

DR 69-11 - Presentation of Highway
Needs

COMMITTEE _____
DATE _____
M.A.P.C. _____
B.C.C./B. CO. C. _____

ACTION

	DATE
COMMITTEE _____	_____
M.A.P.C. _____	_____
B.C.C./B. CO. C. _____	_____

DR 69-11 - Presentation of Highway Needs

THE CITY OF WICHITA

JOHN DENKER, DIRECTOR OF LAW AND CITY ATTORNEY



DEPARTMENT OF LAW
OFFICE OF CITY ATTORNEY
362-0611 — AREA CODE 316
SUITE 500 — CITY BLDG. ANNEX
WICHITA, KANSAS 67202

July 29, 1970

Mr. John D. McNeal, P. E.
State Highway Engineer
State Highway Commission of Kansas
State Office Building
Topeka, Kansas 66612



Dear Mr. McNeal:

On May 6, 1970, you wrote a letter to Robert Lakin, the Director of Planning for the City of Wichita. In that letter, which was in response to a request from Mr. Lakin, you made certain statements concerning the position of the State Highway Commission relative to additions to the state highway system as to (1) a system addition, and (2) a connecting link addition.

I have reviewed this letter thoroughly, and have studied all the state law that I can find. It is my opinion, and that of all others of my legal staff, that if the contents of your letter are based on the opinion of your Legal Department, then that opinion contains extremely restrictive interpretations tailored to preclude the designation of highways located within a city as connecting links or system additions, and certainly was not the intent of the Legislature.

It would appear that those portions of city streets which are used to carry traffic between state highways (whether designated as part of the state highway system or designated as connecting links) would qualify as additional connecting links in the state system. In other words, streets which, in fact, connect state highways (by whatever name called) should be considered connecting links.

You have further stated in your letter that "in a strict sense", an addition to the system is limited to rural sections and does not include routes within the corporate limits of a city. Again, we fail to find anything which prevents the State from designating state highways as such within the limits of a city. It may be that the Commission does not wish to designate routes through cities as a part of the system, but they certainly are not precluded by law from doing so.


THE CITY OF WICHITA 2

Mr. John D. McNeal, P. E.
State Highway Engineer
State Highway Commission of Kansas
July 29, 1970

In your letter you have also stated that the 10,000-mile limit must be considered in designation of any routes as state highways. We would like to have you request your Legal Department to review the statute, which has been amended since its existence in 1929. The language of the latest amendment provided that highways constructed before the effective date of the act shall be excluded from the 10,000-mile limitation prescribed. It, therefore, appears that there is some ambiguity as to what the mileage is, as well as the effective date of the 10,000 miles being computed. If the 10,000-mile limitation is unrealistic, it should certainly be changed by legislation.

What I am attempting to discover is whether or not you could have your Legal Department review the law, statutory and case law, to determine whether or not the interpretation contained in your letter of May 6, 1970, is overly restrictive and could be modified, and secondly, if they should find that the interpretation is required by law, then what changes in legislation would be necessary in order to accommodate placing the four routes mentioned in the April 17 letter of Robert Lakin into the state highway system, either as parts of the system or as connecting links.

Very truly yours,


John Dekker
Director of Law

JD:cr

cc: John D. Montgomery, Director of Highways, State Highway Commission
Gale Moss, Commissioner, State Highway Commission
Bruce McClure, Executive Vice President, Greater Downtown Wichita, Inc.
Nestor Weigand, Jr., Chairman, Highways Committee, Wichita Area Chamber
of Commerce
Ralph Wulz, City Manager, City of Wichita
bcc: ✓ Robert A. Lakin, Director of Planning
R. W. Bruggeman, Director of Public Works
Senator Bill Woodard

Bob FYI.

July 13, 1970

Honorable Robert Docking
Governor of the State of Kansas
State Office Building
Topeka, Kansas 66612

Governor Docking:

Wichita appreciates the concern you have publicly expressed for the declining employment and economic situation here in Sedgwick County. We are hopeful your efforts with the Federal Government will bring about some immediate improvement in these areas.

We know, Governor Docking, our area is now reaping the rewards of past omissions in highway development in South Central Kansas. Industry demands modern, high speed, limited access roadways as evidenced by the industrial growth and expansion along such roads in Johnson County.

You can assist this area now. Too many highway projects are, and have been, in a state of limbo for too long a time. Direction from you to the State Highway Department staff to "get with it now" should bring about the necessary results.

You can be certain the proper local officials have given that direction to the city and county staffs.

We do look to you and depend upon you for some prompt action.

Sincerely,

GREATER DOWNTOWN WICHITA, INC.

RHP/vc

Richard H. Price, Chairman
Highway Committee



FROM _____ DA. _____

ROUTE ALL STAFF

ADMINISTRATION

Lakin _____
 Veon _____
 Rathke _____
 Penney _____
 Hoenig _____

Scott _____
 Eubank _____

ADVISORY COUNCIL

Kallenbach _____
 Looney _____
 Myers _____
 Smith _____

COMMUNITY DEVELOPMENT

Lyle _____
 Young _____
 Gist _____

Mohr _____
 Shirkey _____
 Hanman _____
 Newby _____

GRAPHICS

Pierce _____
 Garland _____
 King _____
 Ditts _____
 Hines _____

HANDLE _____ COMMENT _____ NOTE, INITIAL AND RETURN
FOR YOUR INFORMATION _____ FILES _____ SIGNATURE _____ LIBRARY _____

REMARKS _____



BRUCE McCLURE
EXECUTIVE VICE PRESIDENT

GREATER DOWNTOWN WICHITA, INC.

412 KAUFMAN BUILDING
WICHITA, KANSAS 67202
TELEPHONE 363-6195
AREA CODE 316

June 19, 1970

Subject: REPORT ON HIGHWAY MEETING WITH GOV. ROBERT DOCKING

Tuesday Noon, June 16, Greater Downtown Wichita hosted a luncheon meeting, including our governor, his press secretary and two representatives of the State Highway Department. Attached, you will find a list of local representatives.

We consider the meeting to be successful. The message to the governor -- Sedgwick County has been short-changed during the past ten years in the area of highway construction. The citizenry wants positive action now and is driving hard for results.

You may be interested in the attached material relating to the more important points of this meeting.

A most favorable development is the new interest in highway development manifested by the Metropolitan Council.

You may have some questions at the next Board of Directors Meeting.

Yours very truly,

GREATER DOWNTOWN WICHITA, INC.

John H. Knightley
President

JHK/vc
Attachment



THOSE ATTENDING LUNCHEON MEETING
WITH GOVERNOR DOCKING
JUNE 16, 1970

SEDGWICK COUNTY OFFICIALS

County Commissioners - Elmer S. Peters, Earl Rush and Tom Scott
County Engineer - Grover McLure

WICHITA CITY OFFICIALS

City Manager - Ralph Wulz
City Attorney - John Dekker

NOTE - The five Wichita City Commissioners were scheduled to be in Denver, Colorado, on this date.

METROPOLITAN AREA PLANNING COMMISSION

Abner Jackson - Chairman, M.A.P.C.
Bob Lakin - Director, Metropolitan Area Planning Department

GREATER DOWNTOWN WICHITA, INC.

John Knightley - President, G.D.W., Inc.
Dick Price - Chairman, Roads and Highway Committee
John Barrier - Roads and Highway Committee
Bruce McClure - Staff

WICHITA AREA CHAMBER OF COMMERCE

Nestor Weigand, Jr. - Chairman, Highway Committee
Dick Pfeil - Staff. Industrial Development

OTHER INTERESTED PARTIES

Don Matlack - Special Legislative Liaison Representative for
Governor Docking
Gale Moss - State Highway Commission
Al Kamas
Morris Krouse

REPRESENTING THE STATE

Governor Robert Docking
A. A. Holmquist - Division Engineer
J. B. Stevenson - Assistant State Highway Engineer



MEETING WITH GOVERNOR DOCKING
REGARDING THE HIGHWAY PROGRAM
IN SEDGWICK COUNTY
June 16, 1970

Governor Docking announced his highway construction program for 1970-71 in the Sedgwick County area.

Greater Downtown Wichita presented the following information:

Governor Docking was advised these comments to follow were not to be construed as a reflection on his policies and administration, as they would deal with a ten-year period, 1959-1969. It was pointed out that just as we understand, the canal route now under construction is the result of prior years' planning, so the planning under his administration will not result in execution for some three to ten years. The statistics to be used were figures prepared and presented by various state departments, including the highway department. Too, it must be understood we are not attempting to point fingers or place responsibility for the blame. The local community is interested in one important matter--developing solutions to the highway problems.

The philosophy of the highway program is the "users" pay the bill for highway construction and improvements.

Sedgwick County accounts for:

- 16% of the State of Kansas population
- 14% of the State of Kansas Vehicle License fees
- 14% of the State of Kansas Gasoline Tax
- 17% of the State of Kansas Sales Tax Revenue
- 13% of the State of Kansas Assessed Valuation of Property

During the past 10 years:

Revenue produced from Sedgwick County	
License fees and gasoline tax-conservative estimate	\$85,000,000
Expenditures for all highway construction	
Sedgwick County	62,000,000
	Difference <u>\$23,000,000</u>

(F L I P)

We believe the difference is even greater, as the revenue from gas tax does not reflect the Federal taxes paid to the Federal Government. In the same respect, the dollar amount for highway construction does reflect the Federal contribution.

Total Mileage, Interstate system in Kansas 600 Miles
 Total Mileage, Interstate system in Sedg. Co. 20.2

Sedgwick County has 3.4% of the state's interstate system. Of this mileage, 20.2 miles, 17.2 miles were completed and open prior to the fall of 1965. During the past 5 years a total of 2½ miles of interstate road has been added and opened in Sedgwick County. This averages out to one-half mile of construction per year, or 2,640 feet of construction per year since 1965.

State highway construction expenditures other than the interstate for the same 10 year period----- \$395,520,077
 State expenditures in Sedgwick County----- 21,979,837

We do suggest the highway needs here in Sedgwick County demand more than 5.5% of the total state highway expenditure for roads other than interstate. It appears 70% of the funds supplied for the State Highway Department responsibilities by Sedgwick County are used to subsidize the remainder of the state.

During this same period, both Johnson and Shawnee Counties, who have many miles of interstate constructed in the earlier phase of the program, experienced the following population increase.

	<u>Population</u> <u>1958</u>	<u>Population</u> <u>1969</u>	<u>%</u> <u>Increase</u>
Johnson County	120,679	216,783	79%
Shawnee County	127,470	169,749	27%
Sedgwick County	326,961	354,223	8.3%

We submit there is a definite relationship to population and industrial development in ratio to modern highway construction.

We submit Sedgwick County is at the bottom end of the interstate planning.

I-35W, the canal route, is one of the final links in the state interstate system to be completed. It is already two to three years behind schedule. The schedule completion date is now 1974. The final link of I-35W to be constructed is located in Sedgwick County.



WHAT DO WE HAVE NOW AND WHERE SHOULD WE BE:

Sedgwick County, according to the M.A.P.C. has 202 miles of road on the state system. This represents 2.04% of the total mileage on the state system.

WHAT ARE WE ASKING FOR:

The addition of four roadways, totaling 23 miles, to the state system. These roads must be added to the state system if we are to anticipate federal financial participation.

The 23 miles we are requesting represents an addition to the total system of little more than .2 of 1%.

In May, 1969, the proper city and county officials submitted a joint resolution to the State Highway Commission requesting these four roads be placed on the state system.

The letter of transmittal and resolution was not acknowledged by the State until May 6, 1970, or one year. The state's 2½ page letter was totally negative giving the reasons why these roads could not be built with state and federal funds. There was nothing to indicate any effort to attempt to develop a method to construct these roads.

The local community is aware of our responsibilities at the planning level. Every effort is being made to eliminate any deficiencies that now exist and barring the addition of new requirements and interpretations we should be current no later than July 15.

It is understood the volumes of Bureau of Public Roads' "Interpretations" could, if desired, provide anyone justification for doing nothing.

The question: "What must be done and when will these roads be added to the state system??...as this is the next step.

A desire, commitment, and cooperative effort is necessary on the part of all concerned, if we are to meet the needs of Sedgwick County, South Central Kansas and our State.

We submit the local community and all public officials have this desire, commitment and will cooperate to meet the standards of today's society. We can no longer afford the luxury of apathy, professional differences and indecision.

#

Comments and questions followed.

Nestor Weigand, Jr., Wichita Area Chamber Highway Committee.
There is a definite need for positive action in this area.

Dick Price, representing G.D.W. and the Metropolitan Council.
We are not asking for money at this time. These roads are in varied states of development and much work and effort is necessary if we are to be ready to take advantage of the 1972 Federal Highway Legislation. We can transport people and products on roads, we cannot transport people and products on promises, plans or money.

Mr. Price related to a recently published news release of the State Highway Department, dated June 4, 1970.

The Highway Commission authorized expenditures of \$29,800,000 for the freeway system beginning July 1, 1970.

Of this sum of \$29.8 million dollars, \$13,110,000* is designated for three projects in Johnson County. Shawnee County will receive \$1,940,000 (or 6%) of these funds, while Sedgwick County will receive \$1,200,000 (or 3%).

On a "cost per mile" basis, this figures to:

	<u>Total Mileage</u>	<u>Cost Per Mile</u>
Johnson County	11.3	\$ 1,159,000
Shawnee County	2.5	776,000
Sedgwick County	4.5	266,666

The inequities are obvious.

* This amount to be spent in Johnson County represents 40% of the total authorized.



County Commissioner Scott asked the question: One year ago a restudy of the Northeast Circumferential was authorized. What is the status?

Reply from State Highway Representatives: Unchanged. Local governing bodies must get together and M.A.P.C. must update its work plans.

Commissioner Scott pointed out local governing bodies are in agreement, as evidenced by Joint Resolution and M.A.P.C. will have necessary plans ready by next month.

Mr. Moss related the problems of a Highway Commissioner. These included, requests outnumbering availability of funding, establishing priorities, B.P.R.'s regulations and requirements, differences of professional opinions, etc. He discussed the anticipated Federal Highway Act of 1972 and stressed the importance of advanced planning in order to be "in line" for the available urban mileage.

Mr. Barrier related to the benefits long accrued by Northeast Kansas at the taxpayers' expense of the other areas of the state. He pointed out we now have an aroused citizenry in this area.

Mr. Kamas indicated we look to the Governor for direction at the state level.

Mr. Jackson, Chairman of the M.A.P.C., reaffirmed their recognition of the existing problems and support for the Sedgwick County request.

Other comments from those present supported the remarks relating to the existing highway deficiencies and urged all involved to join together to bring about and implement solutions.

Governor Docking expressed his sincere appreciation for the opportunity to exchange information and views.



BRUCE MCCLURE
EXECUTIVE VICE PRESIDENT

GREATER DOWNTOWN WICHITA, INC.

412 KAUFMAN BUILDING
WICHITA, KANSAS 67202
TELEPHONE 363-6195
AREA CODE 316

June 9, 1970

Mr. Robert Lakin, Director
Metropolitan Area Planning Department
City Building Annex
Wichita, Kansas 67202



Dear Bob:

Subject: LUNCHEON MEETING WITH GOVERNOR ROBERT DOCKING

Will you plan to attend an important Luncheon Meeting next Tuesday Noon, June 16, to discuss and help develop solutions to the critical road and highway deficiencies existing in Wichita and Sedgwick County.

Governor Robert Docking, along with key members of the State Highway staff, will be present to present their plans for highway improvements in our immediate area, as well as, listen to our more pressing problems.

This Luncheon, hosted by Greater Downtown Wichita, Inc., will be held:

Tuesday Noon, June 16, 1970
Terrace Suite A - Radisson Motor Hotel

Will you please call the G.D.W. office (363-6195) to let us know whether or not you plan to attend.

Yours very truly,

GREATER DOWNTOWN WICHITA, INC.

Bruce McClure
Executive Vice President

BMcC/vc

SEDGWICK COUNTY OFFICIALS

County Commissioners - Peters, Rush and Scott
County Engineer - Grover McLure

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John Barrier and Tom Kinkaid - Roads and Highway Committee
Bruce McClure - Staff

WICHITA AREA CHAMBER OF COMMERCE

Nestor Weigand, Jr. - Chairman, Highway Committee
Jim Boyd - Vice President, Fourth National Bank;
Vice President, W.A.C.C.

OTHER INTERESTED PARTIES

Don Matlock - Special Legislative Liaison Representative
for Governor Docking
Gale Moss - State Highway Commission

Al KamAs
Morris Krouse

Wichita Eagle 9/17/70

George Hears Complaints About New Area Highways



GOV. ROBERT DOCKING

Wichita Area Chamber of Commerce and State Highway Commission attended.

By MARLENN CAMP

Sedgwick County received more than 13 per cent — \$19,200,000 — of the state's \$160 million road construction under contract Gov. Robert Docking told Wichita officials Tuesday.

State officials and highway builders still expressed concern about the highway program.

City officials and the Downtown Wichita Inc. discuss and help determine solutions to the critical road and highway deficiencies existing in Wichita and Sedgwick County.

REPRESENTATIVES of the city, county, Metropolitan Area Planning Commission, Greater Downtown Wichita, Wichita

Area Chamber of Commerce and State Highway Commission attended.

"I question the 13 per cent figure," said Dick Price, chairman of Greater Downtown Wichita's roads and highways committee. "There were lots of figures thrown around, and some of them didn't fit. I don't think Sedgwick County over the period of the past 10 years has received its share of (highway) money."

Pat Burnau, Docking's press secretary, said during the past eight years Sedgwick County had received a total of \$45 million in highway contracts, compared to \$37 million in Wyoandotte County and \$32 million in Johnson County, other major urban counties.

PRICE SAID there was some general discussion but no commitment concerning proposed Wichita projects such as the I-35 Loop Expressway and the Northern Circumferential.

Bill Hinkley, chairman, said the city and county last year adopted a joint resolution requesting four specific projects: North Wichita's Thruway, North Wichita's circumferential, Northeast diagonal and the inner loop.

The City of Wichita and the county have a committee composed of city and county officials which has been working on solutions to the highway free-way problems in metropolitan areas.

Nancy Weigand, chairman of Wichita Area Chamber of Commerce highway committee, said city officials are not "trying to make a political football" out of the highway issue.

"In the opinion of a lot of people we have been around here longer than I, the highway system for Wichita and south central Kansas is long overdue in comparison

with the activity in the rest of the state and the percentage of taxes and state population represented," Weigand said.

"It's a matter of assessing our needs to the government in terms of highway money."

Price said the highway program is a political football.

Price said the highway program is a political football.

The highway program is a political football.

Delays in the free-way system is due, in part, to federal regulations concerning the number of lanes, construction of alternate routes and land use for recreational or environmental purposes, Docking said in a press conference.

"There are a lot of federal money," Docking said. "I hope it's a good thing."

When I submitted the plan, I was told it was a good thing.

When I submitted the plan, I was told it was a good thing.

Wichita Beacon 6/16/70

State Allocates \$36.6 Million For Area Roads

The State Highway Commission has allocated \$36.6 million for highway construction in Sedgwick County during the five-year period from 1972 through 1976, Gov. Robert Docking said here today.

The governor, speaking at a luncheon sponsored by Governor Downes in Wichita, said the total includes \$12.2 million for freeways, \$17.4 million for completion of I-35W and \$7 million for other state highway construction.

Docking said the preliminary construction for 1972 in Sedgwick County calls for \$10.7 million to be spent on construction on I-35W, \$4.5 million and \$1 million for freeways and other construction.

FOR THE years 1973 through 1976, the highway commission has allocated \$54.8 million for construction in the seven counties surrounding Sedgwick—Harvey, Butler, Cowley, Sumner, Harper, Kingman and Reno.

The governor said \$100 million in highway construction now is in progress, including \$13.7 million in Sedgwick County.

He said that in the last three years road construction in Sedgwick County have totaled \$30.9 million. Of that total, one-third has been for state highways and two-thirds for I-35W.

In addition, the state contributed \$300,000 to the City of Wichita for maintenance of state highway links within the city and financed \$200,000 in county secondary road improvements.

		KAN-	SEDC	% of KAN
1966	Population	2,220,362	349,000	15.70
1966	Pop Density ($\frac{\text{PERSONS}}{SQ MI.}$)	26.6	322.4	-
1966	MOTOR VEH REG (Autos & Trucks)	1,364,436	199,185	14.60
1966	RETAIL SALES % Change in Population from 1950 to 1960	+ 14.3%	+ 54.4%	-
1966	ASSESSED VAL. OF PROPERTY	\$5,056,414,446	\$665,577,693	13.30
1966	VEH MILES OF TRAVEL		1,095,000,000	
1966	MILES OF PRIMARY HWYS	9900 MILES	202 MILES	2.04
1966	MILES OF OTHER ROADS	122,871 MILES	1089 MILES	0.89 ??

1966

LANE MILES OF FAP.

50 miles
 $\frac{1}{50}^{th}$ of
 all county roads
 must be served
 by primary and
 secondary roads
 maintenance
 cost - 50-50

PROPOSED MILES IN SEDG. CO.

FOR PLACEMENT ON PRIMARY SYSTEM = 23 MILES

NATE HARMES

County Auditor

$$\frac{202+23}{9900} = 2.27\%$$

\therefore INCREASE OF 0.23%

Recognize that over 4000 miles of sub-standard roadways exist on the Kansas Highway System

1,623,316

1,99,185

349/199

343/162

**URBAN CORRIDOR
DEMONSTRATION PROGRAM**



January 1970

Information for Applicants

U.S. DEPARTMENT OF TRANSPORTATION

I N D E X

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III POSSIBLE IMPROVEMENTS	3
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Urban Corridor Demonstration Program

I. Introduction.

To many people, the urban transportation problem is perceived as the problem of combating congestion in major travel corridors leading to and from employment centers -- typically, the central business districts of large cities. In truth, the urban transportation problem has many more aspects; for example, ensuring mobility for those without the use of automobiles (the young, aged, poor, handicapped, secondary workers) for various trip purposes, relating transportation networks and land use patterns so that each affects the other favorably, and maximizing the efficiency and safety of transportation systems. Nonetheless, traffic congestion during peak hours in corridors leading to and from central business districts is critical, and is especially visible as a problem.

The Department of Transportation is initiating the Urban Corridor Demonstration Program to test and demonstrate the concerted use of available tools, including the programs of the Urban Mass Transportation Administration and the Federal Highway Administration, in attacking this problem. Pertinent resources are UMTA's grants for capital facilities and equipment, research, demonstrations and technical studies; and FHWA's fringe parking, TOPICS^{1/} and other construction programs. Limited special funding will be provided for this program, in addition to funds from the ongoing programs of FHWA and UMTA. Projects will be undertaken in several cities to test a variety of program combinations.

^{1/} "Federal-Aid Highway Act of 1968," Section 10, Public Law 90-495, Washington, D.C., August, 1968.

II. Eligible Corridors.

Proposed corridors should meet the following criteria in order to qualify for the program.

A. General. The program is directed to larger cities having chronic congestion problems. Urbanized areas with population greater than 200,000 may qualify. Specifically the urban area should be experiencing peak hour congestion in at least one major CBD-oriented corridor. For example, traffic on radial highways within the corridor would generally be experiencing the following:

- Peak hour travel speeds of 20 MPH or less;
- Service at level D or lower;^{2/} and
- Traffic volume-to-capacity ratio approaching one during the peak hour.

(The above are not rigid criteria, but are offered only as a general guide.)

B. The Corridor. The corridor should encompass an area that is similar to a single watershed in terms of travel. While it is difficult to precisely define a corridor, it should include all transportation facilities serving the same general stream of movement.

C. Transit Potential. The study corridor should have a high potential for transit usage so that the demonstration will include a true test of the potential of transit improvements to relieve congestion. The corridor should also have an identifiable capability for developing free

^{2/} Highway Research Board Special Report 87, Highway Capacity Manual, Washington, D.C., 1965.

flowing transit service as part of the demonstration program.

D. Planning. Information on present and future traffic volumes, travel speeds, roadway capacity, and transit characteristics will be essential to assess the corridor conditions. Such information can best be obtained from a comprehensive transportation planning study which has also progressed to the point where a satisfactory evaluation of alternate transportation proposals can be made. This will ensure that proposed corridor developments are compatible with the long range development plans of the community. Detailed corridor and project planning should either be underway, or will have to be undertaken as part of the demonstration program.

A planning staff capable of performing these operations must be available throughout the program.

III. Possible Improvements.

Many types of improvements can reduce peak hour corridor congestion. As many as can make an effective contribution to a particular corridor should be included in the proposal.


Improvements to be considered under this program should normally not include substantial previously unplanned construction, such as highways on new right-of-way. Construction should normally be limited to such items as parking, additional ramps, turnoffs, and intersection improvements. An additional lane for exclusive or preferential use of buses might be considered in connection

with new construction already planned, or in rare cases, as an additional item.

For purposes of this program there are three phases to every corridor trip: collection and distribution at the low density end of the corridor, line haul, and collection and distribution in the CBD. Some types of improvements which should be considered in each of these categories are discussed below.

- A. Low Density Collection and Distribution. Access to transit can frequently be improved by providing fringe parking near transit facilities, and improved low density transit service to stations (possibilities include small vehicle collection, demand activated collection system, and combination collection line-haul express vehicles).
- B. Line-Haul. The following features should be considered in improving line-haul travel in radial corridors.
- Traffic controls which limit access in order to keep traffic free flowing, and preferential access for buses;
 - Reservation of streets or lanes during peak hours for buses and high occupancy vehicles;
 - Special ramps and turnoffs for buses to speed access, egress, loading and unloading;
 - Intersection improvements;
 - Electronic traffic surveillance and control systems.
- C. CBD Distribution and Collection. While the urban corridor program cannot aim to decongest the entire CBD it should improve CBD circulation for the people using the demonstration corridor. Features to accomplish this include the following:

- Lanes, or entire streets, reserved for bus use during peak hours;
- Signalization to favor bus movements (both through and turning) on certain streets or at certain key inter-sections;
- Pedestrian separation from vehicle movement at particularly congested points;
- Traffic regulation and enforcement to reduce peak hour parking and goods delivery;
- Special distribution-collection systems such as mini-buses to speed distribution and collection throughout the CBD;
- Cooperative efforts with major CBD employers to stagger work hours in order to spread commutation movement more evenly over the peak hours.

 D. Other Features. Pricing information and communication features may be useful elements of a demonstration program. The following items should be considered:

- Pricing experiments to influence demand such as progressive parking rates for downtown parking;
- Transit fare experiments such as combining parking costs and transit fares;
- Improved transit information services--signs, schedules, route maps, color codes, the use of graphics to orient the user of the corridor system quickly and clearly, public address systems, and the availability of information about the project and transit service by phone within a short time period;

-- Public information programs regarding the nature and purpose of the demonstration.

The above list is not all inclusive and is not intended to limit or bar innovative projects.

IV. Financing.

Special funds now available for the Urban Corridor Demonstration program can be used for planning corridor demonstration projects. A total of \$2 million is available in corridor demonstration planning grants, \$1 million of special FHWA funds and \$1 million of UMTA program funds. These planning grants will not require matching.

It is anticipated that once plans have been developed, the project will be implemented using existing Federal-aid highway funds apportioned to the States and through the use of appropriate UMTA programs. This will require that the State and local agencies responsible for implementation must participate in the development of the corridor plan and concur in the recommended improvements. Implementation components requiring Federal assistance under regular DOT grant programs (e.g., TOPICS, Urban Mass Transportation Capital Grants) will receive priority under the appropriate DOT program, where such priority is legally permissible. In addition, it is anticipated that additional funds will be requested of the Congress for FY 1971 for this program, which would be available for the implementation phase, as necessary, to achieve higher matching ratios.

In addition to these special funds to be requested of the Congress for FY 1971, the regular programs for which funds are available are:

1. UMTA -- Capital Grants; Research, Development and Demonstration Grants; and Technical Study Grants.
2. FHWA -- Federal-aid highway grants including funds available for the TOPICS program. Fringe parking facilities can be included under the Federal-aid highway program.

V. Application Procedures.

- A. Eligible Applicants. Proposed demonstration programs must be initiated by local public agencies. Preferable agencies are those with regionwide responsibilities or interests in the urban transportation function such as Councils of Governments, Section 204 review agencies, or Urban Transportation Study groups. Local applicants need not have legal authority to spend public funds for all project elements of the proposed demonstration, but must be able to include agencies with the necessary authority in a cooperative effort. The ability to achieve such coordination is a condition for participation in the demonstration program.

The application must have the specific agreement of all those agencies, such as the local transit authority, and the central city traffic and public works departments, that will be responsible for designing and carrying out proposed improvements. The State Highway Department will normally have a significant role in carrying out these activities, and should also be a party to this agreement.

- B. Application. Applications are to consist of a descriptive statement supplemented by such photographs and concept sketches as are necessary to fully evaluate the

proposal. Descriptive data must cover eligibility of the corridor as discussed in Section II. The applications should also provide a detailed identification of the corridor and its traffic shed, including the CBD portions. Where possible proposals should be detailed in character and include data establishing the need for proposed improvements.

The restraints and conditions in the corridor should be defined and the alternative solutions considered should be discussed. The type of improvements to be considered should be described, as well as the general level of benefits (increased speed, reduced travel time, greater number of persons moved in a shorter time, etc.) that can be expected if the improvements are implemented. Due consideration should be given to innovation and experimentation in developing demonstration projects. Discussion of the alternative solutions should include project elements relating to all three portions of the trip as discussed before--collection, line-haul and distribution--and their handling in the alternative demonstration projects.

The application for a planning grant should describe in as much detail as possible the type of improvements that are contemplated for the corridor. A combination of several programs of both FHWA and UMTA should be included. Where possible, information should also be included on the agencies that will be involved in implementation as well as an estimate of project costs and how these might be shared.

There should be pre and post evaluation of the corridor improvements. A summary of information from this analysis should be made available to the Department of Transportation.

- C. Selection and Time Schedule. Six copies of the application must be sent directly to the Urban Corridor Demonstration program, Office of the Secretary, Department of Transportation, Washington, D.C., with an additional two copies forwarded by the State Highway Department, to Bureau of Public Roads field offices.

Applications are to be submitted in binder form. More than one binder may be used. Plans should be folded to 8 1/2"x 11" size. Applications will be evaluated by a panel of representatives from various units of the Department of Transportation.

Applications must be received no later than April 1, 1970. Selection of participants will be announced as soon thereafter as possible.

To be considered for grants, applicants must evidence a serious intent to carry the project through to implementation. Weight will also be given to the thoroughness of the attack on congestion that is contemplated, on the degree of innovation that is reflected in the proposal, on the level of coordination achieved on the part of interested agencies, and on the extent of benefits in relation to costs that might be anticipated.

Additional information may be obtained from the Office of the Secretary of the Department of Transportation, the field offices of the Federal Highway Administration, or from the Urban Mass Transportation Administration, Washington, D.C., 20590.

SOURCE: GDW

December 10, 1969

A review of the Federal and State Highway program would indicate Sedgwick County and Wichita have received less than their fair share of road construction in both mileage and dollars.

Statistics obtained from the Legislative Council-Research Department and the League of Municipalities indicate the following:

Sedgwick County is the most populated county in the state, representing 16% of the total population - 354,223 (Total State 2,287,302).

Other counties included in this report for a comparative basis show Johnson 9% or 216,783; Shawnee 7% or 160,749 and Wyandotte 8% or 188,211.

POPULATION Sedgwick County is the most populated county in the state, representing 16% of the total population - 354,223 (Total State 2,287,302).
COMMERCIAL ACTIVITY Sales tax collections for the State of Kansas indicate Sedgwick County accounts for 17% of the Sales Tax dollars collected in the 105 counties of the state.

Comparative figures show the following:

1. Sedgwick County	17%
2. Johnson County	7.3%
3. Shawnee County	7%
4. Wyandotte County	6.4%

Sedgwick County is the leader in Commercial Activity in the State of Kansas.

Sedgwick County ranks first in dollars collected by the State of Kansas for Motor Vehicle License Fees, contributing 14% of the total, or \$3,462,580 (Total State \$24,798,284).

MOTOR	Johnson County - 7% or \$1,811,000
VEHICLE	Shawnee County - 6% or \$1,482,092
LICENSE FEES	Wyandotte County - 7% or \$1,708,134

NOTE: The total for the State does not reflect Motor Vehicle Fees collected at Port of Entry.

Latest available gasoline tax collected, 1968, shows a total of \$54,434,650. The final 1969 total should reflect a considerable increase over the 1968 total because of the 2¢ tax added this year. The tax collection is not available by counties. Using the percentage from Motor Vehicle License Fees, we arrive at the following figures:

Sedgwick County ranks first in contribution of gasoline tax for the states - 14% or \$7,520,851 (Total State \$54,434,650).

STATE	Johnson County	= \$3,610,425
GASOLINE	Shawnee County	= \$3,266,079
TAX	Wyandotte County	= \$3,266,079

	1958	1969	%
	<u>Population</u>	<u>Population</u>	<u>Increase</u>
Johnson County	120,679	216,783	79%
Sedgwick County	326,961	354,223	8.3%
Shawnee County	127,470	160,749	27%
Wyandotte County	192,167	188,211	-(2%)

We suggest certain sociological factors contributed to the substantial population growth in Johnson County with the same factor contributing to the decline in Wyandotte County. Johnson County has benefited from the considerable industrial development that has taken place on I-35 from the county line down to Ottawa.

Although we requested comparative figures for the period 1958 thru 1968, we were able to obtain only the years 1957 thru June 30, 1965. A request has been made for the additional information. Source - State Highway Commission of Kansas - Accounting Department.

INTERSTATE	Johnson County, I-435, I-35, I-635
ROADS	Shawnee County, I-70, I-470
BY COUNTY	Sedgwick County, I-235, I-35 and I-35W
	Wyandotte County, I-35, I-70

It is interesting to note all the interstate roads in Johnson County I-35, I-435 and I-635 are Freeways. A Freeway running from Johnson County southwest to Emporia and designated I35 is under construction.

Sedgwick County, I-35, is a toll road, or from Emporia to Kansas City, Missouri, the road is a freeway. From Emporia to Wichita we have a toll road.

COMPARATIVE EXPENDITURES PRELIMINARY ENGINEERING	Johnson County	- 6/57-3/65	\$ 428,412.88
	Wyandotte County	- 3/58-8/65	546,537.50
	Sedgwick County	- 1/59-8/64	1,016,171.39
	Shawnee County	-10/56-1/65	362,181.63

COMPARATIVE EXPENDITURES RIGHT-OF-WAY	Johnson County	- 6/57-3/65	\$1,914,466.73
	Wyandotte County	- 3/58-8/65	2,385,882.66
	Sedgwick County	- 1/59-8/64	4,462,130.70
	Shawnee County	- 5/58-1/65	2,084,896.65

CONSTRUCTION COSTS	Johnson County	- 6/57-3/65	\$17,342,755.26
	Wyandotte County	- 3/58-8/65	11,813,177.42
	Sedgwick County	- 1/59-8/64	16,205,399.45
	Shawnee County	-10/56-1/65	18,974,231.46

You will note Sedgwick County ranks below both Johnson County and Shawnee County in actual expenditures for construction.

MILEAGE FIGURES Mileage figures were not available to us. Paul Graves, Traffic Engineer for Wichita, estimates I 235, or the Bypass to be approximately 11 miles.

CURRENT STATUS OF SEDGWICK COUNTY PROPOSALS FOR EXPRESSWAYS I-35 W - commonly referred to as the Canal Route, runs from Salina on the North - connecting with I-70 the East-West Road, through McPherson, Newton South through Wichita, connecting at I-235 at the Bypass.

None of the following proposals have been designated as a part of the State Highway System. Until this action is taken, there is no chance to place them on the Federal System. In the meantime, all expenditures of funds from the C.I.P. program for right-of-way purchases for protection of right-of-ways are 100% local funds. If these proposals were designated as a part of the State System, there would be state and federal funds available for such land purchase, lowering the local cost and freeing these C.I.P. funds.

The four proposals have been officially adopted as a part of the transportation plan for Wichita and Sedgwick County.

The first official request for inclusion of the four proposals to be included in the State Highway System came in the Spring of 1969. The Wichita City Commission and the Sedgwick County Commissioners in a cooperative effort each passed a resolution directed to the State Highway Commission requesting the four proposals be included in the State System. Since that time, there has been meetings here in Wichita, including representatives of the city and county governments, State Highway Department staff, State Highway Commissioners, a representative of the Bureau of Public Roads and Greater Downtown Wichita.

1. NORTHEAST CIRCUMFERENTIAL - generally at a point near Kechi on the North running East and South around the Eastern side of Wichita to U.S. 54, at a point generally located near Greenwich Road.

STATUS OF THE FOUR PROPOSALS There is some disagreement at the local level between the city and county officials as to the best location for this route. A study of the Corridor is in order, and we understand the City, County and State are attempting to develop the necessary points to be included in the study. Time will be involved to develop a contract with those consultants designated by the state. This study will be financed with City, County and State Funds.

Until such time as the City and County reach agreement, the State is under no obligation, or interested, in constructing this road.

The State Staff included some items for study involving the entire city, and will add to the cost, as well as lengthen the time of the study beyond what we consider a reasonable time.

2. NORTHEAST RADIAL - running from a point just North of Central at the Canal Route, North and East to the N.E. Circumferential along the Frisco tracks. The N.E. Radial connects with the proposed innerloop.

This particular road has never gotten beyond the talking stage, and the drawings represent only an artist's conception.

There is work that could be done locally to move this project forward.

We would suggest the proper department be assigned this responsibility, either the M.A.P.C. or the Traffic Department.

Neither of these departments have staff to do the preliminary studies. Roy Mock of the M.A.P.C. is a Planner II. The senior planner for Long Range Study, Duane Boch, has not been replaced during the past five months.

3. DOWNTOWN INNERLOOP - from I-35W on the East, running in a westerly direction just North of Central across the river West of McLean and South to U.S. 54.

This project seems to be the farthest along at the local level. There is agreement at the local level, and the city has, in the past, purchased certain parcels to protect the right-of-way.

Even though reasons can be advanced why this project cannot be done, we suggest it can be done if the city and state officials so authorize it.

This particular project should receive the consideration necessary to bring it to reality despite the problems with the Northeast Circumferential.

4. NORTHWEST THRUWAY - From I-235 at a point approximating 25th Street East to I-35 W. This proposal was designed to service the proposed Northend Industrial Park and serve as a connector between I-35 and I-235.

The road is now in serious trouble, as there is considerable disagreement as to its location. Forces in the North End are pushing for a change in the previously adopted route. Proposed plans for the Waco-Finn area interfere with this project.

We must have agreement at the local level if we can expect this road to be included in the state system. The City Commission is divided on the location, at this time, and have requested additional study.

#

These four proposals have received too much talk and not enough positive action to bring them to reality.

The M.A.P.C. model of our city shows these roads, the large maps in the M.A.P.C. offices show these roads, adopted transportation studies show these roads that were talked about in the 1960 Center City Study. The traffic Commission removed parking on a street in anticipation of the Northwest Thruway, a bridge across the Little Arkansas River was completed in early 1968. This bridge was designed and put in place for the Proposed Northwest Thruway.

More definitive work is necessary on the Northeast Radial to bring it along.

Agreement at the local level is necessary for the Northeast Circumferential and Northwest Thruway if we are to anticipate any positive action in the near future.

There must be a total commitment for these roads. The five-year C.I.P. program does not reflect this commitment at this time. It does not include the kind of funding necessary at the local level with Federal and State participation.

Key people involved would include:

1. City Commission and County Commission
2. Bob Lakin - Secretary of the M.A.P.C.
3. City Manager Wulz
4. Mr. McLure - Sedgwick County Engineer
5. Gale Moss - State Highway Commissioner for this district.
6. John McNeal - Director of Highways
7. John McNeal, R. L. Peyton, A. A. Holmquist of the State Highway Department
8. Our State Senators and Representatives
9. Robert W. Morrissey of the B.P.R.

It is our opinion after conversation with Mr. Morrissey of the B.P.R. that he is the one to give help and advise. Mr. Morrissey is a Nixon appointee and not bound by preconceived notions. His instructions are to work with the people at the local level. Mr. Morrissey is a key to getting these roads on the Federal System, and we suggest his encouragement to the State could aid our cause.

We have not mentioned the widening of U.S. 54. As it now stands, plans call for a four lane highway to Kingman. A conversation with a State Highway Department employee in Hutchinson indicated there are no plans to widen this road west to the Oklahoma line.

This is of concern to Wichita businessmen. A four lane U.S. 54 could attract considerable traffic from Route 66, and encourage industrial and agricultural growth, as well as tourism for this area of Kansas.

There is a U.S. 54 Committee that might offer additional assistance.

K-96, from Hutchinson to Wichita, is moving on schedule.

There appears to be a need for more enthusiastic support of the TOPIC study from our Traffic Engineering Department. Such a study should lead to positive conclusions to improve transportation in our City.

12-10-69

The attached brief summary of the Jorgensen Report has been prepared as an aid to quick reference to recommendations made in the Report. We are sending you a copy for such assistance as it may be to you. The summary is not intended to be an exhaustive statement of the contents of the Report; the complete text of the Report should be referred to for detailed information.

HIGHWAY NEEDS STUDY - JORGENSEN REPORT

TO: Kansas Division Bureau of Public Roads; State Highway Commission; Research Department and Roads and Highways Committee of the Kansas Legislative Council; Citizens Highway Advisory Committee; and Engineering Advisory Committee.

FROM:

Charles N. Henson, Assistant Attorney General and Chief Attorney of the Kansas State Highway Commission, and Stanley Taylor, Special Legislative Counsel of the State Highway Commission.

SUBJECT:

Legislative and Administrative Recommendations of Kansas Highway Needs Study Report made by Roy Jorgensen and Associates of Washington, D.C.

Statement

The above report was made under authority of senate concurrent resolution No. 24 of the 1961 session of the Kansas legislature. The study authorized a state wide survey of highway needs, classifications and financing of all public roads, streets and highways and to report and make recommendations thereon to the Kansas Legislative Council. The report of Roy Jorgensen and Associates relate to highway needs and classifications. The fiscal study will be based on another and separate report to be made by Wilbur Smith and Associates of New Haven, Connecticut.

The purpose of this communication is to tabulate in condensed form the legislative and administrative recommendations contained in the Jorgensen report followed by brief summary of the laws necessary to be enacted or amended and administrative action necessary to put these recommendations in full force and effect, subject to approval of the Kansas Legislative Council and the 1963 session of the Kansas legislature.

Recommendations are as follows:

Classification of State Highways

1. The present limitation of 10,000 miles in the state highway system is to be retained.
2. 325 miles of low traffic highways to be removed from the state highway system and placed on the county primary system.

3. 110 miles of spur routes from state highways to small communities to be removed from the state highway system and transferred to the county primary system.
4. 175 miles of existing state highways that duplicate parallel service provided by the Interstate system to be removed from the state highway system and reclassified when the Interstate system is placed in operation.
5. 576 miles of city street connecting links to be incorporated in the state highway system.
6. 90 miles of highway carrying heavy traffic to be added to the state highway system.
7. 1,244 miles of the state highway system and not including the Interstate system to be developed as controlled access freeways.
8. 80 miles of state highways to state lakes, parks, historical sites, etc., to be removed from the state highway system and reclassified as access roads.
9. Adopt a coordinated program for access roads described in above paragraph and additional routes to be added later.
10. Reclassify federal-aid primary and federal-aid secondary routes according to relative importance.
11. Program highway improvement based on long range (not exceeding 15 years) and short range (five years) on specifically scheduled highway projects.
12. Short range program under original jurisdiction of the Planning Department subject to review by Director of Highways and his staff and to be finally approved by the Highway Commission.
13. State-wide advance planning should be coordinated to advise the public of contemplated objectives that might affect local planning.
14. Department of Urban Highways to be expanded to coordinate the local planning and programming of city street improvements and to provide technical guidance to cities.
15. Reduce the number of state highway commissioners from six to five commissioners. Eliminate the six geographical divisions. At least two commissioners to be appointed from counties west of U.S. Highway 81 and at least two commissioners to be appointed from counties east of U.S. Highway 81.
16. Increase the term of highway commissioners from two years to four years.
17. Provide for election of a chairman and vice chairman of the Commission, and the chairman or vice chairman to preside at Commission meetings.
18. Director of Highways to be appointed by and serve at the pleasure of the State Highway Commission.

19. State Highway Commission to define the duties of the Director of Highways.

20. Prepare management guide with formal, written declaration of duties and responsibilities of each major department and key positions in the State Highway Commission.

21. Job classification and salary schedule should be reviewed for entire highway commission organization.

22. All contract proposals to be submitted and bids opened at Topeka.

23. Authorize fee title for all right of way acquired.

24. Establish a revolving fund to facilitate advance acquisition of right of way.

25. Control installation of outdoor advertising along the Interstate route in accordance with federal law.

26. A study be initiated toward a recodification of highway laws for consideration by the 1965 legislature.

Management (County)

27. Encourage county unit system in each county.

28. County engineer to have direct executive charge of county road programs and county commissioners to be limited to policy formulation.

29. County road management should include both a long range and a short range schedule of road improvement projects based on annual sufficiency rating appraisal of the county primary system as a guide.

30. Each county to be granted \$3000 annually contingent on (1) retaining a competent, approved, full time engineer (2) submitting a sufficiency report each year.

31. Funds to be allocated to counties based on improvement needs as estimated by the county and reviewed by secondary roads department and selected committee of county engineers.

32. State aid funds to counties to be deposited with Highway Commission earmarked for county primary system. Portions of accounts in excess of requirement for matching federal aid funds could be transferred to the county road and bridge funds.

33. Set up a revolving fund for emergency construction of large bridges to be repaid to the fund by subsequent annual allocations to the counties involved.

34. Uniform accounting procedures to be adopted under guidance of the State Highway Commission on all highway and road projects.

35. County primary municipal extensions in all cities under 5000 population are to become a county responsibility for planning, construction and maintenance.

Management (City)

36. State aid money should be earmarked specifically for improvement of arterial highways.

37. Each city should be required to designate an arterial street system under long range program.

38. Cities over 5000 should be required to conduct annual updating of their arterial system inventory and improvement needs and set up five year program on specific projects therefor. Allocation of state aid funds should be contingent on fulfillment of such requirements.

39. Arterial street systems to be coordinated through State Highway Commission in form of technical assistance and guidance of the Urban Department. Master plans and short range programs to be reviewed and approved by the Highway Commission prior to the expenditure of state aid funds.

The foregoing is but a mere synopsis of some of the main objectives reflected in the Jorgensen report which is based on months of careful research and is quite comprehensive of the highway, road and street transportation needs of Kansas. Each proposal in the Jorgensen report is well documented and a careful reading of the full text is necessary to completely understand and evaluate Kansas needs over its thousands of miles of streets, roads and highways -- one of the largest in the United States.

Objectives to be attained in the Jorgensen report suggests three possible methods (1) Legislative (2) Administrative (3) Legislative also administrative action by the State Highway Commission, boards of county commissioners or governing bodies of cities, depending on the nature of each particular proposal.

Possible method of attainment of each of the above 39 proposals would include:

1. The 10,000 mile limitation of the state highway system may be retained under 68-406, 1961 Supp.
2. 325 miles of low traffic state highways may be removed by State Highway Commission under authority conferred by 68-406, 1961 Supp. and with federal approval (23 U.S.C. 103).
3. 110 miles of spur routes from state highways may be removed by State Highway Commission under authority conferred by 68-406, 1961 Supp. and with federal approval (23 U.S.C. 103).
4. 175 miles of existing state highways that duplicate parallel service to the Interstate system may be removed under authority conferred by 68-406, 1961 Supp. and with federal approval (23 U.S.C. 103).

5. To incorporate 576 miles of city street connecting links in the state highway system requires amendment of 68-406, 1961 Supp. and federal approval (23 U.S.C. 103).

6. 90 miles of highways carrying heavy traffic may be added to the state highway system by the State Highway Commission under authority conferred by 68-406, 1961 Supp. and federal approval (23 U.S.C. 103).

7. 1244 miles of state highways not in the Interstate system may be established by the State Highway Commission as controlled access freeways under authority of the Kansas controlled access facility act (Chapter 68, Article 19 of the G.S. Supp.) and if a federal aid project with federal approval (23 U.S.C. 103).

8. 80 miles of state highways to state lakes, parks, historical sites, etc., existing prior to enactment of 68-406, 1961, may be excluded from the state highway system 10,000 mile limitation under authority conferred on the State Highway Commission. However, under said section 80 miles of state highway retains its identity as state highway. If the classification is to be changed it will require legislation.

9. To adopt a coordinated program for access roads similar to the 80 state highway miles, above, or additional routes later, would require legislation if reclassification is desired.

10. To reclassify federal-aid primary and federal-aid secondary routes according to relative importance may be done under administrative determination jointly by the Federal Bureau of Public Roads and the State Highway Commission under federal and state enabling acts now in existence.

Management (State)

11. Specifically scheduled state highway project both for short term (5 years) or long term (15 years) may be done administratively.

12. Future planning to be under original jurisdiction of the planning department and review by the Director of Highways and his staff and to be finally approved by the State Highway Commission may be done by appropriate action of the State Highway Commission.

13. All state-wide planning may be coordinated so as to advise the public of contemplated actions that might affect local planning may be done administratively by the State Highway Commission.

14. Expansion of the Urban Highways Department of the State Highway Commission for purpose of coordinating local planning and programming of city street projects and to provide technical guidance therefor may be done administratively by the State Highway Commission.

15. To reduce the number of State Highway Commission from six to five commissioners, with at least two commissioners from counties west of U.S. Highway 81 and at least two commissioners from counties east of U.S. Highway 81 will require amendment of G.S. 74-2001.

16. To increase the term of State Highway Commission members from two years to four years will require amendment of G.S. 74-2001.

17. To provide for the offices of chairman and vice chairman of the State Highway Commission to preside at Commission meetings requires amendment of G.S. 74-2001 (or by separate legislature act) and will also probably require amendment of 74-2004, 1961 Supp. and 74-2006 1961 Supp.

18. To provide for appointment of the State Highway Director of the Commission and to serve at the pleasure of the Commission will require amendment of 74-2004, 1961 Supp.

19. In order for the State Highway Commission to define the duties of the Director of Highways will require amendment of 74-2004, 1961 Supp. and 74-2006, 1961 Supp.

20. A management guide for duties and responsibilities of each major department and key positions in the state highway department is administrative.

21. Job classification and salary schedule review for highway commission personnel is administrative.

22. All contract proposals to be submitted and bids opened at Topeka will require amendment of G.S. 68-407, G.S. 68-408 and possibly G.S. 68-409.

23. To secure fee title for highway right of way will require legislative amendment of 68-413, 1961 Supp.

24. A revolving fund for advance acquisition of state highway right of way requires new legislation.

25. It will require new legislation to control outdoor advertising along the Interstate system in Kansas in accordance with federal law. (23 U.S.C. 131)

26. A study for recodification of highway laws may be instituted by appropriate concurrent legislative resolution.

27. The report suggests encouragement of a county unit system in each county in Kansas. Under existing law the county unit system may be established by local authorities. To make the county unit system mandatory in each county of Kansas would require a legislative enactment so providing.

28. It would also probably require legislation to provide the county engineer to have direct executive charge of county road programs and to limit the jurisdiction of the county commissioners to policy formulation.

29. It would require legislation to establish in each county a long range schedule of road projects and a short range schedule of road improvement projects based on a sufficiency rating appraisal of the county primary system as a guide.

30. Legislation is necessary for each county to be granted \$3000 annually contingent on (1) retaining a competent, approved, full time engineer (2) submitting a sufficiency report each year.

31. Legislation is necessary to allocate funds to counties based on highway needs as estimated by the county and to be reviewed by selected committees of county engineers such program to start in 1965.

32. Legislation is necessary for state aid funds to counties be deposited with the State Highway Commission earmarked for county primary system and portions of accounts in excess of requirements for matching federal aid funds to be transferred to the county road and bridge fund.

33. Legislation is necessary to set up a revolving fund for emergency construction of large bridges to be repaid to the fund by subsequent annual allocations to the county involved.

34. We believe it would require specific legislation to establish a uniform accounting system prescribed by the State Highway Commission and binding on all counties and cities relating to all highway, street and bridge projects.

35. Legislation appears necessary for all county primary municipal extensions in all cities under 5000 population to become the responsibility of the county for planning, construction and maintenance.

Management (City)

We believe legislation is necessary to do the following:

36. Earmark state aid money specifically for improvement of arterial streets and highways.

37. Require cities to designate arterial streets under a long range program.

38. Require cities over 5000 to conduct annual updating of arterial system inventory and improvement needs.

39. Require cities to coordinate through the State Highway Commission under advice of its urban department its arterial street system, with master plans and short range programs to be reviewed and approved by the State Highway Commission prior to the expenditure of state funds.

ROBERT B. DICKING, Governor

State Highway Commission of Kansas

JOHN D. MONTGOMERY, Director of Highways
R. L. PEYTON, Assistant State Highway Director
JOHN D. McNEAL, State Highway Engineer



ROBERT P. HAGEN
Lawrence, Kansas
BOB KENT
Salina, Kansas
HENRY SCHWALLER
Hayes, Kansas
KARL A. BRUECK
Paola, Kansas
GALE MOSS
El Dorado, Kansas
LOUIS KAMPSCHROEDER
Garden City, Kansas

STATE OFFICE BUILDING
TOPEKA, KANSAS 66612

February 24, 1970

Mr. Robert A. Lakin
Assistant Planning Director
Wichita-Sedgwick County Metropolitan
Area Planning Department
City Building Annex - 104 South Main
Wichita, Kansas

Dear Mr. Lakin:

Enclosed is a copy of a letter from the Secretary of Transportation, Circular Memorandum and brochure describing the Urban Corridor Demonstration Program, for your information and files.

Very truly yours,

G. A. SUTTON, P.E.
Engineer of Planning and Development

GAS:cm

Enclosures





U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20591

January 23, 1970

CIRCULAR MEMORANDUM TO: Regional Federal Highway Administrators
and Division Engineers

FROM : R. R. Bartelsmeyer
33-37 Director of Public Roads

SUBJECT: Urban Corridor Demonstration Program - Information for
Applicants



My circular memorandum of August 26, 1969, presented preliminary information on the subject program. Funds have now been appropriated for the program, and the enclosed brochure provides information for potential program applicants. The brochure will also be distributed by the Urban Mass Transportation Administration and the Office of the Secretary.

Our request for program funds for fiscal year 1970 was reduced from \$8,000,000 to \$1,000,000, and it has been specified that these funds are to be used for planning purposes only. Implementation of approved projects, after planning is complete can go forward with other currently available funds. Appropriate transit portions of projects entering the implementation phase will receive priority for funding from the Urban Mass Transportation Administration. In addition, it is likely that special additional funds for program implementation will be requested in fiscal year 1971, although there is no assurance at this time that they will be made available. These funds would serve to provide a higher Federal share for these projects than normal Federal-aid highway and mass transit projects.

You will note that the application for a corridor program must be submitted by a local coordinating group. You are encouraged to offer assistance to these groups in the formation of corridor programs and to keep us informed of developments.

Applications of the type described in the brochure must be received no later than April 1, 1970, to be eligible for the FY 1970 planning funds.

Enough copies of this memorandum and the brochure are being supplied with the standard distribution for the State to provide a copy for each transportation study.

Enclosure



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

January 16, 1970

TO POTENTIAL APPLICANTS
URBAN CORRIDOR DEMONSTRATION PROGRAM

I am pleased to announce initiation of the Urban Corridor Demonstration Program. The enclosed document describes the purpose and nature of this grant program, and the procedures and requirements for grant application.

Briefly stated, the basic purpose of this program is to test and demonstrate the concerted use of available tools in attacking the problem of peak-hour congestion in urban radial corridors. (The term "corridor" is broadly used in this context, to include the collection and distribution phases of the peak-hour trip.)

There are many techniques, and grant programs in the Urban Mass Transportation Administration and the Federal Highway Administration of the Department of Transportation, available for addressing the problem of peak-hour congestion, but they will be most effective only if they are used in a concerted, coordinated, and systematic approach. The Urban Corridor Demonstration Program is intended to promote and facilitate such an approach to the problem.

A concerted and systematic attack will require coordination

- .. at the Federal level, between the programs of UMTA and FHWA in this Department;
- .. at the local level, between highway and transit officials, and between city and suburban governments.

The Department of Transportation is prepared to do its part. I encourage your interest and participation.

Sincerely,

A handwritten signature in black ink, appearing to read "John W. Volpe".

Enclosure



GREATER DOWNTOWN WICHITA, INC.

BRUCE MCCLURE
EXECUTIVE VICE PRESIDENT

412 KAUFMAN BUILDING
WICHITA, KANSAS 67202
TELEPHONE FOREST 3-6195
AREA CODE 316

27 March 1969

Subject: Resolution re:
Wichita Expressway
Needs - Specifically
Northeast Circum-
ferential

Tuesday, March 25th, we had the opportunity to host a meeting involving representatives of the State Highway Commission, The County Commissioners, The M.A.P.C., The City Administration and G.D.W., Inc., to discuss the above named subject. G.D.W.'s interest served to bring together the governmental agencies involved, as well as indicate to all parties the support of the Business Community for positive action. We regret the scheduled City Commission Meeting prevented a commissioner to attend.

We know you will be interested in the more cogent points that evolved from the discussion regarding moving these projects toward reality.

Attending: Messers: Gail Moss, Highway Commissioner, John McNeal, State Highway Engineer, Bill Ogen, State Engineer of Urban Plans and Traffic, Swede Holmquist, Division Five Engineer, Earl Rush, Chairman Sedgwick County Commission, Grover McLure, County Engineer, Ray Bruggeman, City of Wichita, Duane Bach, Bickley Foster, M.A.P.C., Dick Price, Tom Kinkaid, John Barrier, and Bruce McClure, G.D.W., Inc.

The Resolution request concerning the Northeast Circumferential, Northwest Thruway, Inner Loop, Northeast Radial, has received favorable consideration from the State Highway Commission. The representatives of the State Highway Commission clearly stated the following action is necessary if we are to anticipate these projects inclusion in the State Highway System:

A. Previous local governmental action established the Northeast Circumferential as the number one priority for the Wichita area. This priority was transmitted to the State Highway Commission (see Transportation Study, Volume II, October 1964).

The Public Hearing of July 11th, 1968, provoked considerable discussion involving strong difference of opinion as to - origin on the North - location in the midway zone - opposition from property owners - etc., and these remarks are included in the official transcript forwarded to the Bureau of Public Roads.

Because of the priority assigned the Northeast Circumferential, it is imperative the differences so evident be resolved if the Highway Commission is to consider action on this and the other projects included in the Resolution.

B. Mr. McNeal stated additional study on the NE Circumferential by Engineering Consultants is now mandatory as a result of questions and differences raised at the Public Hearing held July 1968. Recent guidelines and Directives issued by the Federal Department of Transportation, Bureau of Public Roads now require not only those questions raised at the hearing, but also 23 additional factors including socio-economic, and environmental factors be considered. This will require appropriation of additional funds by the various cooperating governmental agencies. Past experience indicates contract negotiations with the Engineering Consultants could take up to twelve (12) months before the contract would be consummated.

C. Regardless of what agreement and/or compromise might be reached by dissenting parties involved in the Northeast Circumferential location - additional study is now required.

D. An attempt is being made to schedule a meeting for April 17th, involving The Board of Sedgwick County Commissioners, The Wichita City Commission, The M.A.P.C. and staff, and representatives of the State Highway Commission, in order to officially present the Resolution endorsed by the interested governing bodies.

Page 3

We appreciate the interest and support you have given these projects, and we want to reaffirm our support of your action to bring the expressway system to a reality.

Cordially,

GREATER DOWNTOWN WICHITA, INC.

Dick Price
Chairman
Roads Committee

John Barrier
President

ROBERT B. DOCKING, Governor

State Highway Commission of Kansas

JOHN D. MONTGOMERY, Director of Highways
R. L. PEYTON, Assistant State Highway Director
JOHN D. McNEAL, State Highway Engineer



ROBERT P. HAGEN
Lawrence, Kansas
BOB KENT
Salina, Kansas
HENRY SCHWALLER
Hays, Kansas
KARL A. BRUECK
Paola, Kansas
GALE MOSS
El Dorado, Kansas
LOUIS KAMPSCHROEDER
Garden City, Kansas

STATE OFFICE BUILDING
TOPEKA, KANSAS 66612

June 12, 1970

Mr. Merritt W. Buffon
Senior Research Assistant
Research Department
Legislative Council
5th Floor, Statehouse
Topeka, Kansas 66612

Dear Mr. Buffon:

In response to your telephoned request, we are providing you with a record of construction expenditures for the periods indicated on the tabulation attached to June 30, 1969, which is the end of fiscal year 1969.

These figures have been assembled in accordance with the statements which you made to us over the telephone, as we understood them. If they are not what you anticipated, please advise me and we will try to furnish you with correct information.

Yours truly,

A handwritten signature in cursive script, appearing to read "R. L. Peyton".

R. L. Peyton, P. E.
Asst. State Highway Director

RLP/us
Att.

CONSTRUCTION EXPENDITURES FOR PERIODS INDICATED TO JUNE 30, 1969
Compiled from Accounting Department Records

1-600
Il Sedgwick

Interstate Construction Expenditures to June 30, 1969 \$286,636,975

State Highway Construction Expenditures Other than Interstate from July 1, 1959, to June 30, 1969 \$395,520,077

682,157,052

Sedgwick County:

Interstate Construction Expenditures to June 30, 1969 \$ 39,998,986

State Highway Construction Expenditures Other than Interstate from July 1, 1959, to June 30, 1969 \$ 21,979,837

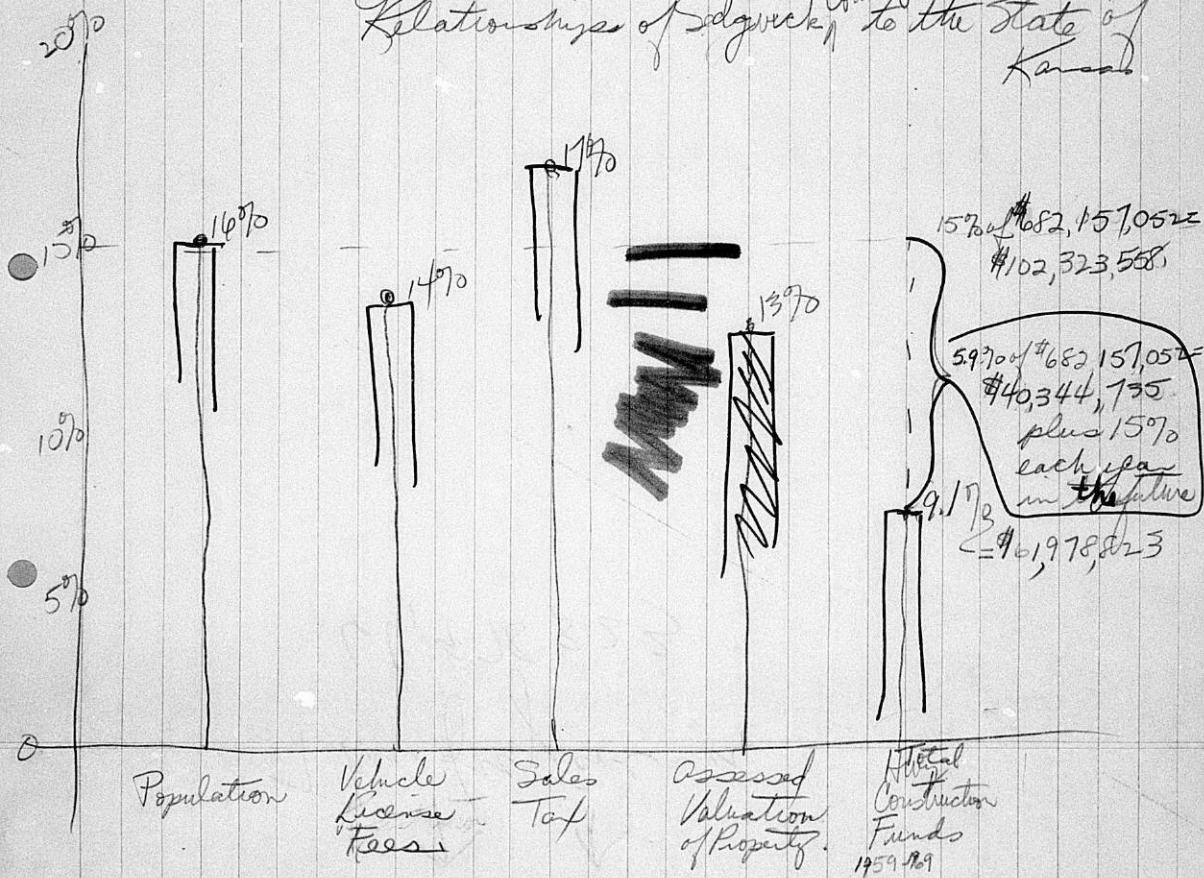
61,978,823

273

4

395 / 21

Relationships of Sedgewick County to the State of Kansas



↑ ↑
This figure is
66,978,823

11/11/11

YEAR	POPULATION			POP DENSITY (per/sq mi)		No. of Occ. D. U. (Households)			Total Personal Income			Per Capita Personal Income			Assessed Valuation of Property		
	KAN	SEOG	%	KAN	SEOG	KAN	SEOG	%	KAN	SEOG	%	KAN	SEOG	%	KAN	SEOG	%
1967	2,236,750	346,461		23.2	34.6												
1966	2,220,362	332,122	14.76	26.6	32.4				\$511,000			\$2,862		\$5,005,641,446	\$665,577,613	13.30	
1965	2,197,815	328,463		26.8	32.8				6,001,000								
1963																	
1960	2,178,611	343,231		27.1	34.6	672,899	103,422	15.2	4,712,000			2161					
1958																	
1954																	
1950	1,905,299	222,290		27.3	22.5	586,650	69,426		2,765,000			1,443					
RANK AMONG CO.	-	1 ST from 1950 to 1960	-	-	3 RD	-	1 ST	-						-	1 ST	-	
	% Change in pop from 1950-60 (+14.3%)	% Change in pop from 1950-60 (+54.4%)		82.20%	99.9%												

County:
City from:

D

Total Personal Income			Per Capita Personal Income			Assessed Valuation of Property			MOTOR VEH REGISTRATION (Auto & Truck)			RETAIL SALES		
KAN	SEDC	%	KAN	SEDC	%	KAN	SEDC	%	KAN	SEDC	%	KAN	SEDC	%
511,000			\$2,862			\$5,005,641,446	\$665,577,693	13.30	1,364,436	199,185	14.60			
501,000												2,846,675,000	472,833,000	16.6
712,000			2161									2,448,515,000	433,955,000	
												2,200,585,000	375,342,000	
765,000			1,443			-	157	-						

D

1967
 KAN SEDG
 172,871
 33,298
 629,051,890
 346,461
~~181 miles~~
 1,095,000,000^{in 1966}

Vehicle Registration CARS TRUCKS
 Retail Sales
 Population
 Income
~~Existing Miles of Primary Highways~~
 Vehicle Miles of Travel
 Veh / Dwelling Unit

- Primary Highways
- 36 - US 54
 - 16 - I-235
 - 20 - I-35
 - 30 - US 81
 - 15 - K-15 (US 54 to 50)
 - 34 - K-96 (MCo. Lane to US 54)
 - 10 - K-254
 - 20 - K-42
- 181 miles
- Proposed
- On SYSTEM
- 21 - I-35W
- NOT-ON SYSTEM
- 4 - NW Thruway
 - 10 - NE CIRC
 - 4 - INNER LOOP
 - 5 - NE DIAG
- 23

Existing & Committed Miles of
 FAP, FAI, & State System Highways
 Existing & Committed Miles of FAS
 Existing & Committed " " other
 major arterials & FAS

2.02 MILES
 1089 MILES

700500,0000
 19800
 40000
 39000
 400

9900 | .02
 200
 198
 20

$\frac{200}{9900} = 2.02\%$

$\frac{225}{9900} = 2.27\%$

ON 515
 CO. 63.72

increase of 0.25%

Kansas Statistical Abstract 1967

Center for Regional Studies, Univ of Kan, Lawrence, 1968

KS Dept Agri Pop of K	(P2) →	1966	Pop of Kan	2,220,362	1967 →	Pop of K Sedgwick Co	346,461
		1965		2,197,815			332,122
US Census =		1960		2,178,611			328,463
		1950		1,905,289			343,231
							222,290
	(P5) →	1967	Kan	2,236,750			

SOURCE: Kan State Board of Agriculture, Pop of Kan
US Census

p6 Percentage Population Growth & Rank of Kansas Counties 1950-1960

	RANK	1950	1960	% Change 1950 to 1960
Sedgwick	1	1		+54.4%
Kansas				+14.3%

p7 Wichita 1 1 +51.4%

↳ pop

1967	281,110
66	268,857
65	267,949
60	254,698

p13 Land Area & Pop Density

	Sedgwick (999 sq MI)	Kansas (82,048 sq MI)	Ranks 3 rd
1967	346.8	23.2	
6	322.4	26.6	
5	328.8	26.8	
60	343.6	27.1	
1950	222.5	27.3	

p16 No. of Occupied D U (Households) by Co. in Kansas

	Sedg	Kan
1960	103,422	672,899
1950	69,426	586,650

Rank 1st

p24 Personal Income in Kansas

	Total	Per Capita
1960	\$6,511,000	\$2,862
5	6,001	
1960	4712	2,161
1950	2,765	1,443

~~p28 Net Effectives~~

p30 Assessed Valuation of Property 1966

	Sedg	Kan
	\$665,577,693	\$5,005,641,446

↳ RANKS 1st

p42-4 Motor Veh Reg

	Total Kan	Sedgwick
1966	1,427,701	Rank 1 st { 168,127 Autos 31,058 Trucks 7554 Trailers 4,054 Motorcycles 333 Dealers
1965	1,386,427	
1960	1,184,369	
1950	879,704	

1,021,045 Autos
343,391 Trucks
63,265 Other

p68

	Retail Sales	Kan	Sedg
1963		2,846,675,000	472,833,000
1958		2,448,515,000	433,955,000
1954		2,200,585,000	375,342,000

1967 Autom. Facts & Figures AM Assoc.

1965

		Non Sur	Sur	Total
p54	1965	42,134	90,337	132,771
				- 4,900
				122,871

p44

	Ave Miles per Veh	Auto	Bus	Truck	Total
	1965	9,255	14,903	11,737	9,674

US BPR

1,364,436
9674

13,199,553,864

1. Statement of Procedures

(a) Who suggested meeting

(b) Attendance

(c) Who should present the

(d) Where should the first meeting be held

(e) What is the schedule of getting the resolutions adopted

GENERAL POLICY STATEMENTS

Within the Wichita-Sedgwick County Metropolitan Area approximately 15.7 % of the states population resides. Within this area approximately 15% of all motor vehicles of the State of Kansas are registered. Daily travel within the Wichita-Sedgwick County Metropolitan Area comprises approximately 15% of all travel by vehicle within the entire State of Kansas. Assuming other factors to be equal the residents of Wichita and Sedgwick County represent 15% of the road users in the State of Kansas who in turn pay for approximately 15% of the State Highway System. However, the citizens within Wichita and Sedgwick County are afforded the use of only 2.27 % of the State Highway System mileage inasmuch as prior commitments have severely limited the miles of State Highway System committed to urban areas.

In addressing itself to the urban problem, the Department of Transportation has taken the position that each urban area must decide for itself what kind of transportation system best suits its needs. And before it can decide that it must decide what kind of City it wants to be, how it wants to grow and what shape it wants to take.

It is a fact which has been recognized for quite some time in the Wichita area that each urban area in this country must itself decide what kind of transportation system best serves and suits its particular needs. Along these lines in the Wichita Metropolitan Area we did take steps to determine these needs in

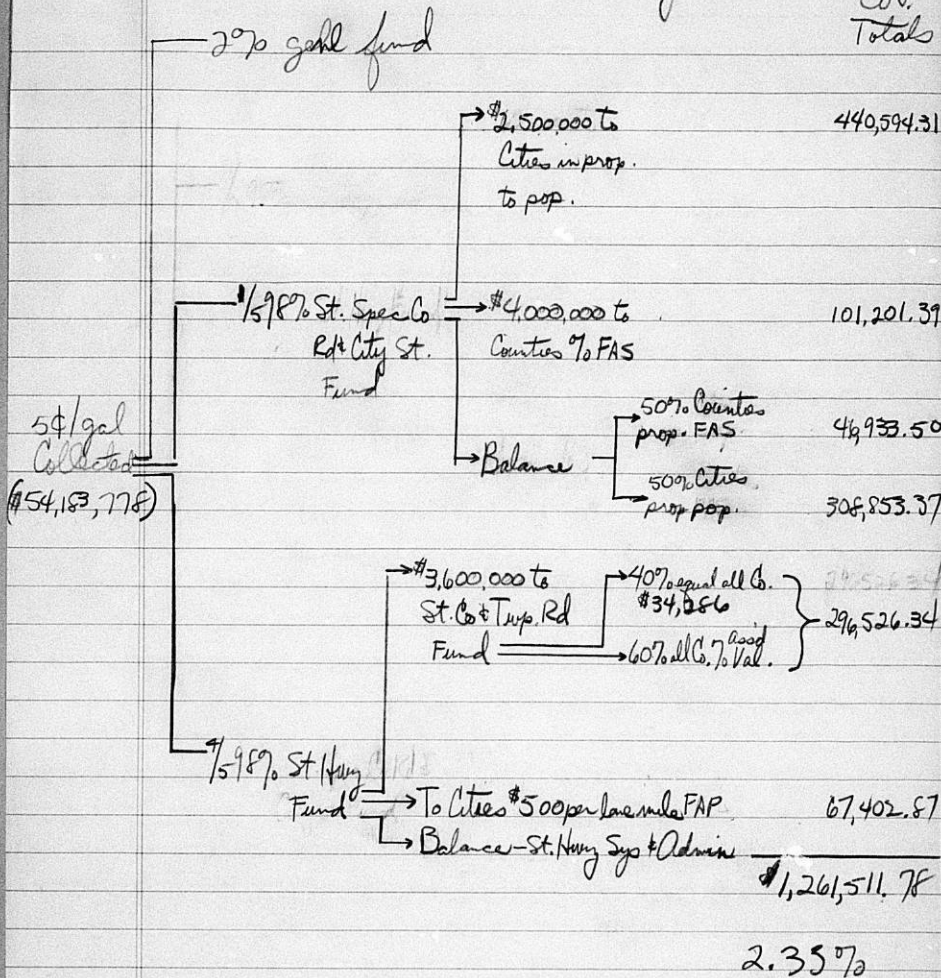
Page 2

1958 and 1959. In the following years we took a look at our various transportation modes as mutually inclusive other than mutually exclusive. Locally we have stopped thinking of alternatives to transportation needs in the sense of one mode or another and started thinking of alternatives in terms of varying combinations of modes.

The steps taken in the Wichita Metropolitan Area in the early 1960's represent one of the first attempts in the nation to evaluate alternative transportation plan proposals on a comprehensive areawide scale relating to the total urban environment in which they operate and which they so deeply affect. Following over fifty public presentations the plan proposals were adopted on May 19, 1966 by the Metropolitan Area Planning Commission.

1966 Calendar Year

Sdg
Co.
Totals



When the effectiveness of a system affects the health, safety and general welfare of 75% of the State residents
Additional Connecting Links in State Highway System

Kansas City, Kansas

The City of Kansas City, Kansas, has proposed to the Highway Commission that there are "certain city streets within the city limits which should be designated as "K" routes.". The streets covered by the proposal are shown on the attached map by dashed red lines. Existing physical and traffic characteristics of these streets are given in the attached table which shows also the route mileages and lane mileages covered by the proposal. The total route mileage is approximately 41.4 miles of which 30.3 miles consist of existing streets and 11.1 miles are on routes not yet constructed. The proposal covers approximately 76.6 lane miles on existing streets and an estimated 41.8 lane miles on routes not yet constructed.

Recommendations

1. The proposed extension of K 58 from the present K 58-K 5 junction north to the proposed location of K 6 will be a logical and legally acceptable addition at the time of completion of the construction of K 6 provided that traffic and engineering studies at that time establish that a feasible route exists. It can be seen from the attached table that the existing R/W and street widths on this route are substandard.
2. When the new route of K 5 is constructed (presumably in the general corridor designated as 3 on the attached map), that portion of the new route west of its junction with I-635 should be added and the existing route of K 5 within the city limits should be removed.
3. The route along Rainbow Boulevard and Seventh Street is currently on the Federal Aid Primary system. This route is not currently a state highway or state highway connecting link and, thus, although eligible for Federal participation, cannot legally have state highway

funds expended on it. Its present FAP status is, therefore, meaningless. Traffic on this route is essentially internal traffic and for this reason the route is not recommended for addition as a state highway or highway connecting link. Therefore, it is recommended that the route be deleted from the FAP system. This action would also necessarily require deletion from the FAP system of the section of K 10 from its junction with I-35 to its intersection with Rainbow Blvd. This section of K 10 should, however, be retained in its present status as a part of a city connecting link.

If the Rainbow Blvd.-Seventh Street section is retained on the Federal Aid Primary, it should then also be designated as a connecting link.

4. It is recommended that no other street in the proposal be designated as a "K" route (city connecting link). The reasons for this recommendation are as follows:

- (a) ^{although} Routes wholly within the city limits could be added only as connecting links and only if qualified as connecting links.

A number of sections (all of those in group 4 of the attached table) do not physically connect existing state highway routes and thus cannot be considered as connecting links.

- (b) The other sections, while providing connection between existing state or federally numbered routes, do not connect in the sense of providing a link in an established route (i.e. providing continuity). Therefore, their legal eligibility as connecting links is at least in doubt. Existing Kansas statutes do not provide a precise definition of a state highway connecting link nor has a definition been established by court decision.

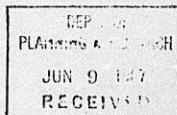
It is believed that it is the intent of the statutes that highways added to the state system shall have state-wide importance and that connecting links in the system are intended to provide continuity to such highways. In the absence of any specific legal definition to the contrary, the authority of the Highway Commission to add connecting links not meeting the above criteria is at least questionable.

- (c) Regardless of the legal status of the proposed routes, they do not serve traffic that is predominantly or significantly state highway system traffic but serve principally traffic *Although a high percentage of the traffic is that is internally generated and internally terminated. The commitment to these routes would* *the ultimate* marking of these routes as "K" routes would not, therefore, improve the efficiency of traffic operation of the state highway system nor is such marking needed by the predominantly local users who are already familiar with the street network.
- (d) In addition to the fact that the proposed additions would not improve traffic operations on the system, they would, in the light of present financing, decrease the overall sufficiency of the system. The required maintenance payments or maintenance would require expenditures of over \$85,000 annually to which must be added the expenditure required to construct the eleven miles of roads not now in existence. The monetary demands could only be met at the expense of the nearly 4000 miles of deficient highways already on the system inasmuch as improvement on the system is now able only to match obsolescence.

- (e) Addition of the proposed routes to the Commission's responsibility would establish a precedent for similar requests from other cities. In view of the existing financial position of the system, to encourage such a precedent would be unrealistic.

Prepared by the State Highway
Commission of Kansas
Planning and Research Department
October 18, 1967

Topeka, Kansas
June 9, 1967

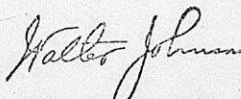


MEMORANDUM TO: MR. JOHN D. MONTGOMERY
DIRECTOR OF HIGHWAYS

I am returning the original letter of May 26 from Mayor McDowell, with the following comment:

A copy of the letter and the sketch are being referred to our Planning and Research Department for study and comments. After they have had an opportunity to review the suggestions and make appropriate recommendations to this office, we will be very glad to arrange a meeting with the Mayor at any mutually convenient time.

You will note that Mayor McDowell is being informed of my action by copy of this memorandum.



WALTER JOHNSON
STATE HIGHWAY ENGINEER

WJ/us

Att.

CC: Mayor Joseph H. McDowell
Mr. John D. McNeal (w/map)



CITY OF KANSAS CITY, KANSAS

EXECUTIVE CHAMBER

JOSEPH H. MCDOWELL, MAYOR

May 26, 1967

Mr. John D. Montgomery
Director of Highways
State Highway Commission
Topeka, Kansas

Dear Mr. Montgomery:

As you know, the City has in the past few months annexed considerable additional territory, and prior to that time both the city and the county have been undergoing a considerable change. Recently an examination has been made of the various streets and highway systems in the City, and we feel that there are certain streets within the city limits which should be designated as "K" routes. I am enclosing a map showing the present and proposed routes in the City for your information. Designation of these streets as such, we believe, would materially aid the flow of traffic and assist the driver in finding his way about.

I would appreciate it if you would let me know of a time when we can get together with you or representatives of your Department to discuss these routes. I would appreciate it if this meeting could take place as soon as possible.

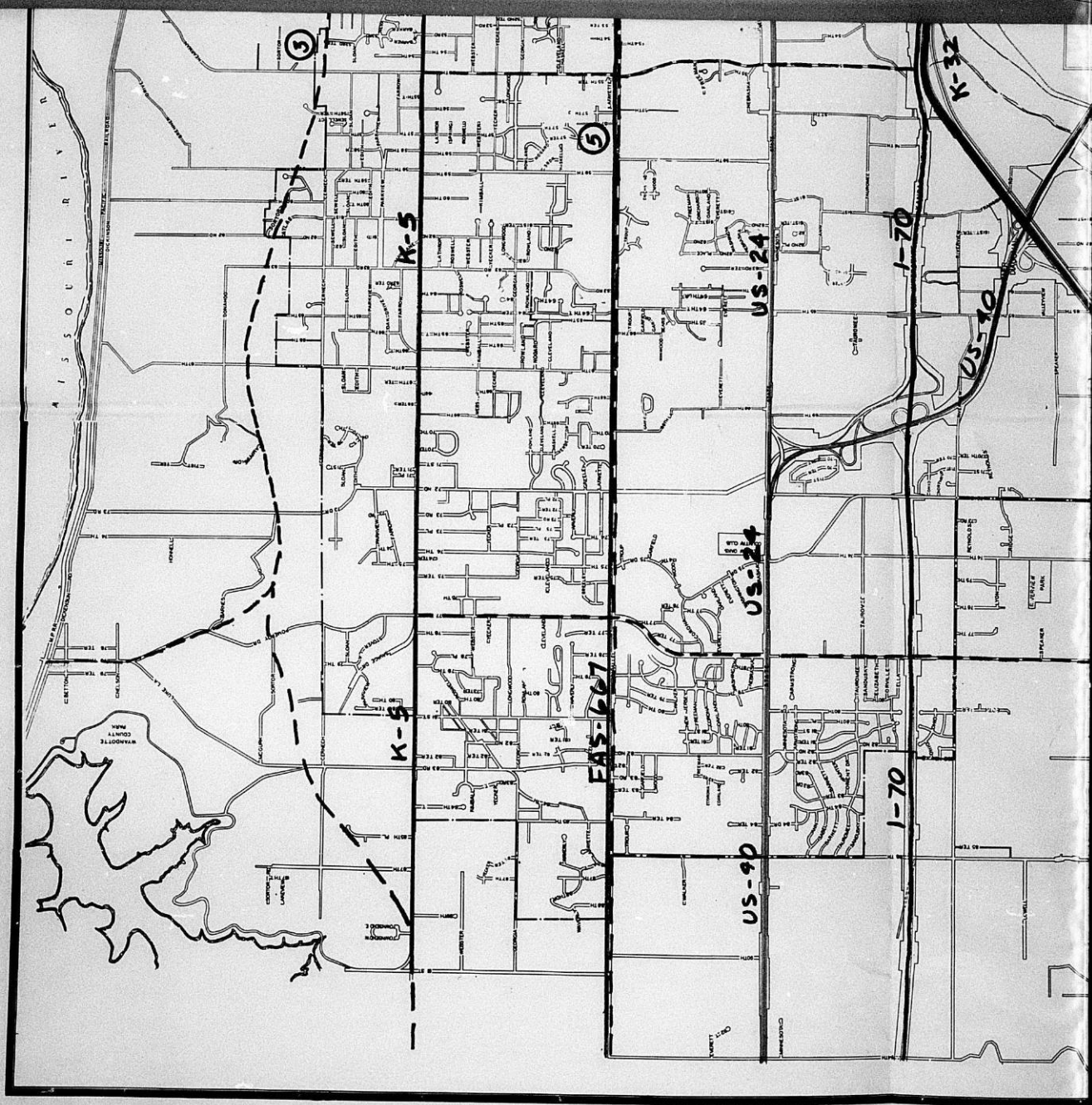
Please let me hear from you at your earliest convenience, as I am most anxious to get this matter moving.

Sincerely,

Joseph H. McDowell
Mayor

JDM/bb
Encl.





MISSOURI RIVER

5

5

K-5

K-5

K-32

US-24

US-24

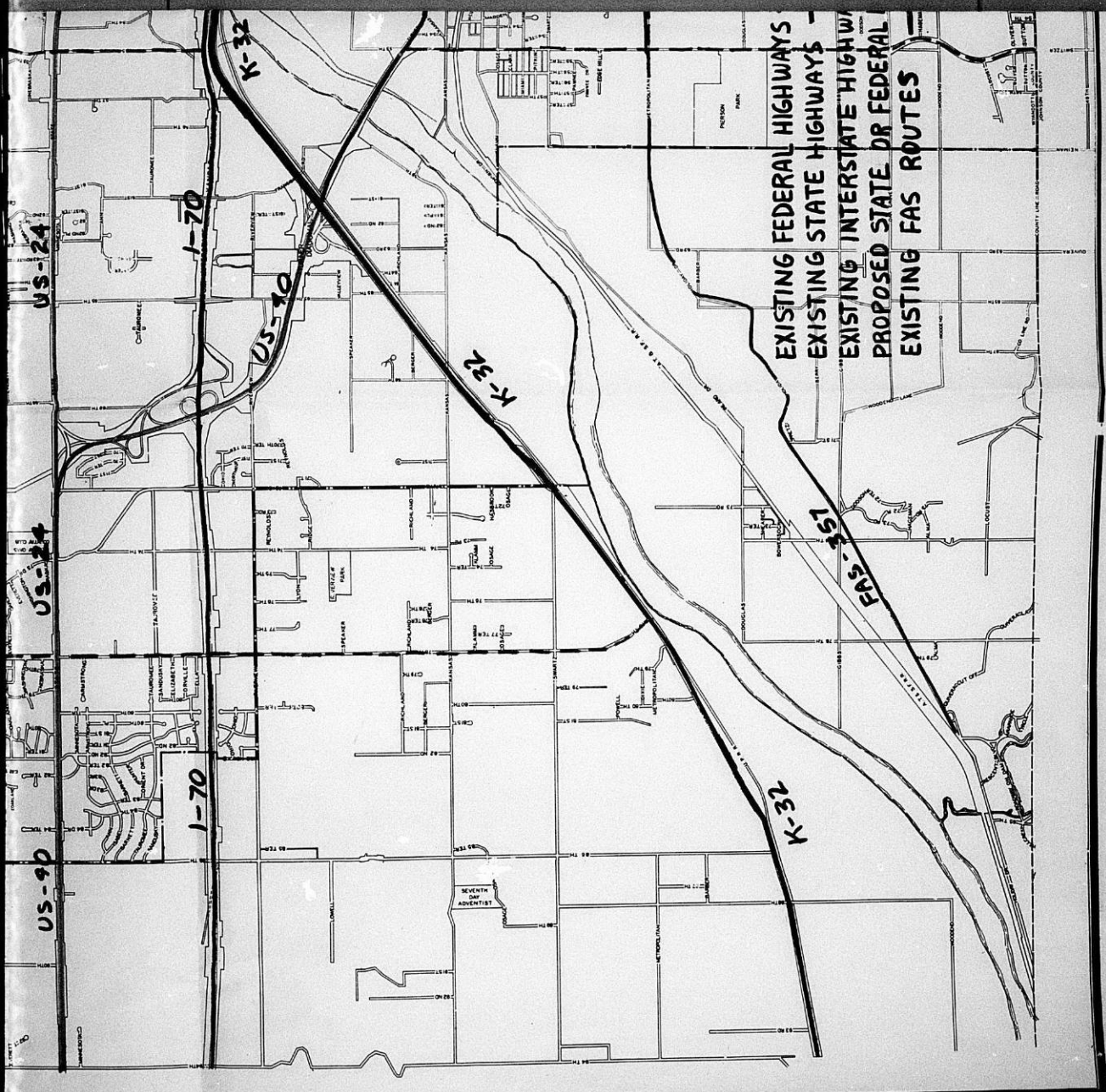
I-70

US-90

US-90

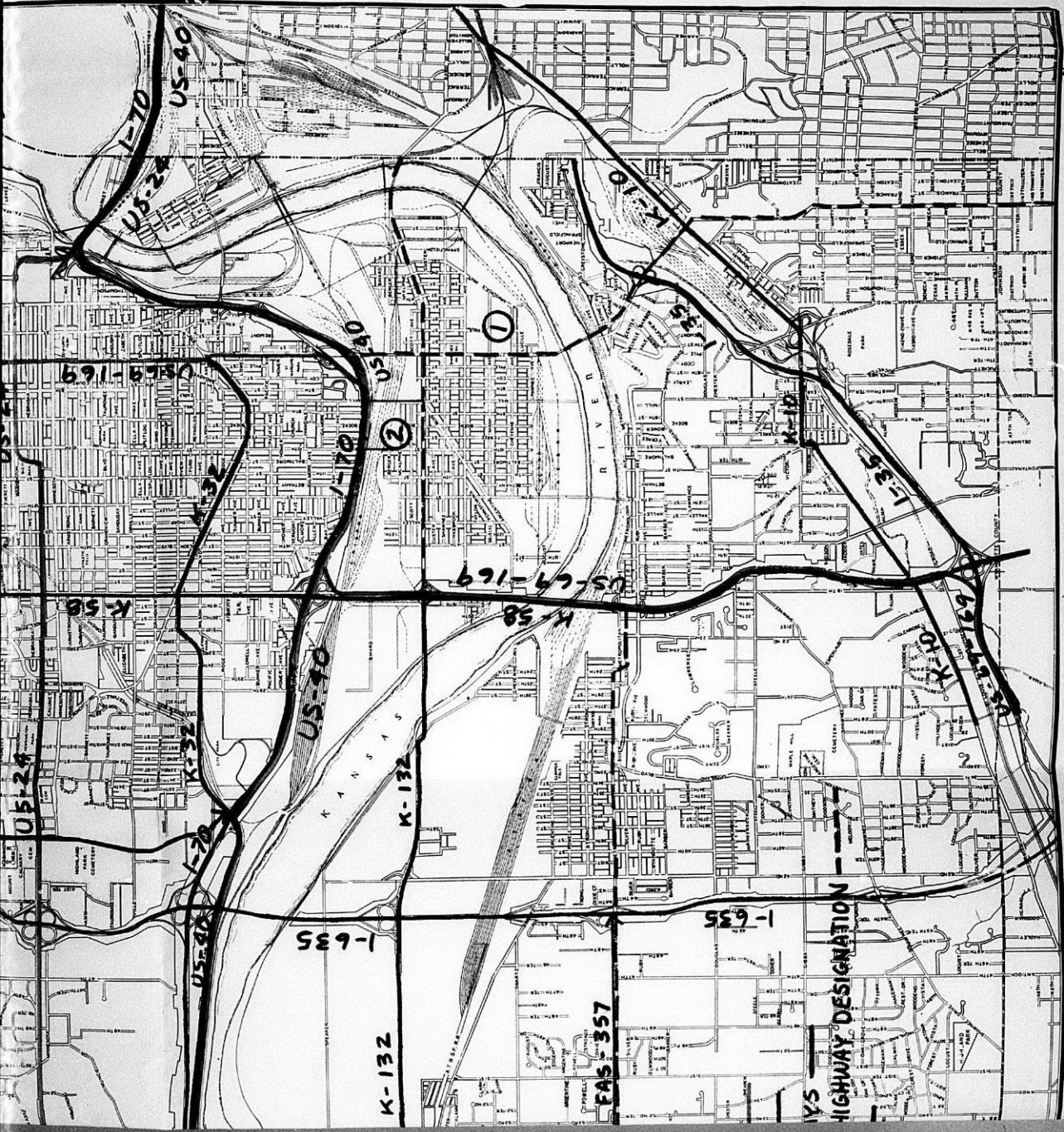
I-70

EAS-607



EXISTING FEDERAL HIGHWAYS
EXISTING STATE HIGHWAYS
EXISTING INTERSTATE HIGHWAYS
PROPOSED STATE OR FEDERAL
EXISTING FAS ROUTES

K.C.



I-70
US-24
US-90

691-6780

K-58

K-32

I-70

US-90

I-635

K-132

KANSAS

K-132

US-64-169

K-58

FAS 357

I-635

US HIGHWAY DESIGNATION

K-10

US-24-169

I-35

I-70

I-70

②

①

I-70

I-35

K-10

I-35

I-70

SUMMARY OF INFORMATION

Kansas City Area - Wyandotte County

No.	Street or Road	Location	Miles	1966 ADT	PA Status	R/W Width	Surface		C&G	Shoulders	Parking	Trav. Lanes		Lane Recommended		
							Type	Width				No.	Width	Miles	Lanes	
1	Group 1 16th St.	Recommended for addition upon completion of K-6 (FAP 87 Spur No. 3) Quindaro to Brown Brown to prop. K 6 Group 1 Total	0.3	-	None	40	S.T.	26	?	-	None	2	13	0.6	*	
			0.1	-	None	40	S.T.	28	?	-	None	2	14	0.2		
			0.4													0.8
2	Group 2 7th St. E.Wy.	On PA Primary system - not on State system or connections S. Co. line to 44th Ave. 44th Ave. to 42nd Ave. 42nd Ave. to 41st Ave. 41st Ave. to 39th Ave. 39th Ave. to Drexel Drexel to Southwest Blvd. Southwest Blvd. to I 35 I 35 to S. end of Kansas R. Br. S. end of Br. to Cheyenne Cheyenne to Osage Osage to Kansas Kansas to Viaduct Viaduct (to I 70) Group 2 Total	0.3	16000	FAP 87	65	Brick	45	Yes	-	Parallel	2	14	0.6	*	
			0.2	16100	FAP 87	55	"	45	"	"	-	"	2	14		0.4
			0.1	16700	FAP 87	60	asph.	40	"	40	"	"	2	12		0.2
			0.3	16700	FAP 87	50	"	40	"	40	"	"	2	12		0.6
			0.5	16100	FAP 87	60	"	40	"	40	"	None	4	10		2.0
			0.2	16100	FAP 87	Ver.	4 lane	45	"	45	"	None	4	11		0.8
			0.3	23100	FAP 87	"	"	45	"	45	"	"	4	11		1.2
			0.5	31400	FAP 87	"	"	45	"	45	"	"	4	11		2.0
			0.4	34300	FAP 87	94.5	"	62	"	62	"	"	4	12		1.6
			0.3	34300	FAP 87	80	"	62	"	62	"	Parallel	4	11		1.2
			0.2	29700	FAP 87	70	"	52	"	52	"	None	4	13		0.8
			0.1	34100	FAP 87	90	"	52	"	52	"	"	4	13		0.4
			0.3	34100	FAP 87	-	"	"	"	"	"	"	"	4		13
			3.7								2		12.4			

* The entire route appears to be adequate from the capacity standpoint with the following improvements.
 1. Removal of all parking
 2. Improvement of intersections at
 a. Kansas
 b. Osage
 c. Southwest Blvd.

SUMMARY OF INFORMATION

Kansas City Area - Wyandotte County

Street or Road	Location	Miles	1966 ADT	PA Status	R/W Width	Surface		C&G	Shoulders	Parking	Trav. Lanes No.	Lane Miles	Recommended Lanes		
						Type	Width						No.	Width	
3 78th-77th Sts.	Other streets or roads terminating on state highways or connections - both ends Kaw Dr. (K 32) to Swartz Rd. Swartz Rd. to Kansas Ave. Kansas Ave. to Riverview Riverview to State Ave. (US 24) State to Parallel Parallel to Leavenworth Rd. (K5)	0.5	620	None	66	Bit.	24	No	None	None	2	1.0			
		0.5	1500	"	120 P	"	24	No	"	"	2	1.0			
		1.1	2590	"	66 E	"	22	No	"	"	2	2.2			
		1.0	4060	"	"	"	22	No	"	"	2	2.0			
		0.9	8050	"	120	"	26-24	Yes	"	"	4	3.6			
55th St.	Road Sub-total	1.0	2580	"	120P.	"	23	No	None	None	2	2.0			
		5.0			60E.							11.8			
55th St.	Leavenworth Rd. (K 5) to Parallel to State (US 24) State to south 0.4 mi. (end of road) 0.4 S. of State to K 32 Road Sub-total Group 3 Total														
		* 4-lane with median													
		1.0	3250	None	80/1	Bit.	27	Lip	None	None	2	2.0			
		0.9	5200	"	80/1	"	27	Curb	"	"	2	1.8			
		0.4	N.A./2	"	"	"	14	None	"	"	1	0.4			
	Group 3 Total	2.7	No road.	Very rough terrain - no apparent R/W							4.2				
	Planning Dept. regulations for dedication when developed.	7.7									16.0				
	No data available.														

SUMMARY OF INFORMATION

Kansas City Area - Wyandotte County

ID	Street or Road	Location	Miles	1966 ADT	PA Status	R/W Width	Surface		CSG	Shoulders	Parking	Trav. Lanes		Recommended	
							Type	Width				No.	Width	No.	Width
5	55th St.	Street or road with only one, or neither end, terminating at a state highway or													
		Kansas Ave. (K 132) to Klam	0.2	11100	None	60	Bit.	24	No	Narrow	None	2	12	0.4	
		Klam to Swartz	0.3	6750	"	60	"	"	24	Asph.	"	2	12	0.6	
		Swartz to Metropolitan	0.5	5470	"	60	"	"	24	"	"	2	12	1.0	
		Metropolitan to Douglas	0.5	4100	"	60	"	"	18	"	"	2	9	1.0	
		Douglas to Oak Grove (rough terrain, poor)	0.8	N.A.	"	N.A.	"	"	18	No	None	2	9	1.6	
6	Metropolitan	Oak Grove to County Line	0.8	N.A.	"	120	"	26-24	Yes	Wide	"	4	13	3.2	
		N.A. - Not available, 1/4 lane divided						29							
		Road Sub-total	3.1											7.8	
		55th St. to 55th St.	0.5	1870	None	80*	Bit.	18	No	None	None	2	9	1.0	
		55th St. to prop. I 635	1.4	3110	"	80*	"	18	No	"	"	2	9	2.6	
		I 635 prop. to 42nd St.	0.2	5880	"	80*	"	18	No	"	"	2	9	0.4	
6	Metropolitan	42nd St. to Woodland Blvd.	0.6	6220	"	50-60	Conc.	30	Yes	"	2	2	1.2		
		Woodland Blvd. to 27th St.	0.3	4590	"	60	"	35	Yes	"	2	2	0.6		
		27th St. to 19th St. Exgr.	0.5	9100	"	60	"	44	Yes	"	None	4	11	2.0	
		*Est. 60' with Planning Dept. regulations for 80' R/W when developed.													
	Street Sub-total	3.5											8.0		

SUMMARY OF INFORMATION

Kansas City Area - Wyandotte County

em	Street or Road	Location	Miles	1966 ADI	PA Status	R/W Width	Surface		C&G	Shoulders	Parking	Trav. Lanes		Recommended Lanes		
							Type	Width				No.	Width	No.	Width	
7	Parallel	Group 4 - continued 91st St. to 86th St. 86th St. to 77th St. 77th St. to 72nd St. 72nd St. to 63rd St. 63rd St. to 55th St. 55th St. to 51st St. 51st St. to 47th St. 47th St. to Victory Dr. Victory Dr. to 33rd St. 33rd St. to 29th St. 29th St. to 27th St. 27th St. to 18th St.	0.6	3500	FAS 667	50*	Bit.		None	None	2	12				
			1.2	5200	"	50*	"	25	No	"	"	2	12			
			0.7	8480	"	50*	"	24	No	"	"	2	12			
			1.0	8980	"	50*	"	24	No	"	Narrow	2	12			
			1.2	8800	"	50*	"	24	No	"	"	2	12			
			0.5	11700	"	60*	"	24	No	"	"	2	12			
			0.5	16100	"	60*	"	24	No	"	"	2	12			
			0.2	17350	"	60*	"	24	No	"	"	2	12			
			0.9	7770	None	60	"	40	Yes	"	Parallel	2	12			
			0.3	8720	"	60	"	40	Yes	"	"	2	12			
			0.1	11880	"	60	"	40	Yes	"	"	2	12			
			0.5	10550	"	60	"	26	Yes	"	None	2	13			
*Planning Department regulations provide for 140' of R/W when developed.																
Road & Street Sub-total 7.7																
There are 25 mph. speed zones along commercial developments from 86th to 82nd, and from 79th to 77th, and a 20 mph. zone from 66th to 64th Sts.																
# A section of Parallel between 55th Street and Victory Drive is operating below Level C. This section should be improved to 4-lanes. The parking should be removed from this route.																

SUMMARY OF INFORMATION

Kansas City Area - Wyandotte County

Item	Street or Road	Location	Miles	1966 ADT	PA Status	R/W Width	Surface		C&G	Shoulders	Parking	Trav. Lanes	Lane	
							Type	Width					No.	Width
8	Chelsea Trafficway	18th St. to 13th St. 13th St. to 12th St. 12th St. to 10th St. 10th St. to Mill St.	0.3 0.1 0.3 0.4	10650 12500 12500 9850	None " " "	60 95 60 60	Conc. " " "	44 44 44 44	Yes Yes Yes Yes	- - - -	None " " "	4 4 4 4	11 11 11 11	1.2 0.4 1.2 1.6
	Proposed* Existing	Mill St. to Fairfax - Proposed relocation	0.2	9850	"	60	"	40	Yes	-	None Legal	4	10	0.8
	Over Richmond Proposed*	7th St. to 5th St. 5th St. to 3rd St. 3rd St. to Fairfax	0.3 0.3 No existing connection	9280 3900	" "	60	" "	40	Yes Yes	- -	" "	4 2	10	1.2 0.6
		Street Sub-total	1.9											7.0

*See Group 5

Note: The proposed relocation from Mill St. to Fairfax Rd. is 1.0 mile long, and would replace 0.8 mile of existing streets.

SUMMARY OF INFORMATION

Kansas City Area - Wyandotte County

Street or Road	Location	Miles	1960 ADT	FA Status	R/W Width	Surface		C&G	Shoulders	Parking	Trav. Lanes No.	Lane Miles	Recommended Lanes	
						Type	Width						No.	Width
Group 4 - continued	18th St. Expr. to 12th St. 12th St. to 10th St. 10th St. to 7th St. 7th St. to Adams Adams to No. State Line on Viad. Street Sub-total Group 4 Total	0.5	17600	None			56	Yes	-	Parallel	4	2.0		
		0.2	14550	"			56	Yes	-	"	4	0.8		
		0.5	14400	"			56	Yes	-	"	4	2.0		
		0.7	7060	"			56	Yes	-	"	4	2.8		
		0.4	12900	"			56	Yes	-	"	4	1.6		
		<u>2.3</u>										<u>9.2</u>		
		<u>18.5</u>										<u>47.4</u>		
Group 5	Proposed routes - not existing													
Proposed No. 3	Corridor north of Leavenworth Rd. from 91st & Leavenworth Rd. to 42nd & Leavenworth Rd., and southeasterly to 18th St. at Parallel & Chelsea Trafficway Sorter & Barnes Sorter & Barnes to Prop. I 635 I 635 to Leavenworth Rd. (K 5) Leavenworth Rd. (K 5) to Chelsea near 18th										Est.			
		2.2	-	None							4	8.8		
		5.0	-	"							4	20.0		
		0.3	-	"							4	1.2		
		1.3	-	"							4	5.2		
	Route Sub-total	8.8										35.2		

SUMMARY OF INFORMATION

Kansas City Area - Wyandotte County

Street or Road	Location	Miles	1966 ADT	PA Status	R/W Width	Surface		Shoulders	Parking	Trav. Lanes No.	Lane Miles	Recommended Lanes	
						Type	Width					No.	Width
Group 5 - continued													
Prop. No. 3 Spur	Prop. No. 3 NW to Dickenson Rd.	1.3	-	None						Est. 2	2.6		
Prop. No. 4 (Chelsea Hwy. relocation)	Chelsea near Mill St. to Fairfax Rd.	1.0								Est. 4	4.0		
	Group 5 Total	11.1									41.8		

Note: The section of proposed route no. 3 from Leavenworth Rd. (K 5) at 91st St. to Leavenworth Rd. near 42nd St. - 7.5 miles - is north of, and in the same corridor, as Leavenworth Rd. (K 5). State highway K 5 and its connecting link presently follows Leavenworth Rd. from west of the State Park to 27th St., to Quindary Blvd., to end at 7th St. (US 69-169).

SUMMARY OF INFORMATION

Kansas City Area - Wyandotte County

Street or Road	Location	Miles	1966 ADT	PA Status	R/W Width	Surface		C&G	Shoulders	Trav. Lanes		Recommended Lanes	
						Type	Width			No.	Width	No.	Width
Group 1	SUMMARY OF GROUPS	0.4									0.8		
Group 2		3.7									12.4		
Group 3		7.7									16.0		
Group 4		18.5									47.4		
	Sub-total existing roads	30.3									76.6		
Group 5	Sub-total no existing road	11.1									41.6		
	Grand Total	41.4									118.4		

May 7, 1968

HIGHWAY POLICY STATEMENT: Preliminary Draft

It is obvious the highway needs of Kansas continue to grow more acute. The policy statement of the Wichita Area Chamber of Commerce dated September 1, 1967, covers these needs and is hereby reaffirmed.

Discussions throughout the state develop the fact that there are several areas in which there is general agreement. Basically, they are as follows:

- (1) That the present highway program falls far short, not only of meeting the demands of the State for a greatly improved highway system, but actually under the present program the system is deteriorating;
- (2) That a massive acceleration of highway construction and reconstruction is vitally necessary in the next few years to even begin to correct the existing deficiencies;
- (3) That it is not feasible, either economically or politically, to increase highway user taxes to a degree that this acceleration can be accomplished on the present cash basis, and therefore; that any acceleration must be accomplished through the use of borrowed funds. This requires increased user taxes added to existing revenues that are needed for Federal aid matching and proper maintenance of the existing system.

Therefore, the Wichita Area Chamber of Commerce pledges itself to work for legislation which will provide for the utilization of bonds to finance a greatly accelerated highway building program; the imposition of additional highway user taxes to both provide backing for such funds and at the same time match all Federal aid and finance all maintenance. In addition, to provide funds to the cities and counties for the upgrading of their highway systems so necessary to make the State system most useful.

Preliminary Draft

May 7, 1968

Further, the matter of priorities in the new construction and the scheduling of improvements should be determined by the State Highway Department on the basis of the need, engineering and economic feasibility.

Furthermore, we strongly recommend to all of our elected officials the urgent immediate need for construction of an improved state wide highway system.

14 February 1969

Mr. Dale Larson
KTWH Television
Post Office Box 12
Wichita, Kansas

Dale,

Attached is a copy of the Resolution concerning the placement of four projects, located in Wichita and Sedgwick County, on the State Highway System.

Background: These four projects have been approved in concept by the local government agencies, including the M.A.P.C., the County Commissioners, and the City Commissioners. Altho these projects have been included in the Master Transportation Plan for quite a few years, no effort has been made until now to get these projects on the State Highway System.

We accept the fact that funding these projects is beyond the reasonable capabilities of local government. The four projects should qualify for both State and Federal funding, as these projects serve as Inter State Connectors. In order to qualify for these funds we must first get the projects - or concepts - included as a part of the State Highway system.

With the exception of the proposed Inner Loop the other projects are concepts, as the exact location has not been determined and therefore, we can see little reason for controversy at this time. The location of the Inner Loop has been delineated, approved and adopted by the proper government agencies.

As you are aware, the City has purchased some \$414,000 worth of property to protect the right-of-way requirements, of the Inner Loop. As you also know, the City must assume 100% of the cost of these purchases, until such time as the projects are placed on the State System. Once on the State System we can expect state participation

Mr. Dale Larson - page 2

and later, federal participation, that will result in a greatly reduced cost to our local government. In fact, it should free funds now committed for land acquisition in future Capital Improvement Program Budgets for other worthwhile projects.

Most important is the fact the four projects outlined in the Resolution are necessary to stimulate the economic growth of our City and Metropolitan Area. Placing these projects on the Kansas Highway System is the next step in bringing any one of these projects to a reality.

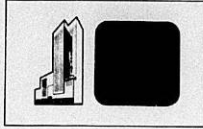
Because this is a total community benefit project, Greater Downtown Wichita solicits the active support of the Chamber of Commerce for these projects.

We will appreciate communication from you on the subject. The services of our offices are available to you at any time for additional information.

Sincerely,

GREATER DOWNTOWN WICHITA, INC.

Bruce McClure
Executive Vice President



KANSAS STATE BANK AND TRUST COMPANY
123 NORTH MARKET • FO 3-2211 • WICHITA, KANSAS 67202

KENNETH E. JOHNSON
PRESIDENT AND
CHAIRMAN OF THE BOARD

INSURED UP TO \$10,000 BY FEDERAL DEPOSIT INSURANCE CORP.

March 31, 1969

Mr. C. Bickley Foster, Secretary
Coordinating Committee
Metropolitan Area Planning Commission
City Annex Building - 104 South Main
Wichita, Kansas 67202

Dear Mr. Foster:

This will acknowledge receipt of your letter of March 27, 1969 concerning the joint meeting of the City and County Commissioners with MAPC on Thursday, April 17, 1969 at 9:00 a.m.

Mr. Johnson is out of the bank and will return Wednesday, April 2, 1969. I will see that your letter is brought to his attention at this time.

Cordially,

Judy Schroeder
Secretary to Mr. Johnson

/js



February 19, 1969

Ralph Wulz, City Manager

C. Bickley Foster, Director of Planning

Resolution on Highways

The Sedgwick County Board of Commissioners today at their regular meeting, unanimously approved the Resolution initiated by MAPC and already approved by the City Commission relative to requesting the State Highway Commission to place certain freeways on the state program. At the meeting, I indicated to Mr. Rush that you were giving thought as to how best present this to the State Highway Commission and that perhaps the two of you could work jointly on the matter. You have indicated us to prepare a presentation to be made to the Highway Commissioner for this area and we will be proceeding with that direction. We have had an original signed by all parties now and are producing an ample supply of copies for whatever groups you feel might be interested. We have already had requests for the 200 original copies of the draft. Please advise us as to how you wish to have us proceed at this time.

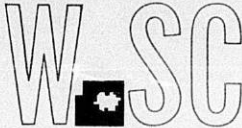
I believe that you are aware that the Sedgwick County Legislative Committee has requested us to make a presentation on highways to them on Saturday, March 1 at 9:00 a.m. in our Commission Room. I understand the contact person on this is through Senator Vince Moore.

CBF:ber

cc: Ralph Wulz
City Manager

Wm. J. Goebel
Chairman, MAPC

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
COMMISSION

AMHERST 2-B211 — AREA CODE 316
CITY BUILDING ANNEX
104 S. MAIN ST.
WICHITA, KANSAS 67202

February 14, 1969

M E M O R A N D U M

TO: Honorable Board of Wichita City Commissioners
Honorable Board of Sedgwick County Commissioners

FROM: C. Bickley Foster, Secretary, Wichita-Sedgwick County
Metropolitan Area Planning Commission

SUBJECT: Resolution on Additions to the State Highway System

At their regular meeting of February 13, 1969, the Wichita-Sedgwick County Metropolitan Area Planning Commissioners unanimously adopted the attached Resolution pertaining to a request for local transportation needs to be included in the formal plans at the State level. Specifically, this Resolution requests the State Highway Commission to place certain local highway proposals on the State System and possibly the Federal Aid Interstate System, i.e., Inner Loop Expressway, North Wichita Thruway, Northeast Circumferential Freeway, and Northeast Diagonal Expressway.

As you are aware, bills are now being submitted to the State Legislature which, if passed, would in certain cases limit the mileage which may be added to the State Highway System. If our regional transportation needs are not recognized in these bills, it is quite possible that a number of years could pass before legislation would be amended recognizing these needs. Because of these facts and because the financing of the transportation system exists as one of our major urban concerns, the Metropolitan Area Planning Commission feels that it is most necessary that these needs be recognized.

On the basis of these conditions, the Wichita-Sedgwick County Metropolitan Area Planning Commission recommends that the Board of Wichita City Commissioners and the Board of Sedgwick County Commissioners favorably act on this Resolution at the earliest possible time. We understand that this item is being placed on the agenda of the Board of Wichita City Commissioners for Tuesday,

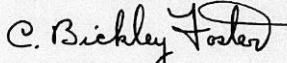
WICHITA—SEDGWICK COUNTY

Page 2 - Honorable Board of Wichita City Commissioners
Honorable Board of Sedgwick County Commissioners
February 14, 1969

February 18, 1969 for their consideration and we would suggest that the item also be placed on the County Commission agenda for Wednesday, February 19, 1969, in order that the Board may consider action at the earliest possible date.

It is recommended that both Commissions approve the Resolution and forward the request to the State Highway Commission with appropriate notice to the Sedgwick County legislative delegation.

Very sincerely yours,



C. Bickley Foster
Secretary

CBF:ber
Attachment

cc: Ralph Wulz
City Manager

William J. Goebel, Chairman
Metropolitan Area Planning Commission

Mrs. Sharon Dearing, Deputy County Clerk
Sedgwick County, Kansas

August 18, 1966

Mr. Addison H. Meschke
Director of Highways
State Highway Commission
State Office Building
Topeka, Kansas

Re: Kansas Officials Joint Committee on Highways, Roads and Streets

Dear Mr. Meschke:

The recently adopted Transportation Plan for the Wichita-Sedgwick County Metropolitan Area proposed the construction of a number of expressways. These include the following:

1. **The so-called Inner Loop.** This facility will connect U.S. 54 at the Seneca interchange with I-35W at 9th Street. The City recently employed Van Doren-Hazard-Stallings-Schnacke to prepare a preliminary plan for this facility and an estimate of cost. The estimate was in the amount of \$26,000,000.
2. **The North Industrial Expressway.** This facility would connect I-235 at the 25th Street interchange with I-35W at the 20th Street interchange. The City has recently employed Wilson and Company to prepare a preliminary plan and an estimate of cost for this facility. The rough estimate contained in the Transportation Study was \$4,306,000.
3. **The Northeast Diagonal.** This facility would connect I-35W at the 9th Street interchange with the proposed Northeast Circumferential. Preliminary plans have not yet been initiated for this facility. A rough estimate of the cost of this facility is \$1,420,000 plus right-of-way costs which may involve a railroad relocation.

Mr. Addison H. Moschke

-2-

August 18, 1966

4. **The Northeast Circumferential.** This facility would connect I-235 and/or K-254 at approximately 45th Street with East U.S. 54 at Webb Road or a point somewhere east thereof. This facility was proposed for inclusion in the State Highway System in the Jorgenson Report. The estimate contained in the Transportation Study for this facility was \$1,722,000.
5. **U.S. 54 Highway from the downtown area westward.** It is proposed that this facility be upgraded to expressway standards. Cost estimates are not available.

The information which is coming out of Washington and which is being carried in the trade journals indicate that any additions to the interstate system are likely to be located in the urban area. The same sources indicate that added emphasis will be placed on urban highway construction as regards existing highway financing. I am concerned that if the Kansas Highway Commission should be successful in obtaining financing for the proposed State Freeway System that any additional State revenues would be applied to this system and that State matching funds might not be available for matching Federal funds in urban areas.

In view of the recognized extreme need for higher type facilities in urban areas, I feel that the State Highway Commission should incorporate all of the above proposed facilities in the proposed State Freeway System. If, as currently proposed, urban facilities are excluded from the proposed State Freeway System, I see little likelihood of urban area representatives supporting the proposed freeway system. I would appreciate receiving your thoughts with regard to this matter prior to the next meeting of the Kansas Officials Joint Committee on Highways, Roads and Streets.

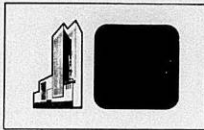
Yours very truly,


Ralph Wuls
Director of Public Works

RW:jh

cc: E. A. Mosher, Secretary, Joint Committee
E. W. Armstrong, Highway Commissioner

bc: Russell E. McClure, City Manager
T. J. Scanlon, Director of Administration
C. Bickley Foster, Director of Planning



KANSAS STATE BANK AND TRUST COMPANY
123 NORTH MARKET • FO 3-2211 • WICHITA, KANSAS 67202

KENNETH E. JOHNSON
PRESIDENT AND
CHAIRMAN OF THE BOARD

INSURED UP TO \$10,000 BY FEDERAL DEPOSIT INSURANCE COMP.

April 8, 1969

Mr. C. Bickley Foster, Secretary
Coordinating Committee
Wichita-Sedgwick County Metropolitan
Area Planning Commission
City Building Annex - 104 South Main
Wichita, Kansas 67202

Dear Bickley:

Thank you for inviting me to the joint meeting of the
City and County Commissioners with MAPC on Thursday,
April 17, 1969 at 9:00 a.m. I shall certainly make
every attempt to be there.

Kind personal regards.

Cordially,

Kenneth E. Johnson

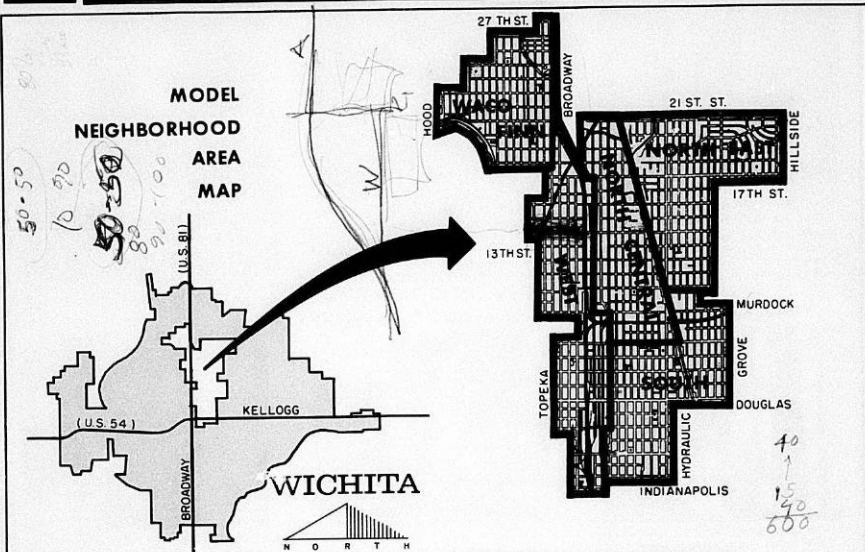
KEJ/js

*Call on Sat
Sunday
Johnson & Upson is out
James & Foster - Putain C. Bell Dale Foster
Understand the way Bell Major Leader of House
L. Lux Minnik Leader of House*



information report no. 3

wichita model cities*



THE MODEL CITIES CONCEPT

On the surface, it can be easily stated. The Model Cities program is an attempt to demonstrate that the major social problems of American cities can be solved.

Wichita is neither greatly better nor greatly worse than other American cities of comparable size. It has its gleaming highlights, its industries, fine homes, thriving businesses, and many of the visible signs of "progress". And it has its share of the other side of the picture - its poverty, segregation, unemployment, incidents of poor health, persons on welfare, and other signs of "the problem".

How can we demonstrate that problems can be solved? By pooling the available resources of the city, and bringing them to bear intensively on the most pressing problems which affect our citizens.

THE MODEL CITIES APPROACH

The Wichita City Commission has contracts with the U.S. Department of Housing and Urban Development (HUD) of the Federal Government to be responsible for the program in Wichita. The City Commission in turn appoints the staff of the City Demonstration Agency, which is presently responsible for developing and carrying out a year-long planning program. Implicit in the planning process is the concept of citizen involvement, or the idea that the people who are directly affected by a program should have a voice in determining what the program will be.

The planning year closes March 15, 1969. By that time, the City Demonstration Agency must have submitted two major items to HUD for approval. 1) A five-year forecast, which outlines the major goals and objectives to be met over the next five years, with the major strategies for meeting those goals, and 2) a one-year action program, with specific plans for working toward the goals and objectives established as priority and/or most available to attack.

It is extremely important to understand the program of Model Cities as one which involves the highest level of cooperation between five major groups: 1) the citizens of the Model Neighborhood Area, 2) the many agencies of the City offering services to the citizens, 3) the CDA staff, 4) the City Commission, and 5) the Federal government, represented through HUD. The scope of cooperative endeavor required, plus the extreme time constraint of the program, make this one of the most audacious programs ever undertaken in the City of Wichita.

*The information in this report was furnished by the City of Wichita Demonstration Agency.

DIMENSIONS OF THE PROBLEM

By design, the Model Neighborhood Area is a section of the City with greater than average occurrences of several types of major social problems. The following is a list of some relevant features of the area:

Population



1. While the City of Wichita had a 10.9% increase in population between 1960 and 1968, the Model Neighborhood Area had a decrease in population of over 4,600 persons, a decline of 13.9% in this area, or a drop of 3.0% of the total population of the city.

Minority Groups



2. The Model Neighborhood Area has concentrations of the population of minority groups in Wichita. In 1960, Negroes comprised 6.8% of the population of Wichita, but 38% of the Model Neighborhood Area population.

Crime



3. The Model Neighborhood Area is the scene of a large proportion of major adult crimes (as recorded by place of crime occurrence). For instance, 33% of the murders committed in Wichita from 1957-1966; 36% of both rapes and aggravated assault from 1963-1966; 29% of the robberies in 1966, and 16% of larceny committed in 1966.

Juvenile Arrests



4. Also in the area of criminal offenses, 14% of Wichita's female juvenile arrests, and 16% of the city's male juvenile arrests were young people living in the Model Neighborhood Area. (1967)

Unemployment Compensation



5. The 10% of Wichita's population living in the Model Neighborhood Area, had 13.5% of all persons drawing unemployment compensation benefits in July of 1968.

Health Problems



6. The incidence rates of selected diseases is from 40% to 300% greater than for the City of Wichita as a whole (1967)

Deteriorated Housing



7. The proportion of dilapidated and deteriorated housing is more than twice that of the entire City. (1960)

Family Income



8. There are 107 census tracts in the Wichita Metropolitan Area. Seven of the 10 tracts in the Model Neighborhood Area were in the fifteen lowest ranking tracts in median family income in 1966.

Welfare Services



9. Between one-fifth and one-third of various social welfare services are received by persons living in the Model Neighborhood Area.

The items listed above present one aspect in that these are not independent items. Computer analysis of current data has indicated a series of interrelationships between these problems, which will aid in setting the long range goals and program objectives.

More detailed information on all of these data are available in the *Model Cities Problem Analysis Profile* book, published by the CDA, Wichita, Kansas, September, 1968.

ANDALE (Continued from)

ing ahead, decided that the challenges of future growth Andale a desirable place to should establish a Planning The Andale City Planning was established by the City September 14, 1967 and were appointed by Mayor with the consent of the Two of the members, as State enabling act, reside City limits, but within the



Steve Thompson (far right) Planner for the WSC future comprehensive plan with members of the Commission.

of. The nine men who se mission are: Clyde O. Nicholas M. Lies; A. Richard Orth; Henry Donald A. Yakshaw; Dr. Marcellus Lingg and Wey

On January 15, 1968, Council adopted a local come a member city of T wick County Metropolitan Commission.

The Andale Planning embarked on an active p

W.A.
WICHITA-SEDGWICK COUNTY METROPOLITAN PLANNING DEPARTMENT 104 S. MAIN ST. WICHITA, KANSAS 67202

The preparation of this financially aided through from the Department of Urban Development, in Planning Assistance Program by Section 701 of the 1954, as amended.

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persons living in the Model
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Analysis Profile book,
Wichita, Kansas, September,

ANDALE (Continued from page 3)

ing ahead, decided that to best meet the
challenges of future growth and to keep
Andale a desirable place to live, the City
should establish a Planning Commission.
The Andale City Planning Commission
was established by the City Council on
September 14, 1967 and nine members
were appointed by Mayor Francis Raple,
with the consent of the City Council.
Two of the members, as required by the
State enabling act, reside outside of the
City limits, but within three miles there-



Steve Thompson (far right) Community
Planner for the WSCMAPD discusses
future comprehensive development plans
with members of the Andale Planning
Commission.

of. The nine men who serve on the Com-
mission are: Clyde Orth, Chairman;
Nicholas M. Lies; Andrew Martin;
Richard Orth; Henry James Peltzer;
Donald A. Yakshaw; Dr. Joseph Steck;
Marcellus Lingg and Wayne Hieger.

On January 15, 1968, the Andale City
Council adopted a local ordinance to be-
come a member city of The Wichita-Sedg-
wick County Metropolitan Area Planning
Commission.

The Andale Planning Commission has
embarked on an active planning program.

One of the first steps was to conduct a
resident questionnaire survey to assist
them in identifying the needs and desires
of the community. The results of the
survey indicated a desire for increased
police protection, a swimming pool,
water service, better street maintenance,
and a public library.

The Planning Commission, with free
technical assistance from the Metropol-
itan Area Planning Department, is pre-
sently developing a Comprehensive
Development Plan for their city and the
surrounding area. Steve Thompson,
MAPD Community Planner, has been
serving as their planning advisor.

Andale's efforts to plan for orderly
growth is a tribute to the vitality and
pride of its citizens, and to the progres-
sive attitude of their governing body and
Planning Commission.

the technical language of urban planning
although some chapters are written and
directed at the professional planner.

Several chapters are devoted to
explaining the procedures and method-
ologies of the day-to-day internal
operation and administration of a local
planning agency. The remainder of the
book delineates the basic concepts and
tools which are the pre-requisites for
effective community planning. Topics
discussed include population, economic
and land use studies; transportation
planning, open space and land conserva-
tion, quantitative methods in city plan-
ning, the comprehensive plan and pro-
gramming of community development,
zoning and subdivision controls, urban
renewal, social planning concepts, plan-
ning law and public relations.

The fact that the revised edition is
now doubled in size reflects the wider
scope of planning activities and the more
sophisticated "state of the art" as
practiced in the planning field today.

Principles and Practices of Urban Plan-
ning is available from the International
City Managers' Association, 1140
Connecticut Avenue, N. W. Washington,
D. C. 20036. Price: \$12.50.

RECOMMENDED READING

The book *Principles and Practice of
Urban Planning* has been developed to
provide urban planners, public adminis-
trators, and interested citizens with a
better understanding of planning within
the context of the governmental process.
This printing is the fourth edition of the
classic planning book formerly titled
Local Planning Administration, which has
been an important contribution to the
planning field since it was first published
in 1941.

Edited by William I. Goodman and
Eric C. Freund of the University of
Illinois, the book is written for readers
who may have only limited knowledge of

Subdivision Regulations -

(continued from page 1)

local subdivision regulations and have met
the State enabling requirements by having
adopted a comprehensive city plan, it
would be most convenient for MAPC to
make the amendment on the jurisdic-
tional area descriptions at the revision
date in January.

**WICHITA-SEDGWICK
COUNTY
METROPOLITAN AREA
PLANNING DEPARTMENT
104 S. MAIN STREET
WICHITA, KANSAS
67202**

The preparation of this Newsletter was
financially aided through a Federal grant
from the Department of Housing and
Urban Development under the Urban
Planning Assistance Program authorized
by Section 701 of the Housing Act of
1954, as amended.

**BULK RATE
U. S. POSTAGE
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WICHITA, KANS.
PERMIT NO. 556**

RETURN REQUESTED

WSC

**WICHITA—
SEDGWICK
COUNTY
METROPOLITAN
AREA
PLANNING
DEPARTMENT**
NOVEMBER '68
VOLUME 4
NUMBER 5

SUBDIVISION REGULATIONS ANNUAL REVIEW

When the MAPC Subdivision Regulations were adopted earlier this year, a provision was included at the request of the Wichita Association of Homebuilders to the effect that an annual review be held in order to keep the Regulations up to date. Such a review is to be held by January 31 of each year for the next five years.

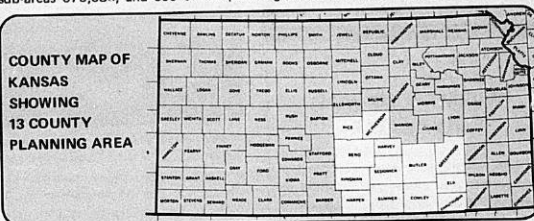
In keeping with this provision, the Metropolitan Area Planning Commission, during October, mailed out inquiries to interested parties soliciting their comments for any necessary amendments to the present Regulations. It is being requested that suggested amendments be submitted to MAPC by November 22, 1968, so that they may be reviewed over the next 30 days and then a period allowed for legal advertising. The tentative dates of January 20 or 23, 1969, have been scheduled by MAPC for the public hearing. The actual date will depend upon the scope of amendments which are to be made.

Since the Subdivision Regulations went into effect on July 1, 1968, this will provide only six months of experience in utilizing them. If any cities in Sedgwick County, during 1969, anticipate adopting

(Continued on page 4)

South Central Kansas Regional Planning Committee Appointed

Gov. Robert Docking has appointed 25 persons to the newly created South Central Kansas Regional Planning Advisory Committee. Thirteen counties are represented, including Sedgwick along with Butler, Chautauqua, Cowley, Elk, Greenwood, Harper, Harvey, Kingman, McPherson, Reno, Rice, and Sumner. These counties comprise sub-areas 070,080, and 090 of the planning areas delineated in the Kansas Planning



Program by the Planning Division of the Kansas Department of Economic Development in July, 1966.

The primary purpose, Gov. Docking explained, will be to solicit the opinions of local government officials and citizens on planning and economic development projects, and to act as leaders in "responding to new opportunities".

The Committee will be free to seek assistance from the Planning Division of the Kansas Department of Economic Development and the Center for Urban Studies at Wichita State University.

The Chairman of the Committee will be Edward H. Gilliland of Arkansas City.

Committee members appointed are:

Sedgwick County

George Billings, Vice-Pres. of KG&E.

Theron Black, Sec.-Treas. of the International Association of Machinists and Aerospace Workers, and Pres. Wichita Fed. of Labor.

Ted Hill, Mulvane City Attorney and former Chairman of MAPC.

State Rep. Richard Loux

Tom Scott, County Commissioner

Butler County

Herbert Claasen, Potwin, Member, Butler Co. Planning Board

David Doty, City Manager, El Dorado

John Mercer, City Manager, Augusta

Chautauqua County

Dr. H. L. Stone, Cedar Vale

Cowley County

Edward H. Gilliland, Arkansas City

Anthony L. Snyder, City Commissioner, Winfield

Elk County

John Garrison, Jr., Howard National Bank, Howard

Greenwood County

J. D. Hill, Vice Pres., Eureka Federal Savings & Loan, Eureka

Harper County

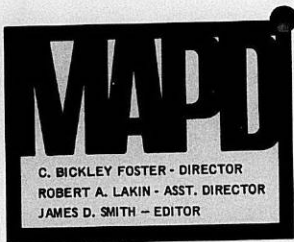
Lyle Bauer, Member, Resource Conservation and Development Steering Committee, Harper

Harvey County

Leslie T. Allen, City Manager, Newton

Dewey Wisby, Hesston, Kansas Manufacturing Co.

(Continued on page 3)



WICHITA'S CIP MAP AVAILABLE

A multi-color map showing the capital improvements proposed for the next six years in the City of Wichita is now available. This map is 16" by 18" in size and is color-coded to show the improvements by each of the years from 1969 through 1974.

Over 380 projects are listed in the Capital Improvement Program, including parks, fire stations, branch libraries, expressways and arterial streets, bridges, airport improvements, sewer and water facilities, and other public buildings. The total six-year financing is for \$72,705,000, with \$31,563,000 from general obligation bonds supported by tax monies and \$41,142,000 from other sources, such as revenue, special assessments, and Federal and State funds.

The CIP is assembled by the Planning Department under the direction of the City Manager's CIP Administrative Committee and reviewed by the Metropolitan Area Planning Commission to determine conformance with the Comprehensive Plan. The City Commission adopts the six year program by an ordinance which also designates the first year as the Capital Improvement Budget. Of the six year program, the latter five years are somewhat subject to change, depending upon a variety of conditions.

A similar sized map showing the projects which have been completed during the past 10 years is also available. While these maps would be of interest to all citizens, they would prove of particular use to realtors and developers. They are available free and may be obtained by writing or contacting James P. Looney, Community Facilities Planner, Long Range Planning Div., at the MAPD office located in the City Annex Building, 104 S. Main Street, Wichita, Kansas 67202.

COMMUNITY PLANNING COURSE CONDUCTED

A "Community Planning Course for City and Township Officials" is now being sponsored by the Wichita-Sedgwick County Metropolitan Area Planning Commission and being conducted by the professional staff of the Planning Department. Fifty-five officials are registered for the course, representing 22 cities, town-



ships, and counties. The course began on September 25 and has been held on an every-other-Wednesday evening basis, which will end on December 4. The 2½-hour sessions are being held in the "Commons Room" of the McCollom Elementary School.

The course was initiated by MAPC in response to the increasing number of planning commissions which have been created in 12 of the 16 second and third class cities. City councils have appointed the membership and given these commissioners responsibility to assist them in seeking solutions to problems resulting from increasing change in both urban and rural areas. Earlier this year, at a meeting with local officials, they indicated their desire to have a "survey" course which, in effect, would touch upon a large number

of items in content, but be limited in time. Officials registered for the course returned a "subject list" which was circulated to determine their basic concerns in the development of their communities. The item most frequently checked was a desire to know more about planning for mobile homes.

Subjects were arranged into the following sessions: September 25 - The Function and Organization of a Planning Commission; October 9 - Preparing the Land Use Plan; October 23 - Preparing the Transportation Plan; November 6 - Planning for Community Facilities; November 20 - Zoning Ordinances; Content, Adoption Procedures and Administration; December 4 - Subdivision Regulations; Design criteria, Adoption Procedures, Administration, and Other



Development Codes (building, housing, fire, etc.)

There has been no charge for the course to local officials since it is being funded as part of a No. 701 Federal Urban Planning Grant project of MAPC, with matching funds through the Planning Department budget.

KANSAS PLANNING CONFERENCE

"Better Living Through Planning" will be the theme of this year's Kansas Planning Conference to be held December 5 and 6, 1968, in Hutchinson at the Baker Hotel. Jack Lacy, Director, Kansas Department of Economic Development, will deliver the main presentation on the Conference theme. Gov. Robert Docking has been invited to speak on "The Citizen's Responsibility in Community Planning".

Panel sessions will cover a wide variety of topics: "Ideas for City-County Cooperation"; "Downtown: Survival or Surrender"; "Regional Planning"; and "University Services to Communities". C. Bickley Foster, Director of the Wichita-Sedgwick County Metropolitan Area Planning Department, will present a new proposal to create a Kansas Association of Community Planning and Development Officials within the League of Kansas Municipalities.

Invitations are being sent to all regional and city planning commissioners, boards of zoning appeals, housing authorities, model cities citizen's advisory groups, urban renewal agencies, Workable Program citizen's advisory organizations, building and zoning administrators, etc. This is the most extensive program planned for a state planning conference in recent years and with Hutchinson only a short trip from Sedgwick County, it is hoped that a large number of local officials will be able to attend. Registration costs are being kept to a minimum to encourage a wide attendance from throughout the State.

Chairman of the Program Committee is Phil Partridge, Vice-Chairman of the Hutchinson City Planning Commission. Other members are: Lee Edmonds, President, Kansas Section of the American Institute of Planners; Pat Halligan, Director, Planning Division, Kansas Department of Economic Development; Professor Gene McGraw, Community Planning School, K.S.U.; Jack Morley, Department of Architecture, K.U.

ANDALE, KAN.

The City of Andale, northwestern portion of Sedgwick County. Like most of the western half of the County, Andale is formed as a community of agricultural activity in place to the agricultural industry. It is still the most important place to live for those people who are engaged in non-farm industries located in the County.



View of Andale's Main Street north.

The first settlers arrived in the area in 1870. The early settlers first locate on the present site but generally located on the creek approximately one mile from the present City.

A town did not begin until 1872 when Leon C. Foucault established a post office. The town was initially incorporated in 1885.

When the Wichita and North Branch Railroad way was constructed through Hutchinson, Mr. Foucault moved his post office onto the Andale. The railroad recognized the town as Magnolia, in recognition of the town of Andale. The town was named after the Andersons and the town was incorporated in 1885.

In 1885 the town was named as Andale, but was not officially incorporated until October 7, 1901 and improvements began to be made to the town and sidewalks.

The sewer system was installed in 1921 and the present plant was placed into operation. The present fire station was completed in 1921 through the City was provided with funds from the State for the Fire Station Service as a part of the Watershed Project.

The City officials are currently engaged in a Watershed Project.

(Continued on page 2)

ANDALE, KANSAS

The City of Andale is located in the northwestern portion of Sedgwick County. Like most of the cities in the western half of the County, Andale was formed as a community to serve the agricultural activity in the area. While service to the agricultural activity in the area is still the most important function of the City, Andale is increasingly becoming a place to live for those persons working in non-farm industries located throughout the County.



View of Andale's Main Street looking north.

The first settlers arrived in the Andale area in 1870. The early settlers did not first locate on the present site of the City, but generally located along the Cowskin Creek approximately one mile northeast of the present City.

A town did not begin in the area until 1872 when Leon C. Fouquet settled in the area and established a store and subsequently a post office on his land. The town was initially identified as Magnolia.

When the Wichita and Colorado Railway was constructed from Wichita to Hutchinson, Mr. Fouquet moved his store and post office onto the present site of Andale. The railroad men did not identify the town as Magnolia, but as An-Dale in recognition of the two families of the Andersons and the Dales who owned half interest in the townsite.

In 1885 the town was first chartered as AnDale, but was subsequently changed to Andale. The town was incorporated on October 7, 1901 and the process of improvements began for buildings, streets, and sidewalks.

The sewer system was constructed in 1921 and the present sewage treatment plant was placed into operation in 1959. The present fire station and City Hall were completed in 1963. The Floodway through the City was constructed in 1963 with funds from the U. S. Soil Conservation Service as a part of the Andale Watershed Project.

The City officials of Andale, in look-

(Continued on page 4)

LOCAL PLANNING ACTIVITIES IN SEDGWICK COUNTY

The Cheney City Planning Commission and the Grand River Township Zoning Board have held discussions relative to implementing the Sedgwick County Zoning Resolution around the City of Cheney and in conjunction with the already existing Township Zoning Ordinance. The complexity of the situation becomes apparent when realizing that such a 3-mile ring, in addition to overlapping the existing Township Zoning Ordinance, would overlap into Kingman County and touch another possible future 3-mile jurisdiction of another city. Cheney, for many years, has had a Zoning Ordinance adopted for their city.

The Goddard City Planning Commission is now reviewing the preliminary draft of a Comprehensive Development Plan prepared for them by Steve Thompson, Community Planner, Current Plans Div. of MAPD. Earlier this year, their Planning Commission conducted an opinion survey of their citizens to determine the types of problems which existed and the desires of the citizens for improvements.

Following their public hearing on Oct. 28, the Mulvane City Planning Commission unanimously adopted Subdivision Regulations. These would apply to the subdividing of all land within the city limits of Mulvane, portions of the unincorporated area of Sedgwick County, and a 3-mile ring extending into Sumner County. The Regulations now will be submitted to the Mulvane City Council for consideration of final adoption. The Planning Commission was assisted in their preparation by City Attorney, Ted Hill; City Engineer, George Campbell; and Robert Lakin, Assistant Director of the Metropolitan Area Planning Department. The Regulations are modeled after those adopted earlier this year by MAPD.

The Valley Center City Planning Commission held a public hearing on Sept. 30, 1968, and approved the "Sketch Plan of Land Use" for the territory within the City and for the unincorporated area within three miles. The Plan is now being submitted during the next 60 days to various local and state agencies which may be affected thereby to receive their review and comments. At the end of that period, the Planning Commission may then proceed under State law to formally adopt their first City Plan. Valley Center has had an adopted city zoning ordinance for sometime, however, a new draft has been made by their planning consultants, Oblinger & Smith. Their planning program has been financed with 2/3 funds obtained from a No. 701 Federal Urban Planning Grant and the remaining 1/3 contributed by the City. Their Planning Commission is presently working with the Metropolitan Area Planning Commission to establish zoning districts in which to apply the Sedgwick County Zoning Resolution into the three mile area around the City. The public hearing to consider the pattern of zoning to be recommended to MAPC for approval by the County Commissioners is tentatively scheduled for December 2, 1968.

Lions Clubs in both Mulvane and Viola recently had C. Bickley Foster, MAPD Director, as their speaker to talk on the subject of "Regional and Community Planning".

So S.C. Kansas Reg. Planning Committee Appointed

(Continued from page 1)

Kingman County

Dr. J. R. Donley, Board of Directors of the Kingman Industrial Development Committee

McPherson County

Fred Diehl, Superintendent, McPherson Municipal Utilities
Glen Schroff, Schroff Oil Co., Galva

Reno County

Dale Dronberger, Hutchinson
Dr. A. E. Elland, President, Hutchinson Community Junior College
Jack Maloney, Reno County Commissioner and farmer

Rice County

Edwin Haubiger, Bushton, Farmer and stockman

Sumner County

Jack Mitchell, Publisher, Wellington Daily News
Mrs. Jerry Steffens, Conway Springs

A comparative study of street maintenance in Wichita with 17 other cities shows the following:

1. Wichita is 11th highest in population. (Wichita, 264,000. Lowest, 178,000. Highest 350,000)
2. Wichita has the greatest area of the 18 cities. (Wichita 80 square miles. Lowest 19 square miles.)
3. Wichita is 15th highest in miles of streets and alleys to maintain. (Wichita, 1,127 miles. Lowest, 400 miles. Highest 1,435 miles.)
4. Wichita is 10th highest in percent of unimproved streets. (Wichita 24%. Highest 65%. Lowest, three of the cities do not have any unimproved streets and all three spend more per mile for street maintenance)
5. Only two cities have a smaller street maintenance budget. (Wichita \$833,963 with gas tax and \$690,238 without. Lowest, \$595,700. Highest \$1,236,100)
6. Only one city has fewer personnel. (Wichita, 70. Lowest, 55. Highest, 172)
7. Only one city spends less per mile for maintenance. (Wichita, \$740 per mile with gas tax funds and \$612 per mile without. Lowest, \$583 per mile. Highest, \$2,680 per mile)
8. No city has more area per employee. (Wichita, 1.14 square miles per employee. Lowest, 0.16 square mile per employee)

COMPARATIVE STUDY OF
MAINTENANCE OF STREETS
CITIES OF 200,000 TO 300,000
(Including Gas Tax Expenditures)
1962-1963

740
100
170
35
1045

750
150
120

<u>City</u>	<u>Population</u>	<u>Area Sq.Mi.</u>	<u>Total Maint. Budget</u>	<u>Total Miles Streets</u>	<u>Funds Allowed Per Mi.</u>	<u>Maint. Cost Per Capita</u>	<u>Personnel Assigned to Maint.</u>	<u>No. of Sq. Miles per Employee</u>
Miami, Florida	291,688	35	595711.00	617	965.00	2.04	83	.42
Birmingham, Alabama	350,000	75	837808.00	1435	583.00	2.39	172	.43
Rochester, New York	316,074	36	785168.00	539	1456.00	2.48	87	.41
Norfolk, Virginia	304,869	62	903795.00	730	1238.00	2.96	120	.41
Syracuse, New York	220,200	25	654963.00	400	1637.00	2.97	70	.35
Sacramento, Calif.	222,600	68	692336.00	532	1301.00	3.11	101	.67
Wichita, Kansas	264,000	80	833,963.00	1127	740.00	3.16	70	1.14
St. Paul, Minn.	313,411	55	1001081.00	887	1128.00	3.19	100	.55
Des Moines, Iowa	212,000	65	750535.00	770	974.00	3.54	97	.67
Tulsa, Oklahoma	265,000	54	941307.00	1024	919.00	3.55	107	.50
Tucson, Arizona	250,000	72	1031457.00	836	1233.00	4.12	106	.67
Albuquerque, N. M.	250,000	57	1153720.00	1247	925.00	4.43	94	.60
Richmond, Virginia	219,000	40	983000.00	600	1638.00	4.48	158	.25
Gary, Indiana	178,000	42	825000.00	625	1320.00	4.63	55	.76
San Jose, Calif.	265,000	70	1236103.00	819	1509.00	4.64	165	.42
Dayton, Ohio	262,000	35	1030840.00	564	1827.00	3.93	119	.29
Providence, R. I.	207,498	19	1096333.00	409	2680.00	5.28	113	.16
St. Petersburg, Fla.	193,000	56	1181490.00	1136	1040.00	6.12	159	.35

WICHITA-SEDGWICK COUNTY

DATE
Feb. 27, 1967

METROPOLITAN AREA PLANNING DEPARTMENT

TO C. Bickley Foster, Director.
FROM H. Duane Bock, Senior Planner *H.D.B.*

SUBJECT February 2, 1967, correspondence from the City Manager,
ie. Operation of State Highway Department

In relation to the request for suggestions as to how the operations of the State Highway Department might be improved, the following are items which might warrant consideration:

- a. An increase in research activities to determine possible programs which might be utilized to increase the funds available for constructing the many highway projects which are presently needed.
- b. Research and study programs to establish a more factual base for the determination of project priorities ie. millions of vehicle miles of travel, traffic accidents, etc.
- c. More emphasis on a committed comprehensive and long-range capital improvement program which may be utilized by cities to coordinate their local capital improvement programs with that of the State Highway Commission.
- d. Increased cooperation with respect to delineating long-range State Highway Plan proposals in all cities to the detail necessary for coordinating the land use developments proposed by private enterprises and for use by local Planning Commission so that they might protect the rights-of-way to the greatest degree possible.
- e. A more flexible program for advanced acquisition of properties which are located in the rights-of-way of proposed highway routes.

HDB:kkq

Approved 2/27/67

C. B. Foster

HDB

cc: Mr. McClure
Mr. Decker
Mr. Wozel

CBF

DIRECTOR OF PUBLIC WORKS

February 15, 1967

John Dekker, Director of Law

Ralph Wuls, Director of Public Works

Operation of State Highway
Department

By memorandum dated February 2, 1967, the City Manager requested that I provide suggestions to you concerning the letter which Mr. John D. Montgomery, Director of Highways, addressed to members of the legislature.

I feel that the City of Wichita's relationship with the State Highway Department has improved steadily over the past five years. We have, of course, had differences of opinion from time to time, but these are generally resolved through appropriate communications.

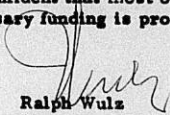
We feel that if all agencies who are responsible for highway, road and street construction in Kansas are to meet their responsibilities that additional funding is imperative. We feel that this funding should be accomplished as recommended by the Joint Highway Committee which consists of representatives of the state, county, and city governments. We feel that, assuming proper funding, the State Highway Commission should accept additional responsibilities in urban areas. Any freeway program which is developed state-wide should include freeways in urban areas. We feel that major traffic facilities which connect state and federal highways should be given priority for addition to the state highway system. These would include projects such as:

1. The Northeast Circumferential Route connecting I-235, I-35W and K-254 with the Kansas Turnpike, U.S. 54 and K-96.
2. The North Industrial Thruway connecting I-235 and I-35W.
3. The Inner Loop connecting U.S. 54 with I-35W.

All of the above proposed facilities will service extremely high traffic volumes and connect existing interstate or state and federal highways. We feel that

John Dekker
Page 2
February 15, 1967

turnpikes should not be constructed if their financing is dependent upon the use of gasoline tax funds. We believe that the State Highway Commission should have additional funds provided for the early acquisition of right-of-way. As indicated in previously proposed legislation, we believe that the amount paid cities of the first class for maintaining state highway connecting links should either be increased or that the State Highway Department should take over the maintenance of these facilities. With specific regard to our local situation, we feel that the future improvement of Kellogg (U.S. 54) is imperative. This highway now carries approximately 35,000 vehicles per day in certain areas within the city limits. A plan for the future development of ~~the~~ Kellogg is sorely needed. We feel confident that most of the above items can and will be accomplished as necessary funding is provided.


Ralph Wulz
Director of Public Works

RW:jh

cc: Russell E. McClure
City Manager

THE CITY OF WICHITA

OFFICE OF The City Manager

DATE February 2, 1967

Ralph Wulz, Director of Public Works ✓ Paul Graves, Traffic Engineer
C. Bickley Foster, Director of Planning B. E. Smith, City Engineer

TO John Dekker, Director of Law

FROM Russell E. McClure, City Manager

Rgm

SUBJECT Operation of State Highway
Department

Attached is a copy of a letter Mayor Stevens received from Representative Payne "Darb" Ratner, Jr.

Please provide suggestions to John Dekker with carbon copy to me. If there are any policy questions involved, call me before a reply is sent to Representative Ratner.

REM:gs
Attachment

STATE OF KANSAS



TOPEKA

HOUSE OF
REPRESENTATIVES

January 30, 1967

PAYNE "DARB" RATNER, JR.
REPRESENTATIVE SEVENTY-SECOND DISTRICT
SEDGWICK COUNTY
444 N. MARKET
WICHITA, KANSAS 67201

COMMITTEE ASSIGNMENTS
MEMBER: ROADS AND HIGHWAYS
PUBLIC UTILITIES
CLAIMS AND ACCOUNTS
JUDICIARY
ELECTIONS

The Honorable John Stevens
Mayor
City of Wichita
Wichita, Kansas

Dear John:

I am enclosing a copy of some correspondence with John Montgomery. I will certainly appreciate any suggestions you and the other Commissioners, as well as your engineers, have along this line.

Best personal regards.

Sincerely,

Payne Ratner, Jr.
ll

PRjr-dt
Enc.
Carbon copy to:
Russell McClure
City Manager
Wichita, Kansas

ROBERT B. DOCKING, Governor

State Highway Commission of Kansas

JOHN D. MONTGOMERY, Director of Highways
WALTER JOHNSON, State Highway Engineer



HARRY (BUD) TIMBERLAKE
Leavenworth, Kansas
JOHN A. ERICKSON
Clay Center, Kansas
J. REX DUWE
Luca, Kansas
ROBERT D. HARTLEY
Dexter Springs, Kansas
E. W. PETE ARMSTRONG
Wichita, Kansas
JOHN A. HINEMAN
Dighton, Kansas

STATE OFFICE BUILDING
TOPEKA, KANSAS 66612
January 26, 1967

Representative Payne Ratner, Jr.
227 N. Crestway
Wichita, Kansas

Dear Representative Ratner:

I'm trying hard to get squared away on this new job as Director of the State Highway Commission, and although it's of tremendous advantage to me to have served 4 years as highway commissioner, I certainly am not as familiar as I want to be with the highway needs in each county or with the operation of the highway department in each county.

So I am calling on you for help.

I would particularly like your views on the operations of the highway department in your area; the improvements needed and on what priority; and any other suggestions that you care to make on the operation of the highway department and ways that you think it may be improved to better serve the public.

The legislature has always been most cooperative in its support of the highway department. All of us want the best highway system in the nation, and we are very much aware that, because of the limited funds available, we can't do everything at once. But Governor Docking has asked me to see if the department operation can't be improved and if all priority projects are under study. Your high position in state government and your dedication to public service--along with your unusual knowledge of your area--certainly makes you best qualified to give me advice.

Although some of you do not know me personally, please consider this letter a cordial invitation to contact me with your suggestions.

I certainly will appreciate your continued support.

Sincerely,


JOHN D. MONTGOMERY
Director of Highways

JDM:fw

STATE OF KANSAS

PAYNE "DARB" RATNER, JR.
REPRESENTATIVE SEVENTY-SECOND DISTRICT
SEDGWICK COUNTY
448 N. MARKET
WICHITA, KANSAS 67201



TOPEKA

HOUSE OF
REPRESENTATIVES

January 30, 1967

COMMITTEE ASSIGNMENTS
MEMBER: ROADS AND HIGHWAYS
PUBLIC UTILITIES
CLAIMS AND ACCOUNTS
JUDICIARY
ELECTIONS

Mr. John D. Montgomery
Director of Highways
State Office Building
Topeka, Kansas 66612

Dear Mr. Montgomery:

I appreciate very much the interest you are taking in your new job and in the improvement of the highway system in Kansas. I particularly appreciate your interest in highway problems of this county.

You may be sure I will be in touch with you in the near future on this matter and give you what suggestions and help I can.

Best wishes.

Sincerely,

PRjrdt
Carbon copy to:
Tom Scott, Chairman
Board of County Commissioners
Sedgwick County Courthouse
Wichita, Kansas

THE CITY OF WICHITA

OFFICE OF CITY MANAGER

DATE February 10, 1969



TO C. Bickley Foster, Director of Planning

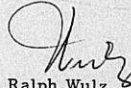
FROM Ralph Wulz, City Manager

SUBJECT Coordinating Committee Meeting

By memorandum dated February 6, 1969, you called attention to the next meeting of the Transportation Coordinating Committee.

I don't think that it will do any good to again talk about the presentation of Wichita's highway needs to the State Highway Commission. Legislation is again being considered which would fix the location of Kansas freeways and our needs have not been properly and effectually presented.

Let's get with it and get the job done -- now. It may already be too late.


Ralph Wulz
City Manager

RW:jh



ROUTE SLIP
(Please Circle Destination)

City Manager	Director of Adm.	Park Dept.
Ass't City Manager	Auditing	Dir. of Public Works
City Clerk	Budget	Adm.
Human Relations	Central Data Proc.	Central Insp.
Civil Defense	Local Housing Auth.	Engineering
Fire Department	Personnel	Traffic Engr.
Community Facilities	Public Information	Maintenance
Police Department	Purchasing	Sanitation
Municipal Courts	Duplicating	<u>Planning</u>
Health Department	Ret. & Group Ins.	Urban Renewal
Director of Law	Treasury	Water Dept.
Prosecutor's Office	Library	Water Pol. Control

For: Deane Book

- | | |
|---|---|
| <input type="checkbox"/> For your information | <input type="checkbox"/> Reply sending me _____ copies |
| <input type="checkbox"/> For your comments | <input type="checkbox"/> Prepare reply for my signature |
| <input type="checkbox"/> Note and return | <input type="checkbox"/> You handle, No report required |

MESSAGE: Per our telephone discussion 7/1/68.
Chico

SIGNED: W. Finch DATE: 7/1/68

000-013

THE CITY OF WICHITA
OFFICE OF CITY MANAGER

DATE July 1, 1968

TO Duane Bock, Senior Planner

FROM Robert G. Finch, Executive Secretary

SUBJECT Post 1975 Highway
Proposals



Your attention is invited to the enclosed extract on the above subject taken from the June 10, 1968, National Service to Regional Councils Newsletter.

You may want to obtain a copy of the American Association of State Highway Officials' progress report for preparation of your presentation to the State Highway Commission.

RGF:bh
Encl.



It is also noteworthy that the Department of Justice has a growing awareness of the role regional councils can play. At the National Service to Regional Councils Conference in St. Louis, an Official of the Department of Justice stated that regional councils "... can provide invaluable leadership aid and expertise to our criminal justice agencies in meeting public safety needs through regional cooperation. We in law enforcement assistance will look for this help as we break new ground in grant-in-aid programming..."

It is important for those regional councils interested in law enforcement programs available under this legislation to discuss with their Governor's office programs they may be proposing for their area. The Governor's office or his designated agency, will be responsible for distribution of 85% of the funds. The states will be looking for programs in preparing their own statewide plans.

Post 1975 Highway Proposals

An important progress report from the American Association of State Highway Officials to the Congress on future highway proposals has just been released. Several proposals have significance to regional councils in their endeavors to improve transportation and general regional planning and development.

The major findings and proposals of interest to regional councils are:

1. The Interstate highway system, due to increasing costs and trust fund money availability, will not be completed until December, 1975.
2. The increase in vehicle miles over the next 17 years will be ten times greater on primary highways and in urban areas than on state highway systems and/or federal aid systems.
3. There is no reason to combine transportation programs nor to pool transportation financing. Coordination of various transportation modes can be accomplished through the "cooperative continuing transportation planning process" (established by the Highway Act of 1962) and through administration and operation of appropriate facilities.
4. There is concern about any major increase in Interstate mileage. It is preferred that states be allowed to improve federal aid primary routes to Interstate standards and then include appropriate primary mileage in the Interstate System.
5. The post 1975 distribution of federal aid for highways should be:
5% Upgrade Interstate System
10% for improvements on metropolitan Arterial Street System (a new classification)
60% for the Primary System (both urban & rural portions)
25% for Secondary System (both urban & rural)

In addition there be a transfer provision for states not exceeding 50% of funds apportioned between the Primary and Secondary Systems.

6. The matching ratio for all systems should be 2/3 Federal and 1/3 State.
7. As for apportioning federal funds to the States for the Primary and Secondary Systems, a final recommendation is delayed until January, 1969.

8. The new highway classification "Metropolitan Arterial Street System" would cover highways in metro areas over 50,000 population (SMSA). These systems would be developed through the transportation planning agencies (Highway Act of 1962) with approval of local government elected officials, State highway department, and DOT. State highway department would design and construct projects on the system but could delegate responsibility to local or regional agency. The transportation planning process would be responsible for developing an overall plan and recommending priority projects. It is requested that \$250 million a year be made available to this new system as soon as possible.

9. Establish a new special Urban Transportation Trust Fund to finance transportation facilities not allowable under present Highway Trust Fund.

10. Strong support of regional councils by stating, "an effective Council of Local Governments is a necessity if transportation problems and similar county or statewide problems are to be successfully handled."

11. Did not approve the extension of the "cooperative continuing transportation planning process" to regions outside existing SMSA's

Copies of this report are available on request from the National Service.

New Airport Development Program

A new airport expansion program financed by increased taxes on users has been submitted to Congress by the Department of Transportation. The new program would replace the present grant program with a \$100 million in grants limited to airports served by subsidized local service airlines. Grants would be limited to 50% of project costs, and projects would have to be related to the operation of the local carrier.

The proposal also calls for development loans to viable airports that cannot obtain reasonable loans on the private market. The total amount of loans at any time would be limited to \$1 billion.

Projects financed under these grants and loans would be limited to landing areas and safety facilities. This program would be financed by new or increased user taxes proposed by DOT in a second package. The proposed charges include increased taxes on passenger tickets, freight, and gasoline, and a new tax on jet fuels.

The proposal also requires a ten-year national airport plan to be prepared within two years and revised for every subsequent two-year period. It is anticipated that there will be significant opposition to these proposals.

Four Areas to Control Air Pollution

The first four areas to control air pollution under the new air quality control law have been named. The central cities of these areas are New York, Washington, D. C., Philadelphia and Chicago. An additional twenty-eight areas will be named later this summer.

The designation of these areas puts them on notice that the state and local governments have 15 months to develop plans and means for controlling principal air pollutants. The designation of these areas is being preceded by consultations with appropriate state and local officials.

WICHITA-SEDGWICK COUNTY

METROPOLITAN AREA PLANNING DEPARTMENT

TO Wichita-Sedgwick County Metropolitan
Area Planning Commission

FROM C. Bickley Foster, Director of Planning

SUBJECT Resolution on Highway Proposals *CBF*

Goebel

DATE

February 12, 1969



There appears to be considerable local interest, particularly with the Greater Downtown, Incorporated, group relative to providing our State legislators from Sedgwick County with some indication of the highway needs in this Metropolitan Area. Ralph Wulz, City Manager, has expressed an interest in this need and towards this end, a Resolution has been prepared which you might wish to consider as an off-agenda item at your regular meeting of February 13, 1969. In affect, this Resolution requests the State Highway Commission to place certain highway proposals on the State System and possibly the Federal Aid Interstate System, i.e., Inner Loop Expressway, North Wichita Thruway, Northeast Circumferential Freeway, and Northeast Diagonal Expressway. These proposals would complete the major expressway plan for this area as adopted in the Transportation Plan element of the Comprehensive Development Plan for your Metropolitan Area. It is felt appropriate not to ask for these highways in any priority fashion in that the State officials may be in a better position to foresee the availability of funding and legal technicalities in placing such routes on the State System.

Due to the urgency of time with bills being submitted now to the State Legislature, it is suggested that MAPC act upon this Resolution, and forward it with the recommendation to the Wichita City Commission and the Sedgwick County Commission for their approval. This item is being placed on the Agenda of the City Commission for Tuesday, February 18 and, hopefully, on the County Commission Agenda for February 19. It is assumed that the action of the City and County Commissions would be to approve the Resolution and send it to the State Highway Commission with appropriate copies to the Sedgwick County Legislative Delegation.

CBF:ber
Attachment

cc: Ralph Wulz
City Manager

R E S O L U T I O N

WHEREAS, the City of Wichita, Sedgwick County, the State of Kansas and the Federal government in cooperation with the State of Kansas have made and caused to be made numerous and detailed comprehensive studies of transportation needs in the Wichita-Sedgwick County Metropolitan Area; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission did act as advisor to the City of Wichita and Sedgwick County in the development of these studies and in 1966 did officially adopt a Transportation Plan setting forth the needs of the Metropolitan Area; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, in 1967 and 1968, reaffirmed by annual review of such Plans that these needs do exist and should continue to be a part of the Comprehensive Development Plan for the Wichita-Sedgwick County Metropolitan Area; and

WHEREAS, these Studies and Adopted Plans include: a proposed Inner Loop Expressway, a proposed North Wichita Thruway, a proposed Northeast Circumferential Freeway, and a proposed Northeast Diagonal Expressway; and

WHEREAS, these routes are of significance to the economy of the Region, State, and Nation as well as to the local economy; and

WHEREAS, independent State level studies have indicated that more emphasis is needed in the development of Urban Area Transportation systems; and

WHEREAS, official action is needed at the state level in recognition of the regional, state, and national significance and need for the proposed Inner Loop Expressway, the proposed North Wichita Thruway, the proposed Northeast Circumferential Freeway, and the proposed Northeast Diagonal Expressway;

NOW, THERE, BE IT RESOLVED by the Wichita-Sedgwick County Metropolitan Area Planning Commission, the Board of Wichita City Commissioners and the Board of Sedgwick County Commissioners that:

1. Based on the Adopted Transportation Plan for the Wichita-Sedgwick County Metropolitan Area, the State Highway Commission of the State of Kansas be requested to include and make a part of the State Highway System: the Inner Loop Expressway, the North Wichita Thruway, the Northeast Circumferential Freeway, and the Northeast Diagonal Expressway.
2. The State Highway Commission of the State Of Kansas be requested to seek approval from the U.S. Department of Transportation and other appropriate agencies for the inclusion of these facilities as a part of the Federal Aid Primary System in the State of Kansas.
3. The State Highway Commission of the State of Kansas be requested to seek approval from the U.S. Department of Transportation and other appropriate agencies for the inclusion of these facilities which qualify as a part of the Federal Aid Interstate Highway System in the State of Kansas at that time when such additions to the System become possible.

4. The State Legislature of Kansas be requested to include the aforementioned Freeway routes in any Freeway system that may be designated by legislative action.

ADOPTED this _____ day of _____, _____
by the Wichita-Sedgwick County Metropolitan Planning Commission.

William J. Goebel, Chairman

ATTEST:

C. Bickley Foster, Secretary

(SEAL)

ADOPTED this _____ day of _____, _____
by the Wichita Board of City Commissioners.

William D. Anderson, Mayor

ATTEST:

Ralph Eberly, City Clerk

(SEAL)

ADOPTED this _____ day of _____, _____
by the Board of Sedgwick County Commissioners.

Earl E. Rush, Chairman

ATTEST:

Marie Warden, County Clerk

(SEAL)

(3)

ROUTE SLIP
(PLEASE CIRCLE DESTINATION)

City Manager	Dir. of Adm.	<u>Planning Dept.</u>
Deputy City Manager	Auditing	Police Dept.
Housing	Budget	Dir. of Public Works
Human Res. Dev.	Data Proc.	Administration
Model Cities	Industrial Rel.	Central Insp.
City Clerk	Personnel	Engineering
Civil Defense	Public Info.	Traffic Engr.
Community Facilities	Purchasing	Maintenance
Fire Department	Duplicating	Sanitation
Health Department	Ret. & Group Ins.	Urban Renewal
Director of Law	Treasury	Water Department
Prosecutor's Office	Library	Water Pol. Control
Municipal Court	Park Department	

For: Bottu

For your information Reply sending me ___ copies
 For your comments Prepare reply for my signature
 Note and return You handle. No report required.

MESSAGE:

Bock - file
 Give me Maria 3/20
 phone number + I'll call
 today 3/19
 -CB

SIGNED: W. J. [Signature]
 000-013

THE CITY OF WICHITA

OFFICE OF The City Manager

DATE March 19, 1969

TO C. Bickley Foster, Director of Planning

FROM Ralph Wulz, City Manager


SUBJECT Highway Presentation

**THE
ROAD TO
SAFETY**



The City Commissioners will be available for the above presentation to Mr. Gale Moss at 3:30 p.m., Monday, April 14, 1969.

Please make the necessary arrangements for this presentation. The County Commissioners should be invited; however, their attendance is not essential to the conduct of the meeting.


Ralph Wulz
City Manager

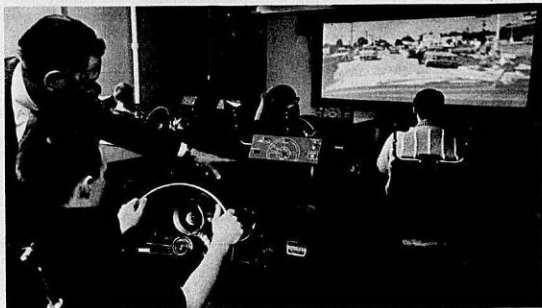
RW:fpm



ASF Report

Vol. 2/No. 6/March 1969

Published by the Automotive Safety Foundation, Washington, D. C.



First Definitive Organizational Guide To Be Published For Simulation Method of Driver Education

Fifteen high school students in a driver education course take their places behind the steering wheel. At a signal from their teacher they begin to ease into a mass of city traffic. Suddenly they are exposed to a potential crash situation. There are 15 reactions, and some "crashes." Luckily, no one is injured. The crash situation was projected on a movie screen and the students were sitting in a simulation method driver education class, and their instructor was able to monitor every reaction to the projected city driving movie.

The simulation method has been in limited but growing use as a method of instructing young people to drive for the past 15 years, but up to now there has not been a definitive organizational guide published on the subject. To overcome this handicap, a group of prominent driver educators met last month in Milwaukee to decide on the ingredients for the new guide that will be published under the sponsorship of ASF.

Those participating in the Milwaukee meeting included Dr. Richard W. Bishop of Florida State University; Dean R. Cook, Aetna Life & Casualty; Ralph J. Jackson, Allstate Insurance Companies; Mrs. Elise Kelly, University High School, Los Angeles; Dr. Francis Kenel, Illinois State University; Gray McAvoy, Evanston (Ill.) High School; and Richard Meyerhoff, Waterloo (Iowa) East High School. Dr. Charles H. Hartman, Director of the ASF Education and Manpower Division, and Allen Robinson, an associ-

ate in the Division, represented the Foundation.

The goal of the group is to provide superintendents, driver education supervisors and teachers with facts and suggested procedures pertaining to simulation prior to and during utilization of the system in community schools. Subjects to be included in the guide are standards, costs, feasibility, preparing the learner, teacher preparation, instructional methods, scheduling and evaluation of students, teachers and the program.

The simulation method is in use in over 1,000 schools in 41 states. Nearly 400,000 students received instruction by the simulation method during the 1967-68 school year. The increasing popularity of simulation is evident through the comparative figures of 99,000 students in 399 schools in 34 states five years ago.

In driving simulation, students sit in units designed to look like a small car, including a dash and seat. A brake pedal and accelerator are mounted on the simulator floor. On a screen in front of the units are projected motion pictures of highways as seen from the driver's viewpoint. The student "drives" the road in his simulator, while his reactions and speed are recorded electronically and monitored by an instructor.

Simulation permits an increased pupil-teacher ratio in driving courses as well as a broader range of driving situations.

Publication of the organizational guide is scheduled for November.

Highway Cost Study Made by Foundation

Increasing the width of paved highway either two or four feet results in a cost increase of approximately \$10,000 per mile, and \$21,000 per mile, respectively. These cost increases, and others, are shown in a progress report of a study of safety and esthetic design features of highways that was presented to the Highway Research Board at its January annual meeting. The report was prepared by the Foundation under the direction of Deputy Chief Engineer S. F. Coffman. Mr. Coffman was chairman of a Highway Cost Sub-committee set up by HRB, which also included Mrs. Willa Myroie of the Washington State Highway Department, and Walter Wigle, of the Ontario Department of Highways.

To obtain data for the report, "Alternative Costs Involved in Various Highway Design Features," questionnaires were submitted to highway departments in Maryland, Ohio, Oklahoma, Pennsylvania, Virginia, and Washington. The departments were asked to select study highway sections which were designed prior to the issuance of the Highway Safety Act of 1966 and to report relative costs for specific design features for both the original design standards and for new standards.

Design features considered in the questionnaires were side slopes, median widths, shoulder widths, pavement widths, and vertical alignment. The cost differential was determined for each major element, such as earthwork right-of-way, landscaping, drainage structures, guardrail, etc. affected by a change in design features. The cost of only affected elements was considered, not total project costs.

The report showed that a change in the side slope standard on two-lane highways to include 6:1 slopes within 30 feet of the roadway showed a cost increase of \$17,000 to \$32,000 per mile. Cost increases for shoulders due to using a 12-foot shoulder rather than the original design standard was about \$6,600 per mile in flat and rolling terrain and about double that cost in steep terrain. An increase in the

(Continued on p. 4)

FROM THE PRESIDENT



Walter Pyke Johnson
1888 - 1969

Pyke Johnson, the president of the Automotive Safety Foundation from 1942 until his retirement in 1953, died last month at the age of 80.

To his family and friends, and to all of us who were privileged to have associated with him professionally, Pyke had been an unfailing source of inspiration and wise counsel.

Even as a young man, serving as a newspaperman in Denver, Pyke made indelible impressions on those around him. Once, many years later, while presiding at a Sloan Radio-TV Highway Safety Awards banquet in New York, he had occasion to introduce the celebrated explorer-commentator, Lowell Thomas. In response, Thomas told his audience, "This man was my idol many years ago when I was a cub reporter in Denver and he was the sports editor of the *Rocky Mountain News*."

But it was in the promotion of highway transportation that Pyke Johnson made contributions which the historian will recognize as decisive factors in the development of the U.S. "automotive era." During World War I, having exhibited in Colorado his interest in road transport, he was called to Washington to serve as technical assistant to the Highway Transportation Commission, set up by the U.S. Council of National Defense to speed shipment of war materiel.

His enthusiasm and effectiveness won for him a permanent position as Washington representative of the National Automobile Chamber of Commerce (later the Automobile Manufacturers Association), and Secretary of its Highway Committee. He worked closely in those years with such outstanding pioneers of transportation development as Roy Chapin, Secretary of Commerce and a Detroit automobile industry executive, and the

late Thomas H. MacDonald, who for more than three decades, as the federal highway administrator, was the acknowledged engineer-architect of America's highway program. Pyke and "the Chief," both speaking respectively for industry and government, teamed up to render magnificent public service in developing a road network unprecedented in the history of mankind.

Pyke became Executive Vice President of the Automobile Manufacturers Association in 1938, retiring from that post in 1942 to become President of the Automotive Safety Foundation, which he had been serving as Secretary from its inception in 1937. Teamed with Paul G. Hoffman, the Foundation's first president and a noted leader in the automobile industry of that period, Pyke made tremendous contributions to traffic safety and to the development of adequate highways.

His honors were many, including the George S. Bartlett Award, in 1956, given annually by the American Association of State Highway Officials, the Highway Research Board, of the National Academy of Sciences, and the American Roadbuilders Association, for outstanding service to highway progress, and the Presidency of the American Trade Association Executives, in 1935. He also was recognized internationally for distinguished service through the Pan American Highway Congress.

Many impressive monuments will remind men of the contributions made to society by this "apostle of the road," as he was described recently by the Executive Director of the Highway Research Board. One will be the National System of Interstate and Defense Highways, for which he worked long and indefatigably. The stature and good works of this Foundation are another memorial to his leadership.

An even finer remembrance of a great man, whose death ended an era, will be the enriched lives of countless men and women who had the good fortune to be associated personally and professionally with Pyke Johnson.

D. Grant Mickle

Minimum Inspection Standards

The Foundation has called on the National Highway Safety Bureau to establish minimum standards, "within a reasonable time," governing periodic motor vehicle inspection within the context of Highway Safety Program Standard 4.4.1.

The call for minimum standards came in a letter from President D. Grant Mickle to the Federal Highway Administration after an Administration request for comments on Federal Motor Vehicle Safety Standards Applicable to Motor Vehicles in Use.

Mr. Mickle urged that minimum standards be set "governing the vehicle equipment to be inspected and the criteria for approval and rejection of such equipment."

In his letter, Mr. Mickle said, "We are pleased to note that the Highway Safety Program Manual on Periodic Motor Vehicle Inspection, issued by the NHTSA . . . recognizes the USASI D-7.1 standard (and the Uniform Vehicle Code) as acceptable providing they 'equal or exceed criteria issued or endorsed by DOT.'"

"Such recognition is in accord with our views," he wrote, "and we urge that the Department of Transportation approve the D-7.1 standards as the initial minimum standards governing implementation of Highway Safety Program Standard 4.4.1."

The ASF president also suggested that equipment to be tested include "seat belts, shoulder harnesses, outside rear view mirrors, fender lights and/or reflectors, headrests, and other 'visible' equipment required by model year under the vehicle standards."

In order to encourage states to build sound vehicle inspection programs, Mr. Mickle suggested that the NHTSA establish reasonable future compliance deadlines in the promulgation of necessary standards and criteria.

AUTOMOTIVE SAFETY FOUNDATION

A non-profit organization, supported by more than 600 companies and corporations, and dedicated to education and research for highway transportation development.

Warner S. Shelly, *Chairman*

George Russell, *Treasurer* J. E. Buchanan, *Secretary*

D. Grant Mickle, *President*

James H. Lake, *Vice President*

ASF Report is published monthly at 220 Ring Building, Washington, D.C. 20036. John W. Gibbons, Director of Public Relations.

1968 Motor Vehicle

The National Safety Council's analysis of the highest annual total.

The 1968 percent vehicle crashes was 5.2%, 1967; 8%, 1966. 1968 is indicated to vehicle miles of travel about the same as the rate since 1963."

Deaths in urban areas, as the 5 per deaths in rural places.

Among the major categories that deaths increased which decreased 11% was in bicycle accidents, numerical increase.

All age groups, except the 65-74 group showed the largest increase in the 15-24 group. The 5-14 group.

One of the biggest increases in travel-related deaths in 1968, according to the report, was an increase of 5 percent.

Vehicle Inspection In Plans for Traffic

The Foundation is sponsoring a training course for supervisors. The course requirements meet the 1968 NHTSA Standard.

As planned, the course will consist of covering all phases of a text for the instructor's course. The proportions of the course of the basic course differences between

Surveys indicate stations of all types and New Mexico. Training administering the estimated 200,000 and retained to provide

ASF Briefs

Announcements of Training Program at Western University, or application for Director, The Traffic Hinman Avenue. Limited to police and

Inspection Standards

has called on the National Safety Council to establish standards, "within a reasonable period of time, for a reasonable periodic motor vehicle inspection in the context of Highway Safety Standard 4.4.1.

Minimum standards came from the President D. Grant Federal Highway Administration request for Federal Motor Vehicle Inspection Applicable to Motor

and that minimum standards for the vehicle equipped and the criteria for inspection of such equip-

ment. Mickle said, "We are at the Highway Safety Council on Periodic Motor Vehicle Inspection by the NHTSB ... (USASI D-7.1 standard Vehicle Code) as they equal or exceed DOT."

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ent also suggested that tested include "seat belts, outside rear view mirrors and/or reflectors and other 'visible' equipment model year under the

encourage states to build inspection programs, Mr. that the NHTSB establishment compliance deadweight of necessary criteria.

SAFETY FOUNDATION

organization, supported by 100 companies and committed to education in highway transportation.

Shelly, Chairman

J. E. Buchanan
Secretary

Mickle, President

Lake, Vice President

published monthly at
Washington, D. C.
Gibbons, Director of

1968 Motor Vehicle Deaths Analyzed

The National Safety Council has made a preliminary statistical analysis of the 55,500 motor vehicle deaths for 1968, the highest annual toll on record.

The 1968 percentage increase in deaths due to motor vehicle crashes was 5 percent. In earlier years, increases were 2%, 1967; 8%, 1966; 3%, 1965. The mileage death rate in 1968 is indicated to be about 5.5 (deaths per 100,000,000 vehicle miles of travel). This will, according to the NSC, "be about the same as the 1967 rate, and will equal the lowest rate since 1963."

Deaths in urban places increased about as much, percentage-wise, as the 5 percent increase for the entire nation, while deaths in rural places increased about 4 percent.

Among the major accident types, preliminary reports indicate that deaths increased in all categories except railroad, which decreased 11 percent. The largest percent increase was in bicycle accidents—an 11 percent increase. The largest numerical increase, 1,200 deaths, occurred in noncollision accidents.

All age groups, except 65 to 74, showed increases in deaths. The 65-74 group showed a decrease of 500 deaths over 1967. The largest indicated numerical increase was 1,400 in the 15-24 group. The largest percent increase was recorded in the 5-14 group.

One of the biggest reasons for a rise in motor vehicle deaths in 1968, according to the report, appears to be the increase in travel, since both deaths and vehicle mileage increased by 5 percent.

Vehicle Inspection Mechanics Cited In Plans for Training Course

The Foundation has granted funds to the American Association of Motor Vehicle Administrators to design a basic training course for motor vehicle inspection mechanics and supervisors. The course will prepare the mechanics to meet the requirements necessary in the USASI D7.1 section of the 1968 NHTSB Standards.

As planned, the course "will be administered by jurisdictions and will consist of a presentation packet containing slides covering all phases of motor vehicle inspection." There will be a text for the instructor as well as for the mechanic attending the course. The presentation will allow jurisdictions to change portions of the course and still remain within the framework of the basic course. Such a provision allows for legislative differences between inspection requirements.

Surveys indicate that there are about 80,000 inspection stations of all types throughout the U.S. exclusive of Nebraska and New Mexico. There are about 1800 supervisory personnel administering the inspection programs in the states, and an estimated 200,000-plus mechanics that will have to be trained and retrained to provide anticipated inspection services.

ASF Briefs

Announcements of the 1969-70 Traffic Police Administration Training Program, held at the Traffic Institute, Northwestern University, have been mailed. Additional information or application forms may be secured from James M. Slavin, Director, The Traffic Institute, Northwestern University, 1804 Hinman Avenue, Evanston, Illinois 60204. The program is limited to police department or highway patrol employees.



James H. Lake



John W. Gibbons



Dr. Charles Hartman



J. Al Head



Norman H. Kuhne



Jack C. Martin

Staff Changes Made To Meet New Challenges Facing ASF In Highway Safety Transportation

Internal organizational changes in the staff of the Foundation have resulted in the major reshuffling of some departments.

James H. Lake has relinquished his post as Director of the Safety Division and will devote his entire time to duties as Vice President, a position he has held since August 1968. Mr. Lake joined the ASF staff in 1943 as a staff associate in the Safety Division. He was made Assistant to the President in 1946, holding the position for 18 years, until he was named Safety Division Director.

John W. Gibbons, Director of ASF Public Relations, has been named to an executive staff position as principal advisor to the president on all public relations matters. Mr. Gibbons has been with the Foundation for 27 years as public relations head. He is a former manager of public relations with the Automobile Manufacturers Association, manager of a safety council in South Bend, Indiana, and a newspaper reporter and editor.

Dr. Charles H. Hartman has been named Chairman of the ASF Safety, Education and Manpower Development Department, succeeding Mr. Lake. Dr. Hartman continues as Director of the Education and Manpower Development Division, a position he has held since 1965. Dr. Hartman is a former assistant professor at Illinois State University and the University of Wisconsin.

J. Al Head, former staff associate in the Safety Division, is its new Director, succeeding Mr. Lake. Mr. Head came to the Foundation in 1968. He is a former Director of Grants and Liaison with the National Highway Safety Bureau, and a former Assistant Traffic Engineer with the Oregon State Highway Department.

Norman H. Kuhne has been named Director of the new Editorial Services Division, one of two new divisions within the Public Relations Department. The Editorial Services Division will provide editorial, publication and distribution services for ASF. Mr. Kuhne has been a member of the public relations staff since 1953. He is a former Associate Editor of *Nation's Business* and *Armed Forces* magazines, and has been Managing Editor of *Leatherneck* magazine.

Jack C. Martin will head the Information Services Division which will be responsible for informational programs with the news media and ASF contributors. Mr. Martin joined the ASF public relations staff in 1967 after experience in advertising and in public relations with General Motors and the United Foundation in Detroit.



Twelve candidates for internships in driver and traffic safety education have been recommended to three state departments of education participating in this year's ASF driver education internship program. The departments will select a candidate from the four by April 14, and the "intern" will begin in-service training between July and September. Training usually lasts from nine months to one year.

The committee selecting the 12 candidates consisted of (above, left to right): Harold Holmes, National Safety Council; Cal Faulkner, Baltimore City Public Schools; Arthur Opfer, ASF Education and Manpower Development Division staffer, serving as secretary to the committee; Dr. James A. Sensenbaugh, Superintendent of Schools, Maryland State Department of Education; and David Soule, representing Dr. Leroy Dunn, National Highway Safety Bureau.

(Continued from p. 1)

minimum sight distance to 1,000 feet increased the cost by \$14,000 to \$23,000 per mile. These cost increases are not additive since each design feature was studied independently.

For multi-lane highways in flat and rolling terrain, an increase in median width from 40 to 60 feet caused a cost increase of \$50,000 to \$59,000 per mile. A side slope change to include 6:1 slopes within 30 feet of the pavement increased the cost per mile by \$26,000 to \$34,000.

Resources were not available for investigating the subject of highway esthetics in depth, but some conclusions were presented in the study. All landscaping costs, the study showed, could not be attributed to esthetics. Protection against soil erosion and wind-breaks, for example, have functional as well as esthetic value.

In conclusion, the report states: "The sub-committee's work during 1968, while not conclusive, indicates the need for more extensive research in this area, and both organizations are jointly exploring methods of carrying on the work as a National Cooperative Highway Research Project.

ASF Publications—1968

A Fact-Gathering Guide to Assist States in Developing a Highway Safety Program. A guide for the gathering of data needed to meet the responsibilities and requirements of the Highway Safety Act of 1966. Special Services Division.

Helping Your Teenager Learn to Drive. To be used only in conjunction with a driver education program, this booklet bridges the gap between the driver education instructor and the parent wanting to provide follow-through. Education & Manpower Development Div. 15 pp.

Highway Safety Program Management. Transcripts of regional safety program management seminars conducted by ASF for the National Highway Safety Bureau and the Federal Highway Administration. Traffic Engineering Division. 125 pp.

Looking Ahead to Safer Highway Travel in Arizona. The final report on the Arizona Highway Traffic Safety Study, conducted for the Arizona Highway Department by ASF. Special Services Division. 41 pp.

Single-Vehicle Accidents. J. Stannard Baker. Research into the basic causes of traffic crashes, discussing the interplay between the driver, vehicle, and highway. Safety Division. 37 pp.

The Multiple-Car Method. Exploring its Use in Driver and Traffic Safety Education. An attempt to close the knowledge gap regarding the multiple-car method, and to provide guidance to those considering using this method of driver education. Education & Manpower Development Division. 40 pp.

Urban Highways in Perspective. A summary of three conferences on highways and urban development that were sponsored by the Foundation. Looks ahead to problems and proposes steps to overcome them. Urban Division. 36 pp.

Urban Transit Development in Twenty Major Cities. The status of freeway and transit systems in American cities. Highway Engineering Division. 72 pp.

Note: These publications are available on a limited basis. Requests for copies will be filled as long as copies are available.

New Staff Member

Jack K. Weaver, Manpower Program Coordinator, Education and Manpower Development Division. Former instructor of Traffic Safety Education, Florida State University, Tallahassee, Florida.

VIEWPOINT

J. Al Head
Director
Safety Division



For whom are roads and streets built? Each of us will name a different individual or group, according to our interpretation of our own needs.

To really understand the question, and its answers, we need to lift the total purpose for building, maintaining, and operating roads and streets to a level above our individual everyday tasks. We need to learn more about the totality of road-building—for building, maintenance, operation, and road-user education is a total endeavor.

We must view our own activities as a part of this total responsibility to provide convenient, economic, and safe roads and streets over which people and goods are transported by many modes of travel. We must also be aware of community needs.

Many of our communities already have adequate highway transportation standards. Many already have interdisciplinary transportation committees, and many have developed appreciation for esthetics and planning. If we continue to improve and extend what we are already doing in these communities, complacency cannot set in.

The Highway Safety Act of 1966 has been a rallying point for many disciplines. Here, brought together in one package, are the roles and responsibilities of the engineer, the policeman, the motor vehicle administrator, the public health official, the courts, the ambulance, and on and on with action, reaction; action, reaction. This is perhaps the most gratifying thing that has happened in this decade to bring into focus the responsibility that each of us has for operational highway safety and for relating our own responsibility to that of others.

In this mobile economy of ours we must understand the automobile and the economics of all of those many, many inter-related aspects that allow the driver of the automobile to operate safely, economically and conveniently over the roads and streets that we not only already have, but those that we are building for tomorrow.

18 March 1969

Mr. Gale Moss
State Highway Commission
218 West Central
El Dorado, Kansas

Dear Mr. Moss,

Dick Price, who is out of the city this week, requested I write to you and confirm the luncheon date for Tuesday, March 25th, in the Wichita Room at the Lassen Hotel. We are looking forward to your company, as well as Mr. Holmquist and a representative from the office of the Topeka Highway Commission.

In addition to Dick Price, we expect John Barrier and Tom Kinkaid of Greater Downtown Wichita, Duane Bach and Bickley Foster of the M.A.P.C., the new County Engineer, Grover McClure, as well as Earl Rush, the Chairman of the Sedgwick County Commissioners.

We look forward to a friendly gathering.

Cordially,

GREATER DOWNTOWN WICHITA, INC.

Bruce McClure
Executive Vice President

Meeting - 3/25/69

Subject - Northeast Circumferential

Present: Messers: Gail Moss, Highway Commissioner, John McNeal, State Highway Engineer, Bill Ogen, State Engineer of Urban Plans and Traffic, Swede Hdnquist, Division Five Engineer, Earl Rush, Chairman Sedgwick County Commission, Grover McClure, County Engineer, Ray Bruggeman, City of Wichita, Duane Bach, Bickley Foster, M.A.P.C., Dick Price, Tom Kinkaid, John Barrier, and Bruce McClure, G.D.W., Inc.

NEC - abbreviation for Northeast Circumferential.

Comments

Mr. Moss: Where the money is going to come from for these projects is questionable. We anticipate new Federal Legislation in 1972 relating to Highway Development. It appears the Legislation will be Urban orientated and the Federal Contribution will be based on a 2/3rds - 1/3rd basis rather than 90 Federal - 10 State and Local as now exists.

It appears another Public Hearing is necessary as the 1st hearing (July 68) failed to resolve the problem of location. The local problems must be resolved. Once that is accomplished, there is the Design Work followed by another Public Hearing, as the Design must meet with Public approval. All this takes time.

It is important the projects be in a position to "Go" when the green light is given. (New Highway Legislation 1972)

The Staff in Topeka is reluctant to approach the Bureau of Public Roads for more studies (such as N.W. Thruway - Innerloop and N.E. Radial) until the present study on the NEC is resolved. Once resolved we can "get on" with the other projects.

The BPR will and does look favorably on the NEC because of its relationship to K96.

Several years ago the City requested the NEC be given priority over all other State roads.

There has been one Public Hearing - July 11th, 1968. It was not a satisfactory hearing because no decisions were reached and the questions raised have not been resolved.

The State does have a recommendation for the location of the NEC, but this is a local decision.



The State of Kansas and the Highway Commission should get a better break with the Federal Government where Highways are concerned. The Federal Authority now responsible for highway development is a former Governor who understands State Problems. (Volpe - of the Department of Transportation)

The new division engineer seems more interested in highway construction than filling out forms.

Mr. McNeal: The first step for the State is to go to the BPR for approval for the corridor.

The Public Hearing of 7/11/68 was well managed, but not realistic.

Today when the BPR reviews transcripts of Public Hearings considerable attention is given to individual comments. Be sure and have supporters at the Hearing as the "againers" always show.

New Directives and Guidelines just issued by the BPR now require consideration of 23 factors - such as socio-economic, environmental effects, relocation, etc.

Unless there is agreement at the local level (the Wichita Area) the State is stymied.

The Principal Differences is in selection of a corridor.

1. Variations in the middle portion of the line
2. North end of the route

None of the alternatives or variations now in question were included in the Scope of Study authorized for the Consultants consideration.

In answer to the question - How do we get off dead center? - Mr. Moss replied - "I think the support of the County Commissioners for Kechi is the hang up."

Mr. Rush: All agree there is a need for a Circumferential. Sees no obstacle. Wants to survey the entire corridor to make certain the ultimate line is the proper one. The new County Engineer, Grover McClure, has been assigned to examine the various proposals and then make recommendations. The inclement weather, plus planning deadlines, have delayed his action on the NEC.

#

11/1/68

Mr. McNeal - Additional study is now required by the BPR. This will include review of the alternates raised by a valid governmental agency.

Procedure calls for employment of a Consultant with the study to be financed by Federal 1/2%, State 1/4, City 1/8, County 1/8. No cost figures were projected.....

One of the Alternates that must be considered is "To Do Nothing".

The new Federal Highway Administrator for Kansas is a Mr. Turner.

THE CITY OF WICHITA

OFFICE OF CITY MANAGER

DATE March 28, 1969

TO C. Bickley Foster, Director of Planning

FROM Ralph Wulz, City Manager

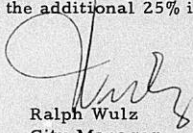
SUBJECT March 27, 1969
Status Report



By memorandum dated March 27, 1969, you indicate that the State Highway Commission is of the opinion that the differences evident in the alignment must be resolved before they can consider action on this and the other three expressways requested.

The State Highway Commission staff may have made the above statement but I simply do not believe it. I do not believe that any city in the state has studies completed, public hearings held, and plans drawn before presenting their requests to the State Highway Commission. I know for a fact that this has not been a requirement in the past. I have no intention of waiting until all alignment problems are finally resolved before presenting our request for the expressways included in the highway system to the State Highway Commission.

In the same memorandum you indicate that it was reported that consultants' fees have increased approximately 25% in the past year. As you well know, the consultant's fees for this particular project were already several times higher than were the fees for projects in which other consulting firms were involved. Someone might well ask where the additional 25% is going.


Ralph Wulz
City Manager

RW:jh



THE CITY OF WICHITA

OFFICE OF CITY MANAGER

DATE February 24, 1969

TO Ray Bruggeman, Director of Public Works
C. Bickley Foster, Director of Planning ✓

FROM Ralph Wulz, City Manager

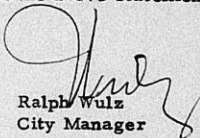
THE
ROAD TO
SAFETY



SUBJECT State Highway Network

At what date can you be ready to present the City's highway program to the State Highway Commission?

I am advised that Commissioner Moss has stated that routes located inside the city limits can be placed on the federal system but not on the state system. What do you know about the above statement?


Ralph Wulz
City Manager

RW:jh

cc: B. E. Smith, City Engineer
H. Duane Bock, Senior Planner
Paul B. Graves, Traffic Engineer



THE CITY OF WICHITA

OFFICE OF CITY MANAGER

DATE February 24, 1969

TO Ray Bruggeman, Director of Public Works
C. Bickley Foster, Director of Planning

FROM Ralph Wuls, City Manager

THE
ROAD TO
SAFETY



SUBJECT State Highway Network

At what date can you be ready to present the City's highway program to the State Highway Commission?

I am advised that Commissioner Moss has stated that routes located inside the city limits can be placed on the federal system but not on the state system. What do you know about the above statement?

Planning

Engineering

[Handwritten Signature]
Ralph Wuls
City Manager

RW:jh

cc: B. E. Smith, City Engineer
H. Duane Beck, Senior Planner
Paul B. Graves, Traffic Engineer



THE CITY OF WICHITA

OFFICE OF The City Manager

DATE February 26, 1969

TO

C. Bickley Foster, Director of Planning

FROM

Robert G. Finch, Executive Secretary

SUBJECT Resolution on Highways

THE
ROAD TO
SAFETY



Reference: your memorandum to the City Manager dated February 19, 1969, under the same subject as above.

Mr. Wulz has asked that I advise you to proceed as previously directed, to wit: a prepared presentation for showing to the District Highway Commissioner and then with his concurrence on to the State Highway Commission.

Since this office does not know for whom the 200 copies of the highway resolution have already been requested, we have no suggestions for further distribution. Please review your listings of interested parties and make copies available to those not yet receiving them.

RGF:pm

cc: Earl Rush, Chairman, Sedgwick County Commission
Wm. J. Goebel, Chairman, MAPC



FROM _____ DATE **BR** 4-23-69

ROUTE ALL STAFF

<input type="checkbox"/> ADMINISTRATION ____ Foster ____ Lakin ____ Lytle ____ Veon ____	<input type="checkbox"/> REGULATIONS ____ Galbraith ____ Gist ____ Shirkey ____ Newby ____	<input checked="" type="checkbox"/> LONG RANGE PLANS ____ X Beck ____ Looney ____ Mock ____ Kallenbach ____	<input type="checkbox"/> CURRENT PLANS ____ Young ____ Smith ____ Thompson ____ Mannan
---	---	---	--

<input type="checkbox"/> RESEARCH ____ Myers ____ Mitchell ____	<input type="checkbox"/> SECRETARIAL ____ Rathke ____ Joenig ____ Penney ____ Smith ____ Subanks	<input type="checkbox"/> GRAPHICS ____ Pierce ____ Garland ____ King ____ Haines ____ Olson ____ Mehl
--	---	---

____ HANDLE ____ COMMENT ____ NOTE, INITIAL AND RETURN
FOR YOUR: ____ INFORMATION ____ FILES ____ SIGNATURE ____ LIBRARY

REMARKS: _____

MAPC

ATTENDANCE RECORD

COUNTY
CITY
MAPC
SHC
STAFF

Date: April 17, 1969

Time: 9:00 am

Place: Planning Commission Meeting Room

Meeting Arranged By: _____

Purpose: Formal Presentation of Report to State Highway Commission
in Addition to the State Highway System and Discussion on
the Proposed Northeast Circumferential Expressway Study.

Name	Organization	Address
<u>William J. Loebel</u> Phone: <u>Wh 39931</u>	<u>MAPC</u> 7 x	<u>310</u>
<u>A. J. Hennessey</u> Phone: <u>MN 4-5138</u>	<u>M.A.P.C.</u> 8 x	
<u>James Pfeiffer</u> Phone: <u>EO 3-2111</u>	<u>County Commission</u> ② x	
_____ Phone: _____		
<u>John A. Stevens</u> Phone: _____	<u>City Commission</u> x	
<u>Walt Kuehl</u> Phone: _____		x
<u>Ken Johnson</u> Phone: _____	<u>Weclita Area</u> <u>Chamber of Commerce</u> x	
<u>Donald D. Lyden</u> Phone: _____	" "	x
<u>Earl Rush</u> Phone: _____	③ x	
<u>C. Bickley Foster</u> Phone: _____		x
<u>H. Duane Bork</u> Phone: _____		x

ATTENDANCE RECORD

Date: _____
Time: _____
Place: _____
Meeting Arranged By: _____
Purpose: _____

Name	Organization	Address
R. J. Wilkinson Phone: _____	MAPE 1	X
Chris V. Jackson Phone: _____	MAPE 2	
John [unclear] Phone: _____	MAPE 3	
Lloyd Sordens Phone: _____	MAPE 4	
Mike Mason Phone: _____	SAC	
A.G. Holmquist Phone: _____	KHC	
W.H. Ogan Phone: _____	SHC Topeka	
Tom Scott Phone: _____	C.C. ①	
Harold [unclear] Phone: _____	MAPE 5	
Jack D. Greene Phone: _____	City Commission	
M. Dale [unclear] Phone: _____	CFC	

ATTENDANCE RECORD

Date: _____
Time: _____
Place: _____
Meeting Arranged By: _____
Purpose: _____

Name	Organization	Address
John Philbrick Phone: _____	County x	
Tom Luce Phone: _____	County x	
Kenneth J. Beck Phone: _____	County x	
R. S. Delamater Phone: _____	Ch. of Commerce x	
John C. Bannix Phone: _____	Bus. & Prof. Assn. Wichita, Kan. x	
Tom Anderson Phone: _____	city commission x	
Billy D. Sullivan Phone: _____	C. of C. x	
Bob Rich Phone: _____	City Wichita x	
H. W. Grafer Phone: _____	M. A. P. C., x	
George Wilton Phone: _____	City of Wichita x	
Ray Bruggeman Phone: _____	Director of Public Works x	

ATTENDANCE RECORD

Date: _____
Time: _____
Place: _____
Meeting Arranged By: _____
Purpose: _____

Name	Organization	Address
<i>Don Enoch</i>	<i>City Commission</i>	
Phone: _____	<i>" Mayor "</i> x	
Phone: _____		
Phone: _____		
Phone: _____		
Phone: _____		
Phone: _____		
Phone: _____		
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Phone: _____		

County Commission ^{new} SAC. ^{To the person}

Tom Scott
John Philbrick

^{George} McLure

Kenneth J. Beck

Elmer S. Peters

Carl Rush

Gale Moss
W.H. Egan

City Commissioners

John Hovene

Walt Keeler

Jack Greene

A. Price Stoddard, Jr.

Don Knoch

B.E. Smith

John Dekker

Ralph Hulz

MAPC

William J. Sobel

A. J. Hennessy

R. J. Dickinson

Almer V. J. Jackson

John Trout

Gloyd Sanders

Hap Bledsoe

H. H. Kratzer

City Staff

B.E. Smith

Dekker

Hulz

April 17, 1969

TITLE

PRESENTATION BEFORE THE BOARD OF SEDGWICK COUNTY COMMISSIONERS
THE BOARD OF WICHITA CITY COMMISSIONERS, THE WICHITA-SEDGWICK
COUNTY METROPOLITAN AREA PLANNING COMMISSION, REPRESENTATIVES
OF THE STATE HIGHWAY COMMISSION, THE WICHITA AREA CHAMBER OF
COMMERCE, GREATER DOWNTOWN WICHITA, INCORPORATED, AND OTHER
INTERESTED INDIVIDUALS RELATING TO A REQUEST FOR THE PLACEMENT
OF THE PROPOSED INNER LOOP EXPRESSWAY, NORTH WICHITA THROUGHWAY,
NORTHEAST CIRCUMFERENTIAL FREEWAY AND NORTHEAST DIAGONAL EXPRESS-
WAY ON THE STATE HIGHWAY SYSTEM, FEDERAL AID PRIMARY SYSTEM,
AND FEDERAL AID INTERSTATE HIGHWAY SYSTEM.

As has been stated earlier the purpose of this meeting is
to formalize a request of the Board of Sedgwick County Commissioners,
the Wichita-Sedgwick County Metropolitan Area Planning Commission,
the Wichita Area Chamber of Commerce, Greater Downtown Wichita,
Incorporated, and many other local, private and public service
groups relating to placing the proposed Inner Loop Expressway,
the proposed North Wichita Thruway, the proposed Northeast
Circumferential Freeway, and the proposed Northeast Diagonal

Expressway on the State Highway System of Kansas. However, to understand the significance of the regional need which this request represents certain background ^{is necessary to} ~~copy~~ place this action in proper perspective.

Beginning as early as 1923 the City of Wichita through its dynamic leadership had caused to be made and completed one of the first comprehensive master plans for a city in the nation. Included as a part of this first mast plan were proposals relating to the development of a thorofare system of circumferential and radial routes to serve the many persons living in various parts of the City of Wichita. By the early 1940's the City master plan had become sufficiently outdated to necessitate a total reanalysis. Consequently, the work toward completing a second comprehensive plan for the Wichita area was initiated.

By 1946 work on a second comprehensive plan again including a major street plan for the City was completed. The major street

plan of 1946 proposed a system of arterial thoroughfares in a circumferential and radial pattern which would serve all residents living in the Wichita urbanized area. It was of interest to note that because of inabilities relating to plan implementation, many of the proposals included in the 1923 plan were carried over as needs in the 1946 plan. By the mid 1950's the dynamic character of the Wichita Metropolitan Area necessitated a further updating of the 1946 plan in order that the Transportation Plans of the community could reflect the needs resulting from the post war population boom. Once again a system of major thoroughfares was proposed in a circumferential and radial pattern to serve all sectors of the community. However again, there had been a lack of plan implementation. Consequently, the 1955 Pattern for Thoroughfares for Wichita, Kansas proposed, in concept, most of the major proposals included in the Transportation Plan of 1923.

By the late 1950's the need to study and develop transportation plans on a comprehensive and areawide basis including Sedgwick County became apparent. Therefore in 1959 steps were taken to develop a local Comprehensive Planning process which could develop a transportation plan which would encompass and define the transportation needs for the City of Wichita and all areas of Sedgwick County.

Through numerous intergovernmental agreements, cooperative studies, hundred of thousands of dollars of expenditures and many thousands of hours contributed by local individuals for committee work, a comprehensive transportation plan element was completed for the Wichita-Sedgwick County Metropolitan Area in late 1964. Following the completion of the plan, the Metropolitan Area Planning Commission brought the proposals before the local community, service groups, and interested organizations in order that they might review and be advised regarding

the implications of the plan.

At the same time the Planning Commission, foreseeing the need to keep the Transportation Plan updated on a continuous and comprehensive base, took initial steps to insure that such action would take place. On April 30, 1965 the Planning Commission with the concurrence of the Board of Wichita City Commissioners and the Board of Sedgwick County Commissioners entered into an agreement with the State Highway Commission of Kansas establishing a continuing comprehensive transportation planning process for the Wichita-Sedgwick County Metropolitan Area.

Beginning in May of 1965 and continuing through that year the Transportation Plan proposals were presented publicly at over fifty open meetings and publicized in local newspapers on numerous occasions.

Having the opportunity to receive comments on such a wide base the Planning Commission in February of 1966 held the first

of two official public hearings to consider comments regarding the acceptability of the Plan in meeting the needs of local residents on a county-wide scale. Because of background information and the comprehensive nature of prior considerations only minor modifications to the Plan proposals were suggested at the public hearings. The plan was then officially adopted on May 19, 1966 by the Metropolitan Area Planning Commission with outstanding support from many public agencies, private organizations and individuals.

But precisely what did the development of the Comprehensive Plan Involve?

DEVELOPMENT OF THE COMPREHENSIVE TRANSPORTATION PLAN
SURVEYS "ORGANIZATION CHART"

METROPOLITAN AREA POPULATION PROJECTIONS

ORIGIN AND DESTINATION ZONES

PERCENT OF DEVELOPED LAND BY DISTANCE FROM CBD

MAJOR STREET TRAVEL TIMES FROM THE CBD - 1960

HOURLY INTERNAL TRIP PURPOSE DISTRIBUTION - 1960

TRAFFIC VOLUMES - 1962

TOTAL VEHICLE DESIRE LINES INTERNAL DISTRICTS TO
INTERNAL DISTRICTS - 1960

TOTAL VEHICLE DESIRE LINES DISTRICTS TO DISTRICTS - 1985

RELATIONSHIP OF STREET SYSTEMS

INTERSECTION STANDARDS

~~RECOMMENDED RAILROAD PLAN~~

~~CONTROLLED AIR SPACE AND REQUIRED AIRPORTS~~

~~PROPOSED INTERCITY TRUCK ROUTES~~

URBAN AREA TRANSPORTATION PLAN PROPOSALS

COUNTY TRANSPORTATION PLAN PROPOSALS

Keeping three things in mind helps place the transportation study and adopted plan in proper perspective. First, the needs it outlines in streets, highways and thoroughfares have not suddenly come to light. They were not unexpected, they were the result of over five years of study and many of them are obvious and had been recognized long before now. The Transportation Study merely tied them all together in one package and enabled the community to see where it stands over all as far as transportation needs are concerned.

Second, while the Study identifies needs that may require over one hundred and fifty million dollars to satisfy, they do not all have to met at once. In looking ahead the basis for funding of many of the projects is both existing programs and programs not yet initiated at the State and Federal level. However, if the local community and state are to benefit from these new programs, steps must be taken in order to take

advantage of these programs as they develop.

Third, the Study does not represent a specific or binding proposal for the various projects. It is rather a guideline to help our local and state governments to make wise decisions over the next two decades in determining the pattern which will evolve as the Wichita-Sedgwick and Butler County urbanized area.

Unquestionably our community today offers several examples of the grief that comes from inadequate transportation planning or adequate planning ignored. Transportation planning has a very practical application. It can save many tax dollars in the long run. It can reduce our traffic accident and death rate. And it can encourage the growth and prosperity of our community and make it a more pleasant place to live.

In viewing the potential of the plan the local governing bodies and the Metropolitan Area Planning Commission concurred that the worst thing that could happen would be for the Transportation Study to be ignored and put on a shelf to gather dust

as has happened to many prior plans. Instead, they decided that three things should be done and done soon:

First, the Planning Commission, City Commission, County Commission, State Highway Commission, and Division offices of the Bureau of Public Roads should adopt the Study as a guideline for future action.

Second, preliminary engineering studies should be started to locate specifically those new routes and improvements which the Study shows are needed.

Third, acting on these engineering studies action should be taken to start acquiring rights-of-ways to accommodate these projects to insure their ultimate reality.

By June of 1966, the Transportation Study had been officially adopted as the Transportation Plan by the Planning Commission with the concurrence of the Board of Wichita City Commissioners, and Board of Sedgwick County Commissioners. The local governing bodies established that the routes of regional influence (expressway routes) should be engineered first. State and Federal assistance not forthcoming, the governing bodies took it upon them-

selves to begin obtaining preliminary engineering studies for these routes as local funds would allow. As these studies have been completed the City of Wichita has programmed funds in the Capital Improvement Program for the purpose of protecting these rights-of-way and has invested over four hundred thousand dollars since the initiation of this program.

Ours is a mobile society and this metropolitan area is a fine example of it. Few communities can boast the kind of comprehensive transportation planning studies and process our local action has caused to be created. It would be tragic if we did not make use of it. However, to do this has become apparent that action and assistance is needed from our State and Federal counterparts who are also responsible for implementing transportation needs of regional influence.

Toward this end the transportation needs relating to the thorofares of regional and statewide influence are being requested

for inclusion in the State Highway System, Federal Aid Primary System, and Interstate Highway System by the local governing bodies of the City of Wichita and Sedgwick County by the Planning Commission, Chamber of Commerce, Greater Downtown Wichita and by the numerous local public agencies, private groups, service organizations and individuals who are otherwise affected by these particular routes. But who are these people now requesting assistance from the State and Federal agencies to meet these regional transportation needs.

The people within the Wichita-Sedgwick County Metropolitan Area represent approximately 15.7 percent of the state's population, they represent the owners of approximately 15 percent of all motor vehicles registered in the state of Kansas, they represent over 15 percent of the road users in the state of Kansas who in turn pay for approximately 15 percent of the

State population these Kansas residents are afforded the use of only 2.04 percent of the State Highway System mileage.


It is recognized that prior commitments have severely limited the miles of the State Highway System committed to urban areas but the Transportation Study indicates a condition in Wichita which is fast approaching point of an urban crisis.

In addressing itself to the total urban problem the local governing bodies have taken the position that the local community must decide for itself what kind of transportation system best suits the needs. The local community must decide what kind of city it wants to be and how it wants to grow and what shape it wants to take. Most communities could not answer these types of questions, but in the Wichita and Sedgwick County Metropolitan Area these answers are available. In fact these answers are the basis for the request now being presented.

Since the documented Study and Adopted Plan represent the

needs of over 15 percent of the State's population local
opinion appears to justify a request for the State Highway
Commission to add approximately 23 miles of roads to the State
Highway System. Action to include the Inner Loop, North Wichita
Thruway, Northeast Circumferential and Northeast Diagonal would
increase the total mileage in the State System by 0.23 percent.
On the basis of such facts and on the basis of the past studies
and plans this does not appear to those local interests involved
as an unreasonable request. However at this time you may wish
to hear from other private interests which are also represented
at this meeting.

Optional ending



Oym

Colby Sandham

Dale Linsen

Wpton

John Banier

Corridor Hearing

I'm assuming that the Chambers
and the GDW be
excused and press
men to stay if
he would.

ROBERT C. DOCKING, Governor

State Highway Commission of Kansas

JOHN D. MONTGOMERY, Director of Highways
R. L. PEYTON, Assistant State Highway Director
JOHN D. McNEAL, State Highway Engineer



Row
Sale
ROBERT F. HAGEN
Lawrence, Kansas
BOB KENT
Salina, Kansas
HENRY SCHWALLER
Hays, Kansas
KARL A. BRUECK
Paola, Kansas
GALE MOSS
El Dorado, Kansas
LOUIS KAMPSCHROEDER
Garden City, Kansas

STATE OFFICE BUILDING
TOPEKA, KANSAS 66612

May 22, 1970

Right of Way

Mr. Dean Sellers
Construction Chief Engineer
City Annex Building
Wichita, Kansas

Dear Mr. Sellers:

This will respond to our recent telephone conversation in which you requested information as to how the State Highway Commission determined how a highway is to be designated Interstate, Primary or Secondary.

We feel that a letter dated May 6, 1970 from Mr. John D. McNeal, State Highway Engineer to Mr. Lakin of Wichita City Planning Commission, explains these matter rather fully. If further information is desired we suggest you contact Mr. John D. McNeal, State Highway Engineer.

Yours truly,

Harry G. Wiles, Chief
Right of Way Department


J. R. McCarty
Right of Way Department

JRM:dlc

Vehicle Miles Travel 1968 ^{Free Due Schwann Jan 1970}
 State 12,550,000,000

Uchita 88%±
 Seg. 6,040,000 } ⁶⁰ 4,000,000
 Cordor } ⁴⁸ 5,450,000
 County.

Compare
 P.P.

Over. counts.

Motoring on city road daily.
 360

10% Sample

AADT 30 to highest

Free Clr
 20% Exp. Ant.
 80% VM.

	City	State
68	232,800 (15%)	1,559,900
67	219,629 (13%)	1,462,224

11/31/69
R

Re

December 31, 1969

Kansas State Highway Commission
State Office Building
Topeka, Kansas 66612

Gentlemen:

In the last two weeks local officials and interested citizen groups have met with Mr. Robert Morrissey of the Bureau of Public Roads discussing highway needs in the Sedgwick County area. We are advised that this area needs to make known its desires in terms of specific priorities for roadway construction in this area. We, the City Commission of the City of Wichita and the County Commission of Sedgwick County, hereby request that the State Highway Commission establish as the number one priority project (in addition to current interstate projects) the development of U.S. 54 (Kellogg) in the area between the Arkansas River and the Kansas Turnpike.

This particular section of road is already established in the Federal highway system and has the full agreement and concurrence of both governing bodies as to the need for its improvement. May we call your attention to correspondence between the Highway Commission through its then State Highway Engineer, Walter Johnson, and the then City Manager of Wichita, Russell E. McClure, concerning the scheduling of various sections of this route both for right of way acquisition and construction beginning in 1969-70 and extending through 1975. We believe the design concepts for the area between Washington and Rutan are well accepted by both local agencies and by the State Highway Department. We can

Draft to Co Comm - Reuk -
hand carry by RAE 12-31-69



Kansas State Highway Commission
December 31, 1969

see no reason why immediate action should not be taken to place this route under construction. A tentative agreement between the City of Wichita and the State Highway Commission was reached as indicated in correspondence from Johnson to McClure, dated March 22, 1967, and reply from McClure to Johnson, dated April 6, 1967. The City of Wichita stands ready to meet its commitment for its share of the right of way with funds allocated and reserved specifically for this purpose in its capital improvement program.

No apparent progress has been made in meeting the tentative schedules established by the Highway Commission. We believe it is time to move these projects forward as scheduled.

We will be happy to have representatives of both Commissions appear at any meeting with the Highway Commission to discuss this matter in greater detail with you.

Respectfully submitted,

Donald K. Enoch, Mayor
City of Wichita

Earl Rush, Chairman
Sedgwick County Board of Commissioners

cc: John D. McNeal
State Highway Engineer
Gale Moss, Commissioner 5th District
El Dorado, Kansas
John D. Montgomery
Director of Highways
R. L. Peyton
Assistant State Highway Director

Back

May 22, 1969

Mr. John B. McNeal *State Engineer*
~~Engineer of Planning & Development~~
State Highway Commission
State Office Building
Topeka, Kansas 66612

Dear Mr. McNeal:

This is to formally transmit to you, for consideration by the State Highway Commission, the request of the Wichita-Sedgwick County Metropolitan Area to have four highways placed on the State Highway System and the appropriate Federal agencies contacted to assist in future funding. These proposed routes are the Inner Loop Expressway, the North Wichita Thruway, the Northeast Circumferential Freeway, and the Northeast Diagonal Expressway.

The attached Resolution is self-explanatory and was unanimously passed by the Wichita-Sedgwick County Metropolitan Area Planning Commission, the Wichita Board of City Commissioners, and the Sedgwick County Board of Commissioners, as well as endorsed by several prominent local organizations. We understand that the Commission is in a review period on its five year construction program and it seems to be a most appropriate time to consider the requests from our part of the State.

Very truly yours,

Wm. J. Goebel
Chairman

WJG:ber
Attachment

cc: Gale Moss, State Highway Commissioner, El Dorado, Kansas
Robert Morrissy, Division Engineer, Bureau of Public Roads
Earl E. Rush, Chairman, Board of County Commissioners
Ralph Wulz, City Manager
John Barrier, Chairman, Greater Downtown Wichita, Inc.
Kenneth Johnson, President, Wichita Area Chamber of Commerce

Highway User Fund Distribution

The table below shows the distribution of state and federal highway user funds in Kansas for the 10-year period ending June 30, 1968. Of the \$84.5 million of state highway user funds available in fiscal 1968, \$10 million (11.86%) was allocated to counties and townships, \$5 million (5.97%) to cities including payments for city mainte-

nance of state highways, and the remaining \$69.5 million (82.17%) was retained by the state. After the transfer of \$4.6 million of this \$69.5 million for non-direct highway purposes such as highway patrol, general fund and ports of entry, only \$64.9 million remained for the state highway fund.

Federal aids earned by Kansas under federal formulas in fiscal 1968 totaled \$37.6 million. Allocations approved during the year by the highway commission totaled \$45 million. Federal aid secondary monies allocated to county governments totaled \$5.7 million. Construction contracts let by the state for work within cities, excluding interstate work, amounted to less than \$4.2 million.

Federal aids earned by Kansas under

State Highway Funds Only	7-1-58 to 6-30-59	7-1-59 to 6-30-60	7-1-60 to 6-30-61	7-1-61 to 6-30-62	7-1-62 to 6-30-63	7-1-63 to 6-30-64	7-1-64 to 6-30-65	7-1-65 to 6-30-66	7-1-66 to 6-30-67	7-1-67 to 6-30-68
Counties and Townships										
County and Township Road Fund	\$ 3,600,000	\$ 3,600,000	\$ 3,600,000	\$ 3,600,000	\$ 3,600,000	\$ 3,600,000	\$ 3,600,000	\$ 3,600,000	\$ 3,600,000	\$ 3,600,000
FIFTH Cent Motor Fuel Tax-Base*	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000
FIFTH Cent Motor Fuel Tax-Base**	290,944	440,332	621,438	731,963	947,584	1,117,127	1,286,710	1,455,219	1,633,337	1,835,030
Special Motor Carrier County Funds*	48,479	70,130	94,075	121,202	157,024	202,678	258,478	325,107	402,322	493,523
Totals	8,379,423	8,370,462	8,316,513	8,453,165	8,704,216	9,024,708	9,481,208	9,934,046	10,411,659	10,928,503
Cities										
FIFTH Cent Motor Fuel Tax-Base*	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000
FIFTH Cent Motor Fuel Tax-Base**	290,944	440,332	621,438	731,963	947,584	1,117,127	1,286,710	1,455,219	1,633,337	1,835,030
City Maintenance Payments*	310,223	363,393	511,623	620,203	781,831	931,811	1,079,289	1,226,766	1,374,243	1,521,720
Totals	3,111,167	3,313,727	3,633,101	3,853,166	4,229,415	4,612,620	5,005,008	5,401,985	5,808,282	6,228,450
State										
Transfers and Non-Direct Highway*	2,375,928	2,996,871	3,169,313	2,895,267	3,048,478	3,035,638	3,104,620	3,206,822	3,322,369	3,410,533
Balance-Highway Fund	45,138,811	46,039,282	47,139,032	48,483,815	49,966,117	51,579,103	53,324,628	55,202,228	57,216,227	59,378,781
Totals	49,314,749	49,036,153	50,308,345	51,379,082	53,094,595	54,614,741	56,429,248	58,409,050	60,538,596	62,789,314
Grand Totals	\$37,637,163	\$40,366,631	\$42,007,375	\$43,232,300	\$45,270,816	\$47,149,188	\$49,074,276	\$51,037,316	\$53,047,147	\$55,107,077
Federal Aid Funds Only										
Amey's Formula										
Interstate	\$21,377,339	\$29,742,827	\$23,148,918	\$19,532,989	\$12,035,361	\$26,618,031	\$3,169,833	\$28,356,422	\$20,026,826	\$9,917,072
Primary	12,440,075	10,777,292	7,883,208	9,664,802	8,355,678	9,803,819	8,276,032	10,921,839	9,386,721	9,022,109
Secondary to Counties	6,730,085	6,791,712	5,160,983	5,165,072	4,812,828	5,901,553	5,870,000	5,843,481	5,456,968	5,688,487
Secondary retained by State	2,275,276	1,941,720	2,438,377	348,296	275,627	117,187	85,945	1,025,897	831,096	529,537
Urban	4,846,645	5,187,056	5,168,031	5,258,712	5,292,029	5,377,828	5,508,566	5,728,215	5,728,828	5,678,064
Totals	35,707,217	50,300,938	39,764,817	38,370,871	26,879,483	47,019,228	30,186,370	49,743,084	37,940,778	27,647,681
Allocations										
Interstate	29,331,813	22,243,125	15,848,900	19,382,316	18,257,100	27,013,523	27,013,523	21,071,833	21,469,930	25,118,622
Primary	16,721,488	9,221,281	6,296,959	8,747,312	9,139,087	9,237,816	9,663,438	10,048,258	10,100,835	10,248,673
Secondary to Counties	7,915,839	5,300,000	4,821,297	4,800,797	5,200,000	5,300,000	5,300,000	5,600,000	5,800,000	5,700,000
Secondary retained by State	2,448,933	1,267,233	1,796,278	1,248,123	1,187,329	1,371,220	1,431,036	1,616,903	1,531,033	1,430,939
Urban	1,202,441	1,116,830	2,020,886	4,170,767	2,287,788	2,227,151	2,278,289	2,439,273	2,633,057	2,683,079
Totals	47,621,614	40,248,467	32,696,371	38,833,233	38,334,303	47,962,002	39,916,715	41,930,905	41,983,905	44,981,314
Construction Contracts within Cities from State and Federal										
(1) Federal Interstate	-	-	-	-	-	4,152,281	1,323,089	5,637,361	639,064	13,818,911
(2) Federal Urban and Primary	727,397	553,063	1,013,629	872,358	2,209,278	4,710,231	3,816,944	3,001,849	2,046,366	3,667,462
(3) Federal Secondary	-	513,478	-	-	-	-	81,973	-	-	109,377
(4) State Construction	878,811	1,058,832	1,072,445	1,270,532	859,373	787,126	773,155	823,033	809,735	817,268
Totals	1,586,228	2,237,176	2,906,294	2,092,490	2,968,653	6,650,636	6,685,173	9,460,233	3,729,165	17,914,217

* Paid Direct to Counties and Cities. Does not go to State Highway Fund.
 † Includes Highway Patrol, Ports of Entry, State General Fund, etc.
 (1) IRT approximately State Funds
 (2) DOT
 (3) DOT
 (4) 100% State Funds

Half Vehicle Travel on Urban Streets

Motor-vehicle travel in the United States in 1966 totaled 930.5 billion vehicle miles, an increase of 4.8 percent over the travel in 1965, according to the Bureau of Public Roads. Motorcycle travel is estimated to have increased 32.4 percent from 1965 to 1966.

The proportions of travel by road system and vehicle type changed little from 1965 to 1966. Of the 1966 travel, 35.2 percent was on main rural roads comprising 14 percent of the nation's total of 3.7 million miles of roads and streets. Some 50.5 percent of the travel was on urban streets, which comprise

14 percent of the total mileage. Travel on local rural roads was only 14.3 percent, although these roads are 72 percent of the total mileage.

Passenger cars represented 82 percent of the vehicles registered and did 80 percent of the travel in 1966; motorcycles, two percent of the vehicles and less than one percent of the travel; trucks and truck combinations, 16 percent of the vehicles and 19 percent of the travel. Similar figures for buses were less than one percent.

The average motor vehicle traveled 9,698 miles in 1966, half of it in cities, and consumed 778 gallons of fuel at a rate of 12.47 miles per gallon. The average passenger car traveled 9,506 miles and consumed 679 gallons of fuel at a rate of 14 miles per gallon.

According to the state estimates, the traveled way of the interstate system carried 147.2 billion vehicle miles, or 16.6 percent of the total 1965 travel on all roads and streets. The traveled way consisted of 18,000 miles of interstate system highways now in use and 23,000 miles of existing connecting highways; service for this total mileage will be provided by the completed interstate system. From the state estimates it is expected that by 1975 the 41,000-mile interstate system, comprising little more than one percent of the total road and street mileage of the United States, will carry more than 20 percent of the total 1,213 billion miles of travel estimated for 1975.

Added Road Funds For Cities and Counties

ON FRIDAY, April 25, the house (89-34) and the senate (33-6) overrode the governor's veto of HB 1142, the fuel tax-freeway bill. The bill thus becomes law on July 1, 1969. The revenue from one cent of the two-cent gasoline tax increase (1/7 of the total), and 1/7 of the revenue from the special fuel tax (raised from seven cents to eight cents) will be apportioned to cities and counties. The bill also provides for a decrease in the "shrinkage allowance" or tax retention of fuel dealers (from 3½ percent to three percent). It specifies corridors for a state freeway or express highway system and criteria for determining priorities for constructing this system. The tax rate on special fuel used in farm trucks and urban transit buses is increased from five cents to eight cents.

The total Kansas gasoline tax will be seven cents beginning July 1. On January 1, 1969, there were 35 states which had a gas tax of seven cents or more, and it is reported that three other states have increased their gas tax rates this year.

Total Distribution Formula

Effective July 1, 1969, the formula for distributing revenue from the seven-cent gas tax and eight-cent special fuel tax will be as follows (exclusive of three percent dealer retention, less refunds and less a two percent "skim-off" for the state general fund):

- 4/7ths—to state highway fund (existing)*
- 1/7th—to state freeway fund (new)
- 1/7—to county road and city street fund (existing "5th-cent")
- 1/7th—to special city and county highway fund (new)

In addition to the one-seventh earmarked for the state freeway fund, after July 1, 1970, 50 percent of "all available funds allocated for (state) highway construction," other than interstate, is to be expended on a system of expressways and freeways. The impact of this requirement on K-route and urban improvements, (including in-kind work involving federal urban renewal projects) is unknown. The act sets forth nine corridors for freeways, to be built according to a set of factors specified in HB 1142. These factors include traffic volumes, sufficiency ratings of routes, safety records, maintenance of continuity of entire system, trip lengths, ratio of revenue earned to cost incurred, economic needs of area served, re-

lation to other routes in system and the benefit-cost ratios.

Total Revenue

With the changes in HB 1142, the state highway commission estimates the net revenue from motor fuel tax collections for local units for the year ending June 30, 1970, as follows: 1/7th — county road and city street fund—\$11,282,000; 1/7th — special city and county highway fund—\$11,282,000.

As previously noted, the \$3.6 million county and township road fund comes from the state share. This fund is distributed to counties 40 percent equally and 60 percent according to assessed valuation. Cities are estimated to receive \$700,000 in fiscal 1970 for city maintenance of state highway connecting links. No change was made in the existing "5th-cent" county road and city street fund. This is distributed \$4 million to counties, \$2.5 million to cities, with the balance in the fund divided equally between counties and cities.

The formula for distributing the new revenue is explained below. The legislative research department analysis indicates that counties will receive about \$5,148,000 (45.63 percent) and the cities about \$6,134,000 (54.37 percent).

New Revenue Formula

The county-city share of new money is paid first to the 105 county treasurers on the basis of the amount of money collected within the county from motor vehicle registration fees for the preceding calendar year. The county treasurer then divides the amount received into a county share and cities' share, according to the percentage set forth below. The share for cities is divided among cities within the county on the basis of population.

County Population	Distribution
0 - 9,999	25% for all cities in county 75% for county road and bridge fund
10,000 - 19,999	40% for all cities in county 60% for county road and bridge fund
20,000 - 33,999	50% for all cities in county 50% for county road and bridge fund
34,000 - 149,999	60% for all cities in county 40% for county road and bridge fund
Over 150,000	75% for all cities in county 25% for county road and bridge fund

The new money will be paid quarterly, in the amount earned by fuel taxes during the previous three months, payable as of October 15, 1969, and on January 15, April 15, July 15 and October 15 thereafter. The amounts re-

Continued on page 270

* Of which \$3.6 million is allocated to the county and township road fund—K.S.A. Supp. 68-416—comes from the total of the state highway fund, which received revenue from vehicle registration fees and other sources beside fuel taxes.

ADDED ROAD FUNDS

Continued from page 210

ceived in any quarter will vary with motor fuel consumption in the previous quarter.

Restrictions As To Use

Counties. Sec. 17(b) of the act requires that, "Not less than twenty-five percent (25%) of the amount received by each county and credited to the county road and bridge fund under the provisions of this section shall be expended by the county on mail and school bus routes on county roads as defined in K.S.A. 68-101."

Cities. Sec. 17(b) provides: "All such payments shall be made to the city treasurers of the respective cities,

The preparation of this report was financially aided through a federal grant from the Department of Housing and Urban Development, under the Urban Information and Technical Assistance Program authorized under Title IX (Section 905) of the Demonstration Cities and Metropolitan Development Act of 1966.

and upon receipt of same the city treasurer of each city shall credit the same to a separate fund to be used for streets and highways of such city. Money in said fund shall be used only for the construction, reconstruction, alteration and repair of main trafficways and trafficway connections established pursuant to K.S.A. 12-685 and 12-686, through highways established pursuant to K.S.A. 8-568 and major streets or highways established pursuant to K.S.A. 1968 Supp. 12-705c."

Expenditures in 1969

As noted above, counties and cities will receive one of the quarterly distributions of new money (October 15) this year. No provision was included in this bill for expenditure of such new money received in 1969 outside the budget laws or outside existing 1969 budgets. It is therefore assumed that existing budget laws must be followed; the general budget law provides that public funds may be spent only pursuant to budget authority. (K.S.A. 79-2934)

Counties. The new revenue for counties is to be credited to the county road and bridge fund. If the revenue for this fund was underestimated, the additional cash received could be spent this year to the maximum amount budgeted. If not, it appears the money

Continued on page 271

ADDED ROAD FUNDS

Continued from page 270

must be either (a) held over and budgeted for 1970, or (b) authority must be received from the state board of tax appeals for exceeding the budget.

Cities. The city share must be placed in a special fund. Therefore, notwithstanding any street expenditure authority in the existing city budget, it appears that the new money may be spent this year only with approval of the state board of tax appeals. Otherwise, the new revenue must be held over and budgeted for expenditure in 1970.

1969 Budget Effect. Under K.S.A. 79-2935, expenditures may be made in excess of the amount budgeted only (1) by vote of the electors, (2) when bonds are issued, or (3) warrants are authorized by the state board of tax appeals. K.S.A. 79-2939 authorizes the board to authorize exceeding the expense budget for an "unforeseen occurrence which causes an expense." However, the procedure is complicated, and requires two newspaper publications and a public hearing before the state board of tax appeals. A new law provides for a new five-member board and their reaction to such request is difficult to predict. Since the amount received in 1969 will be comparatively small, (around one-fourth the expected annual amount) most units will probably budget the October, 1969, receipts for expenditure in 1970.

Estimated New Revenue

The revenue for cities averages slightly over \$3.50 per resident. The highest per capita resident revenue will be near \$5.50 and the lowest near \$2.05 per city resident. County per capita revenue is expected to vary widely also. Low per capita distributions to counties are expected to be slightly less than one dollar for each county resident. Some counties will receive up to \$4 for each county resident. A detailed report on new gasoline tax revenue estimates has been published by the League. A limited supply of the report, "The New Fuel Tax—Freeways Act," is available from the League. Copies of the report have been mailed to all member cities and counties.

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CITY ENGINEER WANTED—City of Liberty, Missouri (population 15,000) is seeking a city engineer who is registered or registerable in the State of Missouri. Desire experience in streets, water and sewer with some knowledge of building inspection and supervision. Salary commensurate with experience. Send resume to Snider, City Administrator, 16 Missouri Street, Liberty, Missouri 64068.

CITY SUPERINTENDENT—City of Eldon, Missouri (population 1,000) is seeking a city superintendent. Send inquiries to City of Eldon, Eldon, Missouri 64637.

CITY SUPERINTENDENT for the City of Hill City, Kansas. Population 1,000. Municipal Light, Water and Sewer Service. Salary open, dependent upon education and experience. Send complete resume to City Clerk, N. Pomery, Hill City, Kansas 66441.

CITY MANAGER: Junction City, Kansas (Pop. 17,000) Located on state route 70, 130 miles west of Kansas City has had four managers since commission-manager plan was adopted in 1947. Five commissioners elected on nonpartisan basis for two-year terms. Send resume with acceptable salary to Mayor, Box 287, Junction City, Kansas 66441.

CITY POSITION OPEN: City Superintendent for the City of Osage City, Kansas. Population 2,600. Municipal Light, Water, Natural Gas and General Sewer Service. Prefer Engineering background with experience. Send full resume including educational background to: City Clerk, Osage City, Kansas 66523.

CIVIL ENGINEERS—Progressive City of 300,000 has openings for Civil Engineers in several positions. Engineering Division is responsible for design and construction of all types of public works projects. Excellent fringe benefits. Civil Engineer I, \$690 - \$845; Engineer II, \$780 - \$950; Civil Engineer III, \$880 - \$1,070; Survey Party Chief, \$640 - \$780. Call collect or write now information—AC 316 AM 1, Ext. 221 or 219. Dale Rich, Personnel Director, City of Tulsa, Oklahoma, 204 S. Main, Wichita, Kansas 67201.

Continued on page 271

Mock
DR 69-11

January 14, 1970

Mr. John D. McNeal
State Highway Engineer
State Highway Commission
State Office Building
Topeka, Kansas 66612

Dear John:

Back in May, the Chairman of the Planning Commission transmitted a Joint Resolution asking the State Highway Commission to consider placing four highways on the State Highway System, these being the Inner Loop Expressway, the North Wichita Thruway, the Northeast Circumferential Freeway, and the Northeast Diagonal Expressway. Since that time, and based on the records that I can find since the resignation of our Director, I can find no reply to this request by the Highway Commission nor the Highway Department. Since we have had no formal reply, I would assume that the Highway Commission has not taken any formal action on this request. In some conversations with you and other members of your staff, I have had the feeling that there were problems on one or more of these roads as to the State Highway Commission being able to take such action.

Would you please outline for me the specific problems that you or your staff feel might exist, either from a technical standpoint, a legislative standpoint, or from any other aspect that you can see in having the Commission take such action as was requested. As an example, I believe that you have indicated that the Inner Loop did not meet the criteria for being placed on the State system. If you would give me the specific criteria that you feel it does not meet and, if possible, the statutory or administrative regulations involved, this would assist us in being able to advise our Commissions as to what the problems are.

I have had quite a number of questions concerning the status of this resolution recently and if you could give this your attention it would be very much appreciated.

Page 2 - John D. McNeal
January 14, 1970

By the way, I noticed in the newspaper the other night that Mr. Montgomery and Mr. Peyton were in town talking to our local legislators, at which time they indicated a problem occurring on K-96 and its juncture with I-235. I called Glen Sutton the next day and asked if he was aware of the problem and he indicated that he was not. To date, I haven't heard what the problem is on this project. Would you please have one of your staff people advise us as to the status of this project and as to what specific action has been taken by the Bureau of Public Roads and/or the State Highway Commission concerning K-96.

Sincerely,

Robert A. Lakin
Assistant Planning Director

RAL:ber

cc: Earl Rush, Chairman
Board of County Commissioners

Ralph Wulz
City Manager

Wm. J. Goebel, Chairman
Planning Commission

cc: *Dick Price*
Sen. W. E. Woodard
Bruce McClure

ROBERT B. BECKING, Governor

State Highway Commission of Kansas

JOHN D. MONTGOMERY, Director of Highways
R. L. PEYTON, Assistant State Highway Director
JOHN D. McNEAL, State Highway Engineer



DR 4-11
ROBERT P. HAGEN
Lawrence, Kansas
BOB KENT
Salina, Kansas
HENRY SCHWALLER
Hays, Kansas
KARL A. BRUECK
Paola, Kansas
GALE MOSS
El Dorado, Kansas
LOUIS KAMPSCHROEDER
Garden City, Kansas

STATE OFFICE BUILDING
TOPEKA, KANSAS 66612

May 6, 1970

Mr. Robert A. Lakin
Director of Planning
Wichita-Sedgwick County
Metropolitan Area Planning Department
City Building Annex
104 S. Main Street
Wichita, Kansas 67202



Dear Mr. Lakin:

In response to your letter of April 17, there are several technical requirements and legal considerations which must be considered before making an addition to the state highway system or designating a route as a city connecting link. In the first place there is a distinction between an addition to the state system and the designation of a connecting link.

In the strict sense an addition to the system is limited to rural sections and does not include routes within corporate limits of a city. Although the Commission has rather broad discretion as to the addition of rural sections to the system, the statutes do set forth some general requirements which a route should fulfill and, very importantly, establishes a 10,000 mile limitation on the total system mileage. We believe you are aware of the fact that most of the 10,000 miles has already been designated, with a small mileage reserved to provide for necessary adjustments resulting from alignment revision such as providing spur routes from bypasses to a city limit and similar reasons.

The four routes in Wichita to which you refer would not come under the category of system additions since, with the possible exception of a part of the Northeast Circumferential, they are entirely within the corporate limits. They, therefore, could only be considered for designation as city connecting links. City connecting link mileage is not restricted under the 10,000 mile limitation but must meet several other requirements.

First, our Legal Department advises that to be designated a connecting link a city street must actually connect parts of the state system through the city in such a way as to provide a continuation of the system. A street that merely connects between two connecting links within the city is not included in the definition. We hope that the distinction is clear. (The phrasing is mine and I am not a lawyer.) One example of the application of the definition is that of a spur route, the term used to describe a rural section on the system which provides a connection from a state route which goes past a city entirely beyond the corporate limits. The spur, as a part of the system, terminates at the city limits and the connecting city street is not designated a connecting link unless it otherwise is part of a system continuation or connection through the city.

McNeal to Lakin
May 6, 1970
Page 2

What we have attempted to do in the preceding paragraph is set forth the general case. We would, of course, seek advice from our Legal Department in each specific case under consideration after the other requirements and regulations have been met.

Among the most important of these other considerations from a practical standpoint, is that the route to be considered as a connecting link should be eligible for addition to the Federal-aid highway system. This is necessary if any Federal-aid is to be obtained at any time in the future for improvement-- a necessary practical consideration in the current financial picture although there is no state or federal legal requirement that a connecting link be on a Federal-aid route.

To be eligible for Federal-aid system designation numerous requirements must be met, particularly since the passage of the 1962 Federal Aid Act and the 1968 Federal Aid Act. The first requires that if any Federal-aid is to be made available within a metropolitan area (not just the city limits) there must be in existence a satisfactory continuing, cooperative, comprehensive planning process. We have discussed this with you before.

The 1968 Act further provides that before the Bureau of Public Roads can approve any route for Federal-aid the requirements with regard to planning, location studies and the location public hearing must be fulfilled. These requirements are set forth in detail in several pages of fine print in a BPR policy and procedure memorandum which we believe you have seen. We can furnish you a copy if you do not already have one. There are numerous other federal regulations which must be met including those dealing with routes conflicting with or crossing public lands, recreation areas, historic sites, etc. For such routes personal approval of the Secretary of Transportation may be required.

We have not exhausted all of the technical and legal considerations which must be considered but have tried to describe the major points, most of which we have discussed with you previously.

There are some other characteristics of designated city connecting links which are often not understood. We have previously pointed out that designation of a route as a city connecting link does not make that route a part of the 10,000 mile state highway system. Neither does such designation transfer any degree of "ownership" of the route to the Commission. The route remains a city street. The Commission does not get either responsibility or authority for the maintenance of the route and cannot spend funds for its maintenance except by agreement with the city and in lieu of the \$750 per lane mile payment which is otherwise paid to the city for maintenance.

The law does not require the Commission to construct or improve city connecting links but does permit the Commission to assist the city in such construction, improvement and reconstruction by agreement and to apportion the costs of such improvements or construction by agreement.

Although the connecting link remains a city street, the law does require the approval of the Commission for speed zoning, installation of signals and

McNeal to Lakin
May 6, 1970
Page 3

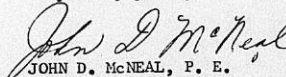
certain other actions. Again, we have not tried to set forth all of the ramifications but only to describe some of the factors that we have found to be not too widely known. We must already apologize for the length of this letter and to try to include every condition and detail covering every circumstance would be quite impossible.

You also enquired as to the status of the K-96 interchange with I-235. As we believe you are aware, the Commission sometime ago prepared preliminary interchange plans for the location and acquired K-96 right-of-way west of the interchange on the basis of those plans. Funds did not become available for construction and in the meantime the design standards for Federal-aid have changed. When the interchange plans were submitted to the Bureau of Public Roads for reconsideration, they were essentially given a flat rejection although this rejection was later modified to a requirement that additional designs would have to be prepared for consideration. It is still unlikely that the original design will be accepted by the Bureau unless it can be shown that other alternate designs which might be considered are less desirable or completely impractical.

Our Design Department is now studying other available alternates and as rapidly as possible will prepare sketch plans and estimates preparatory to further talks with the city and the Bureau of Public Roads. Should it become evident that any of the feasible alternates would require changes which would have a major effect on city plans or the city street system we shall, of course, contact the city. Otherwise we believe it will save everyone's time to develop alternates to discussion plan stage before scheduling meetings. If it becomes necessary to consider plans requiring additional right-of-way, we would also have to comply with the public hearing requirements for locations.

Again, we apologize for a lengthy letter which could not include all of the details and considerations which apply. We shall certainly contact the city when alternates for the K-96 interchange are available for discussion.

Very truly yours,


JOHN D. McNEAL, P. E.
STATE HIGHWAY ENGINEER

JDM:gv

cc: Mr. Gale Moss, Commissioner
Mr. Earl Rush, Chairman, Board of County Commissioners, Sedgwick County
Mr. Ralph Wulz, City Manager, Wichita
Mr. Abner V. J. Jackson, Chairman, Metropolitan Area Planning Commission
Mr. Glenn Sutton, Engineer of Planning and Development
Mr. Glenn Anschutz, Engineer of Design

April 17, 1970

Mr. John D. McNeal
State Highway Engineer
State Highway Commission
State Office Building
Topeka, Kansas 66612

Dear John:

In January I wrote you asking some questions concerning the resolution that the Planning Commission and local governing bodies transmitted to the State last May. More specifically, I asked for any specific problems, either from a technical or legal standpoint, that you or your staff might believe to prohibit the granting of the request to place these four routes previously identified on the State Highway System.

I also inquired as to the status of the K-96 and I-235 interchange problem. I have raised the K-96 question on at least two recent occasions at TAC Committee meetings and at no time has anyone been privy to the status of this project. Since it does involve a locational problem as well as design problem, our staff as well as the Public Works officials and County Engineer are certainly interested in what is transpiring at this time on this problem.

In the event my earlier letter did not reach you, I am enclosing a copy of my January 14 letter. Any information you have on any of these problems would be greatly appreciated and would help us get better oriented toward solving our highway problems in this area.

Sincerely,

Robert A. Lakin
Director of Planning

RAL:ber
Attachment

Page 2 - Mr. John D. McNeal
April 17, 1970

cc: Earl Rush, Chairman
Board of County Commissioners
320 Sedgwick County Courthouse
Wichita, Kansas 67203

Ralph Wulz, City Manager
City of Wichita
City Building
Wichita, Kansas 67202

Abner V. J. Jackson, Chairman
Metropolitan Area Planning Commission
1336 Ohio
Wichita, Kansas 67214

*cc: Dick Price
Senator W.E. Woodard
Bruce McClure
Nester Weigand, Jr.*

SPECIAL DISTRIBUTION TO CITIES

Distribution to Cities of 50 per cent of the balance remaining in the Special County Road and City Street Fund after the quarterly County and City distribution on July 1, 1968, from one-cent Gasoline Tax, as authorized by K.S.A. 79-3425b:

Abbeyville	\$153.89	Burden	\$631.43	De Soto	\$1,951.70
Abilene	8,683.73	Burdett	451.90	Dexter	377.39
Admire	136.79	Burlingame	1,248.21	Dighton	2,068.95
Agenda	144.12	Burlington	2,723.59	Dodge City	17,059.69
Agra	365.18	Burns	376.17	Dorrance	366.40
Albert	291.90	Burr Oak	555.71	Douglass	1,366.68
Alden	322.43	Burrton	966.08	Downs	1,847.89
Alexander	163.66	Bushong	45.19	Dresden	131.90
Allen	240.60	Bushton	527.62	Dunlap	134.35
Alma	1,130.29	Byers	62.29	Durham	211.29
Almena	715.71	Caldwell	1,984.68	Dwight	415.26
Altamont	934.33	Cambridge	141.68	Earlton	140.45
Alta Vista	530.06	Caney	3,484.49	Eastborough	1,223.78
Alton	284.57	Canton	1,076.00	Easton	530.06
Altoona	707.16	Carbondale	1,118.75	Edgerton	517.85
Americus	456.78	Carlton	68.40	Edmond	106.26
Andale	624.11	Cassoday	155.11	Edna	526.40
Andover	525.18	Cawker City	1,116.31	Edwardsville	624.11
Anthony	3,595.63	Cedar	61.07	Effingham	741.35
Arcadia	534.95	Cedar Point	112.36	Elbing	120.91
Argonia	730.36	Cedar Vale	1,065.01	El Dorado	15,307.06
Arkansas City	17,019.38	Centralia	669.29	Elgin	192.97
Arlington	598.46	Chanute	12,955.98	Elk City	726.70
Arma	1,602.40	Chapman	1,698.89	Elk Falls	202.74
Ashland	1,674.46	Chase	897.69	Elkhart	2,789.54
Assaria	405.49	Chautauqua	178.32	Ellinwood	3,417.31
Atchison	15,635.61	Cheney	1,482.71	Ellis	2,812.75
Athol	169.77	Cherokee	930.66	Ellsworth	2,881.14
Atlanta	316.33	Cherryvale	3,795.93	Elmdale	135.57
Attica	925.78	Chetopa	2,093.38	Elsmore	141.68
Atwood	2,276.58	Cimarron	1,596.29	Elwood	1,730.64
Auburn	273.58	Circleville	201.52	Emmett	194.19
Augusta	7,667.58	Claflin	1,221.34	Emporia	22,111.15
Aurora	170.99	Clay Center	6,045.64	Englewood	269.92
Axtell	626.55	Clayton	181.98	Ensign	289.46
Baldwin	2,079.94	Clearwater	1,592.63	Enterprise	1,163.94
Barnard	301.67	Clifton	981.96	Erle	1,783.16
Barnes	319.99	Climax	87.94	Esbon	290.68
Bartlett	161.22	Clyde	1,194.47	Esbridge	690.06
Basehor	883.03	Coats	197.86	Eudora	2,426.80
Bassett	78.17	Coffeyville	20,621.12	Eureka	4,711.93
Baxter Springs	5,979.68	Colby	5,569.31	Everest	528.84
Bazine	570.37	Goldwater	1,446.07	Fairview	458.00
Beattie	415.26	Collyer	240.60	Fairway	6,749.13
Belle Plaine	2,016.43	Colony	547.16	Fall River	287.02
Belleville	3,729.97	Columbus	4,049.97	Florence	1,027.15
Beloit	5,459.39	Colwich	1,099.21	Fontana	202.74
Belpre	233.28	Concordia	9,525.24	Ford	273.58
Belvue	211.29	Conway Springs	1,477.82	Formoso	287.02
Benedict	147.78	Coolidge	131.90	Fort Scott	11,785.94
Bennington	621.66	Copeland	357.85	Fowler	868.37
Bentley	287.02	Corning	261.37	Frankfort	1,435.08
Benton	548.36	Cottonwood Falls	1,192.03	Frederick	41.53
Bern	279.69	Council Grove	3,228.00	Fredonia	4,747.35
Beverly	258.92	Countryside	511.74	Freeport	26.87
Bird City	810.97	Courtland	508.08	Frontenac	2,454.90
Bison	400.60	Coyville	155.11	Fulton	315.11
Blue Mound	395.71	Cuba	381.06	Galatia	107.48
Blue Rapids	1,728.20	Cullison	146.56	Galena	4,685.06
Bluff City	186.87	Culver	201.52	Galesburg	162.44
Bogue	343.20	Cunningham	724.26	Galva	639.98
Bonner Springs	4,338.20	Damar	466.55	Garden City	18,008.67
Brewster	400.60	Danville	96.49	Garden Plain	826.85
Bronson	532.50	Dearing	570.37	Gardner	2,363.29
Brookville	268.69	Deerfield	552.06	Garfield	357.85
Bromell	146.56	Delia	212.51	Garnett	3,700.66
Bucklin	1,080.89	Delphos	810.97	Gas City	538.61
Buffalo	503.19	Denison	251.60	Gaylord	265.03
Buhler	1,297.06	Denton	239.38	Gem	156.33
Bunker Hill	266.25	Derby	9,045.25	Geneseo	736.47

Ceuda Springs	\$257.70	Jennings	\$307.78	Maple Hill	\$406.71
Girard	3,141.29	Jetmore	1,234.78	Mapleton	207.63
Glade	180.76	Jewell	793.87	Marion	2,796.67
Glasco	1,027.15	Johnson	1,402.10	Marquette	708.38
Glen Elder	702.27	Junction City	20,529.52	Marysville	4,937.83
Goddard	920.89	Kanopolis	912.34	Matfield Green	112.36
Goessel	472.66	Kanorado	247.93	Mayetta	361.92
Goff	333.43	Kansas City	207,322.61	Mayfield	155.11
Goodland	6,900.58	Kochi	288.24	McCracken	536.17
Gorham	571.59	Kansington	786.54	McCune	500.75
Gove	221.06	Kincaid	274.80	McDonald	401.82
Grainfield	465.33	Kingman	4,926.89	McFarland	277.24
Grandview Plaza	682.73	Kinsley	2,817.63	McLouth	708.38
Great Bend	22,607.02	Kiowa	1,819.30	McPherson	12,914.46
Greeley	472.66	Kirwin	385.94	Meade	2,507.41
Green	214.96	Kismet	357.85	Medicine Lodge	3,621.28
Grealeaf	635.10	Labette	112.36	Melvorn	520.29
Greensburg	2,606.34	LaCrosse	2,257.04	Menlo	64.73
Grenola	427.47	LaCygne	1,036.92	Meriden	487.31
Gridley	404.26	LaHarpe	687.61	Merriam	10,389.95
Grinnell	523.96	Lakin	1,834.45	Millan	206.41
Gypsum	522.73	Lancaster	283.35	Mildred	62.29
Haddam	400.60	Lane	338.31	Milford	284.57
Halstead	2,097.04	Langdon	102.59	Hiltonvale	829.29
Hamilton	427.47	Lansing	2,779.77	Mineral (W.Min.)	300.45
Hamlin	160.00	Larned	6,188.53	Minneapolis	2,597.79
Hanover	1,056.46	Latham	162.44	Minneola	846.39
Hanston	363.96	Latimer	51.30	Mission	10,193.31
Hardtner	390.83	Lawrence	37,740.65	Mission Hills	5,144.29
Harper	2,285.13	Leavenworth	32,812.54	Mission Woods	323.66
Harris	53.74	Leawood	12,903.47	Moline	850.60
Hartford	515.41	Lebanon	696.16	Montezuma	836.62
Harveyville	289.46	Lebo	685.17	Moran	727.92
Havana	241.83	Lecompton	490.98	Morganville	293.12
Haven	1,569.42	Lehigh	241.83	Morland	379.84
Havensville	184.42	Lenexa	5,074.67	Morrill	462.89
Haviland	735.25	Lenora	647.31	Morrowville	249.15
Hays	16,822.75	Leon	638.76	Hoscow	274.80
Haysville	7,936.27	Leona	147.78	Hound City	940.43
Hzelton	260.15	Leonardville	473.88	Houndridge	1,577.97
Hopler	236.94	Leoti	2,287.57	Hound Valley	569.14
Horington	4,349.19	LeRoy	785.32	Mount Hope	804.86
Horndon	326.10	Lewis	699.83	Hubberry	792.65
Hesston	1,767.28	Liberal	17,029.16	Hullinville	508.08
Hivatha	4,835.29	Liberty	233.28	Hulvane	4,076.84
Highland	868.37	Liebenthal	234.50	Hunden	203.96
Hill City	2,791.99	Lincoln	2,344.97	Huscotah	276.02
Hillsboro	3,173.04	Lincolnville	319.99	Harka	189.31
Holsington	5,387.33	Lindsborg	2,730.92	Hashville	152.67
Holcomb	341.98	Linn	641.20	Hatoma	867.15
Hollenburg	83.05	Linwood	458.00	Hosho Falls	229.61
Holton	3,894.86	Little River	636.32	Hosho Rapids	266.25
Holyrood	836.62	Logan	1,021.04	Hess City	2,374.29
Hopa	577.69	Lone Elm	76.94	Hetawaka	235.72
Horace	278.47	Longford	163.66	New Albany	92.02
Horton	3,477.16	Long Island	274.80	New Cambria	185.64
Howard	1,267.75	Longton	453.12	Newton	19,563.44
Howie	1,673.24	Lorraine	214.96	Newton, North	756.01
Boyt	495.86	Lost Springs	141.68	Nickerson	1,571.87
Hudson	184.42	Louisburg	1,172.49	Niotaze	100.15
Hugoton	3,753.18	Louisville	211.29	Norcatar	414.03
Humboldt	3,000.83	Lucas	731.58	Norton	4,636.21
Hunnewell	100.15	Luray	410.37	Nortonville	815.86
Hunter	199.03	Lyndon	1,310.50	Norwich	530.06
Huron	129.46	Lyons	5,822.13	Oak Hill	58.62
Hutchinson	48,952.56	Hacksville	637.54	Oakley	3,176.71
Independence	13,701.00	Madison	1,299.51	Oberlin	3,127.65
Ingalls	258.92	Mahaska	195.41	Offerle	291.90
Inman	1,019.82	Maize	924.55	Ogden	2,072.62
Iola	8,682.51	Manchester	131.90	Oketo	217.40
Isabel	212.51	Manhattan	29,128.98	Olathe	17,755.85
Iuka	278.47	Mankato	1,742.85	Olivet	87.94
Jamestown	564.26	Nanter	224.73	Wcodesha	5,194.36

Olmitz	\$194.19	Russell	\$7,654.14	Victoria	\$1,615.83
Olpe	536.17	Russell Springs	95.26	Vining	108.70
Olsburg	169.77	Sabetha	3,097.32	Viola	232.05
Onaga	1,085.77	St. Francis	2,219.18	Virgil	223.51
Oneida	119.69	St. George	284.57	WaKeensy	3,286.63
Osage City	3,149.84	St. John	2,119.03	Wakefield	609.45
Oswatimie	5,481.38	St. Marys	1,955.37	Waldo	185.64
Osborne	2,553.82	St. Paul	1,021.04	Waldron	36.64
Oskaloosa	1,100.43	Salina	46,440.26	Wallace	136.79
Osvego	2,737.02	Satanstia	1,402.10	Walnut	461.67
Otis	531.28	Savonburg	179.54	Walton	296.79
Ottawa	14,108.93	Sawyer	239.38	Wamego	3,088.77
Overbrook	796.31	Scammon	615.56	Washington	2,329.10
Overland Park	80,474.15	Scandia	709.60	Waterville	1,014.93
Oxford	1,355.69	Schoenchen	239.38	Wathena	1,294.62
Palco	604.56	Scott City	5,136.96	Waverly	748.68
Palmer	222.28	Scottsville	64.73	Webber	72.06
Paola	5,929.61	Scranton	721.81	Weir	686.69
Paradise	181.98	Sedan	2,250.93	Wellington	10,035.76
Par:	296.79	Sedgwick	1,394.77	Wellsford	32.98
Parker	235.72	Selden	422.58	Wellsville	1,581.64
Parkerville	45.19	Seneca	2,878.70	Westmoreland	581.36
Parsons	15,881.09	Severance	250.37	Westphalia	267.47
Partridge	328.54	Severy	598.46	Westwood	3,100.98
Pavnee Rock	610.67	Seward	86.72	Westwood Hills	615.56
Paxico	321.21	Sharon	354.19	Westmore	464.11
Peabody	1,836.90	Sharon Springs	1,322.71	Wheaton	151.45
Penalosa	54.96	Shaunee	21,694.68	White City	615.56
Perry	784.10	Silver Lake	701.05	White Cloud	279.69
Peru	372.51	Simpson	185.64	Whitewater	615.56
Phillipsburg	4,256.37	Smith Center	3,291.51	Whiting	350.52
Pittsburg	25,391.68	Smolan	195.41	Wichita	343,331.12
Plains	1,082.11	Soldier	229.61	Willard	147.70
Plainville	3,875.31	Solomon	1,361.79	Williamsburg	363.96
Pleasanton	1,525.45	South Haven	495.86	Willis	135.57
Plevna	151.45	S. Hutchinson	2,446.35	Willowbrook	90.38
Pomona	751.12	Spearville	887.91	Wilmore	135.57
Fortis	273.58	Speed	80.61	Wilsey	274.80
Potwin	648.53	Spivey	108.92	Wilson	1,151.72
Powhattan	183.20	Spring Hill	1,321.49	Winchester	652.20
Prairie View	252.82	Stafford	2,006.66	Window	218.62
Prairie Village	36,978.54	Stark	147.78	Winfield	12,777.67
Pratt	9,774.39	Sterling	2,539.17	Winona	418.92
Prescott	280.91	Stockton	2,553.82	Woodbine	223.51
Preston	329.76	Strong City	718.15	Woodston	330.98
Pretty Prairie	690.06	Sublette	1,629.27	Yates Center	2,497.64
Princeton	223.51	Summerfield	330.98	Zenda	214.96
Protection	924.55	Sun City	158.77	Zurich	316.33
Quenemo	543.50	Susan	79.39		
Quinter	1,073.56	Sylvan Grove	532.50		
Radium	52.52	Sylvia	475.10		
Ramona	177.09	Syracuse	2,481.76		
Randall	271.14	Tampa	222.28		
Randolph	139.23	Tascott	517.85		
Ransom	514.18	Thayer	542.28		
Rentoul	197.68	Timken	189.31		
Raymond	155.11	Tipton	399.38		
Reading	310.22	Tonganawie	1,976.13		
Redfield	236.94	Topeka	147,131.27		
Republic	339.53	Toronto	580.14		
Reserve	144.12	Tovanda	1,542.55		
Rexford	275.58	Treeco	317.55		
Richfield	109.92	Tribune	1,475.38		
Richmond	514.18	Troy	1,436.30		
Riley	768.22	Tuxon	596.01		
Robinson	420.14	Tyro	326.10		
Roeland Park	12,364.85	Udall	846.39		
Rolla	563.04	Ulysses	4,710.71		
Rose Hill	439.68	Uniontown	407.93		
Roseland	113.58	Utica	376.17		
Rossville	1,041.80	Valley Center	3,210.91		
Roze	333.43	Valley Falls	1,427.75		
Rugh Center	299.23	Vermillion	273.58		

\$ 2,103,372.41

I hereby certify that the above and foregoing statement is correct and that the amounts due the respective cities are actually due according to law.

Walter H. Perry
WALTER H. PERRY
State Treasurer of Kansas

0

1st Class City & County apply rate by law miles.

County distributes fund to cities & co. agr.

\$ to State for gas tax (5¢ gal)
overall gas tax received by Seg Co.

Revenue income received from State by Sedg Co.

Reg. veh.

Match/Horms. -

3. Secondary Rds (FAS)

Matching from State

Fuel tax 5th cent

gas tax KSN 79-3425
140-145,000

1. State \$3,600,000 annually
Co. & Township Rd. Fund

Seg. Co. - ~~Township~~ 1/2 Co
1/2 (Cities
Township)

\$93,216 (KSA 414
15-11)

2. Co. from State based on
milage & pop.

Auto tags -
Co Rd & Budget 135,000

68-506

14

5. ~~Mr~~ Veh Fees \$13 - 14,000 yf.

KSA 667,142

KSA 79-3408, 5¢/gal. collected

79-3425, 2% to state genl fund
45 remainder to ^{highway} highway fund
15 " " to ^{city} special county road and city street fund.

79-3425b — Total \$625,000 to all cities proportional to population

Total \$1,000,000 to all counties
% total secondary mileage

(Sedg. Co. \$40-145,000)

(From ^{city} Special County Road and City Street Fund)

68-416(1) \$900,000 quarterly from ^{city} highway fund
to ^{city} county & township road fund,
then 40% equally to all counties
(or \$3,428,57 in county)
then 60% to all counties in proportion
to assessed valuations
(Sedg. Co. Total. \$93,216)

50% to be used on township ^{city} rds proportionally
50% " " " county rds.

68-416(3) SHC annually apportions & quarterly
distribute to cities from
(State) Highway fund \$750 per lane per
mile of state highway system.

68-506(e) (County) & township rd fund to cities
\$250 per mile for connecting links.

66-1,142 July 2 & Jan 2 ea. yr. all balances
over \$200,000 in (State) motor carrier
(licence fees) fund to (State) special
motor carrier fee county road fund

July 3 & Jan 3 proportioned to
counties by FAS mileage.

To be used to match Federal FAS funds
(Sedg. County \$13.-14,000)/yr.

Has the county adopted
a resolution for the
NE Circumferential

Result of a meeting between City, County, SHC, & BPR on
December 14, 1962.

RESOLUTION

WHEREAS, the City of Wichita, in 1955, after appropriate cooperative highway studies, recognized the need for a Northeast Circumferential Expressway by including a proposal for this facility in its "Pattern for Thorofares" officially adopted as an element of the City Comprehensive Plan; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, in 1958, re-affirmed that such a facility should be a part of the Comprehensive Plan for Metropolitan Wichita; and

WHEREAS, the Highway Needs Study, prepared for the Legislative Council by Roy Jorgensen and Associates, has recommended that such a facility be constructed as a part of the Interstate Highway System; and

WHEREAS, the construction of such a facility would provide needed relief for the traffic congestion presently existing on U. S. 54 east of the Arkansas River; and

WHEREAS, a Northeast Circumferential Expressway route would connect I-235, I-35W and U.S. 81 with U.S. 54, the Kansas Turnpike and K-96, it would serve a regional traffic movement function primarily, rather than a local function;

NOW, THEREFORE, BE IT RESOLVED by the Board of City Commissioners of the City of Wichita, Kansas, that:

1. The State Highway Commission of the State of Kansas be requested to make such study as is appropriate to plan for a Northeast Circumferential Expressway route.
2. The State Highway Commission of the State of Kansas be requested to seek approval from the United States Bureau of Public Roads and other appropriate agencies for the inclusion of this facility as a part of the Interstate Highway System of Kansas.

ADOPTED this 22nd day of January, 1963,
at the City of Wichita, Kansas.

Gerald F. Byrd
MAYOR
President of the Board of Commissioners

ATTEST:

C. H. Funk
CITY CLERK

(SEAL)

	\$500/line-mile 1/30/67	1¢ per Tank ending 7/1/67	Residue after quantity drawn 7/1/67	\$500 per line ending 7/30/66	7/1/66	7/1/65
Audale	--	713.12	525.16	--	759.43	502.31
Bentley	--	272.36	202.10	--	345.35	228.41
Cheney	--	2155.52	1,599.46	--	1746.10	1156.22
Clearwater	--	1,891.96	1,403.86	--	1943.67	1285.58
Colwich	--	1,153.92	856.22	--	1176.59	778.22
Darby	2471.00	9,819.92	7,286.59	2,471.00	10,334.21	6835.22
Eastborough	--	1,259.36	956.46	--	1324.82	876.26
Garden Place	--	1,092.40	819.59	--	951.99	629.65
Goddard	--	941.56	698.67	--	867.95	574.07
Haysville	--	7,925.08	5,880.56	--	8,526.51	5,639.59
Kechi	--	539.72	252.09	--	334.64	221.34
Mange	--	1,804.08	1,338.46	--	1,084.91	717.58
Mount Hope	--	877.16	650.86	--	875.59	577.12
Mulvane	1,150.75	7,866.96	3,552.02	1,150.00	4,701.80	3,109.84
Valley Center	--	3,716.52	2,767.73	--	3,803.32	2,515.58
Viola	--	205.00	152.12	--	314.79	208.20
Wichita	6,725.00	393,700.76	292,133.87	63,838.00	409,439.55	270,810.54

\$674,028.75

\$440,594.31

\$308,853.375

To Sedgwick County

Rec'd 7/1/67

Rec'd 7/1/66

County & Town Rd Fund

301,109.27

296,526.34

1¢ Gas Tax

101,202.04

101,201.39

Residue after July 1, 67

46,933.71

46,933.50

449,245.02

444,661.23

Total Kansas Motor Fuel & Special Fuel Use Tax Collected

1966-54,183,178
1967-55,880,017

Wichita Eagle 6/4/70

Road Projects Trickling Free Of Political Lid

By JOHN PETERSON
Of The Topeka Bureau

TOPEKA — The Democrat-controlled State Highway Commission is releasing a trickle of announcements of highway projects to be included in its new freeway construction program.

The commission apparently will not release the full list of priority projects in a single flurry, but rather will deal portions out gradually this summer — apparently hoping for favorable publicity — prior to the fall elections.

THE FIRST project in the system created by the 1969 Legislature over the opposition of the commission and Democrat Gov. Robert Docking, now a candidate for a third term, was announced through the governor's office last Friday.

That statement said the commission authorized construction of a 10-mile segment of U.S. 75 south of Topeka.

The press release, crediting Docking with the announcement, drew considerable publicity in Topeka.

A statement on freeway projects in the Wichita area is expected next.

Highway department officials have declined to release the full list of projects. They say it is not ready for distribution.

PROJECTS ON the list are scheduled to become part of the state's freeway program, beginning in fiscal 1971.

However, there are strong indications that the freeway

program will be included in the state budget for fiscal 1971.

The U.S. 75 project is part of that list submitted to the state budget director for inclusion in the detailed budget from that agency.

Originally, the highway commission expected to spend \$21.1 million on freeway system projects in fiscal 1971, beginning July 1. However, alterations in the highway fund formula by the 1970 Legislature cut the available funds to about \$20.3 million.

Here are those projects included in the original list, which are expected to be the backbone of the still-secret priority list now being released on a piecemeal basis:

• K 10 in Johnson County, 1.1 miles from Niemen Road in Shawnee, east to I-35 in Merriam, \$3 million.

• K 19 in Johnson County, 7.6 miles from I-35 south of Lawrence, \$7,850,000.

• U.S. 56 in Douglas County, 5 miles from the southern urban limits of Lawrence, southward, \$1,980,000.

• U.S. 69 in Johnson County, 2.7 miles from I-435 at Switzer southeast to U.S. 69, \$3,260,000.

• U.S. 75 in Osage County, 7.5 miles from the south Osage County line, north on new right-of-way, \$3,630,000.

• U.S. 75 in Osage County, 7.1 miles from one mile south of U.S. 56 to the north county line, \$3,795,000.

• U.S. 75 in Osage County, 1.7 miles from the north county line, east on new right-of-way, \$1,490,000.

• U.S. 36 in Republic County, 5 miles from the junction of K 139, east to the county line (an improvement to an existing road), \$100,000.

• U.S. 31 in Ottawa County, 6.2 miles from K 18, north to U.S. 31, \$1,980,000.

• K 57 in Cherokee County, 4.8 miles from U.S. 29 to the Missouri state line (an improvement to an existing road), \$1,550,000.

• U.S. 59 in Anderson County, 6.6 miles from the Franklin-Anderson county line, south (an improvement to an existing road), \$20,000.

• U.S. 59 in Franklin County, 0.2 miles from the Franklin-Anderson county line, north, \$20,000.

• U.S. 54 in Sedgewick County, 0.4 miles, twin bridges over flood control canal 0.1 mile west of I-235 in Wichita, \$800,000.

• K 96 in Reno County, 14.7 miles from K 13, southeast to east county line (an improvement to existing road), \$795,000.

• K 96 in Sedgewick County, 4.1 miles from the west county line, east to west junction of K 286, \$220,000.

• U.S. 54 in Ford County, 0.7 miles through Excelsior (an improvement to an existing road), \$295,000.

The new freeway program was passed an attempted court test by the State Highway Commission and an earlier veto by the governor.

It is financed primarily from half of a year's 2-cent-a-gallon increase in the gasoline tax. Beginning July 1, the fund also will include 50 per cent of other available highway construction money.

Highway Department officials have complained that the freeway system set back planning by as much as three years by forcing a shift in the department's scheduled program.

The projects now included in the freeway program are those which already had progressed to such a point that they could be ready for bidding within fiscal 1971.

624.11 *
287.02
1,482.71
1,592.63
1,099.21
2,045.25
1,223.78
826.85
920.89
7,956.27
286.24
924.55
604.66
4,076.84
3,210.91
232.05
343,331.12
377,907.29 *

-50%^{with} B. - Sp. Co. Rd. City St. Fund Recd after July 1

	1968
Andale	624.11
Bentley	287.02
Cheney	1482.71
Coakwater	1592.63
Colwich	1099.21
Kerby	9045.25
Eastborough	1223.78
Garden Plain	826.85
Loddard	920.89
Haysville	7936.27
Kelche	288.24
Mauze	924.55
Mount Hope	804.86
Mulvane	4076.84
Valley Center	3210.91
Viola	232.05
Wichita	343,331.12

Bill Designates Kansas Highways in U.S. System

WASHINGTON (AP) — Rep. Keith Sebelius, R-Kan., has introduced a bill that would designate U.S. Highways 54, 50, 81, 36 and 83 in Kansas and other parts of the Midwest as part of the national system of interstate and defense highways.

"This bill would be of great help in offsetting the farm income and tight money crisis through increased employment opportunity," he said.

"Since modern transportation inspires economic growth, modern highways in our rural areas would mean expanded economic opportunity in areas where people prefer to live," he added.

The Sebelius bill designates these portions of the highways as part of the interstate and defense highway system:

- U.S. 54 from its intersection with Interstate 235 at Wichita to the intersection with Interstate 40 at Tucumcari, N. M.

- U.S. 81 from Interstate 35W at Salina, Kan., north to its intersection with Interstate 90.

- U.S. 50 from its intersection with U.S. 81 near Newton, Kan., to the intersection with Interstate 25 at Pueblo, Colo.

- U.S. 36 from its intersection with National Interstate Highway Bypass 465 at Indianapolis, Ind., to Strasberg, Colo., through Kansas.

- U.S. 83 from McAllen, Tex., to the intersection with Interstate 94 east of Bismarck, N. D., through Kansas.

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT

AMHERST 2-0211 — AREA CODE 316
CITY BUILDING ANNEX
104 S. MAIN ST.
WICHITA, KANSAS 67202

December 6, 1968

Mr. Walter H. Perry
State Treasurer of Kansas
State House
Topeka, Kansas 66612

Dear Mr. Perry:

In line with the development of the Continuing Transportation Planning Process for Wichita and Sedgwick County, our office is currently in need of information relating to the collection of the five-cent per gallon gasoline tax as authorized by KSA 79-3408. Generally, we are interested in developing a comparative analysis of the collection and distribution of gas tax monies in Sedgwick County as it relates to the entire state for the years 1966 and 1967.

We have obtained much valuable information through the Kansas Government Journal, but are in need of obtaining additional information from your office. More specifically, we have the total amount of tax revenue collected from the entire state of Kansas, but lack a comparative figure for the amount of tax revenue collected from Sedgwick County for the calendar year of 1966 and 1967. Due to the fact that we are unaware of the method of collection of this tax, we have been unable to obtain this information, and are asking your help in solving our problem.

The acquisition of this information at the present time is very important to the development of our programs for the metropolitan area of Wichita and Sedgwick County. All information that your office could provide for us would be most helpful.

Sincerely yours,

C. Bickley Foster
Director of Planning

CBF:HRMvbh

December 14, 1962

RESOLUTION

1923
1946

WHEREAS, the City of Wichita, in 1955, after appropriate cooperative highway studies, recognized the need for a Northeast Circumferential Expressway by including a proposal for this facility in its "Pattern for Thorofares" officially adopted as an element of the City Comprehensive Plan; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, in 1958, re-affirmed that such a facility should be a part of the Comprehensive Plan for Metropolitan Wichita; and

WHEREAS, the Highway Needs Study, prepared for the Legislative Council by Roy Jorgensen and Associates, has recommended that such a facility be constructed as a part of the Interstate Highway System; and

WHEREAS, the construction of such a facility would provide needed relief for the traffic congestion presently existing on U. S. 54 east of the Arkansas River; and

WHEREAS, a Northeast Circumferential Expressway route would connect I-235, I-35W and U.S. 81 with U.S. 54, the Kansas Turnpike and K-96, it would serve a regional traffic movement function primarily, rather than a local function;

NOW, THEREFORE, BE IT RESOLVED by the Board of City Commissioners of the City of Wichita, Kansas, that:

1. The State Highway Commission of the State of Kansas be requested to make such study as is appropriate to plan for a Northeast Circumferential Expressway route.
2. The State Highway Commission of the State of Kansas be requested to seek approval from the United States Bureau of Public Roads and other appropriate agencies for the inclusion of this facility as a part of the Interstate Highway System of Kansas.

ADOPTED this 22nd day of January, 1963,

at the City of Wichita, Kansas.

Gerrald F. Byrd
MAYOR
President of the Board of Commissioners

ATTEST:

C. H. Funk
CITY CLERK

(SEAL)

R E S O L U T I O N

WHEREAS, the City of Wichita, Sedgwick County, the State of Kansas and the Federal government in cooperation with the State of Kansas have made and caused to be made numerous and detailed comprehensive studies of transportation needs in the Wichita-Sedgwick County Metropolitan Area; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission did act as advisor to the City of Wichita and Sedgwick County in the development of these studies and in 1966 did officially adopt a Transportation Plan setting forth the needs of the Metropolitan Area; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, in 1967 and 1968, reaffirmed by annual review of such Plans that these needs do exist and should continue to be a part of the Comprehensive Development Plan for the Wichita-Sedgwick County Metropolitan Area; and

WHEREAS, these Studies and Adopted Plans include: a proposed Inner Loop Expressway, a proposed North Wichita Thruway, a proposed Northeast Circumferential Freeway, and a proposed Northeast Diagonal Expressway; and

WHEREAS, these routes are of significance to the economy of the Region, State, and Nation as well as to the local economy; and

WHEREAS, independent State level studies have indicated that more emphasis is needed in the development of Urban Area Transportation systems; and

to answer ~~to~~ the questions raised at
the Public Hearing and by new Department
of Transportation Guidelines

Memo to City Commission

Pole:

↓ From the meeting, the status of the ^{petition} project ~~is~~
~~It appears that~~ ~~it will be~~
and ~~it will be~~ ^{appears to be} as follows:

WHEREAS, official action is needed at the state level in recognition of the regional, state, and national significance and need for the proposed Inner Loop Expressway, the proposed North Wichita Thruway, the proposed Northeast Circumferential Freeway, and the proposed Northeast Diagonal Expressway;

NOW, THERE, BE IT RESOLVED by the Wichita-Sedgwick County Metropolitan Area Planning Commission, the Board of Wichita City Commissioners and the Board of Sedgwick County Commissioners that:

1. Based on the Adopted Transportation Plan for the Wichita-Sedgwick County Metropolitan Area, the State Highway Commission of the State of Kansas be requested to include and make a part of the State Highway System: the Inner Loop Expressway, the North Wichita Thruway, the Northeast Circumferential Freeway, and the Northeast Diagonal Expressway.
2. The State Highway Commission of the State Of Kansas be requested to seek approval from the U.S. Department of Transportation and other appropriate agencies for the inclusion of these facilities as a part of the Federal Aid Primary System in the State of Kansas.
3. The State Highway Commission of the State of Kansas be requested to seek approval from the U.S. Department of Transportation and other appropriate agencies for the inclusion of these facilities which qualify as a part of the Federal Aid Interstate Highway System in the State of Kansas at that time when such additions to the System become possible.

* What the cost is to the road user must be considered in all alternatives.

* Public Agencies

* Private Agencies

* Individuals

↓ ↓
Concurrence

↓
Submitted to B.P.R. (with Advertisement in Paper)

↓
(Wait for B.P.R. approval)

↓
Design Contract.

Road cannot be built without further study.

(Share 50% - 25% - 12½% - 12½%)

23 points must be covered

4. The State Legislature of Kansas be requested to include the aforementioned Freeway routes in any Freeway system that may be designated by legislative action.

ADOPTED this 13th day of February, 1969
by the Wichita-Sedgwick County Metropolitan Planning Commission.

William J. Goebel
William J. Goebel, Chairman

ATTEST:

C. Bickley Foster
C. Bickley Foster, Secretary
(SEAL)

ADOPTED this 18th day of February, 1969
by the Wichita Board of City Commissioners.

William D. Anderson
William D. Anderson, Mayor

ATTEST:

Ralph Eberly
Ralph Eberly, City Clerk
(SEAL)

ADOPTED this 19th day of February, 1969
by the Board of Sedgwick County Commissioners.

Earl E. Rush
Earl E. Rush, Chairman

ATTEST:

Marie Warden
Marie Warden, County Clerk
(SEAL)

(3)

Resolution:

* Favorable consideration appears to hinge on the action to resolve the N.E. air location issue.

* 90-10 changed to $\frac{1}{3}$ - $\frac{2}{3}$ split.

* Public hearing on corridor must be held prior to any design work and it must be a successful or positive reaction by local officials.

* Funds are not available at this time but could become available at the location.

* State wants ^{also} Concomerental ~~to~~ support it but will not until such time as local support and ^{general concurrence} can be gained.

* The next step is successful completion and positive public hearing on the corridor ~~public hearing~~ phase.

* Economic effects were the only consideration in the past (1) Now - social & environmental conditions must also be considered. (2) Area wide influence must also be proven with a definite + (plus)

* Differences ³ resolved no, reasons

(a) Snow storm

(b) 5 Year Plan

* All Alternates must be presented at the next Public Hearing including the Alternates proposed at the public hearing + the alternate of doing nothing.

Number of people for businesses that are displaced and a study proving the feasibility of relocation in the general area (23 items)

* Corridor with center line variations 50-100 feet
(Corridor Hearing)

* Alignment staked ~~Design~~ Public Hearing

Thursday
11th @ 9:00 am
MAPS conference

Exhibit 5

SUMMARY OF STREET MAINTENANCE COSTS

979

1962
1524
1440
990

Item	1959				1960				1961				1962			
	Aver. Miles Maint.	Total Cost	Cost Per Mile	% of Total Cost	Aver. Miles Maint.	Total Cost	Cost Per Mile	% of Total Cost	Aver. Miles Maint.	Total Cost	Cost Per Mile	% of Total Cost	Aver. Miles Maint.	Total Cost	Cost Per Mile	% of Total Cost
Improved Streets and Alleys	656	\$144,355.	\$ 220.	34.1	672	\$164,216.	\$ 244.	34.1	693	\$215,280.	\$ 310.	45.9	707	\$317,400.	\$ 450.	44.5
Asphalt Mat	55	78,320.	1420.	18.5	51	95,900.	1880.	19.9	51	79,980.	1570.	17.0	78	125,100.	1600.	17.5
Dirt Streets	120	123,920.	1030.	29.2	110	123,040.	1115.	25.6	112	77,870.	695.	16.6	144	128,300.	890.	18.0
Total Unimproved Streets	175	202,240.	1150.	47.7	161	218,940.	1350.	45.5	163	157,850.	970.	33.6	222	253,400.	1140.	35.5
Dirt Alley	109	22,380.	205.	5.3	109	23,190.	212.	4.8	109	34,960.	320.	7.4	109	59,000.	358.	5.5
Pavement Cuts (1)	---	25,610.	---	6.0	---	31,614.	---	6.6	---	31,070.	---	6.6	---	32,400.	---	4.5
Dirt Checking (2)	---	5,300.	---	1.3	---	10,660.	---	2.2	---	---	---	---	---	---	---	---
Work for Other Departments	---	5,900.	---	1.4	---	12,980.	---	2.7	---	10,050.	---	2.1	---	42,100.	---	5.8
Sidewalk Rep.	487	18,000.	37.	4.2	493	17,100.	35.	3.5	497	18,300.	37.	3.9	504	12,900.	26.	1.8
Pedestrian Bridges	---	---	---	---	---	2,680.	---	0.6	---	2,400.	---	0.5	---	2,300.	---	0.3
Granular Base	---	---	---	---	---	---	---	---	---	---	---	---	17	15,000.	860.	2.1
Total		423,885.				481,380.				469,950.				714,500.		

(1) Reimbursed through fees

(2) Actual payroll costs charged to construction, supervision absorbed by Street Maint. Budget

R E S O L U T I O N

WHEREAS, the City of Wichita, Sedgwick County, the State of Kansas and the Federal government in cooperation with the State of Kansas have made and caused to be made numerous and detailed comprehensive studies of transportation needs in the Wichita-Sedgwick County Metropolitan Area; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission did act as advisor to the City of Wichita and Sedgwick County in the development of these studies and in 1966 did officially adopt a Transportation Plan setting forth the needs of the Metropolitan Area; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, in 1967 and 1968, reaffirmed by annual review of such Plans that these needs do exist and should continue to be a part of the Comprehensive Development Plan for the Wichita-Sedgwick County Metropolitan Area; and

WHEREAS, these Studies and Adopted Plans include: a proposed Inner Loop Expressway, a proposed North Wichita Thruway, a proposed Northeast Circumferential Freeway, and a proposed Northeast Diagonal Expressway; and

WHEREAS, these routes are of significance to the economy of the Region, State, and Nation as well as to the local economy; and

WHEREAS, independent State level studies have indicated that more emphasis is needed in the development of Urban Area Transportation systems; and

WHEREAS, official action is needed at the state level in recognition of the regional, state, and national significance and need for the proposed Inner Loop Expressway, the proposed North Wichita Thruway, the proposed Northeast Circumferential Freeway, and the proposed Northeast Diagonal Expressway;

NOW, THERE, BE IT RESOLVED by the Wichita-Sedgwick County Metropolitan Area Planning Commission, the Board of Wichita City Commissioners and the Board of Sedgwick County Commissioners that:

1. Based on the Adopted Transportation Plan for the Wichita-Sedgwick County Metropolitan Area, the State Highway Commission of the State of Kansas be requested to include and make a part of the State Highway System: the Inner Loop Expressway, the North Wichita Thruway, the Northeast Circumferential Freeway, and the Northeast Diagonal Expressway.
2. The State Highway Commission of the State Of Kansas be requested to seek approval from the U.S. Department of Transportation and other appropriate agencies for the inclusion of these facilities as a part of the Federal Aid Primary System in the State of Kansas.
3. The State Highway Commission of the State of Kansas be requested to seek approval from the U.S. Department of Transportation and other appropriate agencies for the inclusion of these facilities which qualify as a part of the Federal Aid Interstate Highway System in the State of Kansas at that time when such additions to the System become possible.

4. The State Legislature of Kansas be requested to include the aforementioned Freeway routes in any Freeway system that may be designated by legislative action.

ADOPTED this 13th day of February, 1969
by the Wichita-Sedgwick County Metropolitan Planning Commission.

William J. Goebel
William J. Goebel, Chairman

ATTEST:

C. Bickley Foster
C. Bickley Foster, Secretary

(SEAL)

ADOPTED this 18th day of February, 1969
by the Wichita Board of City Commissioners.

William D. Anderson
William D. Anderson, Mayor

ATTEST:

Ralph Eberly
Ralph Eberly, City Clerk

(SEAL)

ADOPTED this 19th day of February, 1969
by the Board of Sedgwick County Commissioners.

Earl E. Rush
Earl E. Rush, Chairman

ATTEST:

Marie Warden
Marie Warden, County Clerk

(SEAL)

(3)

April 17, 1969

TITLE

PRESENTATION BEFORE THE BOARD OF SEDGWICK COUNTY COMMISSIONERS
THE BOARD OF WICHITA CITY COMMISSIONERS, THE WICHITA-SEDGWICK
COUNTY METROPOLITAN AREA PLANNING COMMISSION, REPRESENTATIVES
OF THE STATE HIGHWAY COMMISSION, THE WICHITA AREA CHAMBER OF
COMMERCE, GREATER DOWNTOWN WICHITA, INCORPORATED, AND OTHER
INTERESTED INDIVIDUALS RELATING TO A REQUEST FOR THE PLACEMENT
OF THE PROPOSED INNER LOOP EXPRESSWAY, NORTH WICHITA THROUGHWAY,
NORTHEAST CIRCUMFERENTIAL FREEWAY AND NORTHEAST DIAGONAL EXPRESS-
WAY ON THE STATE HIGHWAY SYSTEM, FEDERAL AID PRIMARY SYSTEM,
AND FEDERAL AID INTERSTATE HIGHWAY SYSTEM.

*No specific
alignments.*

As has been stated earlier the purpose of this meeting is

to formalize a request of the Board of Sedgwick County Commissioners,
the Wichita-Sedgwick County Metropolitan Area Planning Commission,
the Wichita Area Chamber of Commerce, Greater Downtown Wichita,
Incorporated, and many other local, private and public service
groups relating to placing the proposed Inner Loop Expressway,
the proposed North Wichita Thruway, the proposed Northeast
Circumferential Freeway, and the proposed Northeast Diagonal

Expressway on the State Highway System of Kansas. ~~However~~

To understand the significance of the regional need which this request represents certain background ^{is necessary to} ~~can~~ place this action in proper perspective.

Beginning as early as 1923 the City of Wichita through its dynamic ^{private + public} leadership had caused to be made and completed one ^{modern} ~~one~~ ^{free-} ~~one~~ ^{way.} of the first comprehensive master plans for a city in the nation.

Included as a part of this first ^{master} ~~master~~ plan were proposals relating to the development of a thoroughfare system of circumferential and radial routes to serve the many persons living in various parts of the City of Wichita. By the early 1940's ^{growth} the City master plan had become sufficiently outdated to necessitate a total reanalysis. Consequently, the work toward completing a second comprehensive plan for the Wichita area was initiated.

By 1946 work on a second comprehensive plan again including a major street plan for the City was completed. The major street

plan of 1946 proposed a system of arterial thoroughfares in a

of plan
circumferential and radial pattern which would serve all resi-

dents living in the Wichita urbanized area. It was of interest

to note that because of *financial limitations + depression* inabilities relating to plan implementa-

tion, many of the proposals included in the 1923 plan were *+ war.*

carried over as needs in the 1946 plan. By the mid 1950's the

dynamic character of the Wichita Metropolitan Area necessitated

a further updating of the 1946 plan in order that the Transpor-

tation Plans of the community could reflect the needs resulting

from the post war population boom. Once again a system of

major thoroughfares was proposed in a circumferential and radial

pattern to serve all sectors of the community. However again,

there had been a lack of plan implementation. Consequently,

the 1955 Pattern for Thoroughfares for Wichita, Kansas proposed,

in concept, most of the major proposals included in the Trans-

portation Plan of 1923.

By the late 1950's the need to study and develop transportation plans on a comprehensive and areawide basis including Sedgwick County became apparent. Therefore in 1959 steps were taken to develop a local Comprehensive Planning process which could develop a transportation plan which would encompass and define the transportation needs for the City of Wichita and all areas of Sedgwick County.

MAPC

Through numerous intergovernmental agreements, cooperative studies, hundred of thousands of dollars of expenditures and many thousands of hours contributed by local individuals for committee work, a comprehensive transportation plan element was completed for the Wichita-Sedgwick County Metropolitan Area in late 1964. Following the completion of the plan, the Metropolitan Area Planning Commission brought the proposals before the local community, service groups, and interested organizations in order that they might review and be advised regarding

the implications of the plan.

At the same time the Planning Commission, forseeing the need to keep the Transportation Plan updated on a continuous and comprehensive base, took initial steps to insure that such action would take place. On April 30, 1965 the Planning Commission with the concurrence of the Board of Wichita City Commissioners and the Board of Sedgwick County Commissioners entered into an agreement with the State Highway Commission of Kansas establishing a continuing comprehensive transportation planning process for the Wichita-Sedgwick County Metropolitan Area.

*in compliance with The
new Fed
Highway
Act,*

and 5 other cities,

met info

Beginning in May of 1965 and continuing through that year the Transportation Plan proposals were presented publicly at ~~over~~ fifty open meetings and publicized in local newspapers on numerous occasions.

Having the opportunity to receive comments on such a wide base the Planning Commission in February of 1966 held the first

1000
of two official public hearings to consider comments regarding
the acceptability of the Plan in meeting the needs of local
residents on a county-wide scale. Because of background inform-
ation and the comprehensive nature of prior considerations only
minor modifications to the Plan proposals were suggested at the
public hearings. The plan was then officially adopted on May 19,
1966
1966 by the Metropolitan Area Planning Commission with outstand-
ing support from many public agencies, private organizations
and individuals.

But precisely what did the development of the Comprehensive
Plan Involve?

DEVELOPMENT OF THE COMPREHENSIVE TRANSPORTATION PLAN
SURVEYS "ORGANIZATION CHART"

METROPOLITAN AREA POPULATION PROJECTIONS

432,000 - Emp.
515,000 growth.
613,000 No. Sta.

ORIGIN AND DESTINATION ZONES

Sector -
Ring -
Zone -

suburban

document State

272 0-D

Land Use 1950
60

PERCENT OF DEVELOPED LAND BY DISTANCE FROM CBD

in

MAJOR STREET TRAVEL TIMES FROM THE CBD - 1960

Sum.

HOURLY INTERNAL TRIP PURPOSE DISTRIBUTION - 1960

1700 Soco
16 work
5000
J. J. J.
P. R. R.
P. R. R.

TRAFFIC VOLUMES - 1962

[Handwritten scribbles]
44
Cand.

TOTAL VEHICLE DESIRE LINES INTERNAL DISTRICTS TO
INTERNAL DISTRICTS - 1960

2 1/2 m 1961

TOTAL VEHICLE DESIRE LINES DISTRICTS TO DISTRICTS - 1985

6 m 1985
Too low

RELATIONSHIP OF STREET SYSTEMS

Own part
2500
Callalans

INTERSECTION STANDARDS

BR
date, do 2 work
RECOMMENDED RAILROAD PLAN

CONTROLLED AIR SPACE AND REQUIRED AIRPORTS

PROPOSED INTERCITY TRUCK ROUTES

URBAN AREA TRANSPORTATION PLAN PROPOSALS

See large maps

COUNTY TRANSPORTATION PLAN PROPOSALS

WJF

Keeping three things in mind helps place the transportation study and adopted plan in proper perspective. First, the needs it outlines in streets, highways and thoroughfares have not suddenly come to light. They were not unexpected, they were the result of over five years of study and many of them are obvious and had been recognized long before now. The Transportation Study ~~study~~ tied them all together in one package and enabled the community to see where it stands over all as far as transportation needs are concerned.

Second, while the Study identifies needs that may require \$ over one hundred and fifty million dollars to satisfy, they do not all have to met at once. In looking ahead the basis for funding of many of the projects is both existing programs and programs not yet initiated at the State and Federal level. *to be fund. in high. Significant*

However, if the local community and state are to benefit from these new programs, steps must be taken in order to take

advantage of these programs as they develop.

*Ex:
Future Urban
Interstate*

Third, the Study does not represent a specific or binding proposal for the various projects. It is rather a guideline to help our local and state governments to make wise decisions over the next two decades in determining the pattern which will evolve as the Wichita-Sedgwick and ~~Butler~~ *Summit* County Urbanized area.

Unquestionably our community today offers several examples of the grief that comes from inadequate transportation planning of adequate planning ignored. Transportation planning has a very practical application. It can save many tax dollars in the long run. *long range decision* It can reduce our traffic accident and death rate.

And it can encourage the growth and prosperity of our community and make it a more pleasant place to live.

In viewing the potential of the plan the local governing bodies and the Metropolitan Area Planning Commission concurred that the worst thing that could happen would be for the Transportation Study to be ignored and put on a shelf to gather dust

TRPC + Gann

~~as has happened to many prior plans. Instead~~ they decided that

three things should be done and done soon:

First, the Planning Commission, City Commission, County Commission, State Highway Commission, and Division offices of the Bureau of Public Roads should adopt the Study as a guideline for future action.

Second, preliminary engineering studies should be started to locate specifically those new routes and improvements which the Study shows are needed.

Third, acting on these engineering studies action should be taken to start acquiring rights-of-ways to accommodate these projects to insure their ultimate reality.

Row -

By June of 1966, the Transportation Study had been officially adopted as the Transportation Plan by the Planning Commission with the concurrence of the Board of Wichita City Commissioners, and Board of Sedgwick County Commissioners. The local governing bodies established that the routes of regional influence (expressway routes) should be engineered first. State and Federal assistance not forthcoming, the governing bodies took it upon them-

*INNER Loop
Kowilta Throg*

selves to begin obtaining preliminary engineering studies for
these routes as local funds would allow. As these studies have
been completed the City of Wichita has programmed funds in the
Capital Improvement Program for the purpose of protecting these
rights-of-way and has invested over four hundred thousand dollars
since the initiation of this program.

Ours is a mobile society and this metropolitan area is
a fine example of it. Few communities can boast the kind of com-
prehensive transportation planning studies and process our local
action has caused to be created. It would be tragic if we did
not make use of it. However, to do this has become apparent
that action and assistance is needed from our State and Federal
counterparts who are also responsible for implementing trans-
portation needs of regional influence.

Toward this end the transportation needs relating to the
thorofares of regional and statewide influence are being requested

for inclusion in the State Highway System, Federal Aid Primary System, and Interstate Highway System by the local governing bodies of the City of Wichita and Sedgwick County by the Planning Commission, Chamber of Commerce, Greater Downtown Wichita and by the numerous local public agencies, private groups, ^{not to be NE Bus --} service organizations and individuals who are otherwise affected by these particular routes. But who are these people now requesting assistance from the State and Federal agencies to meet these regional transportation needs.

The people within the Wichita-Sedgwick County Metropolitan Area represent approximately 15.7 percent of the state's population, they represent the owners of approximately 15 percent of all motor vehicles registered in the state of Kansas, they represent over 15 percent of the road users in the state of Kansas who in turn pay for approximately 15 percent of the

State population these Kansas residents are afforded the use of only 2.04 percent of the State Highway System mileage.

It is recognized that prior commitments have severely limited the miles of the State Highway System committed to urban areas but the Transportation Study indicates a condition in Wichita which is fast approaching to point of an urban crisis.

In addressing itself to the total urban problem the local governing bodies have taken the position that the local community must decide for itself what kind of transportation system best suits the needs. The local community must decide what kind of city it wants to be and how it wants to grow and what shape it wants to take. Most communities could not answer these types of questions, but in the Wichita and Sedgwick County Metropolitan Area these answers are available. In fact these answers are the basis for the request now being presented.

Since the documented Study and Adopted Plan represent the

needs of over 15 percent of the State's population local opinion appears to justify a request for the State Highway Commission to add approximately 23 miles of roads to the State Highway System. Action to include the Inner Loop, North Wichita Thruway, Northeast Circumferential and Northeast Diagonal would increase the total mileage in the State System by 0.23 percent. On the basis of such facts and on the basis of the past studies and plans this does not appear to those local interests involved as an unreasonable request. However at this time you may wish to hear from other private interests which are also represented at this meeting.

THE CITY OF WICHITA

OFFICE OF Public Works - Administrative DATE April 2, 1968

TO R. W. Bruggeman, Director of Public Works

FROM C. W. Dotts, Administrative Supervisor

THE
ROAD TO
SAFETY



SUBJECT 1967 Revenue and Expenditures
Federal and State Highway
Connecting Links

Attached is a detailed summary of the city costs of maintaining Federal and State Highway connecting links; also the total revenue received from the state for the year 1967. It should be noted that revenue for nine months of the year was based on \$500.00 per lane mile; 1967 legislative action increased this to \$750.00 per lane mile effective July 1, 1967. However, due to payment from the state for the last quarter of each year not being received until the following year results in only one quarter of 1967 revenue being paid at the \$750.00 rate.

The 1968 revenue, providing the mileage remains the same, should be \$95,587.50 as compared to \$71,690.62 in 1967.

Included in the costs is the item of street lighting and traffic signal electrical energy totaling approximately \$75,000.00. Due to these streets being state or federal highways, no doubt the lighting is of a higher degree than would be necessary if they were only a major street. It is evident that the highest maintenance occurs on US 54 and US 81 highways, those being the longest of the links within the city. With the increase of maintenance costs continuing, the city will require an additional adjustment in the revenue per lane mile soon.

C. W. Dotts
Administrative Supervisor

CWD:ep
attach.

COMPARATIVE MAINTENANCE COSTS
FEDERAL AND STATE HIGHWAY CONNECTING LINKS
FOR PERIOD OF JANUARY 1, 1967 to DECEMBER 31, 1967

	<u>No. of Lane Miles</u>	* <u>State Contribution</u>	<u>Total Cost</u>	<u>Cost Per Lane Mile</u>	<u>% Contributed by State</u>
K-15	13.528	3/4 \$5,073.00 1/4 2,536.50	\$ 22,326.82	\$1,650.42	34.08%
K-42	10.572	3/4 3,964.50 1/4 1,982.25	4,011.12	379.41	148.26%
US-54	56.244	3/4 21,091.50 1/4 10,545.75	88,791.47	1,578.68	35.63%
US-81	34.458	3/4 12,921.75 1/4 6,460.87	42,288.17	1,227.24	45.83%
K-96	11.524	3/4 4,321.50 1/4 2,160.75	10,388.96	901.51	62.40%
US-226	1.124	3/4 421.50 1/4 210.75	**	**	**
	<u>127.450</u>	<u>\$71,690.62</u>	<u>\$167,806.54</u>	<u>\$1,316.65</u>	<u>42.72%</u>

* October 1, 1967 State contribution was increased by law from \$500.00 to \$750.00 per lane mile.

** No Maintenance costs incurred during 1967 on US-226.

MAINTENANCE COSTS BY ACTIVITY

FEDERAL AND STATE HIGHWAY CONNECTING LINKS FOR PERIOD OF JANUARY 1, 1967 to DECEMBER 31, 1967

Sq. of Lane Miles	K-15	K-42	US-54	US-81	K-96	US-226	Total 100%	% of Total Cost
	10.62%	8.29%	44.13%	27.04%	9.04%	.88%		
Pavement Repair	\$ 6,476.35	-	\$11,920.68	\$ 8,082.54	\$1,459.31	-	\$ 27,938.88	16.65%
Curb & Gutter Repair	1,367.83	-	261.95	215.95	1,062.27	-	2,908.00	1.73%
Sidewalk Repair	20.25	-	326.87	896.97	-	-	1,244.09	.74%
Asphalt Surface Treatment	78.00	-	1,985.26	306.44	-	-	2,369.70	1.41%
Joint & Crack Sealing	2,164.69	-	1,402.92	471.87	-	-	4,039.48	2.41%
Fence & Guardrails	-	-	371.00	70.00	-	-	441.00	.26%
Maint. of Unpaved, Blading, etc.	-	\$ 122.00	3,928.60	223.10	627.11	-	4,900.81	2.92%
Bridge Maintenance	-	-	971.71	380.74	-	-	1,352.45	.81%
Mud & Grass Cutting	2,237.89	751.59	6,399.49	-	-	-	9,388.97	5.60%
Storm Sewer Maintenance	612.00	-	1,845.07	1,778.00	292.00	-	4,527.07	2.70%
Cleanup	839.93	278.32	2,375.66	626.22	318.08	-	4,438.21	2.64%
Sweeping	128.70	161.21	4,366.39	3,766.14	655.13	-	9,077.57	5.41%
Flushing	51.30	45.60	1,233.48	972.42	135.66	-	2,438.46	1.45%
Salt & Ice Control	157.60	147.80	863.00	314.60	158.60	-	1,641.60	.98%
Street Marking	1,059.56	243.66	5,877.64	5,044.26	890.84	-	13,116.16	7.82%
Street Lightings	4,969.00	2,158.50	36,311.00	15,071.00	3,553.00	-	62,062.50	36.98%
Traffic Signals	2,163.72	102.24	5,235.56	4,067.92	1,236.96	-	12,806.40	7.63%
US-54 Viaduct	-	-	3,115.19	-	-	-	3,115.19	1.86%
TOTALS	\$22,326.82	\$4,011.12	\$88,791.47	\$42,288.17	\$10,388.96	-	\$167,806.54	100.00%
Sq. of TOTAL COST	13.31%	2.39%	52.91%	25.20%	6.19%	-	100.00%	

FROM

EBF

DATE

6/17

BIRTH: ALL STAFF

ADMINISTRATION

Foster
Lakin
Lytle

REGULATIONS

Galbraith
Gilt
Shirkey

LONG RANGE PLANS

Rock
Looney
Nuttall

CURRENT PLANS

Young

Thompson

RESEARCH

Narman

SECRETARIAL

Rathke
Hornig
Pomeroy

GRAPHICS

Pierce
Garland
Foster

INDEX FILE COMMENT NOTE, INITIAL AND RETURN
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REMARKS:

Draft "Result of the discussions on the
problems of Designating the

Outline - Objective is comment

Presentation of the Metropolitan Area Transportation Plan and Request to the State Highway Commission for the Placement of Additional Links on the State Highway System.

I. Introduction

A. General

1. Explanation of Relationship between Comm. Growth & Highway Const.
2. Brief outline of items to be covered
 - a. Past Activities
 - b. Existing and future needs
 - c. Detailed description of proposed system.
 - d. Study Conclusions

B. Objectives and Goals

1. Relate the pressing need for thorough improvements.
2. Interpret the needs in terms of miles of highway
3. Document the sincerity of the local interests toward their intentions to have these needs met. (Resolutions, Ordinances, Policy Statements, etc.)

II Actions of Historical Significance

A. Local

1. City Master Plans
2. Past needs not met

Existence documented evidence that
community needs were recognized 40
ago. Unfortunately, very little has been done to

B. State

1. Creation of SHC
2. Highway Needs Study, 1948 and 1961

C. Federal

1. Creation of BPR
2. Interstate Highway System

D. Creation of the Cont. Transportation Planning

Process (by popular demand)

E. Adoption of the Transportation Plan 1965

III Existing and Future Needs

A. Local Streets

B. Arterial Streets

(1965) 75% of the travel

C. Expressway

(1965) 25% of the travel will be on this system

1. Existing Commitments

2. Proposed Addition

- a. Northeast Circumferential
- b. North Highway Parkway
- c. Inner Loop
- d. Northeast Diagonal

} Statistics to be used.

} suggested priority
listing

Outline

IV Summary of Findings and Conclusions

A. Summary

- 1.
- 2.

B. Conclusions

1. Need to complete existing construction commitments
2. Need to clearly define the overall Highway needs

V Recommendations

** Appendix

A. List of Supporting Agencies and Groups

- | | |
|----------------------------------|-----------------------------|
| 1. City of Wichita ✓ | 9. Board of Health |
| 2. Sedgewick County ✓ | 10. Home Builders |
| 3. Chamber of Commerce ✓ | 11. U.A.A. |
| 4. G.D.W. | 12. MAVDA |
| 5. Northland Business men Assoc. | 13. Association of Teachers |
| 6. WIBMA | 14. W.S.C.M.A.P.C. |
| 7. Local Traffic Club | * (Traffic Comm) ✓ |
| 8. Park Board | |

B. Resolutions Ordinances and Individual Letters

- * Individual letters could also be obtained from the presidents of:
1. Steel Banks
 2. Kenway Enterprises
 3. Key Real Estate Developers
 4. Municipal building owners

Recommend that as minutes of the meeting are received that suggestions be forwarded to our office at the earliest possible time.

To be placed upon the formal agenda of the
S H C.

Outline

* Procedural Questions to be Answered

I Who initiates the procedure and what type of resolution should be developed.

II What is the procedure following program development (What is the schedule for having resolutions adopted)

III Who should present the request to:
✓ the local groups, the governing bodies, & SHC.

IV Where should the final meeting with the SHC be held and who should attend.

Transportation Plan

Outline of Presentation and Request for the
State Highway Commission for the Placement
of Additional Links on the State Highway System

I Introduction

- A. General (Explanation of i) relationship between Comm. Board & Highway Comm.
 - 1. Present conditions
 - 2. Past conditions
 - 3. Existing and future needs
 - 4. Description of proposed system
- B. Objective and Goal
 - 1. State
 - 2. Document the need for additional system

II Actions of Historical Significance

- A. Local City Master Plan Superior
 - 1. Organization for Determination of needs & study
- B. State Study of SHC
 - 1. Highway needs study 1961
- C. Federal SPR
 - 1. Interstate system creation (cont. transport plan)

III Existing Needs

- A. Local streets
- B. Arterials
- C. Expressways - three miles

IV Future Needs

- A. Local streets
- B. Arterials
- C. Expressways - three (Suggested Priorities)

V Summary & Conclusion

- A. Summary
- B. Conclusions

VI Recommendation

*Appendix

- A. List of supporting agencies & groups
- B. Resolutions

MICROFILMED
FROM THE BEST
AVAILABLE COPY

Assumptions:

1. Present commitments should be met before other projects are scheduled.
2. Primary needs ^{of large Population Centers} should be recognized to facilitate the development of State-wide Highway Programs.
3. The ^{committed} Expressway System is insufficient to meet existing needs.
4. As stated in previous ^{Finance} Highway Commission reports, any recommendation should present a State Highway System with spacing between routes substantially proportional to the density of population.
5. ^{with} Indeady population ^{and} vehicle miles, of travel ^{alone} are to be used as the basis for our request because if they were not would be requesting the addition of approx. 6200 miles of roads.

Call from BPR by late summer.

- Continuing operations plan. SHC responsible
- ② letting out responsibilities, designating study elements
- * by agency responsible.

be officially recognized in order for them to be included in the continuing evaluation of Highway needs on the State and Federal levels.

* We submit that these needs are real, ^{that} they have been documented in every major Highway Study and Comprehensive Plan Study ^{in this area} since 1946, and that ^{the needs represent} they should be officially recognized on the State and Federal level.

* ^{As to this presentation} Every effort has been taken to insure that all ^{governing} local groups are aware of the limitations under which the State Highway Commission must receive this proposal. ^{For your information} A list of such groups is included in the Appendix along with the official action taken by these groups.

We hope that the State Highway Commission will favorably receive this request by the Governing Bodies of Wichita and Sedgewick County, by the many public and private groups as listed and by the 320,000 Kansans who need this system.

and support these needs to the extent that ^{additional} the ^{existing} needs ^{are} documented be incorporated into the State Highway system and Federal Primary System.

FROM

CAF DA 02119

ROUTE ALL STAFF

<input type="checkbox"/> ADMINISTRATION ____ Foster ____ Lakin ____ Lytle ____ Smith ____	<input type="checkbox"/> REGULATIONS ____ Galbraith ____ Giet ____ Shirley ____ Newby ____	<input checked="" type="checkbox"/> LONG RANGE PLANS ____ Mock ____ Looney ____ Mock ____ Kallenbach ____	<input type="checkbox"/> CURRENT PLANS ____ Young ____ Smith ____ Thompson ____ Mandan
<input type="checkbox"/> RESEARCH ____ Myers ____ ____	<input type="checkbox"/> SECRETARIAL ____ Macdon ____ Bette ____ Jean ____ Joyce	<input type="checkbox"/> GRAPHICS ____ Pierce ____ Garland ____ King ____ Hains ____ Olson ____ Hill ____ Mehl	

HANDLE _____ COMMENT _____ NOTE, INITIAL AND RETURN
 FOR YOUR: INFORMATION _____ FILES _____ SIGNATURE _____ LIBRARY _____

REMARKS: *Feather copy with*
original barrel sign

R E S O L U T I O N

WHEREAS, the City of Wichita, Sedgwick County, the State of Kansas and the Federal government in cooperation with the State of Kansas have made and caused to be made numerous and detailed comprehensive studies of transportation needs in the Wichita-Sedgwick County Metropolitan Area; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission did act as advisor to the City of Wichita and Sedgwick County in the development of these studies and in 1966 did officially adopt a Transportation Plan setting forth the needs of the Metropolitan Area; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, in 1967 and 1968, reaffirmed by annual review of such Plans that these needs do exist and should continue to be a part of the Comprehensive Development Plan for the Wichita-Sedgwick County Metropolitan Area; and

WHEREAS, these Studies and Adopted Plans include: a proposed Inner Loop Expressway, a proposed North Wichita Thruway, a proposed Northeast Circumferential Freeway, and a proposed Northeast Diagonal Expressway; and

WHEREAS, these routes are of significance to the economy of the Region, State, and Nation as well as to the local economy; and

WHEREAS, independent State level studies have indicated that more emphasis is needed in the development of Urban Area Transportation systems; and

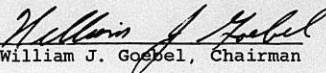
WHEREAS, official action is needed at the state level in recognition of the regional, state, and national significance and need for the proposed Inner Loop Expressway, the proposed North Wichita Thruway, the proposed Northeast Circumferential Freeway, and the proposed Northeast Diagonal Expressway;

NOW, THERE, BE IT RESOLVED by the Wichita-Sedgwick County Metropolitan Area Planning Commission, the Board of Wichita City Commissioners and the Board of Sedgwick County Commissioners that:

1. Based on the Adopted Transportation Plan for the Wichita-Sedgwick County Metropolitan Area, the State Highway Commission of the State of Kansas be requested to include and make a part of the State Highway System: the Inner Loop Expressway, the North Wichita Thruway, the Northeast Circumferential Freeway, and the Northeast Diagonal Expressway.
2. The State Highway Commission of the State Of Kansas be requested to seek approval from the U.S. Department of Transportation and other appropriate agencies for the inclusion of these facilities as a part of the Federal Aid Primary System in the State of Kansas.
3. The State Highway Commission of the State of Kansas be requested to seek approval from the U.S. Department of Transportation and other appropriate agencies for the inclusion of these facilities which qualify as a part of the Federal Aid Interstate Highway System in the State of Kansas at that time when such additions to the System become possible.

4. The State Legislature of Kansas be requested to include the aforementioned Freeway routes in any Freeway system that may be designated by legislative action.

ADOPTED this _____ day of _____, _____
by the Wichita-Sedgwick County Metropolitan Planning Commission.


William J. Gosbel, Chairman

ATTEST:

C. Bickley Foster, Secretary

(SEAL)

ADOPTED this _____ day of _____, _____
by the Wichita Board of City Commissioners.

William D. Anderson, Mayor

ATTEST:

Ralph Eberly, City Clerk

(SEAL)

ADOPTED this _____ day of _____, _____
by the Board of Sedgwick County Commissioners.

Earl E. Rush, Chairman

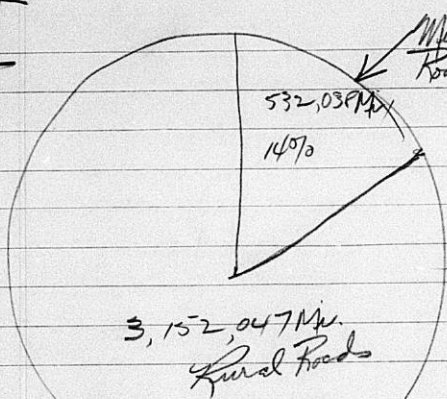
ATTEST:

Marie Warden, County Clerk

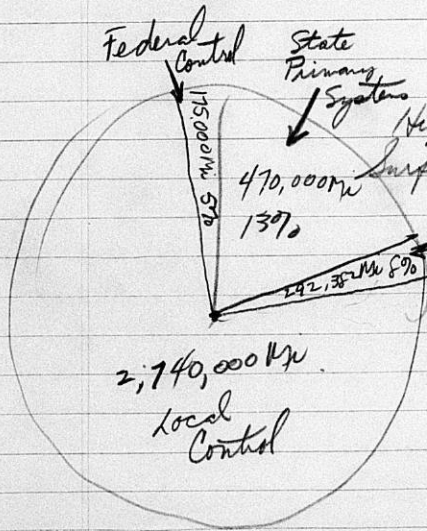
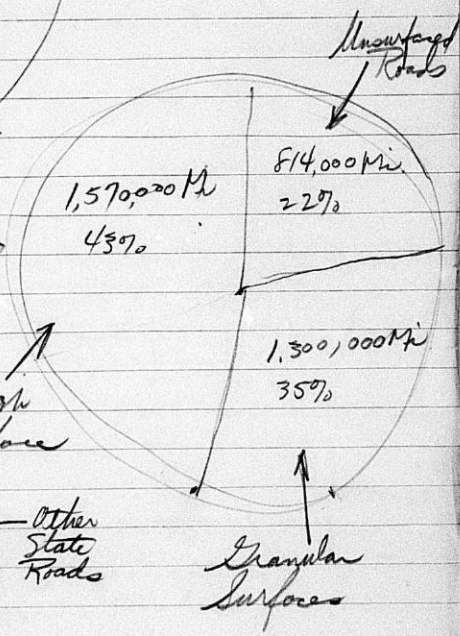
(SEAL)

(3)

1968



3,684,085 Total Miles Roads in U.S.



High Surface

Granular Surfaces

Clearwater Times 1/28/70

Road Fund Hike Seen With Proposal

	Now	New Bill
Valley Center	17,442	27,186
Marye	5,062	7,488
Mt. Hope	4350	6566
Viola	1241	1912
Andale	3370	5159
Bentley	1583	2,109
Chaparral	7904	11,715
Colwich	5902	8,705
Garden Plain	4498	7002
Goddard	5045	9091
Clearwater	<u>8,632</u>	<u>13,993</u>
	65,089	100,920

Total to Cities
#County 2,995,569 4,135,280

26

KSA
79-340F

5¢/gal gasoline
collected

→ 20% State Seal Fund

Vehicle Reg. fees
& other

KSA
79-3425

→ 4/5 98% - State Highway Fund

→ 1/5 98% - State Special County Road
and City Street Fund

→ \$900,000 quarterly ^{State} County & Turp. Road Fund

KSA
68-414

→ 40% equally to all counties (or \$3,425 per county)

→ 60% to all counties by % assessed valuation.

→ Annually apportioned & quarterly distributed to cities,
\$750 per lane per mile of state highway system.

Balance
State Hwy Sys
Administration

→ \$625,000 ^{quarterly} to all cities in proportion to population of state
(annual enumeration of state board of agriculture)

KSA
79-3425B

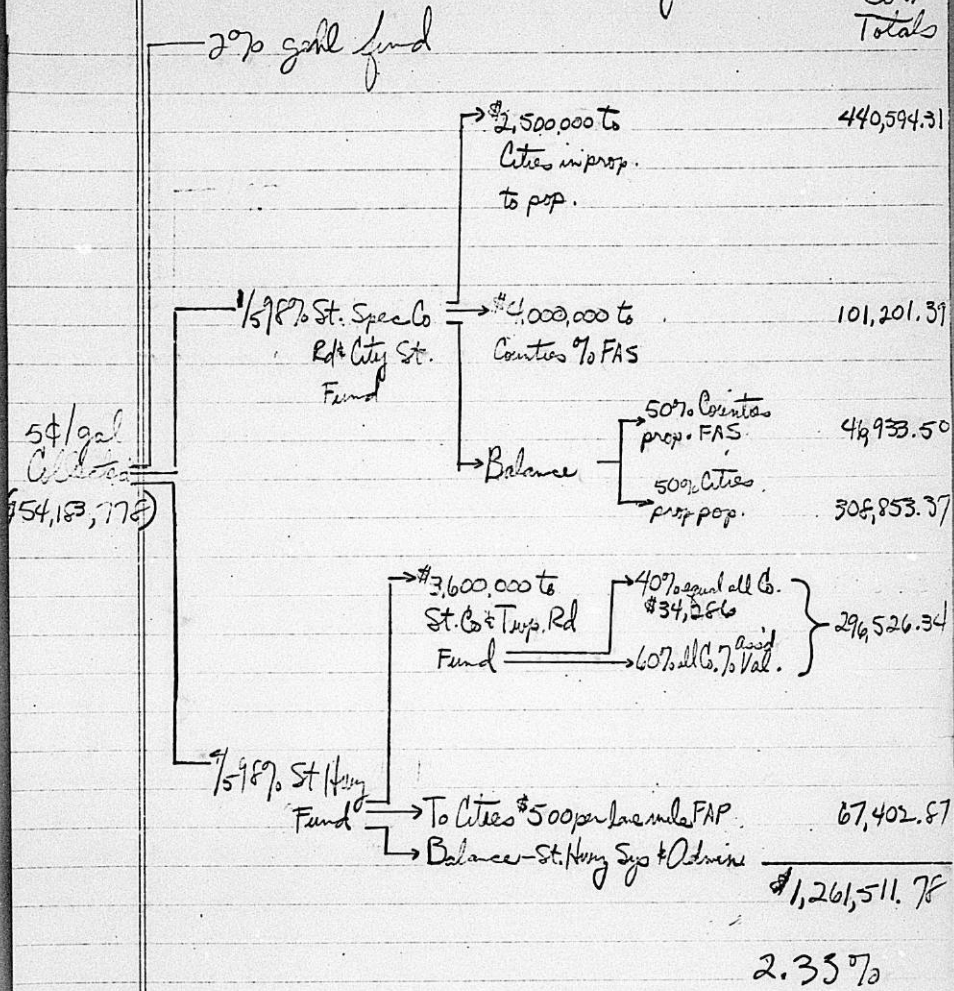
→ \$1,000,000 ^{quarterly} to all counties by % of secondary
mileage.

→ 50% ^{remainder} to all cities in proportion to population

→ 50% remainder to all counties in proportion to FAS mileage

1966 Calendar Year

Sdg
Co.
Totals



KSA
79-3406

5¢/gal gas tax
collected

KSA
79-3425

- 20% State Bond Fund
- 4/5 98% - State Highway Fund
- 1/5 98% - State Special County Road and City Street Fund

KSA
68-416

→ \$900,000 quarterly ^{State} County & Turp. Road Fund

- 40% equally to all counties (or #3 1/2 Sec. county)
- 60% to all counties by % assessed valuation.

→ Annually apportioned & quarterly distributed to cities,
\$150 per lane per mile of state highway system

Balance
State Hwy Sys
Administration

→ \$625,000 ^{quarterly} to all cities in proportion to population of state
(annual enumeration of state bond of agriculture)

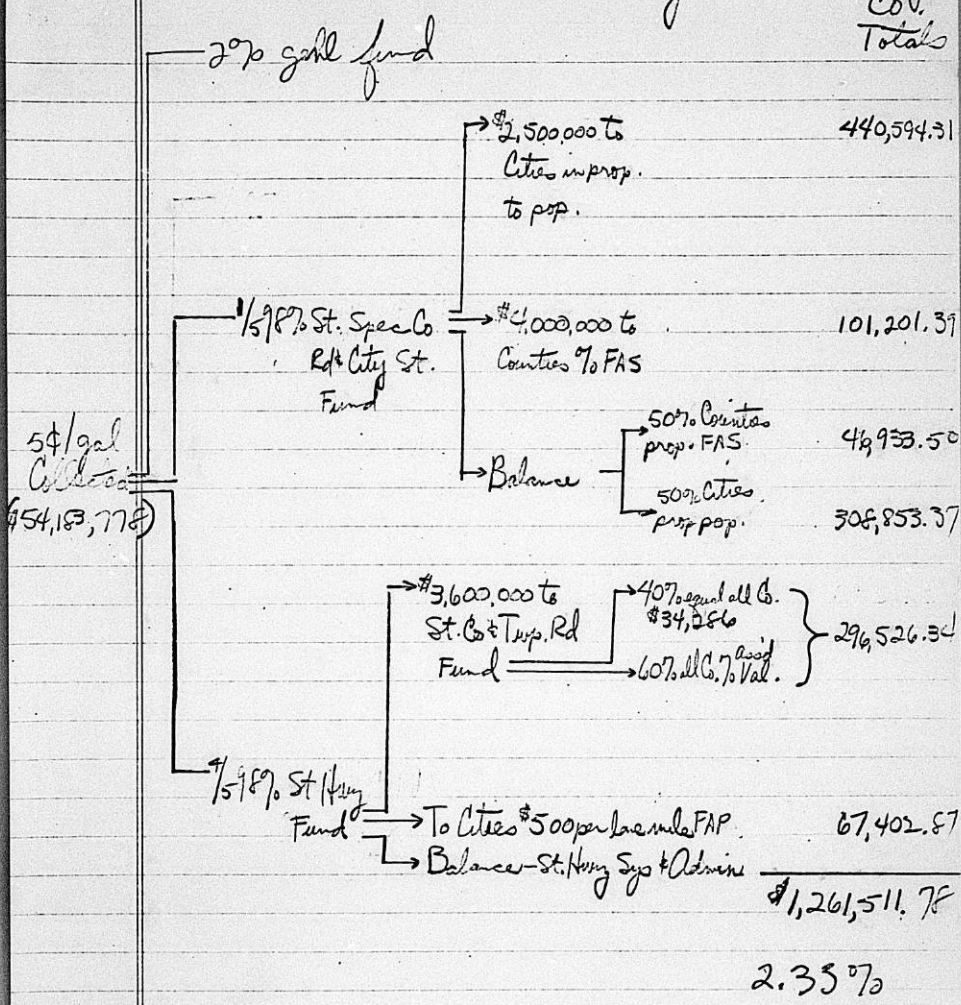
KSA
79-3425b

→ \$1,000,000 ^{quarterly} to all counties by % of secondary mileage

- 50% ^{remainder} to all cities in proportion to population
Total Sedg Co.
- 50% remainder to all counties in proportion to FAS mileage

1966 Calendar Year

Sdg
Co.
Totals



KSA
79-3408

5¢/gal gasoline
collected

- 2% State Seal Fund
- 4/598% State Highway Fund
- 1/598% State Special County Road and City Street Fund

KSA
79-3425

KSA
68-416

- \$900,000 quarterly ^{State} County & Turp. Road Fund
 - 40% equally to all counties (or #3 1/2 per county)
 - 60% to all counties by % assessed valuation.

→ Annually apportioned & quarterly distributed to cities
\$150 per lane per mile of state highway system

Balance
State Hwy Sys
Administration

→ \$625,000 ^{quarterly} to all cities in proportion to population of state
(annual enumeration of state board of agriculture)

KSA
79-3425b

→ \$1,000,000 ^{quarterly} to all counties by % of secondary mileage

→ 50% ^{remainder} to all cities in proportion to population
Total Sed. Co.

→ 50% remainder to all counties in proportion to FAS mileage

Transportation Plan

1923 →

1946 →

1955 →

1986 →

Is there any reason to believe that this plan would be more successful?

To answer that question lets look at what should be done with transportation plans.

In a mandate handed down by local newspaper in 1965 aptly described the process as three basic steps

Request that prior to plan development of any major or minor structure that may be a moderate to heavy traffic generator that contacts be made with the Planning Department staff

→ Government by apathy -

Indifference of professional groups and public groups

Outline

Presentation of the Metropolitan Area Transportation Plan and Request to the State Highway Commission for the Placement of Additional Funds in the State Highway System.

I. Introduction

A. General

1. Explanation of Relationship between Economic Growth & Highway Construction
2. Brief outline of outline to be covered
 - a. Past situation
 - b. Existing and future needs
 - c. Detailed description of proposed system
 - d. Study conclusions

B. Objectives and Goals

1. Relate the growing need for transportation improvements
2. Interpret the need in terms of miles of highway
3. Document the sincerity of the local interests toward their intention to have these needs met (Quintanilha Ordinances, Policy Statements, etc.)

II. Actions of Historical Significance

A. Local

1. City, Metro Plans
2. Road needs and cost

B. State

1. Creation of S.H.C.
2. Highway Needs Study, 1948 and 1961

C. Federal

1. Creation of F.R.D.
2. Interstate Highway Act

D. Creation of the State Transportation Planning Agency by public law

E. Adoption of the Transportation Plan 1965

III. Existing and Future Needs

A. Local Needs

B. District Needs

C. Expressway

Existing Commitments

Proposed Addition

1. National Transportation
2. State Highway Planning
3. Existing Road
4. National Program

} Studies to be used
} logical financial
} policy

Outline

IV Summary of Findings and Conclusions

A Summary

- 1.
- 2.

B Conclusions

1. Need to complete existing construction commitments
2. Need to clearly define the overall highway needs

V Recommendations

** Appendix

A. List of Supporting Agencies and Groups

- | | |
|---------------------------------------|-----------------------------|
| 1. City of Seattle | 9. Board of Realtors |
| 2. Regional Council | 10. Home Builders |
| 3. Chamber of Commerce | 11. R.A.C. |
| 4. G.D.W. | 12. M.A.P.O.A. |
| 5. North and South Business Men Assn. | 13. Association of Truckers |
| 6. W.I.B.P.A. | 14. W.S.C.M.A.P.C. |
| 7. Local Traffic Club | * |
| 8. Park Board | |

B. Restrictive Ordinances and Individual Letters

* Individual letters could also be obtained from

- the presidents of:
1. Street Amenities
 2. Power Enterprises
 3. Key Area Letter Developers
 4. Principal Building Owners

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