

**DISTRICT ADVISORY BOARD  
DISTRICT I**

April 17, 2000

7:00 p.m.

Atwater Community Center, 2755 E. 19<sup>th</sup>

**Members Present**

Vice-Mayor Rogers  
Carl Brewer  
Kenneth Hemmen  
David Franks  
Carrie Jones  
Lori Lawrence\*  
Debby Moore  
Sharon Myers \*  
Steve Roberts  
Marcia Traylor  
Lois Tully-Gerber  
Willard Walker\*

**Members Absent**

Patrice Dolenz  
Edith Knox\*  
Billy Wilson  
Dee Wilson  
Rev. Lincoln Montgomery\*  
Ken Woodard\*

**Guest List**

James Barfield, 2131 N Edgemoor  
Carl Gipson, Public Works, City of Wichita  
Sheldon Kamen, Kamen, Inc., 800 E 21<sup>st</sup> Street  
Ron, Pletcher, PEC, 303 S. Topeka  
Dr. Hulon Turner, 2010 East 21<sup>st</sup> Street  
Garry Schock, PEC, 303 S. Topeka  
George T. Johnson, 2102 E 21<sup>st</sup> Street  
Greg Baones, 2620 E 21<sup>st</sup> Street  
Twanda Hamilton, Tangles Unlimited, 2618 E 21<sup>st</sup> Street  
Allen Mitchell, 2136 N Mosley  
Dave Rodine, 130 S Laura, Burger King  
Jeff Caster, 2461 N New York  
Jim Dolenz, 405 N Chautauqua  
Bob Conner, 2001 E 21<sup>st</sup> Street  
R. Perez, 3015 E 21<sup>st</sup> Street  
Paul White, P&P Bait Shop, 1901 E 21<sup>st</sup> Street  
James Barfield, Barfield Enterprises, Inc., 1911 E 21<sup>st</sup> Street  
Ray Harington, 1100 E 21<sup>st</sup> Street  
Larry Keller, WSU Police  
John Marks, American Can  
Misty Bruckner, CMO, 455 N. Main

\*Denotes District Advisory Board Alternates

## ORDER OF BUSINESS

-- Call to Order

Vice Mayor Rogers called the meeting to order at 7:07 p.m.

-- Approval of Minutes

Ken Hemmen made note the he was present at the April 3, 2000 District Advisory Board meeting, but left off of the attendee's list. Carl Brewer made a motion that the minutes be accepted with the said correction (*Carrie Jones*). The motion passed unanimously.

-- Approval of Agenda

Vice Mayor Rogers asked for changes or additions to the agenda; having none, the agenda was approved.

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## Public Agenda

No items were submitted

## Unfinished Business

1. Recommendations on Reconstruction of I-135, 17<sup>th</sup> to 37<sup>th</sup> Street

On April 3, 2000, District Advisory Board members heard comments from business owners regarding the impact that the 21<sup>st</sup> Street closure may have on businesses located on 21<sup>st</sup> Street.

**Ron Pletcher** and **Gary Schock**, from Professional Engineering Consultants (PEC), came out to discuss alternatives with concerned business owners to minimize the inconvenience to businesses located on 21<sup>st</sup> Street due to the closure.

**Pletcher** gave a brief overview of the I-135 project that Kansas Department of Transportation (KDOT) will be initiating in late 2001. No decision have been made yet as to which alternative will be implemented. The estimated timeframe for completion may take up to two years depending on the alternative chosen. The project is Federally funded, KDOT administered project. The estimated cost is \$ 30,000,000. PEC and KDOT are still seeking community input in order to decide 1) What design to implement; 2) If interchange is reconfigured, what sequence can everyone live with? (at some point 21<sup>st</sup> Street

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ramps will be closed); and 3) The same issues will have to be discussed with the 29<sup>th</sup> Street interchange.

Alternative I, II and III all include 1) A reconfiguration to a conventional diamond or widening of the via-duct; and 2) Taking four lanes down to two, which may allow traffic to flow better.

Alternative IV leaves 21<sup>st</sup> Street and ramps exactly as they appear now.

In Alternative I, 21<sup>st</sup> Street is closed, east of I-135 to about Kansas and west of I-135 to where the divide is, for approximately nine months. Motorists would not be able to use ramps to enter or exit 21<sup>st</sup> Street.

Alternative II, Stage A leaves 21<sup>st</sup> Street open. However, there are five stages in this alternative versus three stages in Alternative I. There is also a temporary widening of the bridge to accommodate traffic while other construction is done on the by-pass that will be torn down when bridge is built over 21<sup>st</sup> Street (Stage C). Stage A of Alternative II will take approximately 145 days to construct and Alternative II (all stages) will take approximately 445 days.

Board Member David Franks made the comment that although 21<sup>st</sup> Street will stay open with Alternative II, I-135 will be closed longer (than in Alternative I).

Alternative III also leaves 21<sup>st</sup> Street open through the first stage, but I-135 is closed. Traffic on 21<sup>st</sup> Street will be reduced to two-lane traffic, one northbound lane and one southbound lane. A temporary widening of the bridge will be constructed, to accommodate traffic while other construction is done on the by-pass, will be torn down when bridge is built over 21<sup>st</sup> Street. Construction time is estimated at 445 days. This alternative also has five stages to completion.

Alternative IV leaves 21<sup>st</sup> Street and the I-135 interchange looking exactly the same as it does today but it would be rebuilt. North/South bound lanes would be widened 21<sup>st</sup> Street would stay open. Keeping this intersection the same may cause traffic problems in the future, in that the existing structure may not be able to accommodate future traffic increases/heavier traffic flow. Construction to be completed in approximately 305 days.

A traffic study was conducted to determine the traffic volumes on both 21<sup>st</sup> Street and I-135, between 17<sup>th</sup> Street and 37<sup>th</sup> Street North. The through 21<sup>st</sup> Street Traffic measured to be approximately 7,400 motorist per day. Traffic on the interchange was approximately 20,000 motorists per day.

It has not yet been determined how many people use the interchange to get to the businesses located on 21<sup>st</sup> Street.

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Business owner of American Can, **John Marks**, was in favor of Alternative IV. All other alternatives that close 21<sup>st</sup> Street would close access to his business. **Ron Pletcher** mentioned that provisions would be made so that **Marks** would continue to have access to his business during the road construction.

There was also concern from businesses using New York Street, which is located just west of I-135 on the north side of 21<sup>st</sup> Street. **Pletcher** again assured business owners that there would be a way to keep New York Street traffic moving, despite the closure of 21<sup>st</sup> Street.

**Mr. James Barfield**, businesses owner emphasized that businesses on 21<sup>st</sup> Street need to remain open; that should be a priority when making a decision on which alternative is chosen.

The Amoco Gas Station owner commented that his customers were not located between Hillside and Broadway. Then he clarified that an essence, 21<sup>st</sup> Street becomes a dead end on both sides when 21<sup>st</sup> Street closes for construction. He also clarified that Alternatives I, II, and III had the same end result.

**Pletcher** stated that if a conventional diamond interchange would be beneficial in the long run, the existing ramps will need to be removed.

**Doug Day**, Burger King Owner, noticed that putting in the diamond interchanges and new bridges seemed to be more costly in Alternatives II and III. **Pletcher** mentioned that this was due to the use of more pavement, storm sewers, intersection and traffic signals. He also stated that is caused by the temporary widened lanes on I-135 that would be torn down when construction was completed.

**Vice Mayor Rogers** stated that this meeting was not to debate the merits of the I-135 project; but to have the opportunity to choose and give input on Alternatives. Ideas would be most beneficial for the DAB to hear. DAB members need to know options are most important.

A question was asked in regards to having limited traffic on the I-135 ramps during various stages of construction. **Pletcher** and **Schock** said that would not be possible due to the fact that widening the lane to accommodate I-135 traffic leaves no additional room to divert traffic off of, or on to, I-135.

Business owners proposed that KDOT work on ramps one at a time in order to allow more traffic to flow off/on I-135. Owners also suggested that the widened portion of the bridge be left in tact, rather than tear it down once bridge construction is completed. **Schock** stated that this is not possible because the widened sections would end up sloping over time and not be suitable to drive on.

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**Vice Mayor Rogers** asked for other suggestions. He stated that Alternative IV would decrease efficiency and effectiveness over the long run. He also stated that the DAB needed the public to be more specific as to which Alternative they would like to see implemented.

The question was raised as to how long the ramps would be closed.

**Pletcher** responded and stated that all ramps would be closed from start to finish in Alternative I and II. In Alternative III, Stage B, ramps are still inaccessible because there will not be any acceleration or deceleration lanes. The current acceleration lanes are too short, which is resulting in numerous accidents.

**Arlen Mitchell**, Mitchell's Veterinary Supply, stated his preference as Alternative IV.

**John Marks** suggested that Bigger signage be implemented to merge, etc., may solve the accident problem.

**Vice Mayor Rogers** stated that bigger signage has already been considered for businesses inconvenienced by the 21<sup>st</sup> Street construction.

**Doug Day** requested that KDOT distribute a schedule with whatever option is chosen (i.e.: newsletter as to what is anticipated with each stage of construction).

The public requested the name of KDOT's secretary of Transportation. **Vice Mayor Rogers** instructed them to call the Council office for that information.

**James Barfield** stated that he felt that PEC was pushing Alternative I, as if a decision had already been made.

**Dave Rodine**, Burger King, commented that PEC presented Alternative I as the most efficient. He also stated that he and the other business owners do not want 21<sup>st</sup> Street shut down.

**Larry Keller**, WSU Security pointed out that in Alternatives II, III and IV - 21<sup>st</sup> Street is open, but it is scaled down to one lane of traffic in each direction.

Someone asked if the ramps would be closed in Alternative IV, Stage B. **Pletcher** responded that the ramps would be closed. There is no possibility to have limited access on the ramps during their construction due to the heavy traffic and road would not be able to accommodate temporary acceleration/deceleration ramps.

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**Vice Mayor Rogers** told DAB members that they had heard all of the comments and concerns of the business owners. Now they would be responsible for making a recommendation at the next DAB meeting. He also advised them to be objective in their recommendations.

### **New Business**

#### 2. **CSBG Appointment Recommendations**

Recommendations for Community Service Block Grant (CSBG) representatives need to be made. CSBG is federal money that is designated for low to moderate-income communities. The CSBG oversight committee will meet three to four times throughout the year to provide feedback on issues. Two District Advisory Board Members and a Neighborhood representative will need to be appointed at the next DAB meeting. The Neighborhood representative must come from neighborhood list.

At this time the required number of representative is under review at a federal level. **Sarah Gilbert**, from *Career Development*, will attend the May 1, 2000, meeting to provide more insight on the CSBG funding, its uses and guidelines.

**Debby Moore** and **Carrie Jones** are interested in serving on this committee.

### **Council Agenda**

No items were submitted

It was noted that the July 3, 2000 meeting might conflict with personal schedules. Everyone agreed to move the July 3, 2000 meeting to July 17, 2000.

### **Adjourn**

Having no further business, the meeting was adjourned at 8:38 p.m.

Submitted by,

Heidi Farmer-Drew