Kellogg Traffic Capacity

On June 17, 1980, the City Commission approved the City Manager's recommendation for immediate improvements on East Kellogg (see agenda for June 17, 1980); authorized the staff to develop a mechanism for obtaining right-of-way at the intersections of Oliver, Edgemour and Woodlawn on an opportunity purchase basis; and referred the matter of intermediate and long-range improvements to the East-West Traffic Flow Task Force for consideration in the Task Force's overall report to be returned in January 1981.

On June 20, 1980, the City Manager met with members of the East-West Traffic Flow Task Force to implement the directives of the City Commission.

The following conclusions were reached at this meeting:

Immediate Actions to be Taken

- 1) Convert to Protected/Permissive (P/P) signals at Oliver and Woodlawn in early July 1980.
- 2) Remove left turns onto Kellogg at Oliver and Woodlawn the first of August 1980.
- 3) Install presence loops with delay detection at Bluff in early September 1980.
- 4) Hood left turn at "Shepler's intersection" at option of Traffic Engineer.
- 5) Graves is to arrange through Eagle or 3-M for a demonstration of a "black box synchronizer".

Right-of-Way Acquisition

Public Works Engineering (Sellers) and MAPD (Funk) are to work together to develop right-of-way for Oliver/Kellogg intersection based upon requirements for a Flyover and an Urban Interchange.

*Rept to me by July 4 on R/W requirements
46
R*

RECEIVED

JUN 25 1980

METROPOLITAN PLANNING

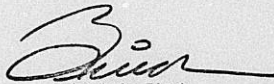
ROUTE _____

Administrators Addressed
June 24, 1980
Page Two

East-West Traffic Flow Task Force (EUTF)

The EUTF is to present a status report on its study to the City Commission on September 2, 1980, to obtain policy guidance.

Please be guided accordingly.



Robert G. Finch
Deputy City Manager

RGF/pd
cc: R. W. Bruggeman, Director of Public Works
Robert A. Lakin, Director of Planning
Russell L. Brenner, Director of Administration
Dean Sellers, Acting City Engineer
Paul B. Graves, Traffic Engineer
Bill Stockwell, Chief Planner, Advance Plans
Paul Taylor, Assistant Traffic Engineer

City Moves To Relieve Kellogg Clog

Eagle
Wed
6-18-80

By JACK McNEELY
Staff Writer

Stop-gap measures to relieve traffic congestion on Kellogg between Bluff and Woodlawn were unanimously approved Tuesday by the Wichita City Commission, and possible long-term solutions were set aside for more study.

The commission voted 4 to 0, with Mayor Bob Knight absent, to endorse three steps recommended by City Manager Gene Denton to increase the traffic-carrying capacity of Kellogg without undertaking big construction projects. The three measures are:

● Banning left turns from Oliver and Woodlawn onto Kellogg. There are no left turn bays at Oliver and Woodlawn. The idea is that banning left turns would move north-south traffic through intersections more quickly, thus giving east-west traffic on Kellogg more green-light time during each cycle of the traffic lights.

● Changing the traffic lights on Kellogg at Oliver, Edgemoor and Woodlawn to let drivers turn left not only when the signal shows a green arrow, but also when the signal is a full green light.

● Putting a delay on the light at Bluff so that cars turning right onto Kellogg from Bluff will not trip the light and stop Kellogg traffic. Drivers who want to go through on Bluff or turn left from Bluff onto Kellogg will have to wait longer to get a green light.

Denton and Robert Lakin, director of the Metropolitan Area Planning Department, said the city's long-held goal of a Kellogg Freeway from the eastern city limit to the western city limit does not appear to be obtainable because of higher costs and dwindling federal highway funds.

Traffic Engineer Paul Graves, however, said a freeway still is possible if the federal government has funds and if it stays in the highway-building business.

A report discussing less-expensive ways to move more traffic through the Bluff-to-Woodlawn bottleneck was referred to a staff task force that is to study east-west traffic flow in the city. The report listed such alternatives as building a fifth lane in the median strip, adding a lane to each side of Kellogg and building relatively small interchanges to take Kellogg traffic over north-south traffic at Oliver, Edgemoor and Woodlawn.

The commission's vote raised the possibility of the interchanges in the future, because it authorized Denton to develop a way to pay for right-of-way that would be needed for interchanges at the busier intersections.

☆ ☆ ☆

City Agrees To Housing Compromise

By KAREN ZWINGELBERG
Staff Writer

After three weeks of squabbling, Wichita city commissioners agreed to a compromise with federal officials Tuesday, apparently ending threats of a cutoff in federal funds that help support several social programs.

On a 3-1 vote, with Commissioner Connie Kennard opposed and Mayor Bob Knight absent, commissioners approved amending the city's Housing Assistance Plan to meet federal requirements. It was the third time in three weeks that commissioners have voted on the plan.

The Housing Assistance Plan, which details how the city intends to provide housing for low-income residents, is a prerequisite for receiving federal Community Development Block Grant money. That money, distributed each July 1, helps support such programs as Meals on Wheels, Big Brothers-Big Sisters, urban renewal and senior citizens' centers. Wichita is expecting \$4.6 million in CDBG money this year.

Officials in the Department of Housing and Urban Development regional office in Kansas City, Mo., had said an unacceptable housing plan "could be the basis for disapproval or reduction" of the city's CDBG allocation.

The city wants to scatter low-income housing units, limiting them to no more than 20 percent of an apartment project or to no more than one single-family unit per block. HUD originally wanted the right to build a low-income housing project if the city

(See CITY, KC, Col. 2)

City to Look At Cheaper Kellogg Plans

By JACK McNEELY
Staff Writer

The price of turning Kellogg into a freeway east of Bluff has risen through the roof, so Wichita city commissioners Tuesday will look at cheaper ways to move more traffic on Kellogg.

City Manager Gene Denton said rebuilding Kellogg into a freeway east of Bluff, where the existing Kellogg Freeway narrows from six lanes to four, would cost around half a billion dollars. That kind of money isn't available anywhere, Denton said, so the city must find cheaper ways to handle Kellogg's ever-increasing traffic.

As interim steps to increase the capacity of Kellogg to move traffic between Bluff and Woodlawn, Denton will ask the City Commission to:

- Prohibit left turns from Oliver and Woodlawn onto Kellogg. The idea is that banning left turns would move north-south traffic through the intersections more quickly, thus giving east-west traffic on Kellogg more green-light time during each cycle of the traffic lights.

- Change the traffic lights on Kellogg at Oliver, Edgemoor and Woodlawn to allow left turns not only when the lights show green arrow, but also — at the driver's risk — when the lights show solid green.

- Change the light at Bluff so that cars turning from Bluff onto Kellogg will have to wait longer to get a green light. Kellogg traffic thus wouldn't be stopped when cars coming off Bluff make a right turn onto Kellogg.

Denton also will ask the commission to endorse eventual construction of "urban interchanges" at Oliver, Edgemoor and Woodlawn. Urban interchanges could take the Kellogg traffic over the north-south streets, eliminating the intersections that stop Kellogg traffic every mile or so.

Such interchanges would take far less right-of-way than conventional interchanges, such as those at Kellogg and Hillside and at Kellogg and I-135 (the Canal Route).

The Traffic Commission, the Metropolitan Area Planning Commission and staff planners disagreed during meetings this spring on long-term solutions to Kellogg traffic congestion between Bluff and Woodlawn.

The Traffic Commission recommended construction of a full-blown freeway as soon as possible, which Denton has said would be never.

The planning commission recommended allowing parking on only one side of First and Second streets to put more east-west traffic on them, and studies to determine costs of adding an additional half-lane on each side of Kellogg and costs of urban interchanges at the primary intersections.

A broad study of east-west traffic flow in Wichita is scheduled for completion in January.

Eagle-Beacon

Monday 6-16-80

ITEM #5 Continued

In order to complete the transaction, it is necessary that the Commission adopt an ordinance which accepts and approves the resignation of Kansas State Bank and Trust Company as Trustee and paying agent for the City and appoints and designates Southwest National Bank to serve as successor Trustee and paying agent for the bonds.

It is recommended that the Commission approve the ordinance.

ACTION: Place the ordinance on first reading.

NOTE: The following is scheduled from 1:00 p.m. to 1:30 p.m.

6. PARTICIPATION IN DEMONSTRATION OF CHANCE MINIBUS WITH TRAILER.

The Commissioners have been invited by the Metropolitan Transit Authority to ride on a minibus with trailer. The unit will be in service in Wichita in June-July on a test basis. The bus will be at City Hall at 1:00 p.m. The Commissioners will return at approximately 1:30 p.m.

ACTION: No action necessary.

NOTE: The following item is scheduled for 1:30 p.m.

7. REPORT ON THE STUDY OF ALTERNATIVES TO INCREASE CAPACITY ON EAST KELLOGG AVENUE.

It has been determined that present traffic volumes on Kellogg exceed the design capacity at several locations, in particular at Oliver and at Woodlawn. Volumes are at capacity at Bluff and Edgemoor. Since capacity has been reached and increases in traffic volumes are expected, it is imperative that the traffic carrying capacity of Kellogg be increased in order that future congestion levels can be minimized.

The study which was conducted by the Planning Department with the assistance of a Federal Highway Administration Trainee examines six (6) options:

- 1) Do Nothing
- 2) Prohibit left turns at intersections
- 3) Construct reversible lane in existing median
- 4) Add two lanes to existing facility
- 5) Thru-lane grade separations
- 6) Six-lane freeway

The Study was presented at a joint meeting (informal session) of the Planning Commission and the Traffic Commission. Each Commission then placed the item on their respective agenda for formal consideration. Copies of the reports along with a summary of the recommendations have been provided the Commissioners.

Although there is no overall consensus recommendation, there appears to be general agreement in the areas of short term improvements. Therefore, the City Manager recommends: *passed 4-0*

- 1) Immediate improvements be made to Kellogg to include:
 - a. elimination of left turns at any intersections where there are no left turn bays or appropriate signalization;
 - b. protective-permissive left-turn signalization be added and the traffic controller and detection system at Oliver, Edgemoor and Woodlawn be improved;
 - c. installation of presence loops on Bluff with delay detection.

BCC - 6-17-80

- Lyman Clark - Belmont + Kellogg - moving office
- Geo? Rayost 3915 E Kellogg
eliminate peak parking on Hwy / Central.
- Paul Brenner ^{mm} - 2nd
wait for decision -
• don't move w/ 2nd / 1st
- Paul Henling - 1213 Farmstead.
- _____ (f) 2nd / Broadview -

Sharon Reinhaus; in individual
CPD met w/ LGC May 28
request immediate response -
Transfer to Central
agreement 1st/2nd

David Brown 4320 Kellogg -

Jean Mark - Freeway -

Dinner -
- 5th Street
- other E-W
- Mark - Freeway -

ITEM #7 Continued

- 2) The Commission determine that Kellogg be upgraded by using thru-lane grade separations and staff be authorized to develop a mechanism whereby property for future right-of-way needs at the intersections of Oliver, Edgemoor and Woodlawn may be purchased by the City on an opportunity purchase basis.
- 3) The reports and recommendations be referred to the East-West Traffic Flow Task Force for development of intermediate and long-range improvement plans to include consideration of plans for interconnected signals, grade separation structures and widening and channelization of intersections.

Representatives of the Planning Department and Traffic Engineering Division will be available to answer questions.

ACTION:

- 1) Approve the plans for immediate improvements;
- 2) Authorize staff to develop a mechanism to obtain right-of-way at the intersections of Oliver, Edgemoor and Woodlawn on an opportunity purchase basis;
- 3) Refer the matter to the East-West Traffic Flow Task Force for development of intermediate and long range improvement plans to be returned by January 1981, as part of the Task Force overall report.

~~Handwritten signature~~
Junk
file 40

8. TRAFFIC COMMISSION MINUTES OF MAY 21, 1980.

Proposed Realignment of McLean Boulevard - Douglas to Seneca

The Traffic Commission recommends that the Commission look with favor upon the realignment of McLean Boulevard south of Douglas to a point west of Seneca with the projected development along the Big Arkansas riverbank.

Interim Report on East Kellogg from Hillside to Armour

This item will be considered in connection with the preceding East Kellogg study.

Request for the Installation of "No Parking Any Time" Regulations on the East Side of Glendale from Kellogg South to the Eilerts Intersection

The Traffic Commission recommends that the request for "No Parking Any Time" be denied. The Traffic Commission recommends instead that the alternate request that parking be vacated (prohibited) along the property (self-service car wash) at Kellogg and Glendale.

Traffic Signal Operation at Kellogg at Bonnie Brae/Mansfield

The Traffic Commission recommends that the original signal be reinstated as soon as possible and any studies made regarding the intersection be done after the signal is reinstated.

ACTION:

Approve and file the minutes and authorize administrative staff to implement the recommendations.

6/16/80

1963 Plan recognizes Kellogg east of the river as a major street. Does not show the existing alignment W. of the river.

- 1946 - Show Kellogg on R.R. alignment West of River.
- show Kellogg east as a facility to be widened. (8 & 6 lanes including parking)
 - Widening of Kellogg east is proposed to relieve congestion on Douglas.
- (CBD By-Pass) p. 68

1955 Plan - Shows Kellogg with interchanges at Hillside, Bluff, Oliver, Edgemoor, Woodlawn & Webb.

Fully Controlled Access p. 45

Kansas Freeway System established in 1969 by Kansas Leg. The Wilbur Smith Report.

1967 Plan ^{map 13A} shows Expressways and some interchanges

WICHITA-SEDGWICK COUNTY

DATE 6/13/80

METROPOLITAN AREA PLANNING DEPARTMENT

TO E. H. Denton, City Manager
FROM Robert A. Lakin, Director of Planning
SUBJECT GRADE SEPARATION STRUCTURES FOR KELLOGG AT OLIVER, WOODLAWN AND
EDGEWOOD

Attached is a Civil Engineering article forwarded to us by Spence Delamater. The "flyovers" discussed in the article are the type of structures we have envisioned for East Kellogg as opposed to the high design type urban interchange planned for Kellogg and West Street intersection. I have highlighted some of the more important points in the article.

Hopefully, the "flyovers" described in the article could be constructed within the existing right-of-way thereby reducing the cost and the property acquisition and relocation problems. Some right-of-way may still have to be acquired at Oliver in particular.

My staff's position is, and I agree, that the City should retain a consultant to conduct a preliminary design study to determine the feasibility and cost of a "flyover" type structure at Oliver. If it is feasible then we could program the project and possibly have the project underway in 3-5 years.

Robert A. Lakin
Director of Planning

RAL:MLF:rh
Attachment

cc: Dean Sellers, Acting City Engineer
Paul Graves, Traffic Engineer

from: JS date: 6/5

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remarks: *Undoubtedly we will hear Spence's ideas when we talk to the Chamber Road's Comm about E. Kellogg on 6/10 at 4 PM.*

from: M.F. date: 6-11-80

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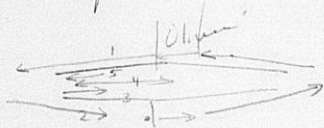
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remarks: *Suggestion!*
looks fine.
JS

a 3 lane fly over might
be OK - Reverse 1 on peak
use 2 ground lanes as
Turn + path



You may want to go
for ~~the~~ Seller + buyer

Memo from
R. S. DELAMATER, P. E.

wle

Bill. Referring to
the fly-over concept which
I think is what you
were discussing for cost
Kellogg - you may be
interested in the enclosed
article, in case you

haven't previously seen it
I'd like to talk to you
further about this concept
some time, about some possible
major economy in design &
construction which might help
make such a development
feasible -

RS

6.4.80

The fly-over: it unclogs urban traffic in a hurry

How much gas could motorists save if they were able to avoid red lights? Quite a bit. If you think avoiding red lights in city intersections is next to impossible, maybe you haven't heard about the fly-over, a low-cost, pre-fab overpass that could help alleviate both our traffic and our energy crunch.

WILLIAM W. PLEASANTS, P.E., M. ASCE
Engineering Consultant
Bethel, Delaware

YOU'RE DRIVING TO WORK. You are sleepy, hungry, and late. Your car is cold, the engine is rough, and the glass is fogged up. You come to an intersection, and the light turns red. You wait . . . 15 seconds . . . 30 . . . 60. And you wish that your car had wings so you could just fly over the intersection and get to work on time.

Well, some European cities have found an answer, not with wings, but with bridges called fly-overs.

We in the States have spent hundreds of billions on interstates, expressways, toll roads, bridges, and tunnels to enable our intercity highway users to enjoy non-

stop travel. But non-stop travel in urban areas, despite the best intentions of urban freeway planners, seems always just beyond our reach.

We have limited ourselves to 55 mph to conserve motor fuel. But every time we are stuck at a red light we ask ourselves, "If we're really trying to conserve fuel, why am I sitting here burning it up and not even moving?" Worse still, when the light turns green, we burn a lot more by having to accelerate back up to cruising speed.

If non-stop travel is worth spending hundreds of billions on for intercity traffic, then so is the effort to reduce the number of stops on *all* of our highways. Major roads with unlimited access make up a far greater percentage of total highway miles than do our expensive super-highways, yet we have permitted most of them to be obstructed with traffic signals that waste fuel.

The obvious answer is to elevate one stream of cars over the others. Grade sep-

A four-lane fly-over gracefully spans an intersection in Caracas, Venezuela. It was built by the Belgian firm, Nobels-Poelman. In joint venture with an American manufacturer, the Belgians are now trying to market fly-overs in the U.S.



ation is the name we use, but the standard designs imposed by the highway establishment are so expensive in terms of dollars, time required, destruction of private property, and disruption of normal traffic flow, that we build relatively few of them.

The European alternative

The Europeans have been through innumerable shortages of motor fuel and have designed cars that use far less than ours. What is not so well known is the progress they have made in finding alter-

natives to traffic signals. They have found by experience that lighter and more efficient cars are not the whole answer and have developed a whole new technology for building lightweight, low-cost, prefabricated, structural steel grade separation structures that can be super-imposed

Painless birth of an urban bridge

Belgian engineering consultant Arnold A. Bagon has designed a fly-over that is attractive and, apparently, cheaper than anyone else's. Two have been built in Brussels, and more are planned. The first of these, called AB-1, is described below. It was built in 1975 for only \$18.58/ft², using mostly standardized parts—about half the cost of its nearest competitor. One reason it's so economical is probably the substitution of a precast concrete roadway for the more costly epoxy-coated steel girder deck used by some competitors. Bagon writes:

There are several basic requirements of a fly-over:

- First, work must in no way interfere with the traffic flow. Therefore there is a need for time-saving construction that will span the traffic in a few hours.

- Whenever one comes upon an underground obstacle such as water mains, gas ducts or electricity and telephone cables, one must be able to modify the location of the corresponding column without affecting the structure.

- If there is an eventual need to add one or two traffic lanes or more, this improvement will have to be carried out without holding up traffic on the existing lanes. Or, if the city may eventually wish to dismantle the bridge and re-use it elsewhere, this should be possible without great effort or expense.

- The bridge must be of sturdy design and require a minimum of mainte-

nance.

- It must be an agreeable sight, to allow harmonious set-up on the site and avoid esthetic pollution. (It should be remembered that an urban bridge is never considered a real plus but, rather, a necessity to be endured.)

- And the bridge must accomplish all this at a reasonable price.

All these qualities are, I believe, combined in the AB bridge. AB-1, completed in February 1975, was erected in approximately a week. It has the qualities of a permanent bridge but may be dismantled in case of need. It requires no unusual maintenance. There are no joints on the bridge itself; expansion joints are located on entry and exit sides of the structure. And its construction impeded the flow of traffic hardly at all.

When the decision to build such a bridge is made, there are first preliminary operations. One must decide on the lay-out of the bridge, reconnoiter the foundation ground and possible underground obstacles, dislodge them, and finally lay the foundation. These operations generally take two or three months.

Once the studies and preliminary work are completed, all parts of the bridge have to be brought to the site. From that moment on, about eight days are required for the erection of the bridge. But that does not mean eight days of traffic interruption. For AB-1, traffic on the lane to be passed over was held up for a mere four hours one night from midnight to 4:00

A.M.—the time required to place the metal structure on the foundations. After that, work went on quietly aloft, without the slightest hindrance to the traffic below.

The foundation is of a conventional design. Foundation slabs are cast on site (on piling, if necessary). Columns and cross-beams are prefabricated. The superstructure consists of a judicious combination of steel and concrete. Each traffic lane is supported by a group of two braced beams. Longitudinally, the steel structure is continuous, and the different metal sections are arranged in such a way as to locate the joints at the points of lowest bending moment. Continuity is obtained by means of steel cover-plates with high-strength bolts.

Neoprene plates are provided between the precast concrete slabs and the steel, with the specification that the thickness of the plates be greater than the total of tolerances of the slabs and the beams. The plates act as shock absorbers. Furthermore, slabs are not simply placed onto the beams, they are strongly fastened. Generally, pre-fab designs are characterized by a stacking of pieces one upon the other with a high amount of idle joints. This is particularly true for pre-fab bridges in pre-stressed concrete. The AB bridge breaks with this passive tradition. Here, by contrast, the approach is an active one. The different beam sections are assembled in such a way as to create a continuous girder. The concrete slabs do not simply rest upon the



(1) AB Bridge 1 (named for its designer) in Brussels, Belgium was inaugurated in February 1975. It provides three traffic lanes over a busy intersection. The main span over the intersection is 117 ft (35.7 m); overall length is 1411 ft (430 m). The metal superstructure was secured in four hours.

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over an older, overloaded intersection. After a few months of planning, design, site preparation, and fabrication of the standardized components, they can construct one of these fly-overs in a matter of days.

Our grade separation structures are

monuments to the demands of heavy-weight, high-speed trucks that must have maximum weight, minimum grade, and maximum clearance characteristics. Europeans, on the other hand, have come to realize that if they can provide an elevated traffic lane just for the glut of cars,

the excluded trucks and busses can make better time.

Often the building of overpasses is opposed by private businesses in the area, but fly-overs meet with less resistance because they are built in the center of the existing highway's right-of-way.

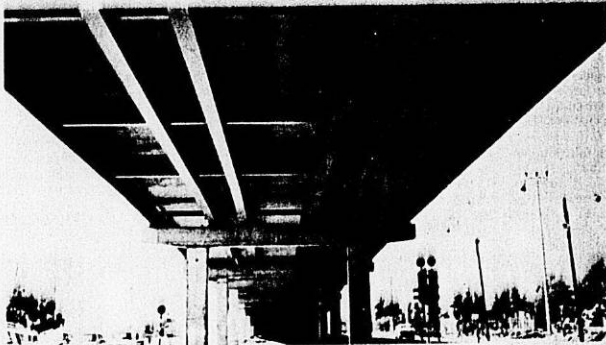
metal structure but are tightly fastened to it.

Immediately after the placing of the slabs and the border elements, the bituminous road surface is applied and the bridge is ready for service. AB-1 has been in service for more than 3½ years without the slightest cracking or crazing being observed in the road surface.

Another important aspect of the AB bridge is the very high degree of standardization, from the hot-rolled beams to the reinforced concrete slabs, which are all identical and interchangeable, to the accessories, bolts, washers, and clips, all of which are likewise identical. One can roughly say that, with good organization, time elapsed between the decision to build

an urban fly-over and its coming into service may be reduced to three to four months.

M. Bagon heads a consulting practice in Brussels. After World War II, he designed some 40 bridges in Luxembourg to replace those that had been destroyed. Since then, he has specialized in urban bridges, designing some of the largest bridges in Belgium.



(2) The foundation for AB-1 was laid on piles. The piling and the concrete column base on top of the piles were the only elements constructed at the site. Everything else was pre-fabricated: columns, bays, metal structure, and concrete slab flooring. The major construction took only 8 days.



(3) Concrete slabs weighing 2.7 tons (2.5 m) are fastened tightly to the metal structure. Slabs are standardized and identical.

With financial assistance from the German Marshall Fund, I took a three-week tour of England, France, and Germany to study this new technology. Initially, flyovers were dismissed as temporary expedients to handle traffic in highly congested areas during construction of super-highways. One writer put them in the same category as cranes and concrete

After a few months of planning, design, site preparation, and fabrication of the standardized components, they can construct one of these fly-overs in a matter of days.

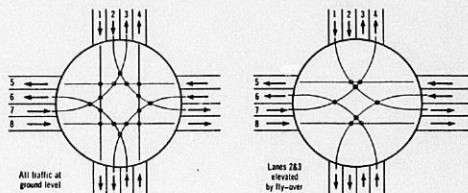
mixers—equipment to serve the construction phase. Tell that to the City of Hannover, Germany, where a fly-over is shown prominently on the official city map!

The French Compagnie Francaise d'Entreprises Metalliques, one of Europe's largest steel companies, has a booming business in fly-overs. They build the most fly-overs in the fastest time and for the lowest cost of any European producer. The firm's estimate of only \$48.75/ft², compared to its British competitor's \$70/ft² and the Germans' \$106/ft², reflects C.F.E.M.'s greater volume,

Intersections without tears

Here's an example of why fly-overs are so effective at unlogging intersections. At a typical intersection with two lanes of traffic in both directions, a left turn proceeding from any turn lane can potentially encounter 4 points of conflict, for a total of 16 potential

points of conflict in the intersection. Those are only the points of conflict caused by those vehicles making left turns. But if two lanes of straight-ahead traffic are elevated by a fly-over, the number of potential points of conflict is reduced to 8.



degree of standardization, and degree of pre-fabrication. And they are able to construct their "Autoport" bridge at the breakneck speed of 12 spans in a single shift. Jacques Compagnion, who is largely responsible for developing C.F.E.M.'s fly-over business, says the firm has built 190 of these structures in France, Egypt, Yugoslavia, Germany, Algeria, Venezuela, Argentina, and Saudi Arabia.

C.F.E.M. presently produces components at the rate of two spans a day in one of their fabricating plants.

One of the most interesting developments in France is the "diversion tunnel" constructed under and around the Arc de Triomphe in Paris. The site is the scene of some of the most legendary traffic jams in the world. Two lanes moving in the same direction now divert 2200 per hour

Fig. 1. At the entrance to London's Chiswick fly-over, the car just under the sign has just made a decision to move to the right and use the fly-over instead of staying at ground level and going through the traffic circle. (Note that traffic in Britain moves to the left.)



of straight-ahead traffic through the tunnel which would otherwise needlessly congest the traffic circle. Although it does not use a fly-over, it is an outstanding example of the kind of solution typically provided by a fly-over, namely creating one or two lanes of traffic overflow relief.

An English example

According to G. D. Cochrane, "prefabricated fly-overs in England have received the unfortunate title of temporary structures." This is, he says, thoroughly misleading. Cochrane is chief designer for Braithwaite & Co. Structural Ltd., which markets a fly-over system called the "Flyway". Its system is designed for a life of 120 years, to the latest codes of practice relating to permanent bridgework. If the system were to be used in the U. S., Cochrane says, he would re-design where possible to take advantage of the slightly lighter loading standards of the American Association of State Highway and Transportation Officials (AASHTO).

One of the most spectacular applications of fly-over technology is a structure built over the Hogarth roundabout (traffic circle) at Chiswick in the borough of Hounslow, London (Figs. 1 and 2). The ingenious design consists of two graceful horizontal curves, one about 30 degrees to the left and another about 90 degrees to the right, which are designed to pick up the cross-traffic and redirect it onto the highway into London.

The British have compiled some impressive energy statistics on the use of fly-overs. A study recently completed in Glasgow, Scotland on the costly effects of stop-and-go driving shows that, by eliminating stops and increasing average speed from 18 to 50 mph, a 9% saving in motor

Our standard designs for grade separations require so much space that they are out of the question when business development has skyrocketed the price of land.

fuel consumption was accomplished.

In the U.S. we know that EPA ratings on new cars show a 40% greater rate of fuel consumption for city, or stop-and-go driving. The Highway Users Federation for Safety and Mobility, a national trade association whose members are users of highways who profit from the movement of goods and people (including vehicle and tire manufacturers), has conducted research showing that stop-and-go driving in highly congested traffic can reduce a car's fuel consumption by as much as 100%.

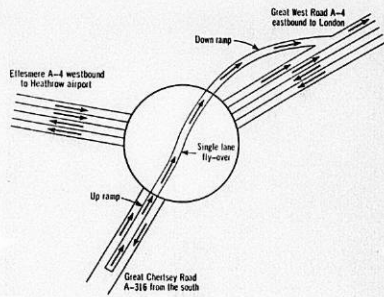


Fig. 2. Rather than stop the heavy flow of traffic headed from London to Heathrow Airport (left), the fly-over permits right-turn traffic (the equivalent of our left-turn traffic) to merge smoothly into eastbound traffic (right).

Cars only?

Should fly-overs be strong enough to handle the heaviest truck, or should the cost be reduced by making them strong enough for cars only? The fly-over at Chiswick, England, has a sign over the entrance that reads, "Limit 3 Tons." In practice, however, trucks of larger size use it, and there is no effort made to enforce the three-ton limit. Local authorities apparently reason that the load for which the bridge is designed is created by a traffic jam of cars bumper to bumper and that an infrequent heavy truck would not exceed this figure. The chances of heavy trucks lining up bumper to bumper are minimal.

Another aspect of "cars versus trucks" is the matter of ramp slope. In Europe, they seem to have settled on a range of 6% to 8%, which is 3 to 5% over the slope that heavy trucks prefer and which U. S. road builders cater to. Ramp slope is a major factor in determining overall length, and therefore overall cost. On the other hand, the Europeans don't go to the other extreme of 12%, used in some parking garages. The 6 to 8% range represents a middle course and is based primarily on Europe's experience with maintenance of pavement on steeper slopes.

The quick fix

Our urban planners cannot dictate where businesses such as restaurants, hotels or shops will locate, no matter how much traffic they may wind up generating. What we need—and what Europe has developed—is a solution that can be applied when traffic problems become serious. Our standard designs for grade separations require so much space that they are out of the question when business development has skyrocketed the price of land. The European fly-over can be easily applied to our older, overloaded intersections—after they have become overloaded, and without wiping out the prosperous businesses that attracted the

traffic.

The State of Delaware is overrun with out-of-state traffic, both truckers and vacationers, who choke local intersections that weren't designed to accommodate them; the problem is especially critical in Dover. Now a co-operative effort is underway with FHWA, US-DOT, the Delaware Division of Highways, and the Delaware Society of Professional Engineers to seek funds from the State legislature to make a feasibility study of possible application of fly-overs to one of several critical intersections in the State. Governor DuPont and Senator Roth are supportive of this effort.

To get moving here in the U.S. we will have to modify current design policies of the FHWA that do not permit use of these structures. We could invite a European company to construct a demonstration unit in the U.S. so that we may better evaluate fly-overs under actual domestic traffic conditions. At least one European manufacturer, the Belgian firm Nobels-Kline, Ltd., has set up shop in this country to see if they can't sell us fly-overs (their offices are in Columbia, S.C.). If State highway departments could purchase fly-overs from manufacturers without a lot of federal red tape, we could have a cost-effective alternative to energy-wasteful traffic signals.

Bill Pleasant has had a long and varied career as a structural engineer. As construction manager for RCA, he was in charge of construction of the large antennas for the Ballistic Missile Early Warning System in England and the Arctic. He then became chief engineer of the National Radio Astronomy Observatory, where he was involved in design and construction of large radio telescopes. In the field of



highway design and construction, he was Caribbean Area Manager for T.A.M.S. Pleasant holds three U.S. and two British patents for grade separation structures. He is currently chairman of the energy committee of the Delaware Society of Professional Engineers.

from: WJG date: 6/13

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remarks: Unfortunately they have
confused everyone by not
correctly reporting who
recommended what see p. 2

*It's unfortunate that
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T.E.'s
propaganda
is
S.*

ewb

MINUTES OF THE STREETS, HIGHWAYS AND PUBLIC TRANSPORTATION COMMITTEE
MEETING HELD ON TUESDAY, JUNE 10, 1980, 4:00 P.M. IN THE CHAMBER OF COMMERCE
BOARD OF DIRECTORS ROOM

Present: Keith Anderson, L. A. Casado, Tom Hartman, Leon Jelinek, Warren Johnson, Dan Kilby, Carl Knop, Dick Price, Howard Redburn, Bernard Ruddick, Jerry Young, Fred Berry, Tom Dondlinger, Heber Beardmore, Sharon Ryan, Tom Ritchie, Ray Reed

Guests: Vince Moore, Monroe Funk, Paul Graves, Bill Stockwell

Staff: Gerald Holman, Noel Harney

Absent: R. D. Delameter, Noel Estep, Tim Haddad, Theo Hiebert, Bruce Dyer, Pete Armstrong, James Briley, A. L. Clark, Fay Eldredge, Skip Foley, E. H. Rowley, Marion Stevens, Phil Snodgrass, Jim Westbrook

I. CALL TO ORDER. The meeting was called to order by Chairman Dondlinger at 4:00 p.m.

II. BUSINESS. Chairman Dondlinger indicated that the Metropolitan Area Planning Department and the Traffic Engineering Department have both prepared recommendations to improve traffic on east Kellogg. Their recommendations have been presented at joint meetings with the Traffic Commission and Metropolitan Area Planning Commission. Both the Traffic Commission and the Metropolitan Area Planning Commission have made recommendations which will be reviewed with the City Commission on Tuesday, June 17. The meeting with the City Commission will be only a status report.

A. Metropolitan Area Planning Department Alternatives - Monroe Funk of the City of Wichita briefly discussed six alternatives which MAPD has developed. These alternatives are:

1. Option 1 - Do nothing
2. Option 2 - Prohibit left turns at intersections
3. Option 3 - Construct reversible lane in existing median
4. Option 4 - Add two lanes to existing facility
5. Option 5 - Construct thru-lane grade separations at Oliver, Edgemoor and Woodlawn
6. Option 6 - Six lane freeway

Mr. Funk briefly provided the pros and cons of each alternative. Attached to these minutes is information summarizing these six alternatives as well as the expected capacity increase over existing conditions.

Mr. Funk stated that the Metropolitan Area Planning Commission recommended that Option 2, prohibiting left turns, could be implemented immediately and that Option 5 should be adopted as the long-range freeway solution. The Planning Commission also requested that an investigation be made into Option 4, which is adding two additional lanes.

The Planning Commission, as well as the Planning Department, believes that a full freeway status is desirable for the city of Wichita, although it is not a realistic alternative, due to the lack of funding for such a project.

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Minutes - Streets, Highways and Public Transportation Committee
June 10, 1980 - Page 2

The Planning Department also recommends that a detailed study could be conducted at one of the major intersections, such as Oliver, in order to better understand the different options which are available when considering costs as well as public concerns. The Planning Department also believes that if Option 5 is selected the grade separation should be constructed so as to not preclude full freeway status at some future date.

B. Traffic Engineering Alternatives - Paul Graves briefly summarized the alternatives which his department had analyzed. He indicated that a detailed traffic study was conducted in the area between Bluff and Woodlawn in order to better understand the current traffic flows. He stated that at present 55 percent of the traffic in peak morning hours is toward the downtown area and likewise 55 percent of the traffic during the peak evening hours is away from the downtown area. This being the case, he felt that a reversible median lane (Option 3 of the Planning Department) is not a viable alternative.

Mr. Graves had three basic solutions to improving traffic flow as follows:

1. Immediate solutions - basically install protective/permissive left turn signalization on Kellogg as well as gap-reducing control
2. Intermediate solutions - basically channelize north-south bound traffic on Oliver, Edgemoor and Woodlawn in order to provide better traffic capacity north and south bound, therefore utilizing the savings for east-west traffic flow
3. Long-range solutions - Full freeway construction with urban interchanges at Oliver, Edgemoor and Woodlawn

Summary information regarding the Traffic Engineering recommendations is attached to the minutes.

Mr. Graves indicated that the Planning Commission recommendation was to accept the immediate changes identified above with the long-range objective of Kellogg becoming a full freeway at the earliest possible date.

III. NEXT MEETING. Following discussion of the alternatives reviewed by both Metropolitan Area Planning Department and the Traffic Engineering Department, it was decided that committee members should review the attached information in detail, thoroughly considering all options and that another meeting would be held at which time a Chamber recommendation could be made. The next meeting was scheduled for Tuesday, June 24, 1980, at 4:00 p.m. in the Chamber of Commerce Board of Directors Room.

IV. ADJOURNMENT. There being no further business, the meeting was adjourned at 5:30 p.m.

Respectfully submitted,
Gerald H. Holman
Gerald H. Holman, Vice President
Research & Resource Development

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JUN 13 1980
METROPOLITAN PLANNING
ROUTE

RECOMMENDED IMPROVEMENTS AT KEY INTERSECTIONS
 RECOMMENDATIONS FROM TRAFFIC ENGINEERING

6-10-8

<u>Location</u>	<u>Immediate Solutions</u>	<u>Intermediate Solutions</u>	<u>Long Range Solutions</u>
Kellogg and Bluff	Install presence loops with delay detection.	Closing of Kellogg medial opening and removing the traffic signal.	Conversion to freeway.
Kellogg and Oliver	Add protective/permisive left turn signalization on Kellogg. <i>50% INCREASE FOR BOTH</i> Install gap-reducing controller.	Interconnection of traffic signals on Kellogg at Oliver, Edgemoor and Woodlawn. <i>+ 20-25% for Kellogg</i> Add left turn bays on Oliver. Add selected right turn bays.	Construct an urban interchange and upgrade Kellogg to freeway standards.
Kellogg and Edgemoor	Add protective/permisive left turns on all four approaches. Upgrade traffic controller and detection system.	Interconnection of traffic signals on Kellogg at Oliver, Edgemoor and Woodlawn.	Construct an urban interchange and upgrade Kellogg to freeway standards.
Kellogg and Lexington	Adjust school boundaries and eliminate the pedestrian signal.	Not Applicable	Construct a pedestrian overpass over Kellogg at the time Kellogg becomes a freeway.
Kellogg and Woodlawn	Add protective/permisive left turn signalization on Kellogg for left turn bay. Upgrade traffic controller and detection system.	Interconnection of traffic signals on Kellogg at Oliver, Edgemoor and Woodlawn. Add left turn bays on Woodlawn. Add selected right turn bays. Modify Kellogg frontage road to eliminate conflict points.	Construct an urban interchange and upgrade Kellogg to freeway standards.

Kellogg and Woodlawn

The peak turning movement counts for Kellogg and Woodlawn during the AM and PM peak are revealed in Figure (5). Again, the heaviest volume occurs on Kellogg with 1125 westbound vehicles in the morning. The heaviest volume in the evening occurs eastbound with 1355 vehicles approaching this intersection from the west. The heaviest left turn occurs during the PM peak with 377 vehicles southbound on Woodlawn wishing to turn east on Kellogg. During the PM peak another heavy left turn occurs on Kellogg westbound to go south on Woodlawn where 183 vehicles were counted.

The capacity analysis of the intersection of Kellogg and Woodlawn indicates this intersection is operating at level of service "E" when compared by the critical movement analysis.

When comparing a level of service based upon the delays that occur at this intersection, this intersection is operating at level of service "D" and "E".

RECOMMENDATIONS

As an ultimate goal to move east-west traffic through the city of Wichita, we would recommend that all steps toward upgrading Kellogg to freeway status be strongly supported. The need to have Kellogg as a freeway from the east city limits to the west city limits can be easily justified when one looks at the volumes presently traveling

on Kellogg and the lack of an east-west freeway through Wichita. Since the freeway cannot become a reality in the near future, we are recommending three levels of improvement for each of the intersections which will be immediate solutions, intermediate solutions and long range solutions. The following is an intersection-by-intersection recommendation.

Kellogg and Bluff

This intersection is presently operating at level of service "C" with average stop delays of 5 to 12 seconds. Improvements recommended for this intersection would fall into the following:

Immediate Solutions

- o Immediate solutions would envision installing presence loops on Bluff with delay detection. This would permit the green signal indication to remain on Kellogg for a greater amount of time and allow right turning vehicles from Bluff to enter the Kellogg stream of traffic where gaps are available without cycling the traffic signal.

Intermediate Solution

- o The intermediate solution would envision closing of the Kellogg medial at Bluff and removal of the traffic signal, with the possible addition of a pedestrian signal near the intersection of Kellogg and Bluff.

Long Range Solution

- o Conversion to freeway segment on Kellogg thereby closing direct access to Kellogg from the side streets.

Kellogg and Oliver

This intersection is presently operating at level of service "E" with peak hour delays during the PM running approximately 65 seconds. Improvement for this intersection fall into the following categories:

Immediate Solutions

- o Add protective permissive left turn signalization on Kellogg for left turn bays. *Intersection Signal*
- o Improve traffic controller and detection system through the use of a gap-reducing controller. *"*

Intermediate Solutions

- o Study the possibility of interconnecting traffic signals on Kellogg at Oliver, Edgemoor and Woodlawn.
- o Add left turn bays on Oliver to accommodate heavy left turn volumes. *✓*
- o Add selective right turn bays. *selective*
need more for it.

Long Range Solution

- o Construct an urban interchange and upgrade Kellogg to freeway standards.

Kellogg and Edgemoor

This intersection is presently operating at level of service "C" with PM average delays running less than 30 seconds.

Immediate Solutions

- o Add protective permissive left turns on all four approaches.
- o Upgrade traffic controller and detection system.

Intermediate Solutions

- o Study the possibility of interconnecting traffic signals on Kellogg at Woodlawn, Oliver and Edgemoor.

Long Range Solution

- o Construct urban interchange and upgrade Kellogg to freeway standards.

Kellogg and Lexington

This school pedestrian signal is presently causing some minor congestion and delay to Kellogg traffic during its 20 mile per hour flashing operation when students are going to and from Fabrique Elementary School. The solution to this problem lies either in the immediate category or the distant future.

Immediate Solution

- o Adjust school boundaries so that the elementary boundaries divide on Kellogg, eliminating the need for the school pedestrian signal.

Long Range Solution

- o Construct a pedestrian overpass over Kellogg, at the time Kellogg becomes a freeway.

Kellogg and Woodlawn

This intersection is presently operating at level of service "E", with delays up to one minute occurring during the peak hours.

Immediate Solutions

- o Add protective permissive left turn signalization on Kellogg for left turn bays.
- o Improve traffic controller and detection system through the use of a gap-reducing controller.

Intermediate Solutions

- o Study the possibility of interconnecting traffic signals on Kellogg at Woodlawn, Oliver and Edgemoor.
- o Add left turn bays on Woodlawn to accommodate heavy left turn volumes. *Cost*
- o Add selected right turn bays.
- o Consider modifications to Kellogg frontage road on the south side of Kellogg to reduce conflict points associated with this intersection being so close to the Kellogg and Woodlawn intersection.

Long Range Solution

- o Construct urban interchange and upgrade Kellogg to freeway standards.

RECOMMENDED IMPROVEMENTS AT KEY INTERSECTIONS

<u>Location</u>	<u>Immediate Solutions</u>	<u>Intermediate Solutions</u>	<u>Long Range Solutions</u>
Kellogg and Bluff	Install presence loops with delay detection.	Closing of Kellogg medial opening and removing the traffic signal.	Conversion to freeway.
Kellogg and Oliver	Add protective/permisive left turn signalization on Kellogg. Install gap-reducing controller.	Interconnection of traffic signals on Kellogg at Oliver, Edgemoor and Woodlawn. Add left turn bays on Oliver. Add selected right turn bays.	Construct an urban interchange and upgrade Kellogg to freeway standards.
Kellogg and Edgemoor	Add protective/permisive left turns on all four approaches. Upgrade traffic controller and detection system.	Interconnection of traffic signals on Kellogg at Oliver, Edgemoor and Woodlawn.	Construct an urban interchange and upgrade Kellogg to freeway standards.
Kellogg and Lexington	Adjust school boundaries and eliminate the pedestrian signal.	Not Applicable	Construct a pedestrian overpass over Kellogg at the time Kellogg becomes a freeway.
Kellogg and Woodlawn	Add protective/permisive left turn signalization on Kellogg for left turn bay. Upgrade traffic controller and detection system.	Interconnection of traffic signals on Kellogg at Oliver, Edgemoor and Woodlawn. Add left turn bays on Woodlawn. Add selected right turn bays. Modify Kellogg frontage road to eliminate conflict points.	Construct an urban interchange and upgrade Kellogg to freeway standards.

Prepared by Traffic Engg. 6/10/80

EAST KELLOGG AVENUE

(Roosevelt to Woodlawn)

A Study of Alternatives

to

Increase Capacity

Prepared

by

Advance Plans Division

The Wichita-Sedgwick County

Metropolitan Area Planning Department

Monroe L. Funk, P.E., Principal Planner

James Bednar, FHWA Trainee

April 1980

Summary

At the present time Kellogg Avenue east of Roosevelt serves over 37,000 vehicles each day. This is an increase of almost 50 percent since 1970. It is expected that traffic volumes will continue to increase as population and economic activity continue to grow not only in the Kellogg Corridor but in the metropolitan area.

Present traffic volumes on Kellogg exceed the design capacity at several locations, in particular at Oliver and at Woodlawn. Volumes are at capacity at Bluff and Edgemoor.

Since capacity has been reached and increases in traffic volumes are expected, it becomes imperative that the traffic carrying capacity of Kellogg be increased so that future congestion levels can be minimized.

This study examines six (6) optional actions that could lead to capacity increases for Kellogg. The options range from "Do Nothing" to constructing a six lane urban freeway. The cost range is from several thousand dollars to over \$20 million. The six options, their characteristics, cost and effectiveness can be summarized as follows:

Option One - Do Nothing - Leave system as it is; no cost involved; no increase in capacity or level of service.

Option Two - Prohibit Left Turns at Intersections - either during the morning and evening peak or at all times. The option presents operational and enforcement problems. The solution is low cost and could be implemented immediately.

Option Three - Construct Reversible Lane in Existing Median - This solution could be constructed within the existing right-of-way. The solution is relatively costly, \$1.5 million, but would provide a

75 percent increase in capacity over existing conditions.

The option could present operational, safety, and enforcement problems.

Option Four - Add Two Lanes to Existing Facility - The solution will require the acquisition of some right-of-way which will be costly. Several homes and businesses would be acquired. The increase in capacity ranges from 50 to 133 percent depending on lane configuration and usage. The cost would range from \$1.6 million to \$1.9 million.

Option Five - Thru-Lane Grade Separations - A costly solution, approximately \$15 million, that provides a long range solution to the capacity problems on Kellogg. The increase in capacity is estimated at 200 percent over existing conditions. Option has merit in that it can be staged as funds become available.

Option Six - Six Lane Freeway - Very costly, over \$26 million solution. Significant social, economic and environmental impacts to the community in the Kellogg corridor. The solution would provide long term solution, increasing capacity by 400 percent.

Table 5 EFFECT OF OPTIONS ON
INTERSECTION APPROACH CAPACITIES⁽¹⁾

Option	Approach Capacity ⁽²⁾ (Vehicles per hour)	Percent Increase ⁽³⁾ over Base Condition
"Do Nothing"	900	Base Condition
Eliminate Left Turns	1,050	+17
Reversible Median Lane ⁽²⁾	1,575	+75
Add two Thru Lanes (6-lane arterial)	1,350	+50
Six-Lanes--No Left Turns	1,575	+75
Six-Lanes--No Left turns Two Lanes Reversible	2,100	+133
Expressway with Grade Separations (4-lane)	2,700	+200
Six-lane Urban Freeway	4,500	+400

Notes: (1) Capacity at Level of Service "C"

- (2) In one direction at a time. Approach in opposite direction would have a capacity of 1,050 vph.
- (3) The percent increase over the base condition will vary from intersection to intersection due to different signal timing and intersection lay-out.

5-1
HARD

Cost Comparison of Options

<u>Option</u>	<u>Approach Capacity Increase (Table 5 page 9)</u>	<u>Capacity Increase over Base Condition (1)</u>	<u>Estimated Cost of Option (\$000's)</u>	<u>Cost per 1,000 Units of Increase (2)</u>	<u>Relative Cost</u>
1 - Do Nothing	900	Basic Cond.	0	N.A.	N.A.
2 - Eliminate Left Turns	1,050	150	4	27	1
3 - Reversible Median Lane	1,575	675	1,500	2,200	82
4a - Add Two Thru Lanes	1,350	450	1,600	3,600	133
4b - Six Lanes - No Left Turns	1,575	675	1,200	1,800	68
4c - Six Lanes - No Left Turns - Two Lanes Reversible	2,100	1,200	1,550	1,300	48
5 - Expressway with Grade Separations	2,700	1,800	16,000	8,900	330
6 - Six Lane Urban Freeway	4,500	3,600	26,000	7,200	267

(1) Approach Capacity Increase

(2) \$1,000 per 1,000 units of added approach capacity

TABLE 4 SIGNAL TIMING

SIGNAL LOCATION	MOVEMENT*	MAX CYCLES (SECONDS)		CYCLE TIME	% GREEN	% YELLOW
		GREEN	YELLOW			
BLUFF	EB & WB (THRU)	58	5		60.1	5.2
	NB (ALL)	16	3		16.6	3.1
	SB (ALL)	<u>11</u>	<u>3.5</u>		<u>11.4</u>	<u>3.6</u>
		85 +	11.5 =	96.5	88.1	11.9
OLIVER	EB & WB (LEFT)	29	3		15.0	1.6
	EB & WB (THRU)	75	4		38.8	2.1
	NB (ALL)	41	3.2		21.2	1.6
	SB (ALL)	<u>35</u>	<u>3.2</u>		<u>18.1</u>	<u>1.6</u>
		180 +	13.4 =	193.4	93.1	6.9
EDGE Moor	EB & WB (LEFT)	31	3		16.9	1.6
	EB & WB (THRU)	70	4		38.0	2.2
	NB & SB (LEFT)	32	3		17.4	1.6
	NB & SB (THRU)	<u>37</u>	<u>4</u>		<u>20.1</u>	<u>2.2</u>
		170 +	14 =	184.0	92.4	7.6
WOODLAWN	EB & WB (LEFT)	32	3		16.8	1.6
	EB & WB (THRU)	67	4		35.1	2.1
	NB (ALL)	35	3.8		18.3	2.0
	SB (ALL)	<u>42</u>	<u>4</u>		<u>22.0</u>	<u>2.1</u>
		176 +	14.8 =	190.8	92.2	7.8

Source: Traffic Engineering Division

*All movements are traffic actuated. All percentages are based on maximum green time available for each movement.

Table 1 Average Daily Traffic Volumes

<u>Location</u>	<u>Average Daily Traffic</u>
Kellogg Avenue	
West of Bluff	37,046
East of Bluff	34,176
West of Oliver	27,731
East of Oliver	27,196
West of Edgemoor	27,017
East of Edgemoor	26,000
West of Woodlawn	23,431
East of Woodlawn	26,727
Bluff	
North of Kellogg	2,199
South of Kellogg	3,747
Oliver	
North of Kellogg	17,917
South of Kellogg	17,503
Edgemoor	
North of Kellogg	9,080
South of Kellogg	9,077
Woodlawn	
North of Kellogg	17,136
South of Kellogg	12,765

Source: 1978 Wichita Traffic Volume Flow Map.

WICHITA-SEDGWICK COUNTY

Monroe's Co

DATE 6/9/80

METROPOLITAN AREA PLANNING DEPARTMENT

TO Board of City Commissioners
through E. H. Denton, City Manager

FROM Robert A. Lakin, Director of Planning

SUBJECT MAPC RECOMMENDATIONS FOR EAST KELLOGG IMPROVEMENT

The City Manager has requested that the Planning Department review the traffic situation on East Kellogg and develop alternative solutions. Last winter the Planning Department had on its staff on loan a Federal Highway Administration Trainee, a graduate engineer, Jim Bednar. Mr. Bednar, supervised by Planning Department staff, provided the added personnel and talent necessary to undertake an East Kellogg Study.

The instruction to staff was that all alternatives were to be examined and their effectiveness assessed. The attached report, Attachment A, is the result of that study. Page i and ii present a summary of the study findings. Attachment B presents a cost comparison of the various options.

While there is a need for a six-lane freeway, an extension of the existing facility, the Planning Department Staff is of the opinion that an urban freeway is not realistic now or in the foreseeable future. Funds at the federal and state levels are not now available nor does it appear they will become available. Secondly, the social, economic and environmental impact would be significant.

In view of this conclusion the Planning Staff recommended the following:

1. That nothing be done to the Bluff-Kellogg intersection at this time.
2. That a grade separation structure (urban interchange) be programmed for the Kellogg-Oliver intersection within the next five (5) years. When the Oliver project is complete that the median be closed and the signals removed at Bluff.
3. That Woodlawn be reconstructed to provide for left turn bays as proposed by Traffic Engineering.
4. No action be taken at Edgemoor until traffic conditions are reduced to Level of Service "D" or "E".
5. As a long range solution for East Kellogg that urban interchanges (as proposed at Oliver above) be scheduled for Woodlawn and Edgemoor as funding becomes available.

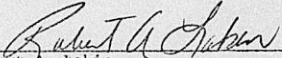
June 9, 1980

The Study was presented at a joint meeting (informal session) of the Planning Commission and Traffic Commission on Friday, May 16, 1980. Each commission placed the item on their formal agendas the following week.

The Planning Commission considered the matter on May 24, 1980. The Commission recommended that:

- a) as an interim solution, prohibit left turns during peak hours at Oliver and Woodlawn.
- b) the short term solutions as recommended by Traffic Engineering staff be implemented. In general these improvements include:
 1. Add permissive left turn signalization.
 2. Upgrade signal controller and detection system.
 3. Study feasibility of interconnected signals.
- c) as an intermediate solution the cost and feasibility of an additional one-half lane to each side of Kellogg along with the removal of the median be determined so as to ultimately provide for a six lane arterial (See Option 4B in Attachment A).
- d) as an intermediate solution the feasibility of widening and channelizing of Oliver and Woodlawn be investigated.
- e) First and Second Street be opened to traffic by allowing parking on one side only.
- f) while there is a need for an urban freeway in the long range and that funding for such a facility should be pursued, it appears, however, that due to present and foreseeable funding conditions, an urban freeway may not be feasible. It is recommended therefore, that the feasibility of urban interchanges and how they could be integrated into a future freeway facility (if a freeway becomes a reality) be investigated.

Recommendations by the Traffic Commission are being forwarded by the Traffic Engineering Division.


Robert A. Lakin
Director of Planning
Advance Plans Division

RAL:MLF:rh
Attachments

Attachment A

EAST KELLOGG AVENUE

(Roosevelt to Woodlawn)

A Study of Alternatives

to

Increase Capacity

Prepared

by

Advance Plans Division

The Wichita-Sedgwick County

Metropolitan Area Planning Department

Monroe L. Funk, P.E., Principal Planner

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April 1980

Summary

At the present time Kellogg Avenue east of Roosevelt serves over 37,000 vehicles each day. This is an increase of almost 50 percent since 1970. It is expected that traffic volumes will continue to increase as population and economic activity continue to grow not only in the Kellogg Corridor but in the metropolitan area.

Present traffic volumes on Kellogg exceed the design capacity at several locations, in particular at Oliver and at Woodlawn. Volumes are at capacity at Bluff and Edgemoor.

Since capacity has been reached and increases in traffic volumes are expected, it becomes imperative that the traffic carrying capacity of Kellogg be increased so that future congestion levels can be minimized.

This study examines six (6) optional actions that could lead to capacity increases for Kellogg. The options range from "Do Nothing" to constructing a six lane urban freeway. The cost range is from several thousand dollars to over \$20 million. The six options, their characteristics, cost and effectiveness can be summarized as follows:

Option One - Do Nothing - Leave system as it is; no cost involved; no increase in capacity or level of service.

Option Two - Prohibit Left Turns at Intersections - either during the morning and evening peak or at all times. The option presents operational and enforcement problems. The solution is low cost and could be implemented immediately.

Option Three - Construct Reversible Lane in Existing Median - This solution could be constructed within the existing right-of-way. The solution is relatively costly, \$1.5 million, but would provide a

75 percent increase in capacity over existing conditions.

The option could present operational, safety, and enforcement problems.

Option Four - Add Two Lanes to Existing Facility - The solution will require the acquisition of some right-of-way which will be costly. Several homes and businesses would be acquired. The increase in capacity ranges from 50 to 133 percent depending on lane configuration and usage. The cost would range from \$1.6 million to \$1.9 million.

Option Five - Thru-Lane Grade Separations - A costly solution, approximately \$15 million, that provides a long range solution to the capacity problems on Kellogg. The increase in capacity is estimated at 200 percent over existing conditions. Option has merit in that it can be staged as funds become available.

Option Six - Six Lane Freeway - Very costly, over \$26 million solution. Significant social, economic and environmental impacts to the community in the Kellogg corridor. The solution would provide long term solution, increasing capacity by 400 percent.

Possible Alternatives
to Increase Capacity
on
Kellogg Avenue - Roosevelt to Woodlawn

Introduction - At the present time Kellogg from Washington to Roosevelt is a six-lane urban freeway with full access control. At Roosevelt the facility reduces to a 4-lane arterial with a median. Left turns from the arterial are controlled in that the maneuver is allowed only at specific locations where turning bays are provided. The major limiting factors for the capacity of Kellogg east of Bluff are the individual capacities of the major intersections. These intersections are Kellogg at Bluff, Oliver, Edgemoor, and Woodlawn. Other factors that reduce capacity on Kellogg include the local intersecting streets and service drives.

The traffic volume on Kellogg west of Roosevelt is over 37,000 vehicles per day which is an increase since 1970 of 12,000 vehicles/day. The recent opening of the Canal Route will attract additional traffic onto Kellogg thereby increasing the level of congestion on Kellogg east of Roosevelt. Year 2000 traffic forecasts indicate that traffic volumes on Kellogg will continue to increase as economic growth in the Kellogg corridor continues. The Year 2000 Transportation Plan adopted in 1966 projected a freeway design for Kellogg Avenue.

It thus becomes imperative that the traffic carrying capability of Kellogg be increased so that further increases in the level of congestion can be minimized. Since any type of improvement to increase capacity is costly, it is necessary to examine all options available. The scale of possible options ranges from a six lane urban freeway to the "do nothing" alternative.

Table 1 Average Daily Traffic Volumes

<u>Location</u>	<u>Average Daily Traffic</u>
Kellogg Avenue	
West of Bluff	37,046
East of Bluff	34,176
West of Oliver	27,731
East of Oliver	27,196
West of Edgemoor	27,017
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South of Kellogg	17,503
Edgemoor	
North of Kellogg	9,080
South of Kellogg	9,077
Woodlawn	
North of Kellogg	17,136
South of Kellogg	12,765

Source: 1978 Wichita Traffic Volume Flow Map.

Each option has its associated costs both in real dollars and in social-economic costs. Real dollars are the dollars spent by government to improve the capacity of the facility while socio-economic costs are those costs incurred by motorists and people living or doing business in the corridor. Congestion, lost time, and accidents are examples of social-economic costs.

This report examines (in a preliminary fashion) a range of options for improving the capacity of Kellogg from Roosevelt to Woodlawn. The options examined are: 1) the "do nothing" option; 2) elimination of all left turns during the peak periods; 3) a reversible median lane; 4) adding two more lanes; 5) an expressway type facility with grade separations at major intersections; and 6) an urban freeway.

Average Daily Traffic Volumes - Traffic volumes on Kellogg from Roosevelt to Woodlawn range from 37,046 to 23,431 vehicles per day. Table 1 presents the average daily traffic volumes on Kellogg and on the major cross streets.

Table 2 gives the results of turning movement counts taken during the peak hour at each of the four intersections. Table 2 gives the number making the maneuver and also the percentage based on the approach volume.

The highest left turn percentage from Kellogg occurs at Oliver westbound in the evening when 14 percent of the westbound approaching vehicles turn left from Kellogg. The highest percentage eastbound occurs at Woodlawn during the a.m. peak period when 10 percent turn left.

Travel Times and Average Speeds - A travel time and intersection delay was conducted in January, 1980 for the section of Kellogg from Hillside to Armour. Several runs in each direction during the morning and evening peak periods

Table 2 Peak-Hour Turning Movements

APPROACH DIRECTION		SB				NB				WB				EB				
MOVEMENT		L	S	R	TOTAL	L	S	R	TOTAL	L	S	R	TOTAL	L	S	R	TOTAL	
Bluff & Kellogg	a.m.	26	37	61	124	243	38	10	291	0	1473	5	1478	1047	6	1053		
	%	21	30	49	100				100	0			100	99.4	0.6	100		
Oliver & Kellogg	p.m.	50	44	15	109	118	80	42	240		1239	24	1263	1678	23	1701		
	%				100				100				100	98.6	1.4	100		
Edgemoor & Kellogg	a.m.	79	382	73	534	235	285	49	569	70	1414	35	1414	81	1014	65	1160	
	%				100				100				100	9	86	6	100	
Woodlawn & Kellogg	p.m.	120	380	55	555	189	412	100	701	129	1101	50	1280	127	1238	94	1459	
	%				100				100				100	8	85	7	100	
Bluff & Kellogg	a.m.	57	417	57	550	220	299	42	561	65	1110	54	1229	36	847	57	940	
	%				100				100				100	36	847	57	940	
Woodlawn & Kellogg	p.m.	210	363	44	617	97	306	56	459	66	1048	59	1173	79	1389	91	1559	
	%				100				100				100	79	1389	91	1559	
Bluff & Kellogg	a.m.	79	304	79	505	158	263	55	476	90	985	50	1125	55	874	48	977	
	%				100				100				100	10	88	2	100	
Bluff & Kellogg	p.m.	377	393	79	849	106	362	86	554	183	923	65	1171	90	1194	71	1355	
	%				100				100				100	90	1194	71	1355	

Source: Wichita Traffic Engineering Dept. 1980

were made with the average of all runs summarized in Table 3.

The survey indicated that travel speeds averaged from 20.7 mph to 26.8 mph. If the delay time was eliminated from the traveltime calculations, the average speeds would increase to 28.9 mph and 33.0 mph respectively. Delay is caused by a red-signal indication and/or by other vehicles in the traffic stream. The posted speed limit from Yale to east of Woodlawn is 35 mph. If there were no signals or other interference such as additional vehicles on the street, approximately 35 percent of the traffic would travel 35 mph. The difference in travel-time between 35 mph and 20.7 mph is 3 minutes and 16 seconds for each vehicle over the 2.72 miles from Hillside to Armour.

Three minutes and 16 seconds in absolute terms is not very much time, although it does represent a 70 percent increase in travel time over traveltime at 35 mph. Motorists in Wichita perceive this as a very significant amount of time and as a result complain about the "traffic problem" on Kellogg.

Existing Signal Timing - As will be discussed later, one option to increase capacity on Kellogg is to provide more green signal time to Kellogg motorists. To test this type of option the existing signal timing schedule on east Kellogg must be known. Table 4 gives the existing signal timing for each of the four intersections.

The signals are fully traffic actuated at each of the intersections. The green and cycle time given is the maximum time available for each of the phases. On some of the phases more green time could become available due to the overlap features of the signal system. (This happens when thru traffic in one direction is released ahead of the opposite direction thru traffic because the demand for left turn traffic no longer exists from the opposite approach).

Table 3 Travel Time and Delay Survey
(East Kellogg²)

Direction	Survey Time (1)	No. of Runs	Average Time (min-sec)	Average Stop Delay (sec)	Average Stop Delay Per Intersection (sec)	At an Intersection (Average)		Average Travel Speed (mph)
						Min Delay (sec)	Max Delay (sec)	
Eastbound	7:21 a.m. to 9:00 a.m.	7	6-05	68	17	2	41	26.8
Westbound	7:30 a.m. to 8:54 a.m.	6	6-26	89	22	1	48	25.4
Eastbound	4:38 p.m. to 5:55 p.m.	5	7-53	134	34	9	67	20.7
Westbound	4:30 p.m. to 6:01 p.m.	4	7-21	104	26	3	68	22.2

Source: Traffic Engineering Division, 1980

- Notes: 1. Date of Survey: January 22 & 23, 1980
2. Distance: Hillside to Armour, 14,354 ft or 2.719 miles

TABLE 4 SIGNAL TIMING

SIGNAL LOCATION	MOVEMENT*	MAX CYCLES (SECONDS)		CYCLE TIME	% GREEN	% YELLOW
		GREEN	YELLOW			
BLUFF	EB & WB (THRU)	58	5		60.1	5.2
	NB (ALL)	16	3		16.6	3.1
	SB (ALL)	<u>11</u>	<u>3.5</u>		<u>11.4</u>	<u>3.6</u>
		85 +	11.5 =	96.5	88.1	11.9
OLIVER	EB & WB (LEFT)	29	3		15.0	1.6
	EB & WB (THRU)	75	4		38.8	2.1
	NB (ALL)	41	3.2		21.2	1.6
	SB (ALL)	<u>35</u>	<u>3.2</u>		<u>18.1</u>	<u>1.6</u>
		180 +	13.4 =	193.4	93.1	6.9
EDGEMOOR	EB & WB (LEFT)	31	3		16.9	1.6
	EB & WB (THRU)	70	4		38.0	2.2
	NB & SB (LEFT)	32	3		17.4	1.6
	NB & SB (THRU)	<u>37</u>	<u>4</u>		<u>20.1</u>	<u>2.2</u>
		170 +	14 =	184.0	92.4	7.6
WOODLAWN	EB & WB (LEFT)	32	3		16.0	1.6
	EB & WB (THRU)	67	4		35.1	2.1
	NB (ALL)	35	3.8		18.3	2.0
	SB (ALL)	<u>42</u>	<u>4</u>		<u>22.0</u>	<u>2.1</u>
		176 +	14.8 =	190.8	92.2	7.8

Source: Traffic Engineering Division

*All movements are traffic actuated. All percentages are based on maximum green time available for each movement.

Comparison of Improvement Options

Table 5 gives the Level of Service "C" intersection capacities for the various options to be discussed in detail in the next section of this report. The "do nothing" option is considered the base condition and used as the basis of comparison for all other options.

Depending on the option, increases of capacity of 17 to 400 percent are possible. The capacity of Kellogg could be further increased by altering the signal timing on signalized cross streets. For example, the capacity of Kellogg at Oliver could be increased by an additional 21 percent if left turns from Oliver were prohibited (at all times or during the peak-period). In general, the greater the expenditure of funds the greater the capacity increase. Later in this report the costs and resulting capacity increases will be analyzed to determine the cost-effectiveness of each of the options.

Table 5 EFFECT OF OPTIONS ON
INTERSECTION APPROACH CAPACITIES⁽¹⁾

Option	Approach Capacity ⁽²⁾ (Vehicles per hour)	Percent Increase ⁽³⁾ over Base Condition
"Do Nothing"	900	Base Condition
Eliminate Left Turns	1,050	+17
Reversible Median Lane ⁽²⁾	1,575	+75
Add two Thru Lanes (6-lane arterial)	1,350	+50
Six-Lanes--No Left Turns	1,575	+75
Six-Lanes--No Left Turns Two Lanes Reversible	2,100	+133
Expressway with Grade Separations (4-lane)	2,700	+200
Six-Lane Urban Freeway	4,500	+400

Notes: (1) Capacity at Level of Service "C"

(2) In one direction at a time. Approach in opposite direction would have a capacity of 1,050 vph.

(3) The percent increase over the base condition will vary from intersection to intersection due to different signal timing and intersection lay-out.

Option No. 1 - "Do Nothing"

One option that is always available is the option to do nothing to improve the capacity of a facility. The "do nothing" option is not without its associated costs. These costs are in the form of congestion, delays, accidents, frustrations, etc.

The accident experience on Kellogg from Bluff to Woodlawn is not staggering, but it is significant. In 1979, there were six accidents at Bluff, 24 at Oliver, 24 at Edgemoor, and 29 accidents at Woodlawn. There were also 11 accidents along that section of Kellogg that were not associated with any of the four major intersections. Of the total number of accidents, 40 resulted in injuries and 54 were non-injury. These costs are incurred by the motoring public. One way these costs to the motoring public can be reduced is by building a safer facility.

Description of Option Features

At the present time, the intersections of Kellogg and Oliver, Kellogg and Edgemoor, and Kellogg and Woodlawn permit left turns from protected left turn bays. Separate signal indications are provided for the left turn movement. Only on rare occasions during the peak period do the left turning vehicles more than fill the left turn storage lane and block the inside left through lane. The percentage of vehicles turning left at each intersection approach is shown in Table 2.

Table 4 gives the maximum amount of green time allocated for each movement at each intersection. It should be noted that the amount of green time and the associated clearance (yellow) time for each left

turn movement is substantial, detracting from the total time available for through traffic on Kellogg and/or the cross arterials.

Benefits and Problems Associated with the "do-nothing" option

Under the "do nothing" alternative no positive benefits would accrue to the motoring public. Likewise, no funds would be expended by government agencies.

If no actions are taken and traffic volumes continue to grow as forecasted, the level of congestion, delays, and the number of accidents can only increase. It may be that a continuation of the present congestion on Kellogg will have an adverse economic impact on business activity in the Kellogg corridor.

It thus becomes clear that while the "do nothing" option costs the motoring public and government nothing in direct dollars, there is a substantial indirect social cost resulting from congestion, delays, accidents, etc. These costs will be absorbed by the motoring public. Government may incur costs from reduced sales tax collections and declining property values resulting from declining business activity (resulting in reduced sales tax collections) in the Kellogg corridor.

Capacity Increases Resulting from the "do nothing" option

Since no improvements or changes in the mode of operation of the signal system is proposed, no increases in capacity can be expected. It is felt that the existing signal system is currently operating at maximum efficiency.

Estimated Cost of "do nothing" option

No costs will be incurred by the City of Wichita, the Kansas Department of Transportation, or any other unit of government.

Option No. 2 - Eliminate left turns at signalized intersections.

Description of Option

Under this option, left turns from Kellogg would not be permitted at Oliver, Edgemoor or Woodlawn. Left turns from Kellogg are not permitted onto Bluff at this time. The left turn from Kellogg would be prohibited so that more green signal time could be assigned to Kellogg Avenue through movements. Right turns would be permitted at the signalized intersections as is currently permitted. Left turns would continue to be permitted at those non-signalized locations where left turn bays are now available.

This option has two variations. One variation, as described above, is to prohibit left turns at all signalized intersections 100 percent of the time. A second variation would prohibit the left turn at signalized intersections only during the peak traffic volume periods. This would be from 7:30 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m.

Benefits & Problems Associated with the Improvement.

Not allowing left turns during peak periods would cause problems for motorists who now make left turns at those locations. They would have several alternatives. One would be to select a different route and avoid the intersection. This puts added volumes on other streets, including possibly residential streets. Added traffic volumes on this type of street are not desirable. Other alternatives the motorist has are to make the trip at a different time or eliminate the trip completely. These may not be realistic alternatives.

For motorists eastbound on Kellogg it would be possible to overcome the left turn prohibition by proceeding thru the intersection

and then making three successive right turns. For example, a motorist eastbound on Kellogg wishing to go northbound on Oliver could use Glendale and Eilerts and three right turns to eliminate the need for a left turn at Oliver.

This type of maneuver is also possible for westbound motorists wishing to proceed southbound on Oliver or Woodlawn. The V.A. Hospital at Edgemoor makes this maneuver more difficult. A motorist would have to use Bleckley and Waterman an extra distance of about 1.25 miles.

If the left turns are prohibited 100 percent of the time, the turning bay should be closed with physical barriers to eliminate the possibility of motorists making an illegal turn thereby creating an accident potential situation. If the left turns are prohibited only during the peak periods, strict enforcement will be necessary. This may mean an officer stationed at each signalized intersection.

Capacity Increases Resulting from the Improvement

Not permitting left turns from Kellogg during the peak period would allow more green time for Kellogg thru traffic. This could increase the thru capacity of the intersections approximately 17 percent if the Kellogg left turn green and amber time were all assigned to Kellogg thru time (see Table 5).

Estimated Cost of Improvement

Internal modifications to the controller at each intersection would be required. The extent and cost of these modifications has not yet been determined, but preliminary estimates are that the cost would be less than \$1,000 per intersection. If the left turn lanes are to be physically

closed an additional cost will be necessary. The cost would depend on how permanent the closing is to be.

Option No. 3 - Construct reversible lane in existing median and eliminate all left turns from Kellogg between Bluff and Woodlawn during peak periods.

Description of Option Features

This option replaces the existing median with a traffic lane. This is accomplished without widening the overall width of the street so that no additional right-of-way needs to be acquired.

The middle lane would be a reversible lane. It would be designated with overhead signal indications as westbound in the morning (say from 7:00 a.m. to 9:30 a.m.) and eastbound in the afternoon (say from 4:00 p.m. to 6:30 p.m.). No left turns would be permitted along Kellogg from Roosevelt to Woodlawn during the peak periods. The middle, or fifth lane could be available for left turns from Kellogg at all other times. The reversible lane could be treated two different ways. One way, as described above, is to make the middle fifth lane accessible from the outer lanes all along the route. In other words, there would be no curbs or other raised delineators to separate traffic lanes. The second treatment would be to separate the fifth lane from the other lanes - with a raised curb 6" - 12" high or a safety barrier wall (New Jersey type barrier about 2½ ft. high). The New Jersey type barrier would not allow the use of the fifth lane for turning purposes at any time.

Benefits and Problems Associated with the Improvement

The improvement would add an additional lane in one direction during the peak period and thereby increase the capacity in that direction by about 67 percent (See Table 5). The option presents many operational problems. A great deal of confusion may develop concerning the correct use of the

reversible lane leading to a hazardous situation. Some of this confusion could be partially overcome with heavy enforcement by traffic officers.

The impact of eliminating left turns at major intersections was discussed in the previous section. Under this option left turns would not be permitted at any point during the peak periods. Left turns could be permitted during the offpeak periods. By not permitting left turns could cause a great deal of circuitous travel by motorists in reaching their final destination. This was discussed under option No. 1.

For this option to work, left turns and thru movements from all local residential streets could not be permitted during the peak periods and should not be permitted at any other time. To permit these maneuvers would create a hazardous situation. A high level of enforcement would need to be maintained for the system to operate as intended.

Some of these problems could be eliminated if the median reversible lane were separated from the other lanes with a non-mountable barrier wall. (New Jersey type barrier). If these barrier walls were put in place, the reversible lane would not be available as a turning lane at any time. The barrier walls would also prevent possible head-on collisions with vehicles in the opposing lanes.

The barrier curbs would present several problems. One, it may make it difficult or almost impossible for pedestrians to cross Kellogg. While it is difficult now to cross Kellogg the barrier curbs would make it impossible unless gaps were left in the curbs at pre-designated points. Allowing pedestrians to cross Kellogg under this kind of circumstances would be dangerous. A costly pedestrian overpass could be constructed if sufficient crossing demand could be identified.

Estimated Cost of Improvement

Preliminary estimates of costs are between \$1,260,000 and \$1,650,000.

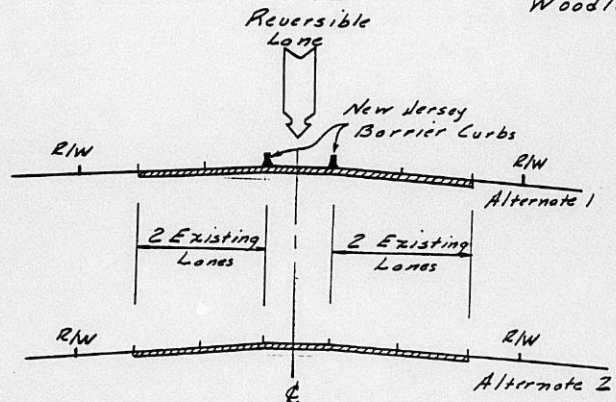
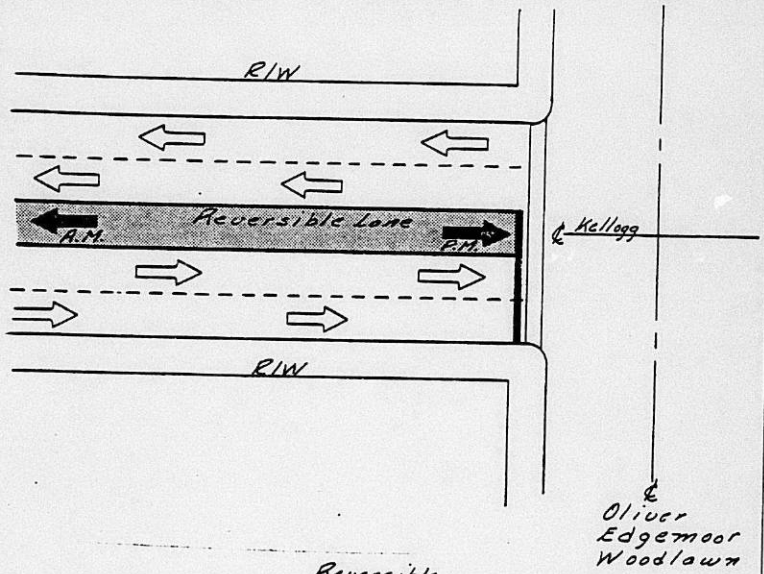
This cost is estimated as follows:

Construction costs	\$750,000	to	\$1,000,000
Non-mountable barrier curb	200,000		250,000
Overhead reversible lane signal system	200,000		250,000
Improve signals at Oliver, Edgemoor, and Woodlawn*	110,000		110,000
			<hr/>
Total	\$1,260,000	to	\$1,650,000

*It is assumed that the signal at Bluff would be eliminated.

Option 3 - Reversible Lane

PADMASTER
6576 50 SHEETS
6577 100 SHEETS
MADE IN U.S.A.



Cross Section

Option No. 4 - Widen Kellogg to Six Thru Lanes

Description of Option

This option would add one additional lane in each direction while maintaining the same basic geometric configuration as now exists. Left turns from the median lanes would be permitted at all locations where currently feasible.

Additional right-of-way would have to be purchased in some locations. Existing right-of-way varies from approximately 70 feet at Bluff to 125 feet east of Woodlawn. If additional right-of-way is to be acquired, it should be of sufficient width so a sidewalk could be provided at a safe distance away from the curb.

Benefits and Problems Associated with the Improvement

The improvement would add one additional lane in each direction. The mode of operation (left turns, right turns, signal timing) would remain unchanged. The additional lane would increase the capacity of each Kellogg intersection approach by approximately 50 percent (See Table 5). The 50 percent increase in capacity would increase the one directional through movement on Kellogg by approximately 450 vehicles per hour. This resulting increase in capacity should result in decreased travel times, and reduced congestion especially during the morning and afternoon peak traffic flow periods.

Estimated Cost of Improvement

The improvement would be costly since some right-of-way would have to be purchased. At this time a detailed survey of Kellogg from Roosevelt to Woodlawn has not been undertaken to determine exact right-of-way requirements in terms of homes and businesses. In some cases, it may be necessary to purchase access rights in which case the entire property may have to be

acquired. Some businesses could be adversely affected by the widening of Kellogg. Construction costs would include the adjustment of utilities, underground and overhead; removal of existing curbs, sidewalks, and driveways; the grading and placement of new lanes, sidewalks and private drives. Very preliminary estimates indicate that widening Kellogg to six lanes and leaving the median for left turns would cost about \$1.6 million.

Added Note: (Option 4b)

There is an alternate to Option 4 which provides for six thru lanes but eliminates the median and the opportunities for left turns from Kellogg.

In order to reduce the need for additional right-of-way it may be feasible to add a half-lane or approximately 5.5 feet to each side of the roadway, eliminate the median (about 12 feet wide) thus creating a paved surface approximately 66 feet wide. This width could provide for six (6)-11 foot lanes. These would be thru lanes since the median has been removed, and it is not capable of providing a protected left turn bay.

Under this option it would be possible to make the middle two lanes reversible thus providing four lanes in the direction of heavier flow (westbound in the morning and eastbound in the evening). This would provide approximately a 133 percent increase in capacity in the direction of heavier flow (direction of the reversible lanes flow) and a 17 percent increase in capacity in the opposing direction. The cost of the overhead lane designation signal system and revising the signals at Oliver, Edgemoor, and Woodlawn would be approximately \$350,000.

Left-Turns During Non-Peak Periods

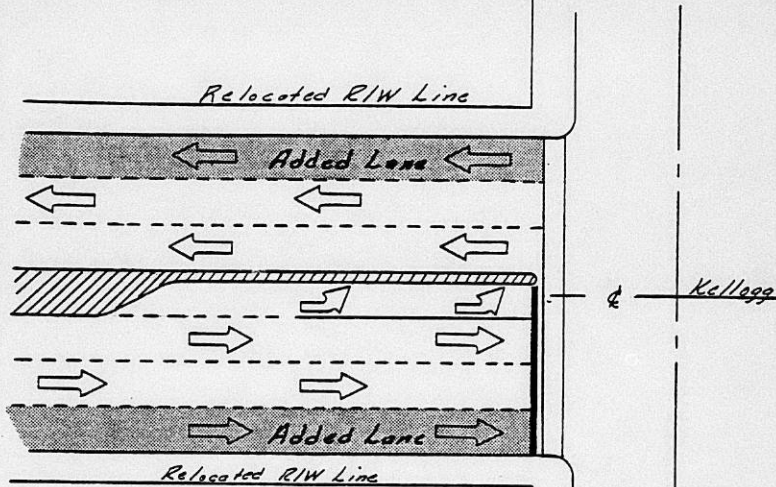
If no median barrier is provided it would be possible for the facility to operate as a 6-lane arterial without a median or exclusive left turn bays. During the non-peak traffic flow periods, left turns could be permitted from the street. The turns would be made from the thru lanes. While this can produce a traffic hazard it may make the creation of six thru lanes, elimination of the median, and prohibition of left turns during the peak periods more acceptable to area residents and businesses.

Estimated Cost of the Improvement

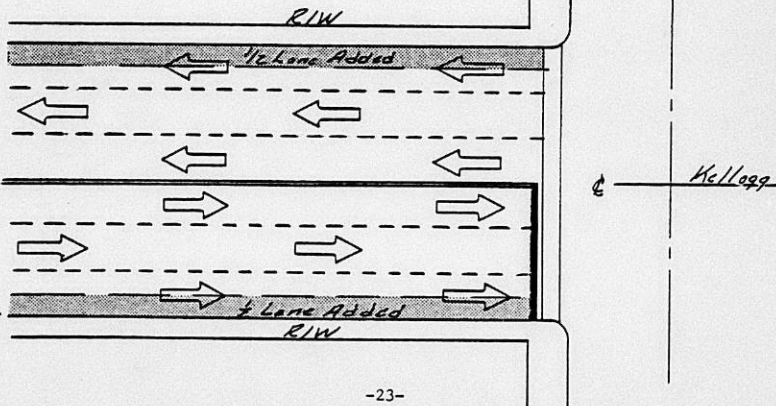
This alternative (4b) would cost less than the alternative which maintains the median for left turns. Preliminary estimates indicate that alternate 4b will cost approximately \$1.2 million.

50 SHEETS
MADMASTERS
MADE IN U.S.A.

Option 4 - Widen to Six Lanes



Option 4b - Six Lanes - No Median



Kellogg

Oliver
Edgemoor
Woodlawn

Option No. 5 - Construct Thru-Lane Grade Separations at Oliver, Edgemoor and Woodlawn.

Description of Option

This option proposed the construction of grade separation structures for the thru lanes on Kellogg at Oliver, Edgemoor and Woodlawn. Structures would be constructed to take the four thru lanes on Kellogg over Oliver, Edgemoor and Woodlawn. An overpass is not proposed at this time for Bluff because of right-of-way limitations. (It is proposed that the median at Bluff be closed and the signal removed). The geometrics of the proposed grade-separations are shown in Fig. 1.

The proposal would permit traffic to exit or enter Kellogg at the three intersections, allowing all turning movements at each intersection. No local side streets or private access drives would have to be closed. None of the breaks in the Kellogg median from which left turns can now be made would be eliminated.

At this time it appears that the need for additional right-of-way along Kellogg would be minimal. With careful design and alignment it should be possible to construct the grade separations with only a few businesses and residences needing to be acquired.

The intersections at Oliver, Edgemoor and Woodlawn could continue to operate as they do now except signal timings would be changed. The operation would be more efficient since one signal phase (Kellogg thru) has been eliminated, thereby giving more green time to intersection turning movements and cross street thru time. As a part of any improvement program on Kellogg, it would be recommended that improvements on cross streets also be carried out. For example, Oliver and Woodlawn should be widened at Kellogg so a median with left turn storage bays could be constructed. This may require the acquisition

of some properties.

Earlier it was stated that no overpass was proposed for Bluff because of right-of-way limitations. This is a preliminary conclusion subject to change after a more detailed investigation has been conducted. To deal with the bottleneck at Bluff, it is recommended that the median be closed. Bluff would remain open and right turns from Bluff onto Kellogg, and right turns from Kellogg onto Bluff would be permitted.

A variation in the design of the proposed intersection grade separation would be the elimination of the exit and entrance ramps, eliminating an interchange of traffic between Kellogg and the cross streets of Oliver, Edgemoor and/or Woodlawn.

Benefits and Problems Associated with the Improvement

The grade separations would eliminate signals for Kellogg thru traffic, allowing traffic to move without the interruption of signals. Elimination of these interruptions should improve the through capacity of Kellogg by approximately 200 percent (See Table 5). This capacity increase is possible when Kellogg thru traffic effectively has 100 percent green time as opposed to the 38.8 percent, 38.0 percent, and 35.1 percent currently available at Oliver, Edgemoor, and Woodlawn respectively.

The operating speeds on Kellogg should be approximately 35 - 40 mph. (Speed limit 40 mph). Speeds over 40 miles per hour should not be permitted due to side interference from local streets and access drives to adjacent properties. The accident experience should improve since the stop and go driving produced by the signals would be eliminated, although side street and local drive traffic would be a source of accident potential. The stream

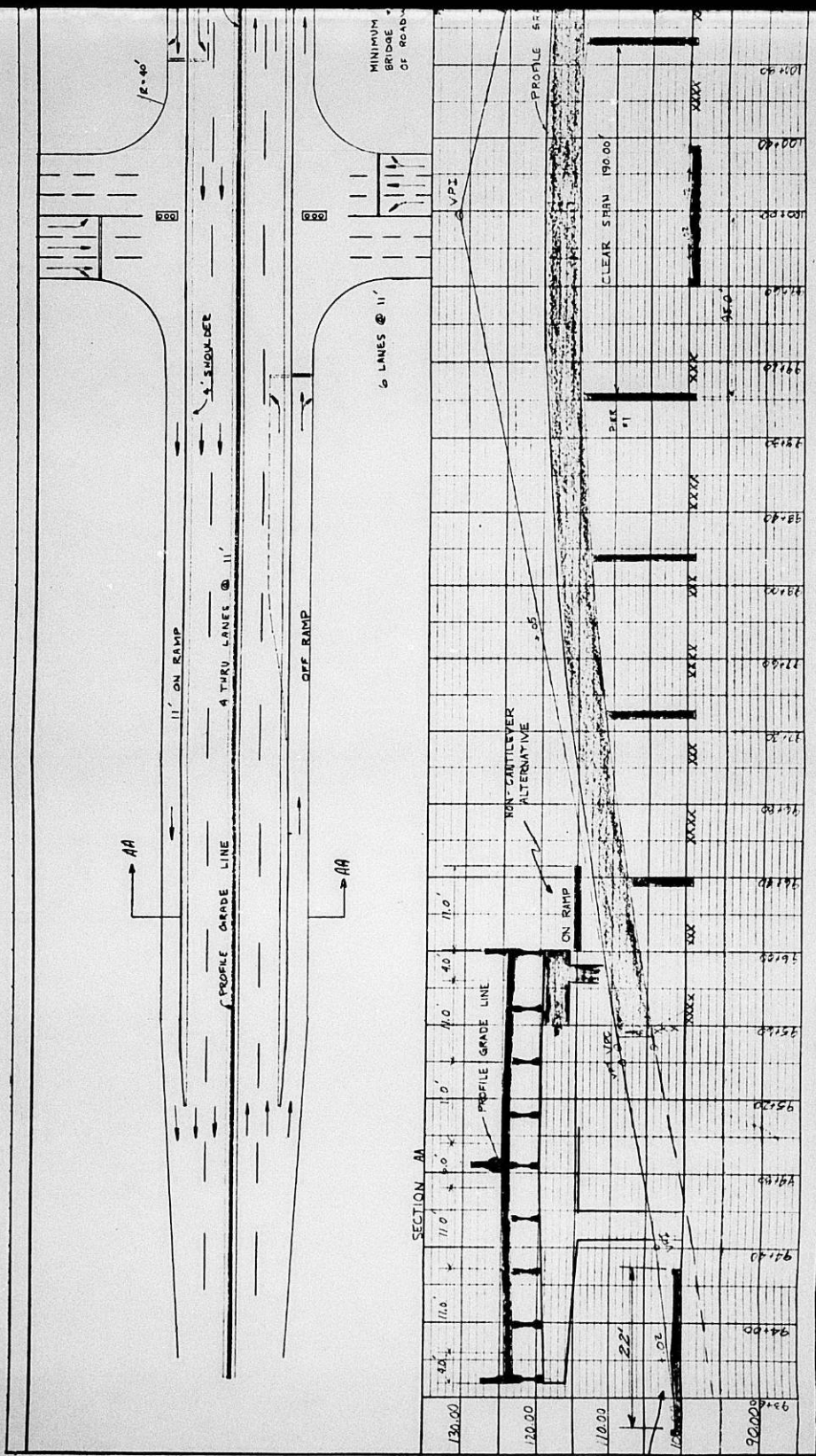
of continuous traffic would be a source of accident potential. The stream of continuous traffic with no breaks provided by signals would make it more difficult for that traffic to enter Kellogg.

The grade separation structures would be approximately 1,400 feet long and 20 feet high (15 foot clearance plus 5 foot structure depth at the highest point.) This type of structure would present a visual impact, but good attractive design of the structural elements could minimize the visual impact, and in fact make it an attractive structure.

Some businesses near the intersection may object to the grade separation, suggesting that the structure may reduce the visibility of their business, thereby producing a negative visual impact. Some may claim that an elevated section of roadway would reduce accessibility to their business even though no movements or points of access that exist today need to be eliminated.

Estimated Cost of the Improvement

Without a preliminary design it is difficult to estimate the cost of the improvement; however, rough guesses are possible. Assuming \$50 per square foot, an overpass 1400 ft. long by 58 ft. wide would cost about four million dollars. Another one to two million dollars for right-of-way and additional work bring the total cost estimate to about five or six million dollars for each intersection, or \$15 to \$18 million for the three intersections - Oliver, Edgemoor and Woodlawn.



DATE	BY	NO.	STRUCTURE
1/17/77	J.L.B.	12	NO. 12
			PLANNED
			NOTED
			CHANGED
			NO. 12

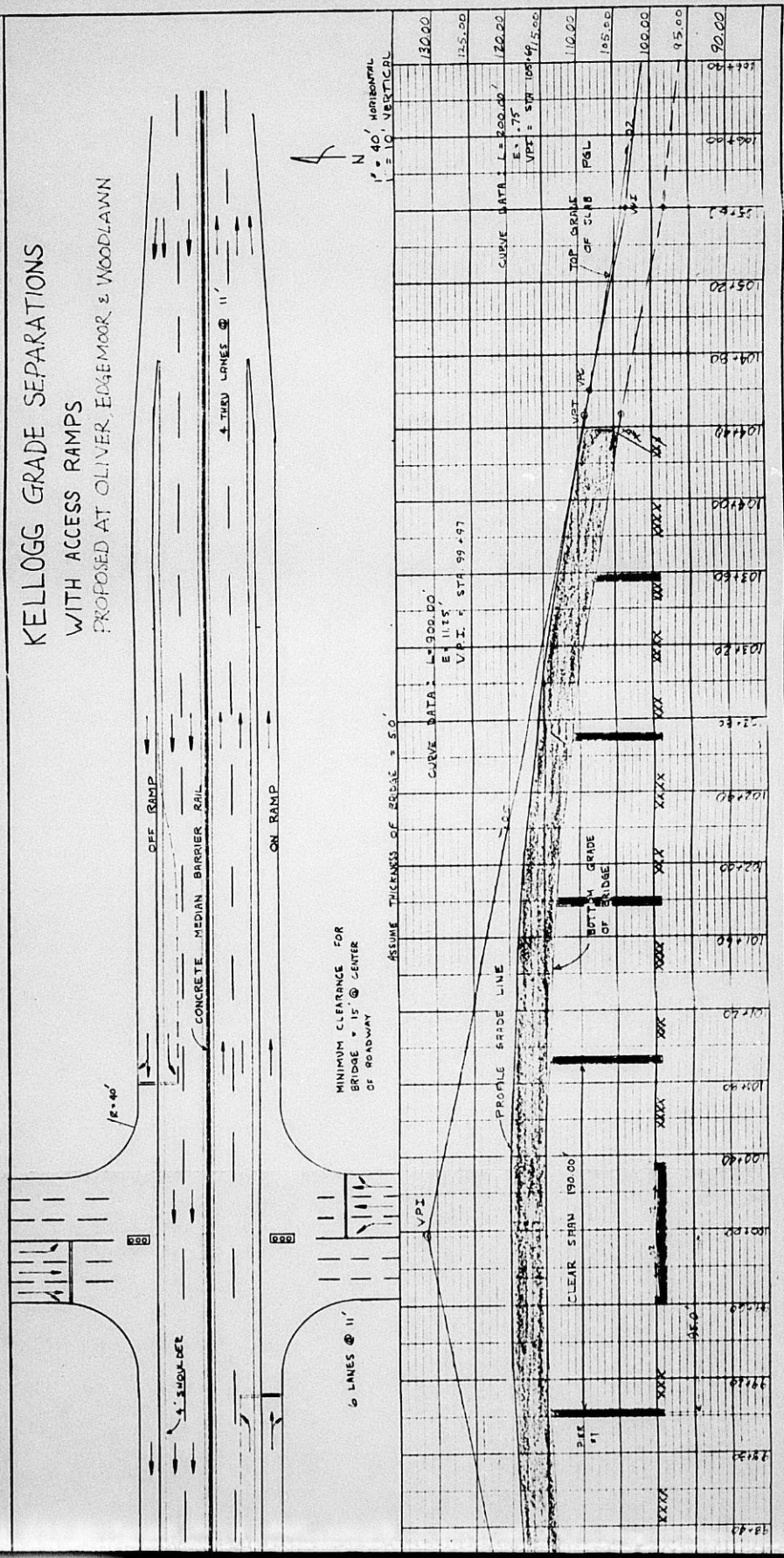
PROFILE
 SURVEYED
 PLOTTED
 NOTE BOOK
 NO. 12
 STRUCTURE
 NO. 12

CANTILEVER ALTERNATIVE RAMP - 2 LANES

REQUIRES LESS THAN 1/2" CLEARANCE UNDER STRUCTURE ESP. AT INTERSECTIONS WHERE CLEARANCE BECOMES GREAT ENOUGH

Figure 1

KELLOGG GRADE SEPARATIONS WITH ACCESS RAMPS PROPOSED AT OLIVER, EDGE MOOR, & WOODLAWN



KOE
 PLATE 2 PLAN PROFILE
 48702 ALLIANCE

Option No. 6 - Urban Freeway - 6 lane - Roosevelt to Woodlawn

Description of Option -

At the current time, the six-lane Kellogg freeway transitions into an arterial at Roosevelt. This option proposes that the freeway extend to Woodlawn. It would be a facility with full control of access and interchanges at the major cross arterials such as Oliver, Edgemoor and Woodlawn. The freeway would have the same cross sectional design as the existing section between Roosevelt and Washington.

Interchanges to provide for all movements would be provided at Oliver, Edgemoor, and Woodlawn. An interchange at Bluff might be considered, but since it is one-half mile from Hillside and Oliver, it may not be necessary.

Frontage roads may or may not be required depending on the design of the facility. If all right-of-way for the freeway is taken from the north side of Kellogg, a frontage road to serve remaining businesses on the south side of Kellogg then would be required.

Benefits and Problems Associated with the Improvement

A six-lane freeway would be a logical extension to the existing freeway and would relieve the traffic problem on Kellogg from Roosevelt to Woodlawn. A freeway would meet the long-range demand in that corridor, providing reduced travel times and a reduced accident experience along Kellogg. A facility of this type would help improve the east-west traffic capability in the City of Wichita for some time to come.

A freeway on Kellogg would also serve to reduce the traffic volumes on parallel streets. Traffic on other facilities such as Central, Douglas, Lincoln, and Harry would be attracted to the freeway since the freeway could provide a higher level of service than an arterial. This increased

traffic demand for Kellogg would produce more adverse environmental impacts along Kellogg in terms of increased noise levels and reduced air quality.

A six-lane freeway from Roosevelt to Woodlawn would be costly in economic, social and environmental terms. The right-of-way needs would require the purchase of many homes and businesses, the exact number of which could not be determined until some preliminary design concepts are developed.

Capacity Increases Resulting from the Improvement

A freeway in this corridor would provide the greatest increase in capacity. As indicated in Table 5, the freeway capacity would be 4,500 vehicles per hour (in one direction only) or 400 percent over the base condition.

Estimated Cost of Improvement

Without a rather detailed preliminary design, it is very difficult to determine costs of a large project as presented here. The costs would be very high due to the extensive right-of-way requirements and the necessary interchanges. Numerous homes and businesses would have to be acquired and relocated. With real estate prices inflating every year, it is difficult to forecast what the costs might be when the project is finally initiated. Construction costs are also increasing each year, making cost estimates very speculative.

Even with the great difficulty in estimating prices at this time, a very crude estimate is warranted. An estimate of constructing 1.5 miles of freeway from Roosevelt to Woodlawn would be approximately \$26.0 million at today's prices. In ten years at an inflation rate of 1 percent per month the

costs become approximately \$90 million. It is very doubtful that these kinds of funds will be available from federal, state, county and/or local sources.

Conclusions

This report presents a preliminary review of possible options to improve the traffic capacity of Kellogg from Roosevelt to Woodlawn. Of the six options discussed, only two have real merit and should be given additional consideration and study for possible implementation.

Option One - Do Nothing - can be done with no effort on anyone's part. Not realistic since it does not face up to the existing problem and future traffic increases.

Option Two - Eliminate Left-Turns at Signalized Intersections during the Peak Periods. Realistic option that could be implemented immediately at a very low cost (less than \$5,000). It would only be a short range solution but would be effective until a long range solution is in effect.

Option Three - Construct Reversible Lane in Existing Median - This is a relatively costly solution and it will present operational and enforcement problems. It may be confusing to the motorist and produce a hazardous traffic situation.

Option Four - Add Two Lanes to Existing Facility - This option is not realistic due to the right-of-way acquisition requirements and associated costs. The increase in capacity is not sufficient to offset the anticipated cost.

Option Five - Thru-Lane Grade Separations - This is a realistic long range solution for East Kellogg that warrants further study. While the direct cost is substantial, the economic, social and environmental costs would

minimal. The proposed improvement would produce a significant increase in capacity. Significant benefits would occur to the motorists.

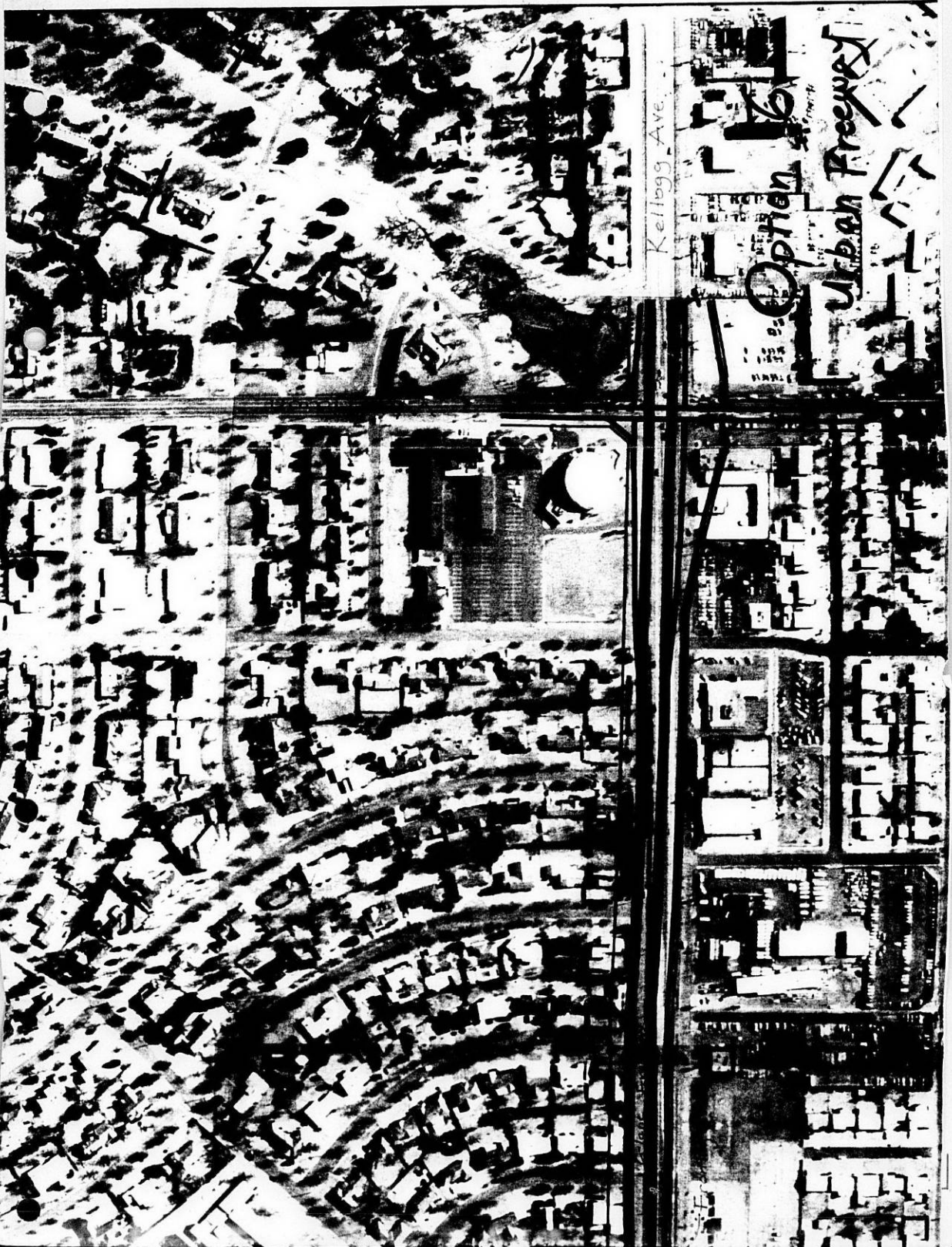
Option Six - Six-Lane Freeway - Not a realistic option due to cost.

While the capacity increase would be very significant, the direct and the indirect costs would be greater than the community could tolerate.

It is concluded therefore that further study be given Options Two, Three, and Five. This could most effectively be done by retaining a consultant to develop preliminary designs of Option Five. This should be done in the near future.

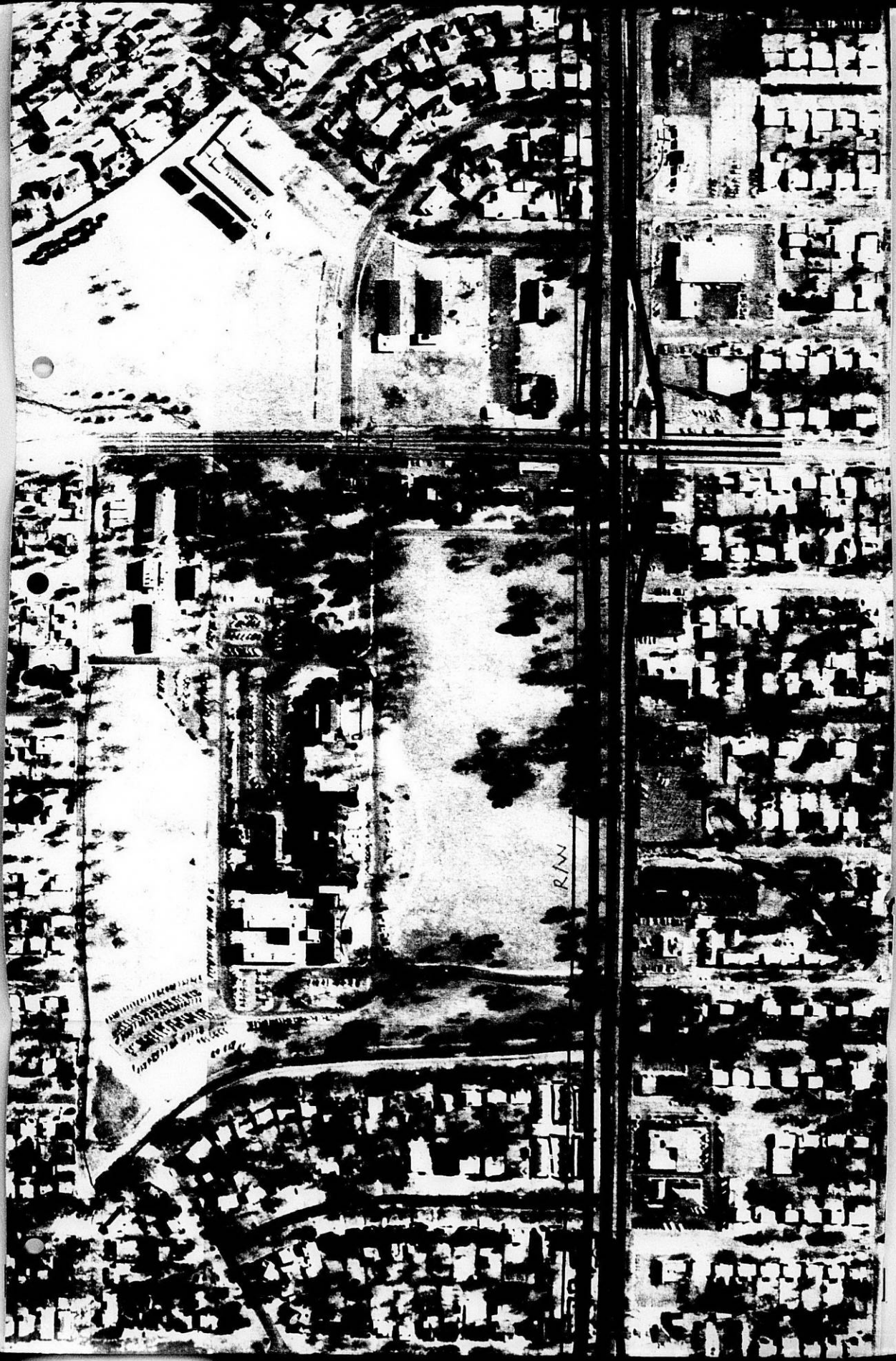
N

1" = 200'



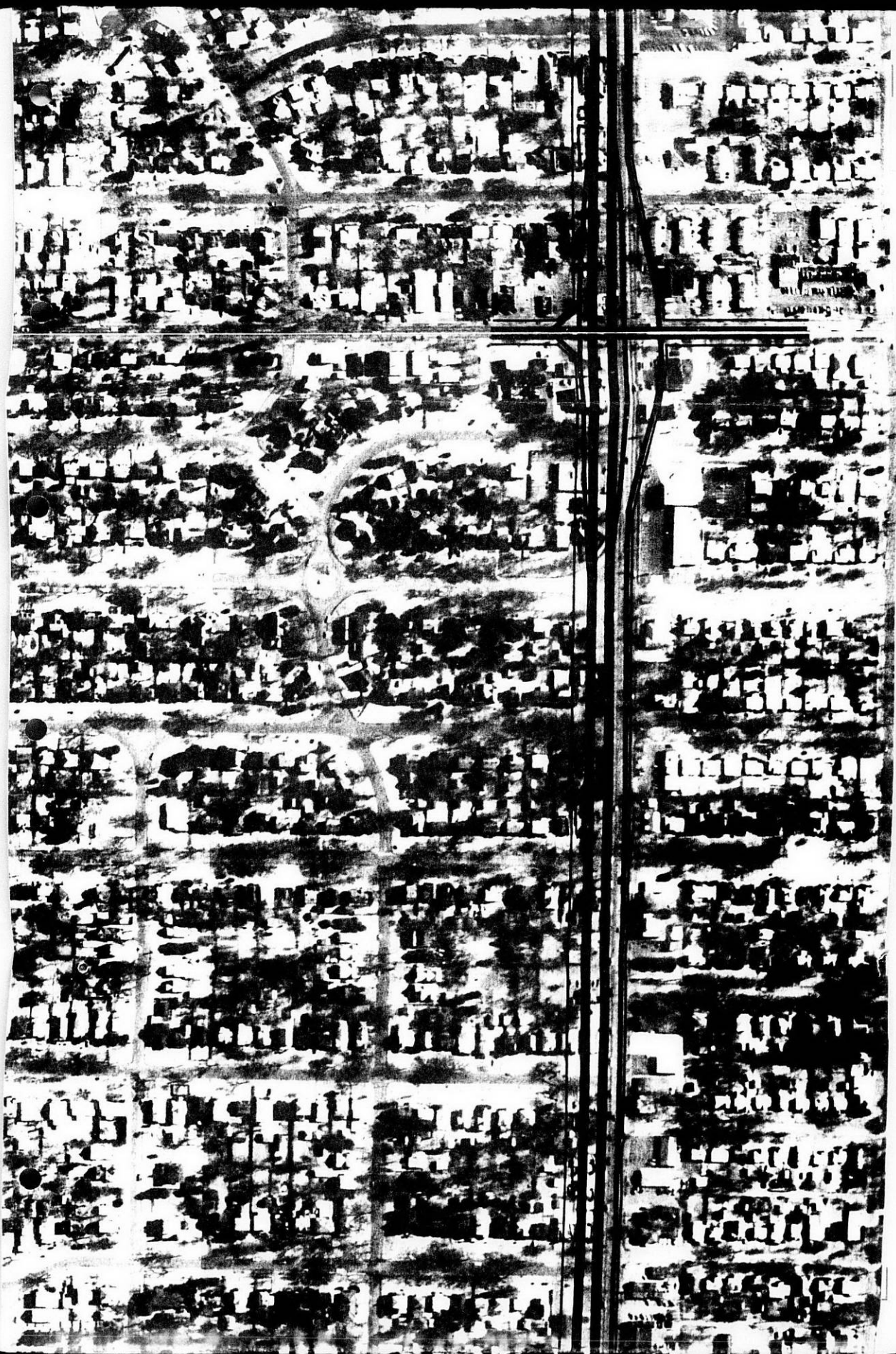
Kelllogg Ave.

Option Urban Freeway

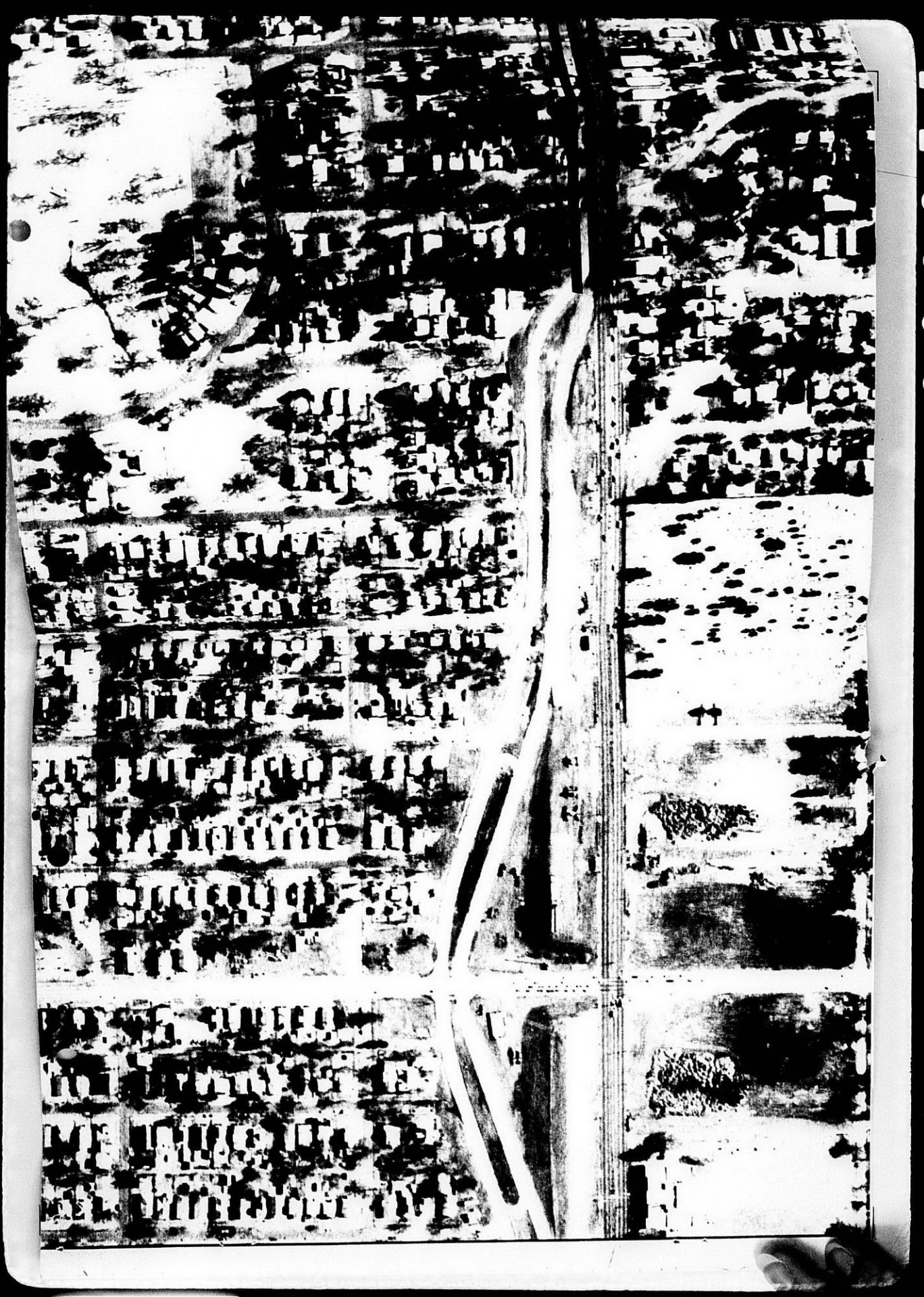


ALL INFORMATION CONTAINED
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DATE 10/15/01 BY 1043
1043/1043/1043

R/W







Cost Comparison of Options

<u>Option</u>	<u>Approach Capacity (Table 5 page 9)</u>	<u>Capacity Increase over Base Condition⁽¹⁾</u>	<u>Estimated Cost of Option (\$000's)</u>	<u>Cost per 1,000 Units of Increase⁽²⁾</u>	<u>Relative Cost</u>
1 - Do Nothing	900	Basic Cond.	0	N.A.	N.A.
2 - Eliminate Left Turns	1,050	150	4	27	1
3 - Reversible Median Lane	1,575	675	1,500	2,200	82
4a - Add Two Thru Lanes	1,350	450	1,600	3,600	133
4b - Six Lanes - No Left Turns	1,575	675	1,200	1,800	68
4c - Six Lanes - No Left Turns - Two Lanes Reversible	2,100	1,200	1,550	1,300	48
5 - Expressway with Grade Separations	2,700	1,800	16,000	8,900	330
6 - Six Lane Urban Freeway	4,500	3,600	26,000	7,200	267

(1) Approach Capacity Increase

(2) \$1,000 per 1,000 units of added approach capacity

See p. 29

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION

MINUTES

MAY 22, 1980

The regular meeting of the Wichita-Sedgwick County Metropolitan Area Planning Commission was held on Thursday, May 22, 1980, at 1:30 p.m., in the City Commission Meeting Room, First Floor, City Hall, 455 North Main, Wichita, Kansas. The following members were present: William J. Goebel, Chairman; David Bayouth, James Gardner, II; Ewing C. Lofton; Steven J. Martens; Michael Savina; and Bill Shook (late arrival). John Hennessy and Elwood Jones were absent. One vacancy. Staff members present were: Robert A. Lakin, Secretary; Jack H. Galbraith, Assistant Secretary; Arthur D. Chamber, Junior Planner; and Ruby M. Eubanks.

1. Approval of the minutes of April 10, 1980 and April 24, 1980.

MOTION: That the Planning Commission approve the minutes of April 10, 1980 and April 24, 1980 as written and mailed. Bayouth moved, Gardner seconded and it carried unanimously. Shook was not present. Hennessy and Jones were absent. One vacancy.

SHOOK arrived.

SUBDIVISION COMMITTEE:

2. D-0946 - Riverlawn Christian Church grants a utility easement legally described as: Beginning 10 feet south and 80 feet west of the NE Corner, Lot 1, Block A, Hallock Addition; thence south along the west line of Meridian Avenue a distance of 379.94 feet; thence west parallel to the north line of said Lot 1 a distance of 10 feet; thence north to a point 10 feet south and 90 feet west of the NE Corner of said Lot 1; thence east to the point of beginning. Generally located at the southwest corner of Meridian and 42nd Street North.

MOTION: That the Planning Commission recommend to the City Commission that this dedication be accepted. Bayouth moved, Gardner seconded and it carried

unanimously. Hennessy and Jones were absent. One vacancy.

3. D-0947 - Mary Kelly grants a utility easement legally described as the west 4 feet of the east 148.25 feet of Lot 21, Gilder's Court. Generally located east of Coolidge in an area south of 29th Street North.

MOTION: That the Planning Commission recommend to the City Commission that this dedication be accepted. Bayouth moved, Gardner seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

4. D-0948 - Mary Kelly dedicates additional street right-of-way for Coolidge legally described as the west 12 feet of Lot 21, Gilders Court. Generally located on the east side of Coolidge in an area south of 29th Street North.

MOTION: That the Planning Commission recommend to the City Commission that this dedication be accepted. Bayouth moved, Gardner seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

5. D-0949 - Mary Kelly dedicates street right-of-way for Woodrow legally described as the east 32 feet of Lot 21, Gilders Court. Generally located between Coolidge and Porter in an area south of 29th Street North.

MOTION: That the Planning Commission recommend to the City Commission that this dedication be approved. Bayouth moved, Gardner seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

6. V-1026 - First National Bank in Wichita requests the vacation of building setbacks legally described as the east 5 feet of the westerly 130-foot building setback and the west 40 feet of the south 5 feet of the northerly 100-foot building setback all as platted in First Place West. Generally located at the southwest corner of Central and Robin Road.

GARDNER asked if it was possible to provide for some kind of informal working session at which members of the public would be present to provide their commentary as more of a working session than a "public hearing".

LAKIN said that it could be arranged.

REVISED MOTION: That this item be deferred and an informal working session be held in the next six weeks so that an alternate form of ordinance can be explored that would get the same results at the owner's option, such as using a C.U.P. or a special use permit, and that copies of the proposed ordinance be distributed so that the parties directly discriminated against will have a chance to review it prior to the working session. Savina moved, Gardner seconded and it carried unanimously. Hennessy and Jones were absent. One vacancy.

26. Presentation and discussion of East Kellogg Traffic Improvement Report by MAPD staff and Traffic Engineering staff.

LAKIN stated that Friday some of the Planning Commissioners were able to meet in a joint session with the Traffic Commission as staff presented suggestions as to what could be done to improve Kellogg east-west, particularly in the section from Roosevelt to Woodlawn. LAKIN gave a synopsis of studies completed on East Kellogg. He said there was currently a project yet to be completed at east end of the overpass with construction of a K-15 interchange. He said that to his knowledge the State and Federal government had not programmed any Kellogg improvements east of Roosevelt. LAKIN said that they were able to put staff professional engineers on this study and look at it from an engineering standpoint, and not just as a planning concept. He said that alternatives studied could improve conditions on East Kellogg in the short range, and also the long range. LAKIN pointed out the six options as: 1) do nothing; 2) prohibit left turns; 3) median reversible lane; 4) widen to six lanes; 5) expressway with grade separation; and 6) urban freeway. LAKIN mentioned that a freeway was beyond the capacity of the City to pursue. At the moment there is no money in the State Highway program for construction or for a study. He said that things change over time, but even where the interstate system in the United States is completed, the money that now comes in, the initial thrust of the legislative bodies has been to move it to other areas such as mass transit and to large city rail transit systems. He said that he was more interested in making some degree of improvement than staying

with an infeasible long range planning solution. He felt that the grade separation bridges could be incorporated into freeway design, but that if they are built they will fix the freeway alignment. He said that it has been shown that there is no significant capacity problem at Bluff, and suggested that nothing be done with the Bluff intersection until something significant is constructed at Oliver.

BAYOUTH pointed out that everything except option 1 closes Bluff.

LAKIN said not necessarily. Option 5 would not close Bluff. LAKIN suggested that the Commission look toward 5, and try to program expressway bridge structures at Oliver, Edgemoor and Woodlawn.

PAUL GRAVES, Traffic Engineer, said that he believed that there was a freeway in the future on Kellogg. He felt that whatever they do on Kellogg between now and when the freeway comes to pass should be done with the thinking that there would be a freeway.

GOEBEL asked if the Planning Commission agreed with the Traffic Commission recommendation, were they to sit and nurse this thing along exactly like it is for 15 or 20 years.

GRAVES said that Traffic Engineering did not have enough people to study Kellogg from one City limit to the other to develop plans for ultimate freeway operation.

BILL MCKINLEY, Traffic Engineering, said that the first intersection that they looked at was Kellogg and Bluff, which is presently a signalized intersection that operates with Bluff having separate phases north and southbound. The average stop delay for Kellogg traffic during the peak periods is 5 to 12 seconds. Improvements recommended for this intersection fall into three categories; 1) immediate solution (installing presence loops on Bluff with delay detection); 2) closing the Kellogg medial at Bluff and remove traffic signal; and 3) conversion to freeway segment.

MCKINLEY said that the next intersection looked at was Kellogg and Oliver. Improvements for this section would be adding protective permissive left turn signalization on Kellogg for left turn bays, a gap reducing controller. The intermediate solution would be to channelization Oliver at Kellogg. He said that one proposal would be to shift the alignment of Oliver to the east, thereby not buying any right of way on the west side, but this would require right of way on the east side both north and south of Kellogg. For the long range solution, they would recommend an urban interchange and upgrading Kellogg to freeway standards.

The intersection at Kellogg and Edgemoor is presently operating at Level of Service C which is an acceptable design standard. MCKINLEY said that the immediate solution for this intersection would be to add protective permissive left turns on all four approaches, upgrading the traffic controller and detection system to be more traffic responsive, and the long range solution would be the urban interchange and a Kellogg freeway standard.

MCKINLEY said that at the intersection of Kellogg and Lexington, they would recommend as an immediate solution that the school boundaries be adjusted so that the elementary boundaries divide on Kellogg and eliminate the need for children crossing Kellogg; and if this can not be done, then a pedestrian overpass should be constructed as a long range solution, when Kellogg is constructed freeway standards.

The intersection at Kellogg and Woodlawn is presently operating at Level of Service E with delays up to one minute during the P.M. peak period. MCKINLEY said that the immediate solution would be to add protective permissive turns on Kellogg and upgrade the traffic controller. The intermediate solution would be to study the possibility of interconnecting the traffic signals and adding left turn bays on Woodlawn to accommodate the heavy left turn volumes from Woodlawn. He said that they would recommend closing of the Kellogg frontage road on the south side to eliminate the hazardous intersection a few feet south of the signalized intersection of Kellogg and Woodlawn. The long range solution would be to construct an urban interchange at Woodlawn and Kellogg and upgrade Kellogg to freeway standards.

BAYOUTH said that he would like to accept the Traffic Commission's recommendation, and asked how soon could this be funded.

LAKIN stated that the funding of the immediate solutions could be handled through their (Traffic Engineering's) operational budget.

GARDNER asked if these improvements were made a priority and placed in the CIP, by when could they be implemented?

GRAVES felt the improvements could be accomplished in 1981.

MOTION: While the Planning Commission recognizes the Traffic Commission's formal action that Kellogg should ultimately be upgraded to full freeway status; but that the Planning Commission recommends that the City direct its attention to short term solutions that alleviate the problem

of the more immediate nature. These solutions include selective left turn prohibition during peak traffic hours, and the upgrading of the Bluff signals that anticipate Kellogg traffic loading. The City should investigate the cost and feasibility of Option 4B which is the acquisition of an additional half lane each side to provide a six lane total; that they continue to solicit full freeway funding, and that they investigate the intersection upgrading that the Traffic Commission had suggested. As an alternate to full freeway funding being regarded as an intermediary position. Gardner moved, Shook seconded.

MARTENS asked if Commissioner Gardner would consider an amendment to the motion that would include opening up First and Second Street as part of a wide range option, and allow parking on one side of the street.

GARDNER said that he would consider that amendment.

SAVINA commented that the Traffic Commission has designated the Bluff intersection as "C" standard which is acceptable. He said that the Bluff signal provides a gap between the traffic from Bluff to Oliver and lets the Oliver traffic move in these gaps, and if the Bluff signal was eliminated, there would be a constant stream of traffic from Hillside to Oliver. He said that he would like to see the motion amended to not eliminate the Bluff signal.

GARDNER asked if Savina would be agreeable to altering the signal trip mechanism to stop the traffic. SAVINA said that he would be agreeable to that, but not to eliminate the signal as long as it stays at Level of Service C. GARDNER said that he would favor that amendment.

BAYOUTH felt that the Planning Commission should recommend to the City Commission that Traffic Engineering be provided the necessary resources to conduct a study for the improvement of the Oliver, Edgemoor and Woodlawn intersections as soon as possible.

GRAVES stated that the Traffic Commission, at their special meeting a few weeks ago, was talking about 1st-2nd Street, and would have an item on their agenda in September which was left over from one of their prior year's meetings to consider a recommendation to return 1st and 2nd Streets to two-way streets with no parking, remove the traffic signals at 1st and Hillside and Oliver, remove all stop signs. GRAVES said that if this was done, then the atmosphere of a typical residential neighborhood in Wichita would be created. GRAVES further stated that something was said about prohibition of left turns at Kellogg, Oliver and

Edgemoor, and he wanted to respond that it would not work. The only way it would work would be with police manpower to stop the left turns.

GARDNER said that he differed with the opinion and that probably the predominate response from motorists would be to acknowledge the alteration of the signal and/or the turn allowances. He said that from his experience of work in other metropolitan areas, he would suggest on an interim basis, and with the cost factors involved and the results being as potentially high as they are, that they would be foolish not to at least try it.

GOEBEL commented that he would hate for a future City Commission to be so composed that they would load the Traffic Commission with people from both sides of Kellogg and vote it back to a residential street like they did 1st and 2nd Streets.

GRAVES stated that Traffic Engineering makes to the Planning and City Commissions their best recommendation, and if they agree or disagree with those recommendations, the Traffic Engineering Department had done their job. He said that 1st and 2nd Streets were residential status from Grove Street east, and Traffic Engineering does not promote any change. The streets now carry the same traffic volume that they have for several years, and traffic volumes have not increased.

SAVINA asked if left turn signalization was included in the master plan on Oliver.

LAKIN stated that their intermediate construction proposal had left turns.

GARDNER stated that the left turn prohibition, as far as he was concerned, improves the traffic flow substantially, and felt that the driving public would accommodate it; they certainly accommodate the detours that are put up.

BAYOUTH recommended a deferral of this item until their more detailed designs could be prepared.

LOFTON said that he agreed with everything that had been said, but would like to comment that they should continue the study by reviewing what other cities that have this problem and see how they handled it. He was speaking of cities like Denver and St. Louis, and felt that staff could get immediate solutions by reviewing what other cities have done. He said that he did not believe in inventing the wheel again when it has already been invented.

MOTION: That Commissioner Gardner adhere to Mr. Graves fears, and change the motion to allow left turn bays at the major intersections or for signalization.

GARDNER explained that in accommodating the left turn prohibitions he was making two suggestions. One was that Traffic Engineering begin a selective left turn prohibition during peak hours, even though he recognized that this might create some problems, but that until they try it they would not have a firm grasp of the impact. The second reason for accommodating left turn signals at the intersections that are proposed for improvement. This gives the ability in the future of fully accommodating left turns as well as two moving lanes of traffic through the intersection, and the two are compatible.

VOTE ON THE ORIGINAL MOTION: It carried unanimously. Hennessy and Jones were absent. One vacancy.

The Chairman declared a five minute recess.

BAYOUTH was excused from the meeting.

27. DR 80-10 - Department of Redevelopment and Rehabilitation requests review of the "Lincoln Neighborhood Plan".

LAKIN stated that he had made several comments to the R&R staff about our concerns in the area of land use and zoning. He had suggested to them some alternatives such as going back to the neighborhood to see if they wanted to redo some of the plan, or place it on the agenda and get some reaction from the Planning Commission before they take these items back to the neighborhood. LAKIN said that one of the areas he had concern in was the redevelopment policy where development was limited to single family residential, and the policy concerning conversions. He said that he had no problem with strip zoning of Broadway and Harry because it was self-evident, and he could understand their opposition of strip zoning of other arterials like Main, Market and St. Francis, and Lincoln.

MARTENS stated about two weeks ago they had a plan for a northeast area, and now a plan for this area. He asked if it was the intent to go through and plan each neighborhood.

LAKIN said that he would prefer a neighborhood or policy plan or some detailing other than the broad brush type of land use plan for the entire area.

MARTENS said that when plans recommend strictly single family housing, in light of some of the vacant lots or lots that need to be vacated and started over in an area that is zoned for duplex and fourplex considering today's economic times and the trend of housing, it totally baffles him that a report like this could come out. He said that he was not supportive of this plan because many of the findings were incorrect and inaccurate and not in keeping with today's economy.

GOEBEL agreed with Martens, either stop the neighborhood plans or have them all at once.

GARDNER explained that various planning projects are funded through the CDBG block grant monies, and in this instance, funds are allocated for neighborhood planning within the Department of Redevelopment and Rehabilitation.

In response to Commissioner Goebel, SHOOK stated that Area "C" or the Southwest area was the first one to develop one of these neighborhood plans, and he assured him that the first plan did not get all that they were looking for. SHOOK believed that there was a roll for the neighborhood to play in attempting to set some sort of policy or guidelines in terms of how they want to see their neighborhood in the future. They have a sense of ownership in their neighborhood just as much as the City at large. He felt that some of the hopes for what would become of neighborhood planning would be helpful in the processes that come to this Commission.

MARTENS said that he was not saying that neighborhoods should not get together.

BILL WOMACK, Department of Redevelopment and Rehabilitation, stated that in talking with most of the Task Force by phone, they would be in agreement with the problem of single family housing limitations under the residential land use recommendations. The Task Force members do not anticipate getting a zone change from multiple family to a more restrictive category, so they would be in agreement with striking that item. Speaking to the vacant parcels within the neighborhood, the Task Force still feels that single family housing is a big part of the Lincoln neighborhood and would like to preserve as much of it as possible. The Task Force would like for the Commission to recommend that single family infill be encouraged by making loans available, not by zone changes. He said that at the present time there is no existing vacant land available, however, there is a future need for a park, preferably west of Broadway. According to the Parks, Open Space and Recreation Plan prepared by the Planning Department, 12 additional acres of park was needed for the Lincoln neighborhood in the future.

MARTENS commented that Womack had mentioned earlier loans for single family housing, and asked if he intended this to be Federally subsidized loans. WOMACK said yes.

WOMACK continued that the plan was mainly concerned with the stripping of commercial of Market and Main and other one-way streets in the area. They were not concerned with Harry and Broadway. They realized this was strip commercial and would stay strip commercial. WOMACK said that mainly what they were concerned with on screening was the commercial located on such streets as Harry to depths of 250 feet. The sides and rears of these commercial outlets, they feel should be screened from residential uses.

LOFTON was excused from the meeting.

GARDNER stated that he was having misgivings about adopting something that calls for policies that elude to down zoning of uses. Although down zoning might not be accomplished technically, adoption of the document can create a precedent. He said that he was disturbed about the approach to favoring single family over other varieties of development which may be more energy efficient and economically feasible in the area.

WOMACK said that the Task Force would like to see more commercial located along Broadway, and was not referring to a zone change.

LAKIN commented on the reuse of Broadway and Harry. His assessment of it was that in comparing the amount of commercial existing along the streets with the normal demand that 2,000 dwelling units would create for neighborhood commercial uses, there would appear to be four or five times the amount that could be utilized by the neighborhood only. If they recognize the possibility that Broadway and Harry would not be down zoned, then it has to be recognized that the buildings must be kept full and, therefore, many of the commercial uses serve an area much larger than the local neighborhood.

MOTION: That the Lincoln Neighborhood Plan be received and filed, and indicate for the record that there are some misgivings about some of the recommendations, and that the recommendations would be taken under advisement before implementing them as a policy. Gardner moved, Shook seconded.

MARTENS commented that he shared Commissioner Gardner's concern, but he would oppose the motion because he didn't think it was strong enough.

GARDNER said that if Commissioner Martens wanted to propose a counter-motion he would withdraw his motion with the consent of the second. SHOOK consented.

MOTION: That the Lincoln Neighborhood Plan be acknowledged as being received; that the Commission issue a statement of being very much alarmed at the method in which the report was prepared, specifically the small number of task force members in relation to the total population of the neighborhood; that the Commission is deeply alarmed and concerned that this report appears to be contradictory to a number of established zoning policies to the land use in the area; that the Commission views this type of report as an unnecessary step given the regulatory agencies that now exist, such as the Health Department, Central Inspection, Police and Fire Departments; and that the Commission is very concerned that the plan for each neighborhood is presented individually and the Commission can not look at the total picture when plans are presented in this fashion. Martens moved, Savina seconded.

MARY WRIGHT, 1045 South Topeka, said that she felt kind of shot down. She said that the purpose the task force had was to improve their neighborhood, and she was deeply concerned. She said that the neighborhood contains their homes, and they were merely trying to upgrade it in some way. She said the thing that disturbs her and a lot of other people was that several old homes have four families living there and they are fire hazards. She nor the task force had any objections to someone building duplexes.

GARDNER remarked that Mrs. Wright should not be offended by their response, that it was not intended to be offensive. He said that her concerns about the quality of living and housing for the neighborhood were very valid and probably if anything was lacking at this point it would be an adequate explanation to her as to how she could pursue achieving higher housing quality using the existing agencies that Mr. Martens referred to that involve themselves very specifically with those areas on multiple family housing and townhousing where there are code violations, fire hazards, health violations and things of this nature. Those agencies can actively pursue and develop remedies to those problems. He said that the Commission's concern was if they adopt a policy that has not been aired within the neighborhood that affects both owners and absentee owners, then they do people an injustice assuming that they concur when in fact they do not.

MARTENS commented that he recognized the time Mrs. Wright had spent on the plan, and it seemed that his comments were directed at her, but that was not the intent. He said that this was the second neighborhood plan that he had seen, and while he believed in her effort and supports her efforts, but from what he had seen, given the overall picture, he felt this was the wrong approach.

VOTE ON THE MOTION: It carried with a vote of 4 in favor (Martens, Savina, Gardner, and Goebel), and 1 opposed (Shook). Hennessy, Jones, Bayouth and Lofton were absent. One vacancy.

28. "Transition Plan" for Handicapped Transportation - MTA Board requesting endorsement.

ELMER KARSTENSEN, MTA Director, acknowledged Commissioner Gardner's services on the task force that resulted in the development of this plan. KARSTENSEN stated that this was a transition from an inaccessible bus fleet to a fleet that has 51 percent accessibility at the peak hour service. He said that there were 26 buses available equipped with the wheelchair lift and have four more arriving between now and June 17. They will have to have some additional wheelchair lift buses to meet the full accessibility requirement at 50 percent at peak hour. There is a possibility of future expansion of services, that now looks very real, because of energy shortages. He said that they do have a situation where they will have to expect more use of those buses although they are not cost effective. KARSTENSEN said that they were under an obligation from the Federal government which leaves him no option but to meet the 51 percent accessibility during peak hours.

KARSTENSEN presented the three options. Option 1, would comply with the 504 regulations by purchasing all buses with wheelchair lifts; Option 2, having at least 50 percent of the buses, during peak service hours equipped with wheelchair lifts, and Option 3, to bring themselves up to the level of Section 504. He said that he agreed fully with the recommendation that they adopt Option 3. He encouraged the Commission to endorse the plan as prepared and recommend the adoption of Option 3.

GOEBEL questioned the statement in the newspaper that the buses did not handle the handicapped as well as the mini-vans that had been used. He asked for Karstensen's analysis of the statement.

KARSTENSEN said that he has to make the buses pay as much as possible for the City of Wichita, and to do that he operated

on a fixed route. Time would not permit him to take the bus and drive off of the route to pick passengers up at the Timbers. He mentioned that they did have a problem of loading the passengers on one of the lifts due to inexperience of the driver.

GOEBEL asked that during peak hours why can't they call the mini-van buses.

KARSTENSEN said that they were meeting the demand and at times were overloading their peak capacities now.

GARDNER said that Mr. Bayouth requested that he make special note in the record of his intense feelings regarding the lack of cost effectiveness in serving the handicapped public by attempting to do it with major vehicles and the larger buses. He felt that the STS services to be commended for the degree of service that it provides, and felt it was substantially more cost effective and efficient than the larger vehicles.

SAVINA asked if there was a record of how many handicapped people rode the buses.

KARSTENSEN said the largest number they have had on any given day was ten since they started to use the buses, then they dropped to two per day.

MOTION: That the Planning Commission endorse the Transition Plan and recommend Option 3. Savina moved, Gardner seconded and it carried unanimously. Hennessy, Jones, Bayouth and Lofton were absent. One vacancy.

The meeting adjourned at 5:55 p.m.

Robert A. Lakin
Secretary

State of Kansas) ss
Sedgwick County)

I, Robert A. Lakin, Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, do hereby certify that the foregoing copy of the minutes of the meeting of the Wichita-Sedgwick

5-22-80
Page 40

County Metropolitan Area Planning Commission, held on May 22, 1980, is a true and correct copy of the minutes officially approved by such Commission.

Given under my hand and official seal this _____ day of _____, 1980.

Robert A. Lakin, Secretary
Wichita-Sedgwick County Metropolitan
Area Planning Commission

(SEAL)

24. Case No. DP-96

Request: Amendment to the Pebble Creek Residential C.U.P.
(now Village of Bluestem)

Location: Between 21st & 29th Streets North and between Rock
Road and Webb Road.

25. Authorization to advertise the "RC" Restricted Commercial
District for public hearing.

26. Presentation & discussion of East Kellogg Traffic Improvement
Report by MAPD staff & Traffic Engineering staff.

27. DR 20-10 - Department of Redevelopment and Rehabilitation
requests review of the "Lincoln Neighborhood Plan".
(Memo and plan enclosed to Planning Commissioners).

28. "Transition Plan" for Handicapped Transportation - MTA board
requesting endorsement - (Memo and plan attached to Planning
Commissioners).

29. Other Matters.

Robert A. Lakin
Secretary

May 7, 1980

Metropolitan Area Planning Commission

Robert A. Lakin, Director of Planning

East Kellogg Traffic

I have previously reviewed with the MAPC at a work session, the results of a study on East Kellogg in which we have suggested alternate actions to improve capacity and flow. At that time it was thought that a further explanation of the report would be beneficial, and that it would be helpful to review it with the Traffic Commission as part of the possible actions which are oriented toward traffic management practices. I have arranged for Friday, May 16, in the Board Room, to have a joint work session with the Traffic Commission. Since it is the Planning Commission extending the invitation with MAPD staff presenting the report, I would expect that our Chairman would preside. Since this is primarily information and not a public hearing on the matter, I would assume most of the conversation would be limited to the two Boards and the respective staffs.

As it is an informational meeting and no formal action can be taken, it is my intention to have the matter on your formal agenda for May 22. Mr. Graves indicated that he would have a similar item on his agenda, and together with a Traffic Engineering Division report for the Traffic Commission meeting of May 21. It would be at these times that formal action might be considered. I would assume at some point in time one or the other of the Boards would want to hold a public hearing on the alternates and/or any specific action program thought desirable.

Robert A. Lakin
Director of Planning

RAL:rme

Attachment - *East Kellogg Ave. Report*

cc: Wichita Traffic Commission
E. H. Denton, City Manager
Ray Bruggeman, Director of Public Works
Dean Sellers, Acting City Engineer
Paul Graves, Traffic Engineer

May 7, 1980

Wichita Traffic Commission

Robert A. Lakin, Director of Planning

East Kellogg Traffic

The Planning Department staff has prepared a report for consideration of what we perceive to be traffic problems on a section of East Kellogg. In reviewing this informally with the Planning Commission, it was felt that it would be helpful if the report could be explained more fully to both the Traffic Commission and the Planning Commission. Accordingly, the Planning Commission would like to invite you to a "work session" on Friday, May 16, from 11:30 a.m. to 1:00 p.m., in the Board Room of City Hall. At that time we would present the various alternates in the attached report, and be prepared to discuss the alternates with the membership of the Combined Boards.

No action is requested or expected at a work session. We conduct these on an informal basis, and although the public may attend, the work is confined primarily between the staff and the Board members. It is anticipated by Mr. Graves that he will have this item and a similar report from his staff on your May 21 agenda. I will submit the same report to the Planning Commission formally on May 22. At that time appropriate actions can be considered by the respective Boards.

I am hopeful that you will be able to attend during this noon hour session. We will be furnishing sandwiches and soft drinks. This will allow people to eat during the presentation of the report and keep to a minimum the amount of time that you will have to be away from your other activities.

Robert A. Lakin
Director of Planning

RAL:rme
Attachment

cc: E. H. Denton, City Manager
Metropolitan Area Planning Commission
R. W. Bruggeman, Director of Public Works
Dean Sellers, Acting City Engineer
Paul Graves, Traffic Engineer

THE METROPOLITAN AREA PLANNING COMMISSION AND
GUEST, WICHITA TRAFFIC COMMISSION

BOARD ROOM
FIRST FLOOR, CITY HALL
455 NORTH MAIN
WICHITA, KANSAS

May 16, 1980

INFORMAL AGENDA

11:30 a.m. to 1:00 p.m.

1. Presentation of a staff report on possible improvements to increase capacity on Kellogg Avenue from Roosevelt to Woodlawn.

This will be an informal presentation to provide background to the Commissions so that they can have a joint dialogue concerning this subject. It is anticipated that the same report will be on the respective agendas of each of the Commissions on May 21 and 22.

NOTE: Sandwiches and soft drink will be served during the lunch hour.

Robert A. Lakin
Secretary

WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT
CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4561

May 12, 1980

Mr. Glen M. Koontz, Director of Engineering & Design
Mr. John McNeal, Director of Planning and Development
Mr. Glenn Anschutz, Engineer of Design
Mr. F. J. Reid, Engineer of Urban Highways
Mr. Fred Terry, Urban Highways Division
Kansas Department of Transportation
State Office Building
Topeka, Ks. 66612

Gentlemen:

Enclosed is a revised draft of the East Kellogg Avenue Report.
By this mailing we are also informing you of a meeting we have scheduled
with the Planning Commission and Traffic Commission on May 16, 1980.

We will keep you informed as meetings with appointed and elected
city/county officials proceed. If you have any comments or suggestions,
please forward them to us.

Sincerely,

Monroe L. Funk, P.E.
Principal Planner
Advance Plans Division

MLF:rh
Enclosures
cc: Robert A. Lakin, Director of Planning

5/19/80

TO: Willard L. Stockwell, Chief Planner, Advance Plans Division
FROM: Monroe L. Funk, Principal Planner, Advance Plans Division
SUBJECT: EAST KELLOGG

After having spent considerable time reviewing and analyzing the Options for improving capacity on East Kellogg, I feel that I am prepared to state my position and make a recommendation for future action.

We have presented and evaluated six different options with variation on one of the options (4a, 4b, 4c). Each has its associated benefits, disadvantages and costs. Many tradeoffs are possible between the options making the selection of a single option very difficult. No one option stands out head and shoulders above the rest.

It appears that two options deserve to be eliminated immediately, Option 1, "Do Nothing" and Option 6, six-lane urban freeway.

Option 1 is not feasible in the long run in the face of growing travel demands in the Kellogg corridor. We are projecting a 67 percent increase in travel demands for the urbanized area. Similar travel demand growth is expected in the Kellogg corridor. This means additional traffic on Kellogg, Douglas, First Street, Second Street, Central, 13th Street, Lincoln and Harry. To "do nothing" on Kellogg means that congestion will increase on Kellogg and then spill over on to the other parallel streets in the corridor. Our best opportunities to increase east-west capacity in the Kellogg corridor is on Kellogg Avenue. To "do nothing" would be short sighted and not be in the public interest.

Option 6, a six-lane urban freeway, does not appear to be

May 19, 1980

realistic at this time because of the very high dollar, social economic and environmental costs involved. I do not feel that there is public support for a freeway even if the federal government and state would come up with 100 percent of the funding. It does not appear reasonable to assume that sufficient federal or state funds will be available to build the freeway. Even if we build a freeway up to Woodlawn we will still have a problem from Woodlawn eastward that will be costly to solve.

This leaves us with Options 2, 3, 4 and 5. Option 2 while cost effective provides only a minimum of additional capacity and can therefore be considered only as a short term solution. There is some concern that the public will not accept the elimination of left turns from Kellogg. This may be true, but it appears to be worth a try. If elimination of left turns does not work, then the try can be aborted with very little cost involved in the experiment. If the experiment works, then we have a basis for the reversible lane concept, since the reversible lane options do not allow left turns from Kellogg while the reversible lane is operating as a thru lane (in either direction).

The reversible lane option is cost effective for the amount of additional capacity it can provide. The 75 percent increase in capacity shown in Table 5, page 9 is in the direction of the reversible lane flow. There would be an increase of 17 percent in the opposite direction due only to the elimination of left turns.

The reversible lane option has serious safety and operational problems associated with it. Enforcement would have to be

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thorough and consistent. No left turns from the reversible lane could be permitted from Bluff to Woodlawn. This may be difficult to prevent because of the many side streets and business drives unless a barrier wall were constructed to prevent left turns. The barrier type wall has problems associated with it also.

The reversible lane option would be experimental subject to the probability of failure. To even test the option will take a large expenditure of funds. After a large expenditure of funds the option may fail after a ~~short (or long)~~ testing time period producing a considerable waste of funds.

Under option two, elimination of left turns would take place only at Oliver, Edgemoor and Woodlawn. All existing left turn bays on to local side streets are to remain. If the reversible lane option is implemented, all left turns from Kellogg would be prohibited; at least during the time that the median (middle) lane is operating as a thru lane.

Option 4 widens Kellogg to six lanes several different ways. Any widening will require the acquisition of additional right-of-way which would be costly since entire businesses may be effected. The option does not add significantly to the capacity of Kellogg and is therefore not very cost effective.

Option 5, an expressway with grade separations, appears to be a feasible option from several viewpoints. The option does provide significant long range increases in capacity. While the cost for providing grade separations at three

Willard L. Stockwell
EAST KELLOGG

-4-

May 19, 1980

intersections is considerable the total project can be staged.

With just a little help from the feds and the state, a trial project could be constructed at Oliver. A grade separation at Oliver would be doable and within the financial capability of the city and State with assistance from the feds.

(Option E)
It is my opinion that the idea warrants further investigation. My recommendation would be to hire a consulting engineering firm to determine exact right-of-way requirements, determine feasibility of going under rather than over and prepare a better cost estimate. This would then give us the necessary information as to whether or not to proceed with the project.

Monroe L. Funk
Principal Planner
Advance Plans Division

MLF:rh

not finalized

Could this be funded under FAP? if the state does not have match maybe the city could match?

70% Fed, 30% other.

Maybe we should have a formal comment from KDOT as to the acceptability of the proposal.

fund
R.A.L. ~~to~~ ^{3/12} _{WS}

Jim Bednar made the attached cost estimate to construct a freeway from Roosevelt to Woodlawn.

Design: (Have layout on Aerial Photo)

1. Provides for 6 lanes
2. Interchanges at Oliver, Edgemoor, Woodlawn
3. Use existing eastbound lanes of Kellogg as frontage road. No frontage road on north side of Freeway.

M.

1980 COST OF ACQUISITION

(REQUIREMENTS FOR CONSTRUCTION ONLY)

NORTH SIDE OF KELLOGG : ROOSEVELT TO WOODLAWN

35	HOUSES @	\$70,000	=	2,450,000
10	BUSINESSES @	120,000	=	1,200,000
6	FOURPLEXES @	80,000	=	480,000
(6 APTS)	1 APT. BLDG @	120,000	=	120,000
1	VA BLDG @	175,000	=	175,000
1	BIG BRO. & SIS @	100,000	=	100,000
1	FIRE STATION @	100,000	=	100,000
				75,000
CHURCH PROPERTY (LAND ONLY)				
VA PROPERTY (LAND ONLY)				150,000
				<u>4,850,000</u>

RELOCATION

35	HOUSES @	\$15,000	=	525,000
10	BUSINESSES @	10,000	=	100,000
6	FOURPLEXES @	⁴⁰⁰⁰ /TENANT	=	96,000
(6 APTS)	1 APT BLDG @	⁴⁰⁰⁰ /TENANT	=	29,000
1	VA BLDG @	\$15,000	=	15,000
1	BIG BRO. & SIS @	\$15,000	=	15,000
1	FIRE STATION @	\$15,000	=	15,000
				<u>790,000</u>
SUBTOTAL A & R (NORTH SIDE)				= \$5,640,000

SOUTH SIDE OF KELLOGG : ROOSEVELT TO WOODLAWN

14	BUSINESSES	@	120,000	=	1,680,000
1	FOURPLEX	@	80,000	=	80,000
2	ABANDONED BLDGS	@	15,000	=	30,000
1	WAREHOUSE	@	50,000	=	50,000
1	MOTEL	@	400,000	=	400,000

PARKING PROPERTY EAST OF WOODLAWN 50,000
2,290,000

RELOCATION

14	BUSINESSES	@	10,000	=	140,000
1	FOURPLEX	@	4000/TENANT	=	16,000
1	MOTEL	@	20,000	=	20,000
					176,000

SUBTOTAL A:R (SOUTH SIDE) = 2,466,000

TOTAL A:R = \$8,106,000

INFLATION (MONTHLY) YR	1980	1990	2000	
	8,106,000			
0.5%	(1.819)*	14,748,000**	26,832,000	(3.310)
1%	(3.300)	26,750,000	88,295,000	(10.893)
1.5%	(5.969)	48,387,000	258,890,000	(35.633)

* Calculation $(1.005)^{12 \times 10} = (1.005)^{120} = 1.819$
 ** $8,106,000 \times 1.819 = 14,748,000$

1980 CONSTRUCTION COST ESTIMATE : KELLOGG, ROOSEVELT TO WOODLAWN

3 STRUCTURES @ \$3 MILLION = 9,000,000

PAVING (STRUCTURES NOT INCLUDED)

Volume

MAINLINE : 4500' X 90' = 405,000 FT²
= 45,000 yd²

45,000 yd² X \$25/yd² = \$1,125,000

RAMPS : 3000' X 12' = 36,000 FT²
= 4,000 yd²

4,000 yd² X \$25/yd² = \$100,000

FRONTAGE RD : 3000' X 24' = 72,000 FT²
= 8,000 yd²

8,000 yd² X \$25/yd² = \$200,000

EARTHWORK

SUBGRADE : (45000 + 4000 + 8000) \$5/yd² = \$285,000

DRAINAGE

\$500,000

ILLUMINATION

\$250,000

CROSS STREETS & SIGNALS

1,000,000
\$12,460,000

INFLATION (MONTHLY)	1980	1990	2000
	12,460,000		
.5%		23,670,000	41,245,000
1%		41,230,000	135,720,000
1.5%		74,380,000	443,980,000

TOTALS : CONSTRUCTION & R/W

INFLATION YR (MONTHLY)	<u>1980</u>	<u>1990</u>	<u>2000</u>
0.5%	20,569,000	37,418,000	68,077,000
1%		89,617,000	229,015,000
1.5%		122,767,000	732,820,000

Bluff - no problem
-... action until Oliver dealt with
then close Bluff + issue.

Oliver - Expressway w/ grade Separation
LR - ~~Interchange~~ - Urban Interchange -
Close roads at n.H. Request.

SR - No left & value? If not expressing
+ negas lead to 5th lane concept.

Do nothing w/ Oliver at cost -

Kellogg Median at Crestway is to be closed.

Edgemoor no action -

Woodlawn - ^{Middle Turn}
TE - N-S constant
LR - Expressway

Grave insists that the long range
solution is an urban freeway. He would
accept the interchange at Oliver if it were
so constructed and positioned so as to
fit into the long range freeway plan.
He feels the money for a freeway can be
found and a freeway is socially and politically
acceptable. I disagree with him.

He has no interest in the elimination
of left turns at Oliver, Edgemoor and
Woodlawn or the reversible lane concept.

Monroe

(1)

- Apologize for notice of meeting.
not practice to correspond to boards these newspapers.
- Anyone who knows White recognizes Kellogg as our
main E-W travel way. -
- Generally, there is a lack of capacity for E-W traffic
- We have been instructed to relook at E-W & will be
doing so. Coordination meetings of involved staff
have begun. -

~~This~~ ~~subject~~ ~~was~~ ~~in~~ ~~being~~ ~~set~~

Congestion, once a factor measured in time converted
to dollar and safety/accidents converted to dollar
is now also a factor in both

- energy
- air quality

Excessive congestion affects both as well as the
economic health & growth of the community.

For some time I have felt a real need to see if
something beyond what the Hillside project
couldn't be initiated. The State & Fed's
just didn't have a thing in mind. When Gene
Henton came here, he also shared ~~by~~
my concern w/ Oliver, & other parents on
Kellogg

(2)

I've also felt that the possibility of Freeway
in this east area is slim. The Feds + State
don't have the money + neither do we.

at ~~the~~ today's prices 8+ mm for R/W + materials
+ 12M for construction = 20 1/2 mm.

If we wait to do it as local route example
it would take 20 yrs. By year 2000 if

inflation keeps up that at .5% monthly = 68 mm
1% " = 224 mm
1.5 " = 3/4 billion

Well !

I was fortunate to have some extra engineering
talent

Jim Bednar & DOT Eng in Troy

Supervised - Monaca Junk - taught CE
Transportation Planning
about NW Traffic Eng

3

My intention looks at all levels of impact.
Throw planner + ~~the~~ textbooks away. i.e. the
derivatives i.e. 12' lane w/ 11 3% grade
w/ 5%

Yet remain w/ professional bounds -
Still have to satisfy Fed's + S.F. due
to US 54 designation.

Situation are oriented to goal of increasing
capacity -
- Some will have other impacts not clear
to us now i.e. change in travel patterns
transfer of loads to other roads
longer trips - more energy
impact on neighborhoods, business
etc

Next will be in 2 sections
increase w/ alt + cost effective toll.

Bill McKinley with some collection ideas
we appreciate it. We didn't think of them
& the more the merrier Re ~~that~~ release
to respond to our need.

5-21-80 - T.C.

(71)

Bob's Notes

Mark - ML 1-8

Recommend to BCC

1. Close Bluff @ Kellogg

+20% 2. Urban interchange design @ Oliver to fit into future freeway

+20% 3. " " @ Woodlawn

4. If not 2+3 not feasible.

+20% - R+L turn lanes on Oliver + Kellogg -

+1-2% - adjust green time on Kellogg since Jennifer's L.T.

Mark - more MC

- adjust Kellogg signals (an immediate relief on Signal)
school boundary

Mark more no 2nd

- add R+L turn lanes for N-S on Oliver + Woodlawn -

Edmiton - ML - 7-2

Kellogg on a freeway ^{from BCC} - want to make any improvements until that type of study is done

Cookhill - review school boundary to remove Kellogg + Lexington

ML -

Mark -

Urban interchange be constructed as soon as money is available.
Oliver + Woodlawn

to fit into future freeway system + alignment.
ML (?)

Mark make comment on West 51 freeway - no one knows where money

5/22/80 - M.A.P.C.

Gasolmer maintain until 1st/2nd

ML
70

- desert

- start w/ reelective left turn prohibition during p.m.

- Bluff signal change to favor Kellogg -

- 4b feasibility R/W needs + cost

- Submit full freeway plan for 3

- Investigate TE selection of upgrading intersection as part of normal C.P. -

minimal. The proposed improvement would produce a significant increase in capacity. Significant benefits would occur to the motorists.

Option Six - Six-Lane Freeway - Not a realistic option due to cost. While the capacity increase would be very significant, the direct and the indirect costs would be greater than the community could tolerate.

It is concluded therefore that further study be given Options Two, Three, and Five. This could most effectively be done by retaining a consultant to develop preliminary designs of Option Five. This should be done in the near future.

E. Kellogg

Bluff Eastbound left-turn bays
Oliver Crestway
Edgemar V.A. Hospital entrance (Pinecrest)
Woodlawn Waverly

Woodlawn Westbound left turn bays
~~Edgemar~~ Waverly
Beverly
Pinecrest
Oliver Elyco
Bluff Broadview

East Kellogg
Traffic Comm. Action

as revised

Commissioner Sue Crockett made a motion that the Wichita Traffic Commission accept the Traffic Engineering staff's recommendations for immediate changes on Kellogg from Bluff to the east City limits with Kellogg being improved to freeway status at the earliest possible time. Seconded by Edmiston. The vote in favor was unanimous.

Traffic Engg 4486

Wichita Traffic Commission Meeting - May 21, 1980

- Interim Reports on East Kellogg from Hillside to Armour

MOTION: (Strike the previous motions made in regard to improvement of Kellogg)
Commissioner Sue Crockett made a motion that the Wichita Traffic Commission accept the Traffic Engineering staff's recommendations for immediate changes on Kellogg from Bluff to the east City limits with Kellogg being improved to freeway status at the earliest possible time.
Seconded by Commissioner Robert Edmiston. The vote in favor of the motion was unanimous.

Motion does not ^{include} intermediate solutions
(north-south improvements on Oliver
and Woodlawn)

later revised.

To: Robert Lakin

4/11/80

From: Monroe

Subject: East Kellogg Improvements

Attached is a redraft of the East Kellogg Report. I've made the changes you (and some of Paul's) suggested in the earlier draft.

I'm sending a copy to Bruggeman and Shave and request their comments, (again).

I'm having option #6 printed on an aerial base and will attach that to the report.

I plan on going to Topeka to visit with Kearty, Terry, Reed, Anshutz, etc. on Wed. April 16.

(over)

~~WES~~
Junk.

1) Provide a 1-2 page Exec Summ - J.F.

2) Duplicate 100 copies, ensure J.F.

- 10 MAPC
- 10 TC - Traffic Comm
- 5 Staff
- CPO
- City
- BCC (w/CCAs)
- CGL
- TRC

3) Formal destruction MAPC / TC w/CCAs above.

4. Jt meeting TC/MAPC - suggest separate meetings?
? 2. formal on base base - add action needed? No.

b. informal? info only - place on next formal agenda for formal action. YES

Action?

MAPC - pick proposal alt? hold hearing on alt
 - recommend PWR looking for CIP - looks for St Safety? may.

Perhaps MAPC should consider informally only -

then pass to TC - pick alt? what if different from PC
 TC and let - hold hearing on alt
 then "carry the ball" We would - pick alt -
 Recommendation to BCC

present to TC and answer questions.
TC then recommends let's talk all to BCC. WES

Monica - See me about this. WES

INTERIM REPORT ON EAST KELLOGG

FROM HILLSIDE TO ARMOUR

TRAFFIC ENGINEERING DIVISION

CITY OF WICHITA

MAY 1980

INTERIM REPORT - EAST KELLOGG TRAFFIC STUDY
FROM HILLSIDE TO ARMOUR

INTRODUCTION

The purpose of this report is to analyze the traffic handling ability of the Kellogg corridor between Hillside and Armour. Special emphasis was given to the operation characteristics of the four signalized intersections along this corridor. These four signalized intersections are Bluff, Oliver, Edgemoor and Woodlawn.

This is an interim report, since the original charge of the Traffic Engineering Division was to study Kellogg from the East city limits to the West city limits at the request of the Traffic Commission. This interim report is being brought forward at this time since the data is now available on this segment and to correspond and supplement the report completed by the Planning Department.

SURVEY

The survey area was confined to Kellogg from Hillside to Armour. The greatest emphasis in this report was given to four signalized intersections as follows:

- Kellogg and Bluff
- Kellogg and Oliver
- Kellogg and Edgemoor
- Kellogg and Woodlawn.

In order to identify potential traffic problems, the following information was gathered:

- 1) Peak turning movement counts during the AM and PM hours of 7:00 to 9:00 and 4:00 to 6:00 at the four signalized intersections.
- 2) Travel time runs in both the eastbound and westbound directions during peak and off-peak periods.
- 3) Obtaining the existing geometric configuration and lane widths at the four signalized intersections.
- 4) Tabulating the existing signal time data that presently controls the four intersections.

DATA ANALYSIS

The data analysis was divided into two major areas; travel time runs for the entire segment of Kellogg from Hillside to Armour, and an intersection-by-intersection review of the four key intersections.

Travel Time Studies

For this survey, the Test Vehicle method of assembling travel time was used due to its flexibility and degree of accuracy. This procedure involves a driver controlling his vehicle to float with the traffic stream in a given lane, such as outside lane eastbound through the entire run. This procedure requires a minimal amount of equipment since only a test car, field data sheets and two stop watches are needed to record the data. An example of the field survey sheet is illustrated on Figure (1) of this report.

The travel time studies were conducted during both the AM and PM peak as well as during off-peak periods. For this specific study the peaks were 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, while off-peak runs were conducted between the hours of 2:00 PM to 4:00 PM and 10:00 AM to 12:00 PM. In order to obtain results which were sufficiently accurate to be useful, a minimum of six runs in each direction was necessary. Since we were primarily concerned with the four intersections of Bluff, Oliver, Edgemoor and Woodlawn, the travel time runs commenced in advance of the Bluff intersection at Hillside and continued eastwardly through the intersection of Kellogg and Woodlawn to the intersection of Kellogg and Armour.

FIGURE (1)

TRAVEL TIME RUNS

KELLOGG, FROM HILLSIDE TO ARMOUR

Direction - EB WB NB SB

Run Started at _____ AM at _____
(time) PM (location)

Run Ended at _____ AM at _____
(time) PM (location)

<u>Location</u>	<u>Time</u>	<u>Seconds Stopped</u>	<u>Cause</u>
Armour	_____	_____	_____
Woodlawn	_____	_____	_____
Edgemoor	_____	_____	_____
Oliver	_____	_____	_____
Bluff	_____	_____	_____
Hillside	_____	_____	_____

Summary:

Total Trip Length _____ Total Trip Time _____

Average Speed _____ Running Time _____

Stopped Time _____

Symbols of Delay Cause: Traffic Signal - S Parked Cars - PK
 Stop Sign - SS Pedestrians - P
 Left Turns - LT Bus Loading - BL
 Right Turns - RT General Congestion - G

COMMENTS: _____

Date _____ Recorder _____

The reverse of this was true with regard to westbound travel time runs. Before each test run commenced, the recorder filled in the pertinent data, such as starting time, location, which lane and direction the survey commenced in. The trip began from one end of the selected route and went to the other end, with the recorder observing and recording the duration, location and cause of each stop. Also recorded was the time when the test vehicle cleared the intersections of Bluff, Oliver, Edgemoor and Woodlawn. The first travel time runs were conducted on Tuesday, January 22, 1980, between 4:30 PM and 6:00 PM and on Wednesday, January 23, 1980, between 7:20 AM and 9:00 AM. The results of these travel time runs are recorded in the Appendix as Tables (1) through (4).

Additional travel time runs were conducted on March 12, 1980 and May 8, 1980, for off-peak periods. The results of these surveys are illustrated in the Appendix Tables (5) through (8). Further peak hour travel time runs were conducted on April 29 and April 30, with the results illustrated in Appendix Tables (9) through (12). The summation of all the travel time runs are illustrated in Table (1) of this report. A close analysis of this table reveals that the greatest eastbound delay on Kellogg occurred at Kellogg and Woodlawn during the PM peak from 4:00 to 6:00, where the average delay was 46 seconds. The greatest delay eastbound in the morning occurred at Kellogg and Oliver where the average delay during the 7:00 to 9:00 rush was 27 seconds. Travel time runs over this two and three quarter mile course varied from an average AM peak of 5 minutes and 50 seconds, to an average PM peak of 7 minutes and 32 seconds. The average off-peak travel time run was 5 minutes and 54 seconds. The summation of westbound Kellogg traffic from Armour to

TABLE (1)

SUMMARY OF TRAVEL TIME RUNS

Eastbound Kellogg From Hillside To Armour

	AM Peak Hour 7:00 - 9:00 AM			PM Peak Hour 4:00 - 6:00 PM			Off Peak Hour		
	01/23/80	04/30/80	Average	01/22/80	04/29/80	Average	2:00 PM-	10:00 AM-	Average
							4:00 PM 03/12/80	12:00 PM 05/08/80	
Bluff	4	6	5	14	4	9	6	2	4
Oliver	29	25	27	49	29	39	20	10	15
Edgemoor	24	11	18	38	19	28	2	6	4
Woodlawn	12	15	14	34	57	46	33	36	34
Subtotal									
Travel Time (Min.-Sec.)	6:05	5:36	5:50	7:53	7:12	7:32	6:12	5:35	5:54
Total Stop Delay (Sec.)	68	57	63	134	109	122	62	54	58
Average Running Speed	27	29	28	21	23	22	26	29	28

Westbound Kellogg From Armour To Hillside

	AM Peak Hour 7:00 - 9:00 AM			PM Peak Hour 4:00 - 6:00 PM			Off Peak Hour		
	01/23/80	04/30/80	Average	01/22/80	04/29/80	Average	2:00 PM-	10:00 AM-	Average
							4:00 PM 03/12/80	12:00 PM 05/08/80	
Woodlawn	33	29	31	34	37	35	33	52	43
Edgemoor	36	11	23	11	13	12	9	12	11
Oliver	16	29	23	63	67	65	30	20	25
Bluff	4	7	6	12	12	12	5	7	6
Subtotal									
Travel Time (Min.-Sec.)	6:26	6:05	6:15	7:21	7:05	7:13	6:19	6:06	6:13
Total Stop Delay (Sec.)	89	68	79	104	130	117	77	91	84
Average Running Speed	25	27	26	22	23	23	26	27	27

Hillside revealed that the highest delay occurred at Kellogg and Oliver during the PM rush of 4:00 to 6:00, where the average delay was 65 seconds. The highest AM delay occurred at Kellogg and Woodlawn with an average delay of 31 seconds between 7:00 AM and 9:00 AM. The average AM travel time was 6 minutes and 15 seconds, and the average PM travel time was 7 minutes, 13 seconds. The average off-peak travel time was 6 minutes and 15 seconds. The travel time run in the AM was a minute to a minute and a half quicker than those which occurred during the PM period. When comparing eastbound and westbound travel time runs during various periods of the day, there was less than 30 seconds difference between the eastbound and westbound runs.

A capsule summary of the travel time survey indicates that only excessive delays occurred at Kellogg and Oliver and Kellogg and Woodlawn and the delays eastbound and westbound at any particular time of the day were about the same. The average travel time for this two and three quarter mile run was approximately a minute to a minute and a half quicker during the AM peak as compared to the PM peak, which resulted in the average running speed of the AM being 28 miles per hour compared to 22 miles per hour for the PM peak.

Signalized Intersection Review

Kellogg and Bluff

In order to analyze the existing conditions at Kellogg and Bluff the following information was gathered:

- o Peak AM turning movement counts between the hours of 7:00 AM and 9:00 AM.
- o Peak PM turning movement counts between the hours of 4:00 PM and 6:00 PM.
- o The existing actual timing of the controller at Kellogg and Bluff.
- o The geometrics of the intersection with regard to lane width, parking conditions, etc.

From the two hour turning movement count for both the AM and PM periods, a further breakdown of this count was tabulated in order to analyze the peak AM turning movement hour and the peak PM turning movement hour. This information is revealed in Figure (2). The greatest volume of traffic entering this intersection occurs during the PM peak and the highest approach is the west approach where 1701 cars approached the intersection of Kellogg and Bluff. The highest approach during the AM peak occurs on the east approach where 1478 vehicles approach the intersection of Kellogg and Bluff. Approximately 55% of the traffic on Kellogg is westbound in the morning and 55% is eastbound in the evening. The volume of traffic on Bluff is approximately 10% of that occurring on Kellogg.

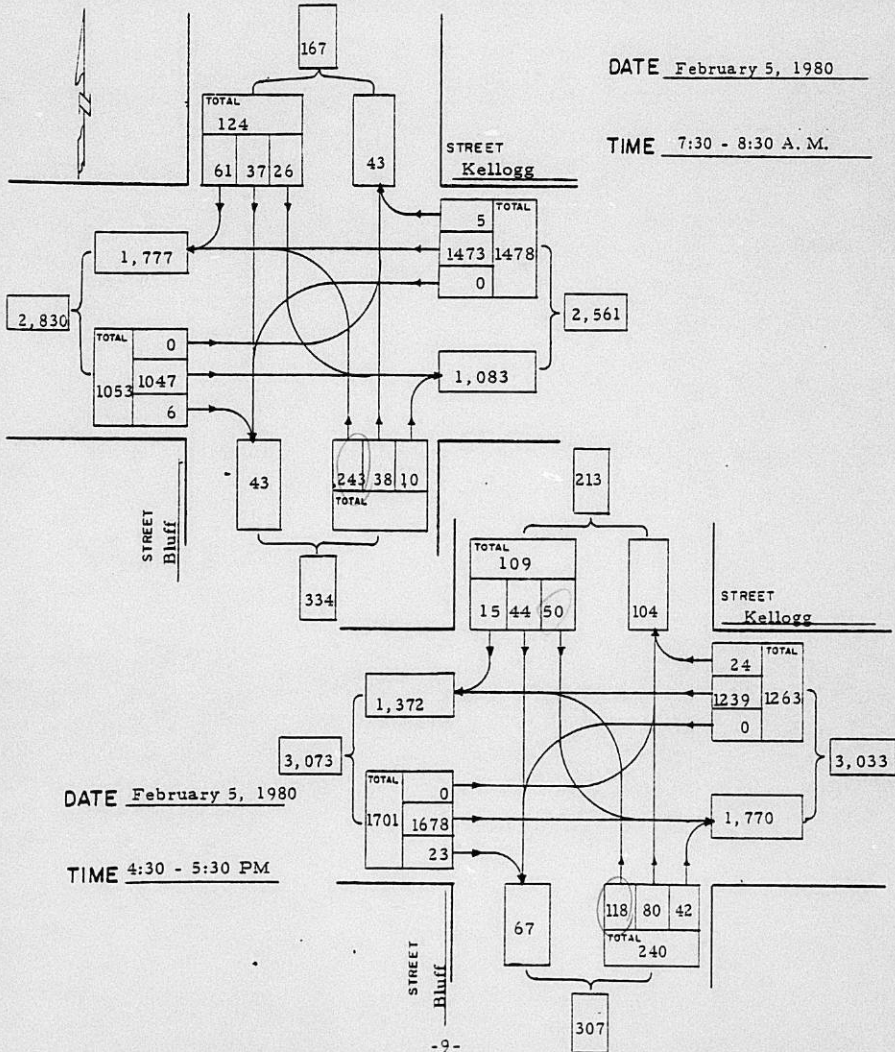
FIGURE (2)

CITY OF WICHITA
 TRAFFIC ENGINEERING DIVISION
 TRAFFIC VOLUME SUMMARY

KW-024

DATE February 5, 1980

TIME 7:30 - 8:30 A. M.



From the intersection geometrics, turning movement counts and signal phasing, the level of surface of this intersection was computed by a Critical Movement Analysis. Basically, the critical movement summation method of capacity analysis applies a technique which analyzes the critical volumes at an intersection. The critical volumes are determined by adding the highest total of through traffic plus the opposing left turn traffic in one direction on an hourly, per lane basis, and then adding to this the highest total of through, plus its opposing left in the opposite direction on an hourly, per lane basis.

The general rules of procedure for determining the critical movement capacity analysis are as follows:

- o For a divided highway with separate left turns and right turn bays, the critical movement would be the through traffic and the opposing left; therefore, the number one consideration would be the through volume on each approach.
- o The through volume on each approach are divided by the number of lanes on that approach and the opposing left turns are added to this number. From these totals the traffic movement in the north-south direction, for instance, is compared to determine which one of the opposing left plus through movement volume is greater. The same greater through plus opposing left turn volume for the east-west flow is also determined, adding the greater through plus opposing left volumes for both the north-south and east-west direction which results in a critical movement value. (See example page 11)

CAPACITY ANALYSIS BY CRITICAL MOVEMENT METHOD

KELLOGG AND EDGEMOOR (PM)

<u>Steps</u>	<u>North Approach</u>	<u>South Approach</u>	<u>East Approach</u>	<u>West Approach</u>
(1) Approach Volume	407	362	1,107	1,480
(2) Divide by number of lanes	204	181	554	740
(3) Add Opposing Lefts	<u>97</u>	<u>210</u>	<u>79</u>	<u>66</u>
(4) Totals (2 and 3)	301	391	633	806
(5) Critical Movements (Larger Value on Line 4)				
North - South Direction		391		
East - West Direction				806
(6) Intersection Total (Sum of 5) - <u>1,197 Level of Service "C"</u>				

KELLOGG AND EDGEMOOR (AM)

<u>Steps</u>	<u>North Approach</u>	<u>South Approach</u>	<u>East Approach</u>	<u>West Approach</u>
(1) Approach Volumes	474	341	1,164	904
(2) Divide by number of lanes	237	172	582	452
(3) Add Opposing Lefts	<u>220</u>	<u>76</u>	<u>36</u>	<u>65</u>
(4) Totals (2 and 3)	457	248	618	517
(5) Critical Movements (Larger Value on Line 4)				
North - South Direction	457			
East - West Direction			618	
(6) Intersection Total (Sum of 5) - <u>1,075 Level of Service "B"</u>				

From previous analysis of other intersections where heavy vehicle traffic has been encountered, it has been determined under the critical movement analysis method that the following level of services can be encountered when the vehicles per hour are less than or equal to those shown in Table (2).

TABLE (2)

LEVEL OF SERVICE RANGE
FOR OPERATION AND DESIGN

Level of Service	Maximum Sum of Critical Volumes		
	Two Phase	Three Phase	Four or More Phases
A	1000	950	900
B	1200	1140	1080
C	1400	1340	1270
D	1600	1530	1460
E	1800	1720	1650
F	-----not applicable-----		

In computing the capacity analysis of this intersection by the critical movement method, the intersection is presently operating at level of service "C".

Another method used in the critical movement analysis for determining level of service is the length of delay encountered in an intersection. The following table illustrates the delay which can be encountered based upon the level of service.

TABLE (3)

DELAY AND LEVEL OF SERVICE

Level of Service	Delay Range (Seconds Per Vehicle)
A	0.0-16.0
B	16.1-22.0
C	22.1-28.0
D	28.1-35.0
E	35.1-40.0
F	40.1 or greater

Referring back to summary of travel time runs, Kellogg operates at level of service "A" at the intersection of Kellogg and Bluff based on amount of delay encountered per vehicle.

Kellogg and Oliver

A summary of the turning movement counts for the peak AM and PM periods at Kellogg and Oliver is revealed in Figure (3).

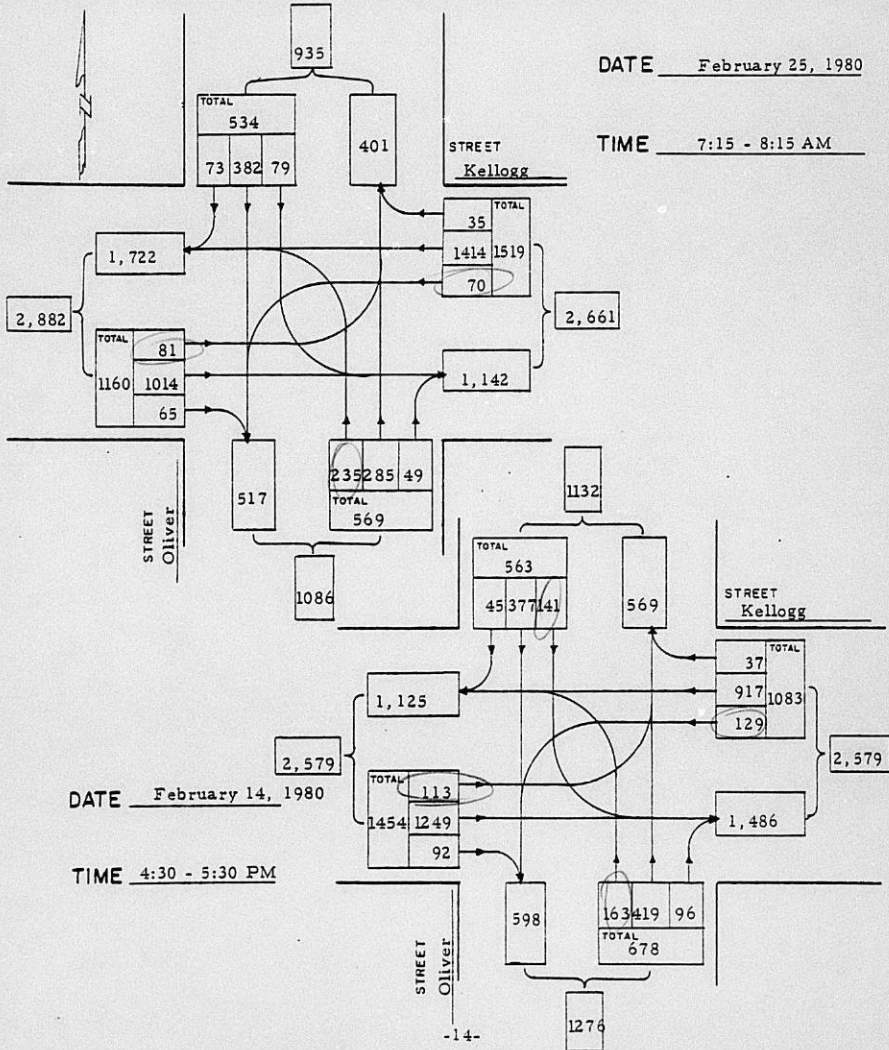
As one would assume, the heaviest flow of traffic at Kellogg and Oliver is 1514 westbound vehicles in the morning and 1454 eastbound vehicles in the evening.

Heavy left turn volumes are recorded on Oliver for northbound traffic wishing to go west on Kellogg in the AM with 235 vehicles recorded during the peak hour. Also a moderately heavy left turn volume is recorded during the PM period on Oliver, both in the north and south directions with 163 and 141 respectively. Again, the directional split at Kellogg and

FIGURE (3)

CITY OF WICHITA
 TRAFFIC ENGINEERING DIVISION
 TRAFFIC VOLUME SUMMARY

KJ-024



Oliver was approximately 55% westbound in the morning and 55% eastbound in the evening. The capacity analysis of this intersection by the critical movement analysis indicates that this intersection is operating at level of service "E". When comparing it with delay and level of service calculations, the delays at this intersection in the PM indicate a level of service operation of "E" or "F".

Kellogg and Edgemoor

The peak hour turning movement counts for the AM and PM are revealed on Figure (4). Again, as one would expect, the heaviest flow of traffic at Kellogg and Edgemoor is 1229 westbound in the morning. In the evening the heaviest volume is 1559 eastbound vehicles. The heaviest left turn occurs on Edgemoor where 220 northbound vehicles turn to go west on Kellogg during the AM peak. During the PM peak the heaviest left turn occurs southbound on Edgemoor where 210 vehicles wish to turn east onto Kellogg. Again the directional peak on Kellogg is approximately 55% with 55% westbound in the morning and 55% eastbound in the evening. The capacity analysis for Kellogg and Edgemoor indicates that this intersection is operating at level of service "C" when computed by the critical movement analysis method. The delays recorded during the travel time runs indicate that this intersection operates between level of service "A" and "C" for Kellogg traffic.

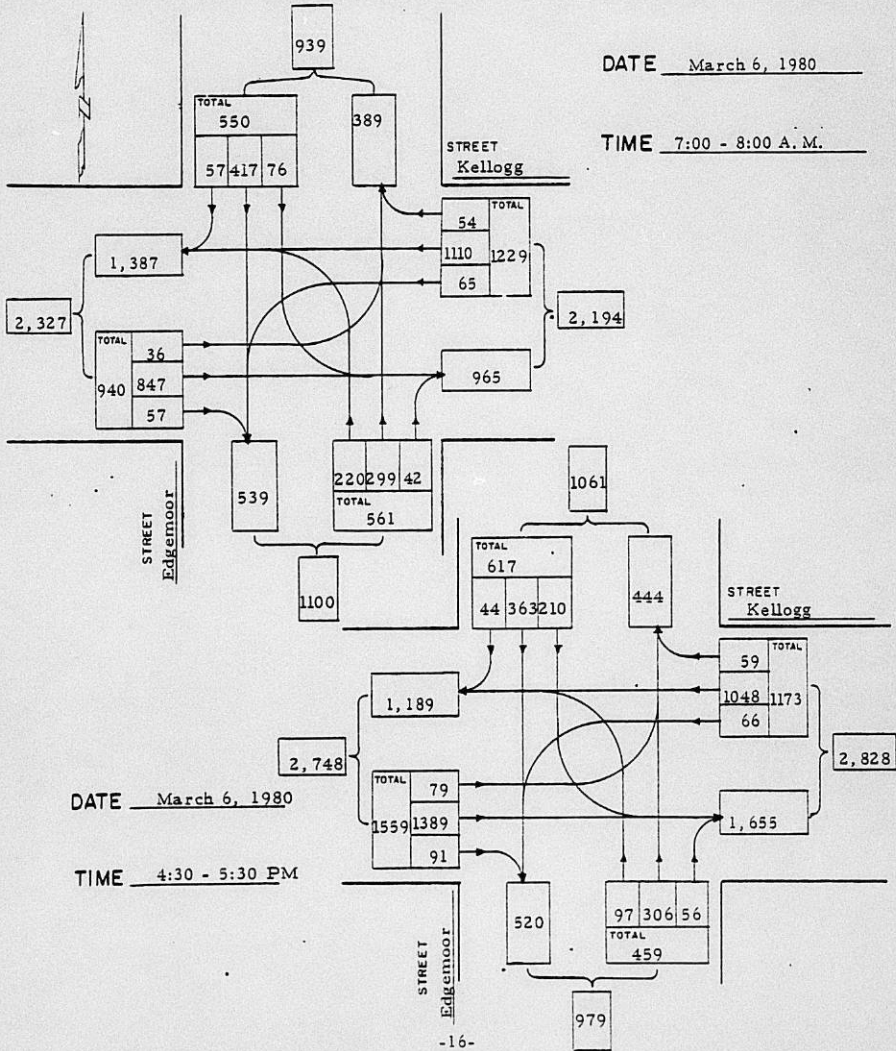
FIGURE (4)

CITY OF WICHITA
 TRAFFIC ENGINEERING DIVISION
 TRAFFIC VOLUME SUMMARY

KJ-024

DATE March 6, 1980

TIME 7:00 - 8:00 A.M.



Kellogg and Woodlawn

The peak turning movement counts for Kellogg and Woodlawn during the AM and PM peak are revealed in Figure (5). Again, the heaviest volume occurs on Kellogg with 1125 westbound vehicles in the morning. The heaviest volume in the evening occurs eastbound with 1355 vehicles approaching this intersection from the west. The heaviest left turn occurs during the PM peak with 377 vehicles southbound on Woodlawn wishing to turn east on Kellogg. During the PM peak another heavy left turn occurs on Kellogg westbound to go south on Woodlawn where 183 vehicles were counted.

The capacity analysis of the intersection of Kellogg and Woodlawn indicates this intersection is operating at level of service "E" when compared by the critical movement analysis.

When comparing a level of service based upon the delays that occur at this intersection, this interesection is operating at level of service "D" and "E".

RECOMMENDATIONS

If we have
As an ultimate goal to move east-west traffic through the city of Wichita, we would recommend that all steps toward upgrading Kellogg to freeway status be strongly supported. The need to have Kellogg as a freeway from the east city limits to the west city limits can be easily justified when one looks at the volumes presently traveling

on Kellogg and the lack of an east-west freeway through Wichita. Since the freeway cannot become a reality in the near future, we are recommending three levels of improvement for each of the intersections which will be immediate solutions, intermediate solutions and long range solutions. The following is an intersection-by-intersection recommendation.

Kellogg and Bluff

This intersection is presently operating at level of service "C" with average stop delays of 5 to 12 seconds. Improvements recommended for this intersection would fall into the following:

Immediate Solutions

- o Immediate solutions would envision installing presence loops on Bluff with delay detection. This would permit the green signal indication to remain on Kellogg for a greater amount of time and allow right turning vehicles from Bluff to enter the Kellogg stream of traffic where gaps are available without cycling the traffic signal.

5/7

Intermediate Solution

- o The intermediate solution would envision closing of the Kellogg medial at Bluff and removal of the traffic signal, with the possible addition of a pedestrian signal near the intersection of Kellogg and Bluff.

1/5/70

Long Range Solution

- o Conversion to freeway segment on Kellogg thereby closing direct access to Kellogg from the side streets.

Kellogg and Oliver

This intersection is presently operating at level of service "E" with peak hour delays during the PM running approximately 65 seconds. Improvement for this intersection fall into the following categories:

Immediate Solutions

- o Add protective permissive left turn signalization on Kellogg for left turn bays.
- o Improve traffic controller and detection system through the use of a gap-reducing controller.

*no increase
of thru traffic.
"gap E
help"?*

Intermediate Solutions

- o Study the possibility of interconnecting traffic signals on Kellogg at Oliver, Edgemoor and Woodlawn.
- o Add left turn bays on Oliver to accommodate heavy left turn volumes.
- o Add selective right turn bays.

*x 600M
x 2070*

*Don't add
to capacity
of over 6
R/W*

Long Range Solution

- o Construct an urban interchange and upgrade Kellogg to freeway standards.

Kellogg and Edgemoor

This intersection is presently operating at level of service "C" with PM average delays running less than 30 seconds.

Immediate Solutions

- o Add protective permissive left turns on all four approaches.
- o Upgrade traffic controller and detection system.

5/20

Intermediate Solutions

- o Study the possibility of interconnecting traffic signals on Kellogg at Woodlawn, Oliver and Edgemoor.

Long Range Solution

- o Construct urban interchange and upgrade Kellogg to freeway standards.

Kellogg and Lexington

This school pedestrian signal is presently causing some minor congestion and delay to Kellogg traffic during its 20 mile per hour flashing operation when students are going to and from Fabrique Elementary School. The solution to this problem lies either in the immediate category or the distant future.

Immediate Solution

- o Adjust school boundaries so that the elementary boundaries divide on Kellogg, eliminating the need for the school pedestrian signal.

Long Range Solution

- o Construct a pedestrian overpass over Kellogg, at the time Kellogg becomes a freeway.

Kellogg and Woodlawn

This intersection is presently operating at level of service "E", with delays up to one minute occurring during the peak hours.

Immediate Solutions

- o Add protective permissive left turn signalization on Kellogg for left turn bays.
- o Improve traffic controller and detection system through the use of a gap-reducing controller.

*Solving the
Wrong
Problem.*

Intermediate Solutions

- o Study the possibility of interconnecting traffic signals on Kellogg at Woodlawn, Oliver and Edgemoor.
- o Add left turn bays on Woodlawn to accommodate heavy left turn volumes.
- o Add selected right turn bays.
- o Consider modifications to Kellogg frontage road on the south side of Kellogg to reduce conflict points associated with this intersection being so close to the Kellogg and Woodlawn intersection.

Long Range Solution

- o Construct urban interchange and upgrade Kellogg to freeway standards.

APPENDIX TABLES

APPENDIX TABLE NO. 1
 TRAVEL TIME RUNS
 KELLOGG, FROM HILLSIDE TO ARMOUR

Eastbound - Hillside to Armour
 4:30 P. M. to 6:00 P. M.
 Tuesday, January 22, 1980

Beginning or Ending Time/Stop Delay

Run Number	1	2	3	4	5	6 **	
Lane	Outside	Inside	Outside	Inside	Best Lane	Best Lane	<u>Average</u>
Armour	4:30:00	4:48:00	5:08:50	5:27:45	5:47:20	6:02:45	
Woodlawn	0	44	89	32	13	23	33.5
Edgemoor	14	0	15	22	12	0	10.5
Oliver	25	88	0	193*	69	0	62.5
Bluff	8	12	6	14	22	24	12.4
Hillside	4:36:50	4:55:25	5:16:40	5:37:10	5:54:40	6:08:05	

*Red light at intersection from police car - about 30 seconds

**After 6:00 P. M.

SUMMARY

Travel Time (min. /sec.)	6:50	7:25	7:50	+	9:25	7:20	++	5:20	7:21
Total Stop Delay (sec.)	47	144	110	261	116	47	104	12	26
Average Stop Delay/Inter.	12	36	27.5	65.25	29	12	3	24	68
Min. Delay @ An Inter.	0	0	0	14	12	0	3	24	22mph
Max. Delay @ An Inter.	25	88	89	193	69	24			
Average Running Speed	24mph	22mph	21mph	17mph	23mph	31mph			

+ Not included in Average since Police car blocked a lane

++ Not included in Average since after 6:00 P. M.

APPENDIX TABLE NO. 2

TRAVEL TIME RUNS

KELLOGG, FROM ARMOUR TO HILLSIDE

Westbound - Armour to Hillside
 4:30 P. M. to 6:00 P. M.
 Tuesday, January 22 1980

Beginning or Ending Time/Stop Delay

Run Number	1	2	3	4	5	
Lane	Outside	Outside	Inside	Inside	Best Lane	<u>Average</u>
Hillside	4:38:00	4:56:20	5:18:00	5:38:10	5:55:30	
Bluff	3	17	28	19	2	13.8
Oliver	63	146	27	8	0	48.8
Edgemoor	37	32	47	47	27	38
Woodlawn	40	78	50	0	0	34
Armour	4:46:10	5:07:25	5:26:00	5:45:10	6:00:40	

SUMMARY

Travel Time (min. /sec.)	8:10	11:05	8:00	7:00	5:10	7:53
Total Stop Delay (sec.)	143	273	152	74	29	134
Average Stop Delay/Inter.	36	68	38	19	7	34
Min. Delay @ An Inter.	3	17	27	0	0	9
Max. Delay @ An Inter.	63	146	50	47	27	67
Average Running Speed	20mph	15mph	20mph	23mph	32mph	21mph

APPENDIX TABLE NO. 3
TRAVEL TIME RUNS
KELLOGG, FROM HILLSIDE TO ARMOUR

Eastbound - Hillside to Armour
7:20 A. M. to 9:00 A. M.
Wednesday, January 23, 1980

Run Number	Beginning or Ending Time/Stop Delay							Average
	1	2	3	4	5	6	7	
Lane	Outside	Inside	Outside	Inside	Outside	Inside	Best Lane.	
Hillside	7:21:00	7:36:45	7:52:45	8:09:55	8:25:25	8:40:45	8:54:35	
Bluff	15	0	0	13	0	0	0	4
Oliver	17	71	17	18	42	35	0	29
Edgemoor	24	24	60	19	9	0	32	24
Woodlawn	25	0	22	0	0 ^{23*}	0	35	12
Armour	7:27:00	7:43:00	7:59:35	8:16:00	8:32:05	8:46:00	9:00:05	
<u>SUMMARY</u>								
Travel Time (min. /sec.)	6:00	6:15	6:50	6:05	6:40	5:15	5:30	6:05
Total Stop Delay (sec.)	81	95	99	50	51	35	67	68
Average Stop Delay/Inter.	20	24	25	13	13	9	17	17
Min. Delay @ An Inter.	15	0	0	0	0	0	0	2
Max. Delay @ An Inter.	25	71	60	19	42	35	35	41
Average Running Speed	27mph	26mph	24mph	27mph	24mph	31mph	30mph	27mph

*Kellogg between Lexington and Fabrique School Signal Delay

APPENDIX TABLE NO. 4
TRAVEL TIME RUNS
KELLOGG, FROM HILLSIDE TO ARMOUR

Westbound - Armour to Hillside
7:30 A. M. to 9:00 A. M.
Wednesday, January 23, 1980

Run Number	Beginning or Ending Time/Stop Delay						Average
	1	2	3	4	5	6	
Lane	Inside	Outside	Inside	Outside	Inside	Outside	
Armour	7:30:00	7:44:16	8:01:30	8:17:40	8:34:10	8:47:10	
Woodlawn	6	57	54	47	0	33	33
Edgemoor	52	59	42	39	8	14	36
Oliver	3	0	19	0	26	49	16
Bluff	0	0	6	18	2	0	4
Hillside	7:35:50	7:51:10	8:08:50	8:24:10	8:39:45	8:53:40	
<u>SUMMARY</u>							
Travel Time (min./sec.)	5:50	6:54	7:20	6:30	5:35	6:30	6:26
Total Stop Delay (sec.)	61	116	121	104	36	96	89
Average Stop Delay/Inter.	15	29	30	26	9	24	22
Min. Delay @ An Inter.	0	0	6	0	0	0	1
Max. Delay @ An Inter.	52	59	54	47	26	49	48
Average Running Speed	28mph	24mph	23mph	25mph	30mph	25mph	2626mph

APPENDIX TABLE NO. 5

TRAVEL TIME RUNS
KELLOGG, FROM HILLSIDE TO ARMOUR

Eastbound - Hillside to Armour
2:15 PM to 3:55 PM March 12, 1980

Beginning or Ending Time/Stop Delay

Run Number	1	2	3	4	5	6	7	
Lane	Outside	Inside	Outside	Inside	Outside	Inside	Best	Average
Hillside	2:17:03	2:32:15	2:49:00	3:03:20	3:17:30	3:31:30	3:48:00	
Bluff	23	0	0	7	13	0	0	6
Oliver	5	6	45	39	0	9	39	20
Edgemoor	0	14	0	0	0	0	0	2
Woodlawn	55	16	9	0	65	48	41	33
Armour	2:24:03	2:37:30	2:55:15	3:09:08	3:24:14	3:37:15	3:54:28	

SUMMARY

Travel Time (min./sec.)	7:00	5:15	6:15	5:48	6:44	5:45	6:28	
Total Stop Delay (sec.)	83	36	54	46	78	57	80	62
Average Stop Delay/Inter.	21	9	13.5	11.5	19.5	14	20	15.5
Min. Delay @ An Inter.	0	0	0	0	0	0	0	0
Max. Delay @ An Inter.	55	16	45	39	65	48	41	44
Average Running Speed	23.2mph	31mph	26mph	28.1mph	24.2mph	25mph	25mph	26.5mph

APPENDIX TABLE NO. 6
TRAVEL TIME RUNS
KELLOGG, FROM ARMOUR TO HILLSIDE

Westbound - Armour to Hillside
2:25 P. M. to 4:00 P. M. - March 12, 1980

Beginning or Ending Time/Stop Delay

<u>Run Number</u>	1	2	3	4	5	<u>Average</u>
<u>Lane</u>	<u>Outside</u>	<u>Inside</u>	<u>Outside</u>	<u>Inside</u>	<u>Outside</u>	
Armour	2:25:30	2:40:00	2:56:30	3:10:45	3:24:30	
Woodlawn	49	75	0	40	0	33
Edgemoor	0	30	10	4	0	9
Olliver	14	65	41	10	20	30
Bluff	2	0	8	0	17	5
Hillside	2:31:40	2:47:44	3:02:28	3:16:43	3:30:22	
<u>SUMMARY</u>						
Travel Time (min./sec.)	6:10	7:44	5:58	5:52	5:52	6:19
Total Stop Delay (sec.)	65	170	59	54	37	77
Average Stop Delay/Inter.	16	42.5	15	13.5	9	19
Min. Delay @ An Inter.	0	0	0	0	0	0
Max. Delay @ An Inter.	49	75	41	40	20	45
Average Running Speed	26.4mph	21.0mph	27.3mph	27.7mph	27.7mph	25.8mph

APPENDIX TABLE NO. 7
TRAVEL TIME RUNS
KELLOGG, FROM HILLSIDE TO ARMOUR

Eastbound - Hillside to Armour
9:50 A. M. to 11:20 A. M., May 8, 1980

Run Number	Beginning or Ending Time/Stop Delay						<u>Average</u>
	1	2	3	4	5	6	
Lane	Outside	Inside	Outside	Inside	Outside	Inside	
Hillside	9:52	10:05	10:20	10:34	10:49	11:04	
Bluff	0	0	0	0	12	0	2.0
Oliver	27	27	0	0	7	0	10.2
Edgemoor	19	0	17	0	0	0	6.0
Woodlawn	0	42	0	55	65	53	35.8
Armour	9:58	10:11	10:26	10:39	10:56	11:10	
<u>SUMMARY</u>							
Travel Time (min. /sec.)	5:54.1	5:48.8	5:01.0	5:05.6	6:33.5	5:07.8	5:35.1
Total Stop Delay (sec.)	46	69	17	55	84	53	54.0
Average Stop Delay/Inter.	11.5	17.2	4.2	13.7	21	13.2	13.5
Min. Delay @ An Inter.	0	0	0	0	0	0	0
Max. Delay @ An Inter.	27	42	17	55	65	53	43.2
Average Running Speed	27.6mph	28.0mph	32.4mph	31.9mph	24.8mph	31.7mph	29.2mph

APPENDIX TABLE NO. 8

TRAVEL TIME RUNS

KELLOGG, FROM ARMOUR TO HILLSIDE

Westbound - Armour to Hillside
10:00 A. M. to 11:20 A. M., May 8, 1980

Run Number	Beginning or Ending Time/Stop Delay						Average
	1	2	3	4	5	6	
Lane	Outside	Inside	Outside	Inside	Outside	Inside	
Armour	9:59	10:12	10:26	10:40	10:57	11:11	
Woodlawn	0	66	49	31	42	124	52.0
Edgemoor	13	5	17	24	12	0	11.8
Oliver	5	55	18	21	19	0	19.7
Bluff	0	18	0	25	0	0	7.2
Hillside	10:04	10:19	10:33	10:46	11:03	11:17	
SUMMARY							
Travel Time (min. /sec.)	5:03.6	6:47.7	6:28.2	6:25.9	5:34.6	6:16.4	6:06.1
Total Stop Delay (sec.)	18	144	84	101	73	124	90.7
Average Stop Delay/Inter.	4.5	36	21	25	18.2	31	22.6
Min. Delay @ An Inter.	0	5	0	21	0	0	4.3
Max. Delay @ An Inter.	13	66	49	31	42	124	54.2
Average Running Speed	32.2mph	23.9mph	25.1mph	25.3mph	29.2mph	25.9mph	26.7mph

APPENDIX TABLE NO. 9
 TRAVEL TIME RUNS
 KELLOGG, FROM HILLSIDE TO ARMOUR

Eastbound - Hillside to Armour
 7:11 A. M. to 9:00 A. M.
 Wednesday, April 30, 1980

Beginning or Ending Time/Stop Delays

Run Number	1	2	3	4	5	6	7	8	
Lane	Outside	Inside	Outside	Inside	Outside	Inside	Outside	Inside	Average
Hillside	7:11:00	7:22:00	7:37:00	7:54:00	8:08:00	8:21:00	8:35:00	8:50:00	
Bluff	0	24	20	0	0	0	0	8	6.5
Oliver	10	35	40	33	6	0	60	12	24.5
Edgemoor	0	7	42	0	34	0	4	0	10.9
Woodlawn	0	0	45	0	0	39	36	0	15
Armour	7:15:45	7:27:30	7:44:01	7:59:25	8:13:23	8:26:33	8:41:16	8:54:56	

SUMMARY

Travel Time (min./sec.)	4:45	5:30	7:01	5:25	5:23	5:33	6:16	4:56	6:04.7
Total Stop Delay (sec.)	10	66	147	33	40	39	100	20	56.9
Avg. Stop Delay/Int.	2.5	16.5	36.75	8.25	10	9.75	25	5	14.2
Min. Delay @ An Inter.	0	0	20	0	0	0	0	0	2.5
Max. Delay @ An Inter.	10	35	45	33	34	39	60	12	33.5
Average Running Speed	34.3mph	29.6mph	23.2mph	30.0mph	30.2mph	29.3mph	26.0mph	33.0mph	26.8mph

APPENDIX TABLE NO. 10

TRAVEL TIME RUNS
KELLOGG, FROM HILLSIDE TO ARMOUR

Westbound - From Hillside to Armour
7:11 A. M. to 9:00 A. M. Wednesday, April 30, 1980

Run Number	Beginning or Ending Time/Stop Delays								Average
	1	2	3	4	5	6	7	8	
Lane	Outside	Inside	Outside	Inside	Outside	Inside	Outside	Inside	
Hillside	7:20:55	7:36:01	7:52:50	8:06:32	8:19:31	8:33:50	8:48:36	9:03:23	7.1
Bluff	12	17	0	0	6	15	7	0	28.8
Oliver	0	75	110	13	32	0	0	0	10.5
Edgemoor	0	0	45	17	0	0	22	0*	21.5
Woodlawn	0	29	21	12	0	45	58	7	
Armour	7:16:00	7:29:00	7:45:00	8:01:00	8:14:00	8:28:00	8:42:00	8:58:00	

*Stopped at Lexington School Signal - 28 seconds

SUMMARY

Travel Time (min./sec.)	4:55	7:01	7:50	5:32	5:31	5:50	6:36	5:23	6:05
Total Stop Delay (sec.)	12	121	176	42	38	60	87	7	67.9
Avg. Stop Delay/Int.	3	30.25	44	10.5	9.5	15	21.75	1.75	17.0
Min. Delay @ An Inter.	0	0	0	0	0	0	0	0	0
Max. Delay @ An Inter.	12	75	110	17	32	45	58	7	44.5
Average Running Speed	33.2mph	23.2mph	20.8mph	29.4mph	29.6mph	28.0mph	24.7mph	30.3mph	26.8mph

APPENDIX TABLE NO. 11

TRAVEL TIME RUNS
KELLOGG, FROM HILLSIDE TO ARMOUR

Westbound - Armour to Hillside
4:00 P. M. to 6:00 P. M.
Tuesday, April 29, 1980

Beginning or Ending Time/Stop Delay

Run Number	1a	2a	3a	4a	5a	6a	7a	Average
Line	Outside	Inside	Outside	Inside	Outside	Inside	Outside	
Hillside	4:18:09	4:32:28	4:52:56	5:08:30	5:27:10	5:43:21	5:59:03	
Bluff	0	0	34	32	15	0	5	12.29
Oliver	0	27	47	160	103	108	25	67.14
Edgemoor	28	20	40	6	0	0	0	13.43
Woodlawn	85	0	102	38	0	0	36	37.29
Armour	4:11:30	4:26:30	4:44:00	5:00:00	5:20:00			

-33-

SUMMARY

Travel Time (min. / sec.)	6:39	5:58	8:56	8:30	7:10	6:21	6:03	7:09
Total Stop Delay (sec.)	113	47	223	236	118	108	66	130
Average Stop Delay/Inter.	28.25	11.75	55.75	59	29.50	27	16.5	32.54
Min. Delay @ An Inter.	0	0	34	6	0	0	0	5.7
Max. Delay @ An Inter.	85	27	102	160	103	108	36	88.71
Average Running Speed	24.5mph	27.3mph	18.9mph	19.1mph	22.7mph	25.6mph	26.9mph	22.8mph

APPENDIX TABLE NO. 12

TRAVEL TIME RUNS
KELLOGG, FROM HILLSIDE TO ARMOUR

Eastbound - Hillside to Armour
4:00 P. M. to 6:00 P. M.
Tuesday, April 29, 1980

Beginning or Ending Time/Stop Delay

Run Number	1	2	3	4	5	6	7	Average
Lane	Outside	Inside	Outside	Inside	Outside	Inside	Outside	
Hillside	4:03:30	4:19:30	4:33:30	4:54:00	5:13:00	5:30:00	5:44:00	4.14
Bluff	14	0	0	0	15	0	0	28.57
Oliver	0	30	39	52	17	62	0	18.71
Edgemoor	24-43*	8	63	0	25	0	11	57.43
Woodlawn	0	26	102	21	80	110	63	
Armour	4:10:18	4:25:40	4:42:15	5:00:10	5:21:10	5:37:55	5:50:32	
SUMMARY								
Travel Time (min. /sec.)	6:48	6:10	8:45	6:10	8:10	7:55	6:32	7:22
Total Stop Delay (sec.)	38	64	204	73	137	172	74	109
Average Stop Delay/Inter.	9.5	16	51	18.25	34.25	43	18.5	27.21
Min. Delay @ An Inter.	0	0	0	0	15	0	0	2.14
Max. Delay @ An Inter.	24	30	102	52	80	110	63	65.86
Average Running Speed	23.9mph	26.4mph	18.6mph	26.4mph	19.9mph	20.6mph	24.9mph	22.1mph

*Kellogg and Lexington School Signal

Rec from T.E.

The following are preliminary conclusions reached by the Traffic Engineering Division after reviewing the results of capacity analysis and travel-time runs on East Kellogg from Bluff to Oliver.

Kellogg & Bluff Intersection

This intersection is presently operating at level of service "C" with average stop delays of 4 to 6 seconds. Improvements recommended for this intersection would be in the immediate future and in the distant future.

Immediate Improvements:

Immediate improvements would envision installing presence loops on Bluff with delay detection. This would permit the green light to remain on Kellogg for a greater average of time and allow right turns from Bluff onto Kellogg to enter gaps in the Kellogg traffic without cycling the traffic signal.

Distant Future Improvements:

Distant future improvements would envision closing the Kellogg medial at Bluff and removing the traffic light. The possible additional requirement with this improvement would be the incorporation of a pedestrian signal near the intersection of Kellogg and Bluff.

Kellogg & Oliver Intersection

The intersection is presently operating at level of service "E" with peak-hour delays during the PM running approximately 65 seconds. Improvements for this intersection fall into the following categories:

Immediate Solutions:

- Add protected permissive left-turn signalization on Kellogg for left-turn bays.
- Improve traffic controller and detection system through the use of gap-reducing controller.

Intermediate Solutions:

- Study the possibility of interconnecting traffic signals on Kellogg at Oliver, Edgemoor and Woodlawn.
- Add left-turn bays on Oliver to accommodate heavy left-turn volumes.
- Add selected right-turn bays.

Distant Future Solution:

- Construct Urban Interchange

Kellogg & Edgemoor Intersection

This intersection is presently operating at level of service "C" with PM average delays running less than 20 seconds.

Immediate Solutions:

- Add protected-permissive left-turns on all 4 approaches.
- Upgrade traffic controller and detection system.

Distant Future Solution:

- Construct Urban Interchange

Kellogg & Lexington Intersection

This school pedestrian signal is presently causing some minor congestion and delays to Kellogg traffic during its 20 m.p.h. flashing operation when students are going to and from Fabrique Elementary School.

Immediate Solution:

- Adjust school boundaries so that elementary boundaries divide on Kellogg, eliminating the need for the traffic signal.

Kellogg & Woodlawn Intersection

This intersection is presently operating at level of service "E" with delays up to one minute occurring during the peak hours.

Immediate Solutions:

- Add protected-permissive left-turn signalization on Kellogg for left-turn bays.
- Improve traffic controller and detection system through the use of gap-reducing controller.

Intermediate Solutions:

- Study the possibility of interconnecting traffic signals on Kellogg at Woodlawn, Oliver and Edgemoor.
- Add left-turn bays on Woodlawn to accommodate heavy left-turn volumes.
- Add selected right-turn bays.
- Consider modification to Kellogg frontage road on the south side of Oliver to reduce conflict points associated with this intersection being so close

- 3 -

to the Kellogg and Woodlawn intersection.

Distant Future Solution:

- Construct Urban Interchange

from:

to:

admin. adv. plans cur. plans social

- lakin
- walter
- eubanks
- hanson
- nelson, v
- lakin, e
- henderson
- brothers
- peters
- craig
- barnes

graphics

- pierce
- stafford
- garland
- pale
-
- crook
- commer
- vinson
-

- galbraith
- lytle
- young
- moek
- shirkey
- newby
- dobson
- olivarez
-

- mitchell
- lane
- kohl
- hart
- covert
- coppel
- beebe
- syal
- davis
- lueters
- sharpe
- harvey
- smith
- crawford
- phelps
- jones
- marlnez

- sansing
- johns
- miller
- patrick
- watson
- krenning
- rojas
- whitlock
- brown b.
- garmon
- carlson

- note & return
- handle
- all staff
- comment
- signature
- library
- information
- files

remarks: *A. General*

THE CITY OF WICHITA

OFFICE OF CITY TRAFFIC ENGINEER

DATE January 31, 1980

RECEIVED

FEB 4 1980

METROPOLITAN PLANNING

ROUTE

TO Bill Stockwell, Chief Planner/Advance Plans

FROM Bill McKinley, Assistant Traffic Engineer

SUBJECT East-West Traffic Study:
Roosevelt to Woodlawn

The Traffic Engineering Division has tentatively reviewed your rough draft of the east-west traffic flow on Kellogg from Roosevelt to Woodlawn. We would like to make some comments with regard to the rough draft.

We realize, first of all, that your objective is to move traffic east and west through Wichita, as it is our objective also. We truly believe that any report that goes out should be accurate in the facts that are presented. In some cases the facts that we gave you were not clear enough for you to properly interpret and some were actually in error. It is for this reason that we are suggesting that we work together on this report and, in order to produce a factual report that actually depicts what is happening on Kellogg from Roosevelt to Woodlawn.

In an attempt to help you better analyze this segment of Kellogg, we will conduct peak-hour-turning movements, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., at the key intersections. We will also conduct travel-time runs on Kellogg from Hillside to Armour. As you are aware, we submitted to you some of the preliminary work on travel-time runs for this segment at our meeting on January 28, 1980. Possibly, we were misunderstanding part of your report, but as we read it, it looked like delays were 6 to 10 minutes at each key intersection along Kellogg, when in reality our travel-time runs from approximately 7:30 a.m. to 9:00 a.m. and 4:30 p.m. to 6:00 p.m. indicate only one run for the entire length exceeding ten (10) minutes in duration. Also, we believe that we possibly led you to draw the wrong conclusions about the capacity of a fully actuated intersection. After we have obtained the latest traffic counts at the key intersections, we will compute a range of capacity which could probably be expected at the intersections. This capacity will consider the capacity at level of service "C", "D", and "E". From a personal observation, all the intersections operated at level of service "C" for Kellogg during the peak hour within the time observed. Only at one intersection was a delay of 2 lights encountered and that occurred only at Kellogg and Oliver, once eastbound and once westbound. One of these runs was influenced by a Police Officer enforcing a traffic regulation at that intersection.

We certainly are aware that our travel-time runs were taken during a relatively low month, as far as traffic counts are concerned, but I think it should be pointed out that these runs were conducted after the opening of the Canal Route; where your previous run was conducted prior to the opening of the Canal Route. It is our observation that the Canal Route has continued to attract additional traffic onto Kellogg.


With regard to your recommendations, we believe that several of the recommendations are not practical. We don't mind your exploring all possible alternatives, but we

Bill Stockwell, Chief Planner/Advance Plans
East-West Traffic Study
January 31, 1980
Page 2

believe the final recommendations should be solutions which are practical. We would like to work with you in regard to these final solutions, as we believe we can increase the capacity of this corridor by recommending certain vital alternatives.

Just a quick observation of the reversible lane with New Jersey barriers, as it was envisioned to us, would not be a practical solution. As we understand this proposal, the middle lane would have the New Jersey barriers on either side, but this does not answer the problem of pedestrians crossing back and forth across Kellogg, nor does it consider a breakdown of a vehicle in that lane. Also, another alternative sounds good on paper, but in practicality would be disastrous, and that is suggesting a complete removal of a left-turn bay and the prohibition of left turns along Kellogg, as well as left turns and cross traffic from the side streets. Experience has indicated that there is not enforcement available to make this become a reality.

We will supply you with all traffic survey information as it becomes available.


Bill McKinley
Assistant Traffic Engr.

BM:jt
cc: R. W. Bruggeman, Director of Public Works