



BI-MONTHLY MEETING AGENDA

Date: August 6, 2021

Location and Time: Kechi City Hall, 11:30 AM CST

I. Call to Order

- a. Ty Lasher, Bel Aire, called the meeting to order at 11:43 AM.
- b. Members in attendance:

Ty Lasher, Bel Aire	Mayor Jim Benage, Bel Aire
David Dillner, El Dorado	Darrell Atteberry, Bel Aire
Mayor John Speer, Kechi	Justin Smith, Bel Aire
Kamme Sroufe, Kechi	John Welch, Bel Aire
Tom Bevan, Kechi	Tyler York, Senator Moran's Office
Jessie Woodrow, Kechi	Brett Letkowski, TranSystem
John Prather	Dave Bohnenblust, KDOT
Pete Meitzner, Sedgwick County	Scott Koopman, KDOT
Jim Weber, Sedgwick County	Brent Terstriep, KDOT
Lynn Parker, Sedgwick County	Don Snyder, KDOT
Sean Fox, Park City	Jim Townsen, Wilson & Co.
Senator Mike Fagg, State Senate	Mike Janzen, USD 375
Senator Carolyn McGinn, State Senate	Dee Roths, Roths Farm
Laura Rainwater, REAP & WA	Zoe Sisco, Workforce Alliance (WA)

II. K-254 Corridor Development Association Meeting Minutes

ACTION TAKEN: David Dillner motioned to approve the K-254 Meeting Minutes. Mayor John Speer seconded. MOTION PASSED UNANIMOUSLY.

III. Treasurer’s Report: David Dillner, Treasurer, K254 CDA

Dillner provided the following overview of the receipts and expenditures of the K254 CDA:

BEGINNING BALANCE (June 1, 2021)			\$16,936.79
<u>INCOME (Deposits)</u>			
Date		Description	Amount
6/22/21		Membership Dues	\$500.00
7/19/21		Membership Dues	\$250.00
TOTAL INCOME			\$750.00
<u>EXPENSES</u>			
Date	Check No.	Description	Amount
6/23/21	1008	Workforce Alliance (catering)	\$418.98
7/13/21	EFT	State of Kansas	\$40.00
TOTAL EXPENSES			\$458.98
ENDING CASH BALANCE (July 31, 2021)			\$17,227.81
OUTSTANDING DEPOSITS: None			
OUTSTANDING CHECKS: None			
RECONCILED BANK BALANCE			\$17,227.81

ACTION TAKEN: Mayor Benage motioned to approve the July 31, 2021 Treasurer’s Report. Deann Roths seconded. MOTION PASSED UNANIMOUSLY.

IV. K-254 Corridor Development Association Meeting Minutes

ACTION TAKEN: David Dillner motioned to approve the K-254 Meeting Minutes. Mayor John Speer seconded. MOTION PASSED UNANIMOUSLY.

V. K-257 Safety Study

a. Background

- Detailed safety study on corridor
- Rock Road to Shumway Road
- Review of Previous Efforts
- Identify reasonable strategies to reduce the occurrence of fatalities and injuries

b. Project Limits

- Median Separated- Rural Highway
- 2 Lanes- Eastbound and Westbound

- c. Previous Plans
 - Many plans over the last several years, including:
 - KDOT K-254 Traffic Evaluation, 2010 and 2019
 - KDOT K-254/Rock Road Turn Lanes, 2021
 - KDOT K-254/Adams Road Turn Lanes, 2021
- d. Corridor Evaluation
 - Characteristics
 - Speed Limits – 70 mph (posted); 55 mph on most minor approaches
 - Median Widths – 60-150 feet
 - Bridge Locations – two bridges
 - Guardrail Locations – at bridges
 - Horizontal and Vertical Curves – Meet AASHTO standards
 - Intersection Geometry
 - Stop Sign Locations
 - Intersection width and lane configurations
 - Taper Lengths
 - Intersection Sight Distance
 - Gap Analysis
- e. Speed Radar Data
 - Rock Road Avg.: 73.5
 - Adams Road Avg.: 74.1
- f. Crash Summary
 - 483 Total Crashes (2013-2019)
 - 13 Fatal
 - 113 Injury
 - 357 Property Damage Only
 - 116 Intersection
 - 367 Segment - 58% Animal Related
 - 10 of 13 fatal crashes located at intersections resulting in 13 fatalities
 - 1 Fatal Crash – Webb Rd
 - 4 Fatal Crashes - 111th/Greenwich Rd
 - 2 Fatal Crashes - Butler/Andover Rd
 - 3 Fatal Crashes – Ohio St
- g. Crash Analysis
 - Hot Spot Density
 - Collision Diagram Plots
 - Crash Record Table Summaries
- h. Collision Diagrams
 - 17 Intersection
 - 18 Segments
 - Conditions

- Manner of Collision
- Location
- Severity
- Light
- Weather
- Time

i. Recommendations

- Immediate/near-term
 - Low-Cost Intersection Treatments:
 - Move side-street stop signs 5 to 10 feet from the outside travel lane to reduce crossing time and improve sight distance. As an option, install second stop sign in a raised channelized barrier separating side-street right-turn from through/left-turn traffic;
 - Install stop bars;
 - Install sign post reflectors; and
 - Install pavement markings in median.
 - Low-Cost Segment Treatments:
 - Vegetation management on shoulders and median;
 - Installation of chevrons on curves;
 - Installation of illuminated speed warning signs;
 - Installation of reflective delineators on shoulders;
 - Repair/replace deficient guardrail; and
 - Rumble strip installation adjacent to right-turn and left-turn lanes
 - Moderate Cost Intersection Treatments:
 - Bring all left-turn and right-turn lanes and tapers to current design standards;
 - Evaluate ITS conflict warning system flashing beacons;
 - Install left-turn refuge area for entering traffic in median; and
 - Establish corridor access protection for undeveloped roads to be at least 600' from K-254 intersections.
 - Moderate Cost Segment Treatments:
 - Install wrong-way ITS sensors/signs;
 - Construct frontage roads; and
 - Provide gentler side slopes.
 - Higher Cost Intersection Treatments:
 - Develop 2-stage crossings for K-254; and
 - Offset the right-turn lanes to enhance intersection sight distance.

- Higher Cost Segment Treatments: Widen median to a consistent 100' and institute 2-phase crossings.
- Long-range corridor recommendation: Develop a Corridor Management Plan
 - Intersection/Access Configuration
 - Improve/Modify/Close/Separate
 - Geometric Layout/Impact Area
 - Define what happens at every intersection
 - Multiple agencies, public input
 - Long Range Development Assessment - Traffic Growth

VI. Meeting Adjourned at 12:46pm