

COMMITTEE

M.A.P.C. Approved 10/23/69

B.C.C. ~~18200~~ Referred for review 11/4/69

BCC ~~11/18/69~~ 11/18/69

B60C Rec'd File 11/14/69

BCC Revised File 11-18-69

M.A.P.C. Adopted 11/15/70

Closed 12/70 WPM

BCC Rec'd File 2-3-70

DR 69-14 - Amendment to the Transportation Plan Element of the Comprehensive Plan including a collector Street System

Roy

# ACTION

COMMITTEE	DATE
M.A.P.C. <u>Approved</u>	<u>10/23/69</u>
B.C.C. <del>10/20/69</del> <u>Referred for 2 weeks</u>	<u>11/4/69</u>
BCC <del>Referred for 2 weeks</del>	<u>11/18/69</u>
BCC <u>Rec + File</u>	<u>11/12/69</u>
BCC <u>Received File</u>	<u>11-18-69</u>
MAPC <u>Adopted</u>	<u>1/15/70</u>
<u>Closed</u>	<u>1/22/70 WEM</u>
BCC <u>Rec + File</u>	<u>2-3-70</u>

IS 69-14 - Amendment to the Transportation Plan Element of the Comprehensive Plan including a collector Street System

COLLECTOR STREET SYSTEM STUDY

(Study Number DR 69-14)

Prepared by the  
Wichita-Sedgwick County Metropolitan  
Area Planning Department  
and the  
Department of Public Works  
of the  
City of Wichita

104 South Main Street  
Wichita, Kansas

October, 1969

#### COLLECTOR STREET SYSTEM STUDY

On February 5, 1969, the City Commission issued a directive to change the ratio of assessment for paving of certain residential streets. Such action required amendments to be made to the 1969 Capital Improvement Budget, including \$50,000 general obligation bonds, \$150,000 special assessment bonds for collector streets and \$30,000 general obligation bonds for collector street bridges. Before these monies are spent, there is a need to develop and designate a "Collector Street System" for the Wichita urbanized area. Consequently, the City Manager on March 14, 1969 directed the MAPD and the Department of Public Works staffs to develop a system for collector streets to facilitate the designation of this type of street and to give the system some official status by proposing it as an amendment to the Transportation Plan.

#### History and References

The Transportation Study for the Wichita-Sedgwick County Metropolitan Area, completed in October, 1964 states that, "Although the collector system was not analyzed, many streets in the Wichita urbanized area serve as collector streets. During the continuing transportation planning process, a collector street system will be developed for integration into the Thorofare Plan."

Several sources were used gathering information on collector street systems including that of the National Committee on Urban Transportation, Better Transportation for Your City (1960). As a part of this publication a procedural manual titled Standards for Street Facilities and Service defines in some detail a functional classification for urban streets. These references were widely distributed by the Public Administration Service and still serve as one of the best overall references available for a city-wide classification of streets. In addition, other material written on this subject includes a paper titled "Functional Classification of Streets and Minimum Street Design Standards", February, 1968, by the Metropolitan Area Planning Department and an article in Traffic Engineering Magazine, September, 1968, titled "Let's Speak a Common Language", by Edward M. Hall.

#### Relation to Other Streets

In order to understand what collector streets really are, it is necessary to understand their relationship with all of the other classifications of streets within the City. Streets have been generally divided into five functional classifications: Local streets, collectors, arterials, expressways and freeways. The primary function of the local street is to serve the individual properties abutting the street and to provide access to these properties. The purpose of the collector streets is to take

traffic from a local street to an arterial street where such traffic can then move to its destination. The principal function of arterial streets is to carry traffic to an expressway or freeway from a local or collector street, to carry traffic through the urban area and to move traffic to and from major traffic generators. An expressway is a higher speed, divided facility for through traffic with full or partial control of access, but has some cross traffic intersections. The freeway is a divided limited access facility which has full control of access with no traffic crossing at grade.

The purpose of this functional classification of streets is to categorize all streets which serve the same function. By classifying a street by its function, it is then possible to evaluate whether the design of the street fulfills its functional needs.

Functions and Criteria for  
Establishing the Collector Street System

Collector Streets

As the term implies, the principal function of collector streets is to gather traffic from local residential streets and carry it to the arterial system. Another function of the collector

street is to provide direct service to residential areas from major streets and highways for traffic movement within neighborhoods and for direct access to abutting property. The collector street may serve several different types of functions. It should provide both access to adjacent property and for movement of traffic on an equal basis and may also be used by public transit. In addition, it is intended that a collector street should serve minor traffic generating activities and services such as neighborhood commercial activities, schools, churches, parks and other community facilities, such as libraries, community centers, etc.

Although the term "collector" is normally associated with residential development; industrial, commercial and large institutional uses also need a system to channel "local" traffic to and from the arterials. Because of the nature of the traffic in these areas, the streets may be built to a higher design level than the local residential streets; thus all industrial streets may be the same or greater width than the "residential collector". It is still important to designate collectors in these non-residential areas to provide a basis for future plat and street pattern design and for signing purposes.

In the establishment of a collector street system, the existing conditions, as well as future conditions, need to be

considered. In designating the collector street system in Wichita, the following criteria were utilized:

1. Collector streets should be located with spacings of one quarter to one-half mile, rarely less or more.
2. Churches, schools, and other non-residential activities should be located on collectors. Higher trip generating activities should preferably be nearer to arterials and closer to the edge of neighborhoods; elementary schools should be near the neighborhood center.
3. Houses, preferably, should not be located facing collectors, but should have their access on residential streets.
4. Local residential streets may intersect collectors every block, every 300-500 feet, if necessary.
5. Local residential streets should not cross a collector street; that is, four way intersections should be minimized.
6. Collector streets should be designed so as not to carry through traffic, and should not form a subsidiary system interconnecting with collector streets in other neighborhoods.
7. The standard for the cross section of collector streets and intersections with local residential streets shown on Chart 5A Typical Section F is amended and adjusted to provide a right-of-way of 70' with a pavement width of 40' face to face of curb. This type cross section should provide for two moving lanes (12' each) and two parking lanes (8' each). Adjustments in lane widths may be adjusted in local subdivision regulations based on engineering judgments and local conditions providing they still conform to this list of criteria. With two moving lanes, the collector should be able to carry 6000 vehicles per day easily, far more than required by local traffic generation.

It should be noted that items 3, 5, and 6 will apply primarily

to newly developed areas, rather than to older areas of the City.

Those streets designated as collector streets in cities which have adopted comprehensive plans, will be considered as collector streets on Map 13B, if there is no conflict with the expressways or arterials as designated on that plan.

#### Establishing New Collectors

Some areas on Map 13A-1, do not have collectors designated. This is due to either lack of sufficient development to ascertain the specific future of the area due to diverse ownerships or due to the nature of the existing street system. The lack of density or potential density in an area may be sufficient to refrain from establishing a collector in that given area.

As new subdivisions are approved for undeveloped, unplatted areas and where collectors have not yet been designated, the agency or governing body approving that subdivision should designate by motion any street which is to be a collector. For purposes of administration of the plan, the street should be considered an official collector street until the next annual update of the Collector-Street Map in the Transportation Plan. Amendments could be either by establishing a new map or by specific listing of the streets by name. The map procedure when costs permit, is preferred.

### Financing

As collector streets basically fill a local service need, the cost of construction should be assigned in the same manner as local street construction is handled (e.g. by special assessment, as a cost of developing the subdivision, etc). But, it should be noted that the costs for either additional width or thickness over what is required for local service should be financed by the community at large. Thus, if 34 foot local streets are required for low density residential and collectors are 40' in width, the additional 6' should be paid for "at large". Where an industrial street is 40' in width for local service and collectors are 40', then all costs should be assigned to the abutting properties.

### Conclusions and Recommendations

At such time when a collector street system is agreed upon, this system should be incorporated in the Transportation Plan by adopting the previous Section of this study titled "Functions and Criteria for Establishing the Collector Street System", to replace and amend that section of Volume II, Transportation Study, page 31, titled "Collector Streets" and by adopting supplemental map 13A-1, "Collector Streets - Urban Area". If the MAPC approves, a public

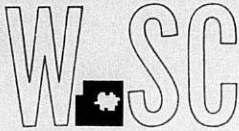
hearing should be authorized and copies of this amendment should be submitted to the County and City staffs, the Technical Advisory Committee for the Continuing Transportation Planning Process, the Transportation Coordinating Committee, Planning Commission members and other interested parties for their concurrence. After 60 days of initial approval any amendments to the map or text could be made and the whole section be adopted by the Metropolitan Area Planning Commission.

#### Future Intent

This designation of collector streets is intended to serve as a guide for future street improvements which should be designed and constructed according to the standards set forth in locally adopted Subdivision Regulations. With the adoption of a collector system, it is not intended to mean that all of the existing streets which have been designated as collectors will be improved immediately to collector street standards. Only at such time of reconstruction or a specific need develops due to traffic volumes, will it be necessary to improve these streets to collector standards. In regard to streets that are presently signed as through streets, it is suggested that appropriate traffic controls be relocated to conform with the adopted collector street system.

Attachment: Map 13A-1, "Collector Streets - Urban Area".

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING  
COMMISSION

AMHERST 2-0611 — AREA CODE 316  
CITY BUILDING ANNEX  
104 S. MAIN ST.  
WICHITA, KANSAS 67202

C E R T I F I C A T E

I, Robert A. Lakin, duly elected authorized and acting as Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Sedgwick County, Kansas do hereby certify that the attached Resolution was approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission on October 23, 1969, readopting the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area as previously adopted, and further amended by adopting that section of the Collector Street System, October, 1969, titled "Functions and Criteria for Establishing the Collector Street System", and supplemental Map 13A-1, "Collector Streets - Urban Area", October, 1969, to replace and delete that section, page 31, titled "Collector Streets".

Given under my hand and seal this 31st day of October, 1969.

\_\_\_\_\_  
Robert A. Lakin, Secretary  
Wichita-Sedgwick County Metro-  
politan Area Planning Commission

(SEAL)

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING  
COMMISSION

AMHERST 2-0611 — AREA CODE 316  
CITY BUILDING ANNEX  
104 S. MAIN ST.  
WICHITA, KANSAS 67202

October 31, 1969

M E M O R A N D U M

TO: All Interested Legislative and Administrative Groups  
and Agencies

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

SUBJECT: DR 69-14, Approval of Amendment to the Wichita-Sedgwick  
County Transportation Plan adopting a Collector  
Street System.

Attached for your information and review is a certified copy of the approved Resolution amending the Transportation Plan Element of the Comprehensive Development Plan for the Wichita-Sedgwick County Metropolitan Area by adopting a Collector Street System. This amendment to the Comprehensive Plan was APPROVED by the Metropolitan Area Planning Commission on October 23, 1969.

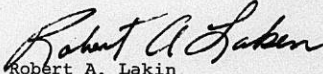
In fulfilling the requirements prescribed by law, certified copies of the APPROVED Resolution are to be submitted to interested legislative and administrative agencies for the review, comments and recommendations. The law provides that legislative and administrative agencies shall have sixty (60) days, after receipt of the Resolution, to consider the proposed Plan or parts thereof and to submit their comments and recommendations to the Metropolitan Area Planning Commission.

Page 2

The Planning Commission, after considering the submitted comments and recommendations, may make changes if deemed necessary, and may then formally ADOPT the Resolution. The Planning Commission will consider this Resolution for final ADOPTION at its regularly scheduled meeting on January 15, 1970, at 1:30 p.m. in Room 401 City Building Annex, 104 South Main, Wichita, Kansas. We cordially invite you to submit your comments on or before that date.

If you should have any questions concerning this matter, please contact the Wichita-Sedgwick County Metropolitan Area Planning Department.

Yours truly,

  
Robert A. Lakin  
Secretary, Metropolitan  
Area Planning Commission

RAL:bh

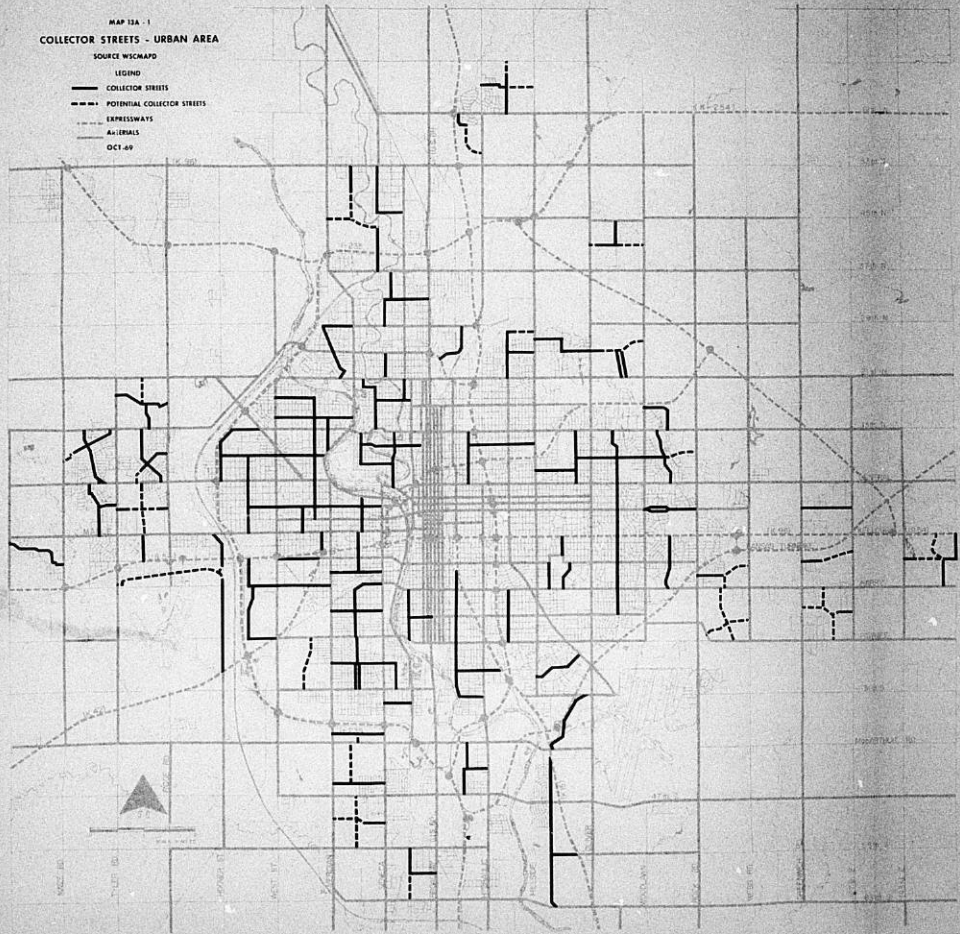
Attachments  
Certificate  
Resolution  
Collector Street Report

MAP 13A - 1  
COLLECTOR STREETS - URBAN AREA

SOURCE WISMAPD

LEGEND

- COLLECTOR STREETS
- - - POTENTIAL COLLECTOR STREETS
- EXPRESSWAYS
- ALIENALS
- OCT. 69

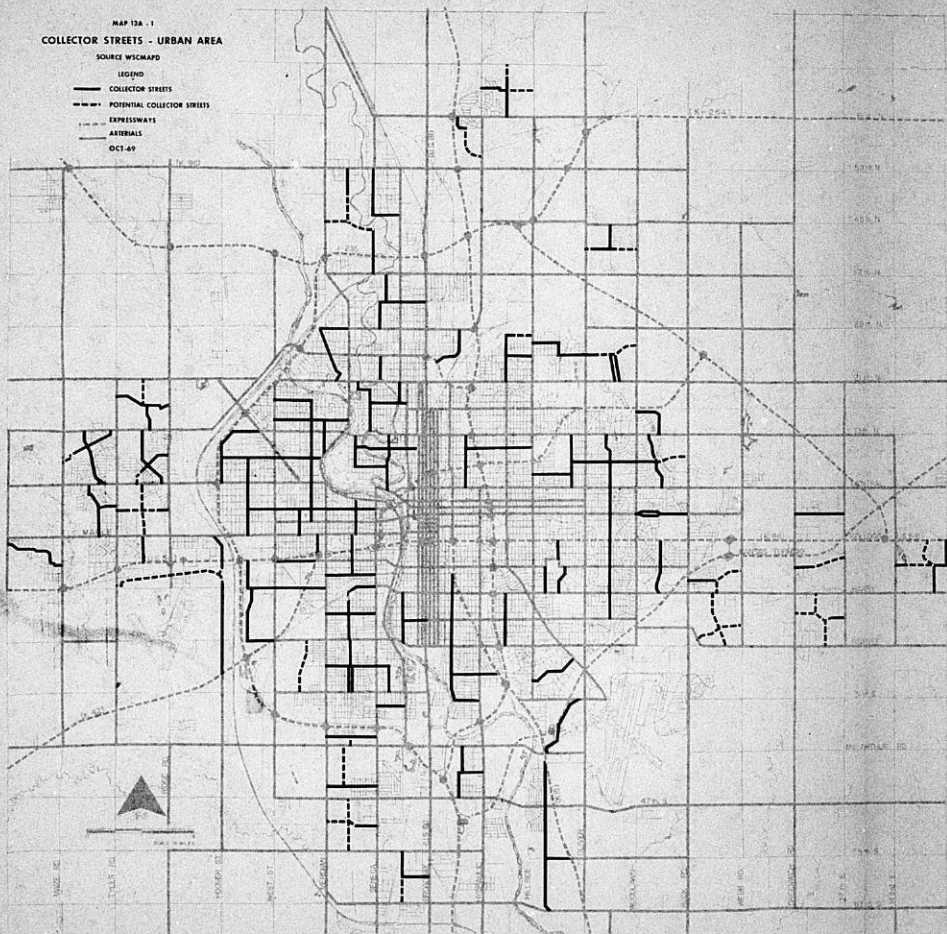


MAP 12A - 1  
COLLECTOR STREETS - URBAN AREA

SOURCE WISCHMAPD

LEGEND

- COLLECTOR STREETS
- - - POTENTIAL COLLECTOR STREETS
- - - EXPRESSWAYS
- - - ARTERIALS
- OCT 49



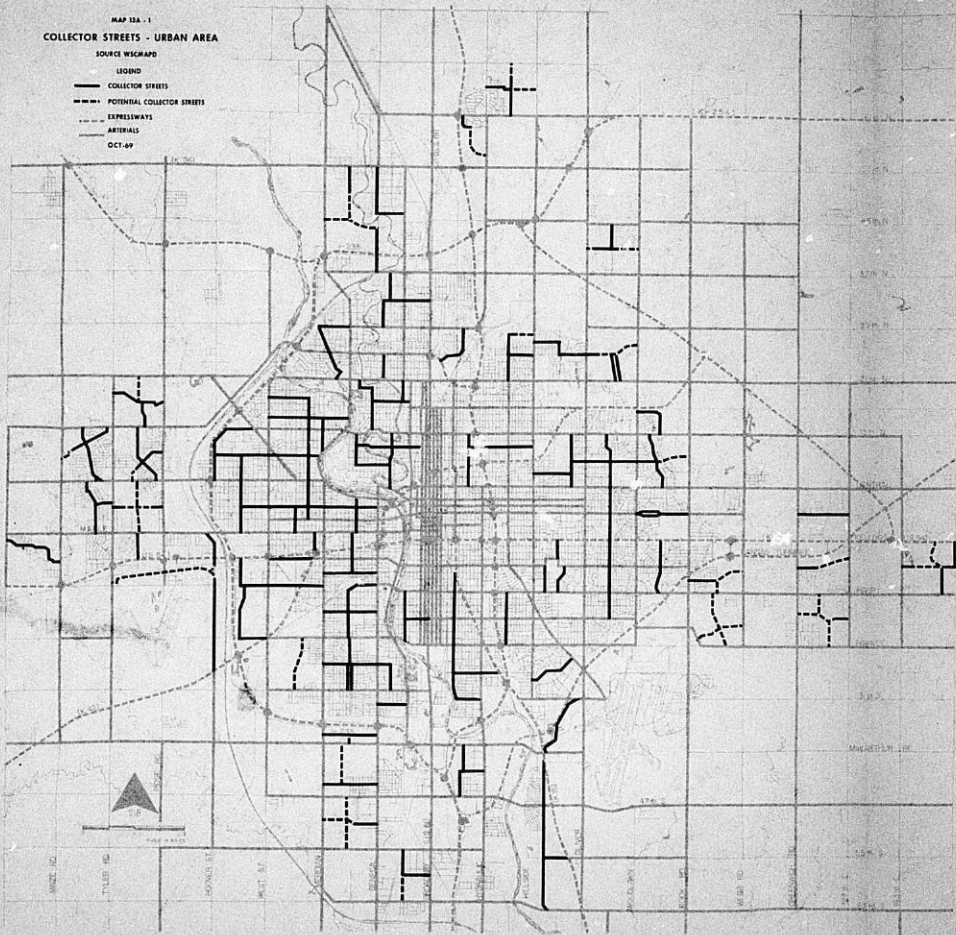




MAP 12A - 1  
COLLECTOR STREETS - URBAN AREA

SOURCE WISCONSIN

- LEGEND
- COLLECTOR STREETS
  - - - POTENTIAL COLLECTOR STREETS
  - - - EXPRESSWAYS
  - - - ARTERIALS
- OCT-69



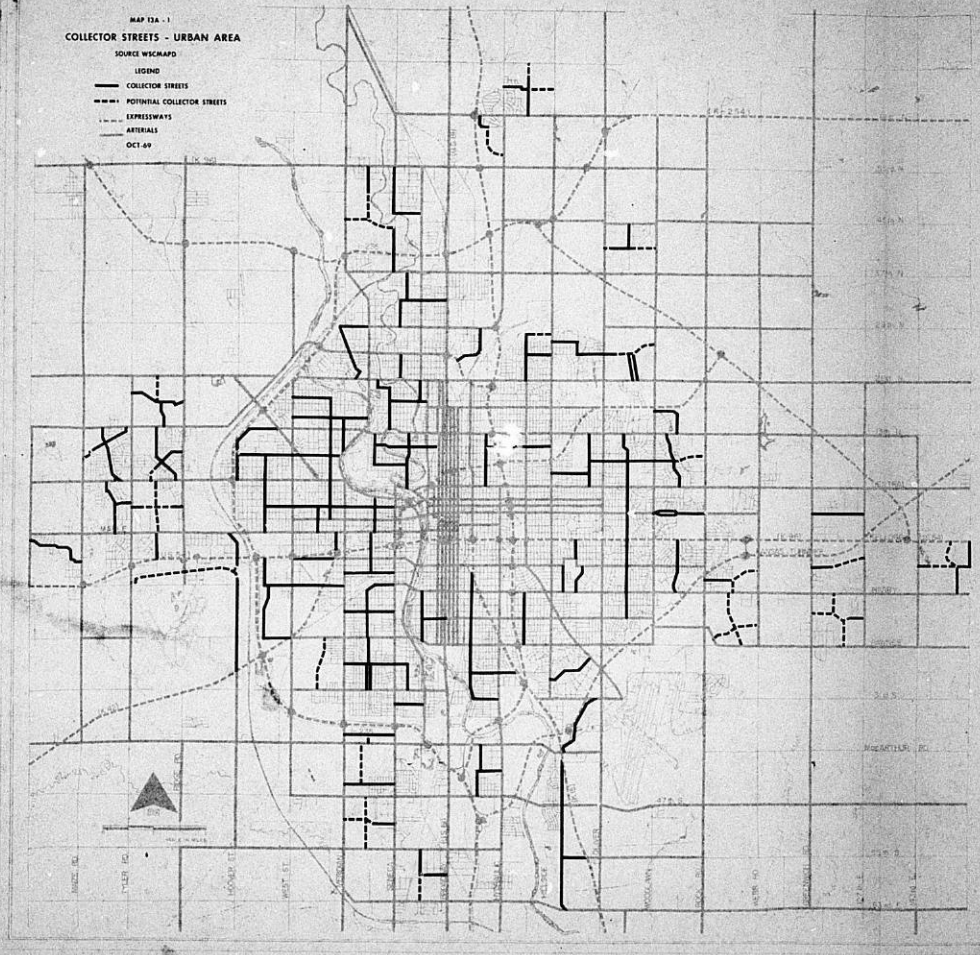
MAP 13A - 1  
COLLECTOR STREETS - URBAN AREA

SOURCE WSCMAPD

LEGEND

- COLLECTOR STREETS
- - - POTENTIAL COLLECTOR STREETS
- - - EXPRESSWAYS
- - - ARTERIALS

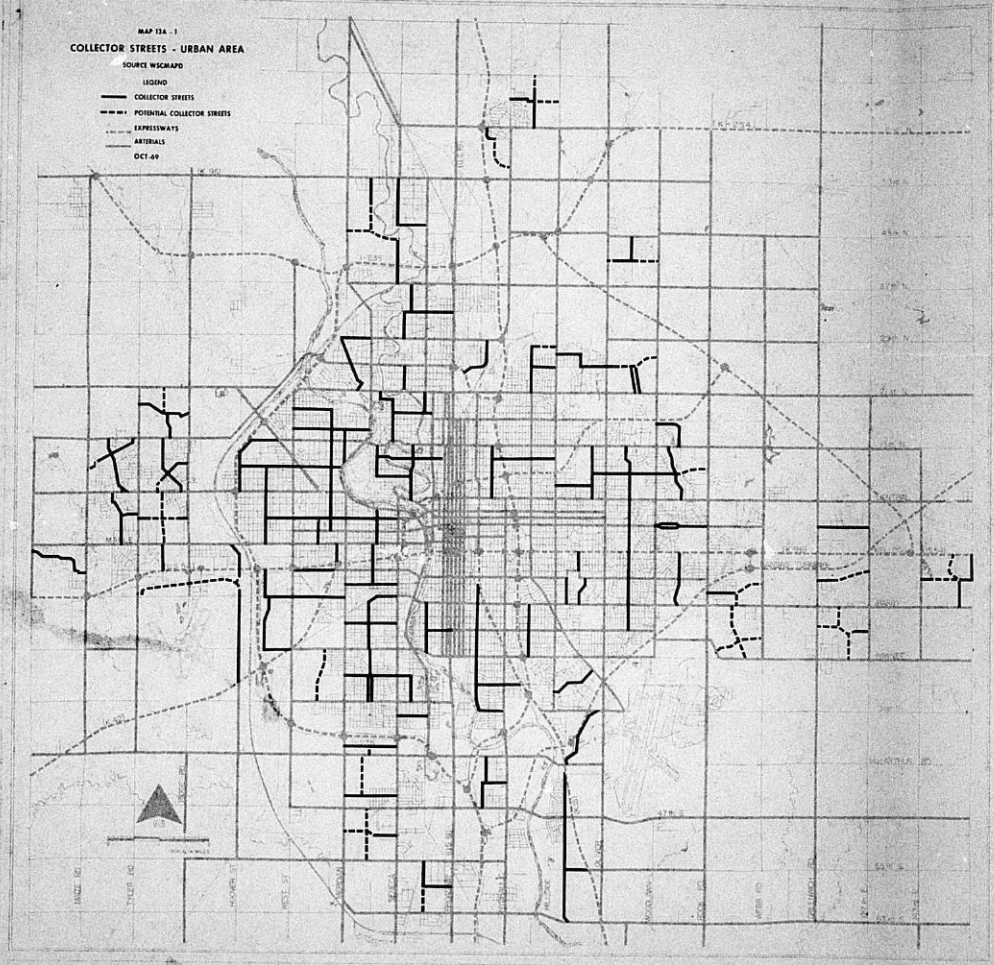
OCT. 69



MAP 12A - 1  
COLLECTOR STREETS - URBAN AREA

SOURCE WISCHMANN

- LEGEND
- COLLECTOR STREETS
  - - - POTENTIAL COLLECTOR STREETS
  - - - EXPRESSWAYS
  - ARTERIALS
- OCT 49



WICHITA-SEDGWICK COUNTY

METROPOLITAN AREA PLANNING DEPARTMENT

DATE  
October 17, 1969



TO Members of the Wichita-Sedgwick County  
Metropolitan Area Planning Commission

FROM H. Roy Mock, Planner II, Long Range Planning Division

SUBJECT DR 69-14, Amendment to the Transportation Plan Element  
of the Comprehensive Plan including the Collector  
Street System

Attached is a copy of the Resolution which would amend the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area. Also, attached is the report that was submitted to you and authorized for public hearing in July. We have advertised for a public hearing for the purpose of including this report as a part of the Transportation Element of the Comprehensive Plan. This additional section of the Plan was called for in the original plan and has also been requested by the City Manager in connection with a recommendation made to the City Commission on February 5, 1969, to change the ratio of assessment for paving certain residential streets.

The Technical Advisory Committee for Continuing Transportation requested that a further evaluation of the road classification system be made to attempt to coordinate the two classification systems (State functional and local collector) as much as possible. As included in the report, the Collector Street System itself has now been reviewed by and agreed upon by the Technical Advisory Committee, the City Traffic Engineering Division, the City Engineer and the Planning Department staffs.

In fulfilling the requirements prescribed by law, all persons interested in said matter should be heard concerning their views and wishes in regard to the content of the Collector Street System Study. If the Planning Commission approves the Resolution, the staff will notify all interested parties for additional comments and statements which may be made during the subsequent sixty day period. After that time, the Planning Commission will again hear this matter and consider the Resolution for ADOPTION.

It is recommended that the Commission APPROVE the Resolution and authorize the staff to circulate the report for comment during the next 60 days and place back on the agenda on January 15, 1970

HRM:bh

- Attachments: 1. Resolution  
2. Collector Street Systems Study, October 1969.

WICHITA-SEDGWICK COUNTY

DATE  
October 17, 1969

**METROPOLITAN AREA PLANNING DEPARTMENT**



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Metropolitan Area Planning Commission

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WICHITA-SEDGWICK COUNTY

DATE  
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In fulfilling the requirements prescribed by law, all persons interested in said matter should be heard concerning their views and wishes in regard to the content of the Collector Street System Study. If the Planning Commission approves the Resolution, the staff will notify all interested parties for additional comments and statements which may be made during the subsequent sixty day period. After that time, the Planning Commission will again hear this matter and consider the Resolution for ADOPTION.

It is recommended that the Commission APPROVE the Resolution and authorize the staff to circulate the report for comment during the next 60 days and place back on the agenda on January 15, 1970

HRM:bh

- Attachments: 1. Resolution  
2. Collector Street Systems Study, October 1969.

R E S O L U T I O N

WHEREAS, pursuant to authority granted by statutes of the State of Kansas, a Wichita-Sedgwick County Metropolitan Area Planning Commission was created, which Commission, pursuant to statutory authority applicable to the City of Wichita and Sedgwick County, has heretofore duly made and adopted a Transportation Plan Element of a Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, which Comprehensive Plan and amendments, extensions and additions are all incorporated herein by reference; and

WHEREAS, pursuant to statutory authority, the Wichita-Sedgwick County Metropolitan Area Planning Commission may amend, extend and add to the Comprehensive Plan for the Metropolitan Area; and

WHEREAS, said Comprehensive Plan includes as a part thereof the following:

"Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area"; and

WHEREAS, having made and caused to be made careful and comprehensive surveys and studies of present conditions and trends of future growth of the municipality, the Wichita-

Sedgwick County Metropolitan Area Planning Commission determined that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area should be readopted as previously amended and further amended thereto as set forth within this Resolution; and

WHEREAS, pursuant to the provisions of K.S.A. 1968 Supp. 12-704, the Wichita Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on October 2, 1969 of a public hearing to be held on the amendments to the Transportation Plan Element of the Comprehensive Plan for Wichita and Sedgwick County; and

WHEREAS, the Planning Commission on October 23, 1969 at 1:45 p.m. in Room 401 of the City Building Annex, 104 South Main, Wichita, Kansas, did hold the public hearing at which hearing more than a majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission were present; and

WHEREAS, a majority of all members of said Wichita-Sedgwick County Metropolitan Area Planning Commission approved the amendments, as set out herein.

NOW, THEREFORE, BE IT RESOLVED by the majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning

Commission, in meeting duly assembled, that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area be readopted as previously amended and be further amended by adopting that section of the Collector Street System Study, October, 1969, titled "Functions and Criteria for Establishing the Collector Street System", and supplemental Map 13A-1, "Collector Streets - Urban Area", October, 1969, to replace and delete that section, page 31, titled "Collector Streets"; and

BE IT FURTHER RESOLVED, that notice of the Planning Commission action be given all interested legislative and administrative groups and agencies in the form of a certified copy of the resolution and that said groups and agencies be requested to submit to the Planning Commission a statement of recommendation on such approval within 60 days of the receipt of such resolution; and

BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal, that William J. Goebel, Chairman, and Robert A. Lakin, Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, record on the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as heretofore adopted, amended, extended and added to, the action hereby taken; and

BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal, that an attested copy of this resolution accomplishing said amendments and extensions to the Transportation Plan Element of the Comprehensive Plan be certified to the governing body of the City of Wichita and the governing body of Sedgwick County and to all legislative and administrative agencies affected by the plan.

APPROVED by at least a majority of all of the Metropolitan Area Planning Commission members, at Wichita, Kansas this 23rd day of October 1969.

H. W. Kratzer, Acting Chairman  
Wichita-Sedgwick County Metropolitan Area Planning Commission

ATTEST:

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

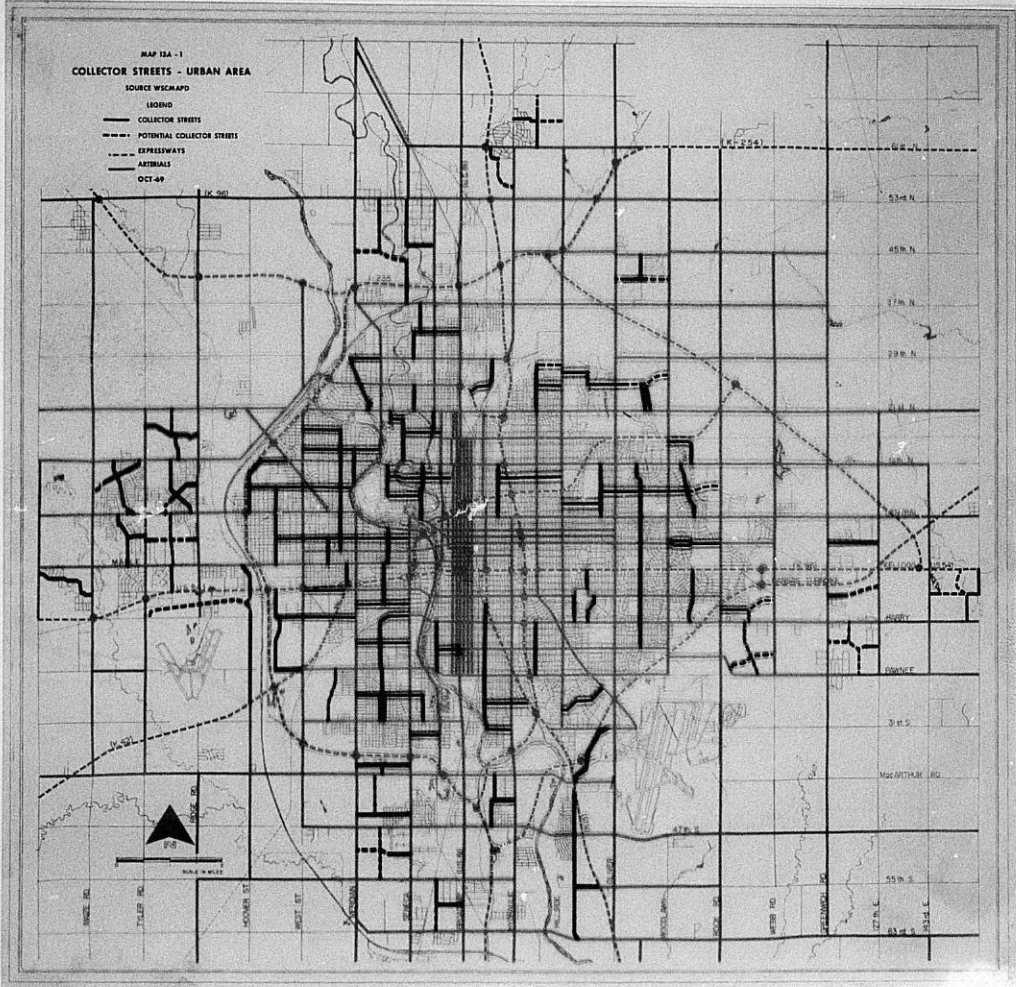
(SEAL)

MAP 12A - 1  
COLLECTOR STREETS - URBAN AREA

SOURCE WSCMAPD

LEGEND

- COLLECTOR STREETS
- - - POTENTIAL COLLECTOR STREETS
- - - EXPRESSWAYS
- AIRSIALS
- OCT-49



9.6"

1.1"

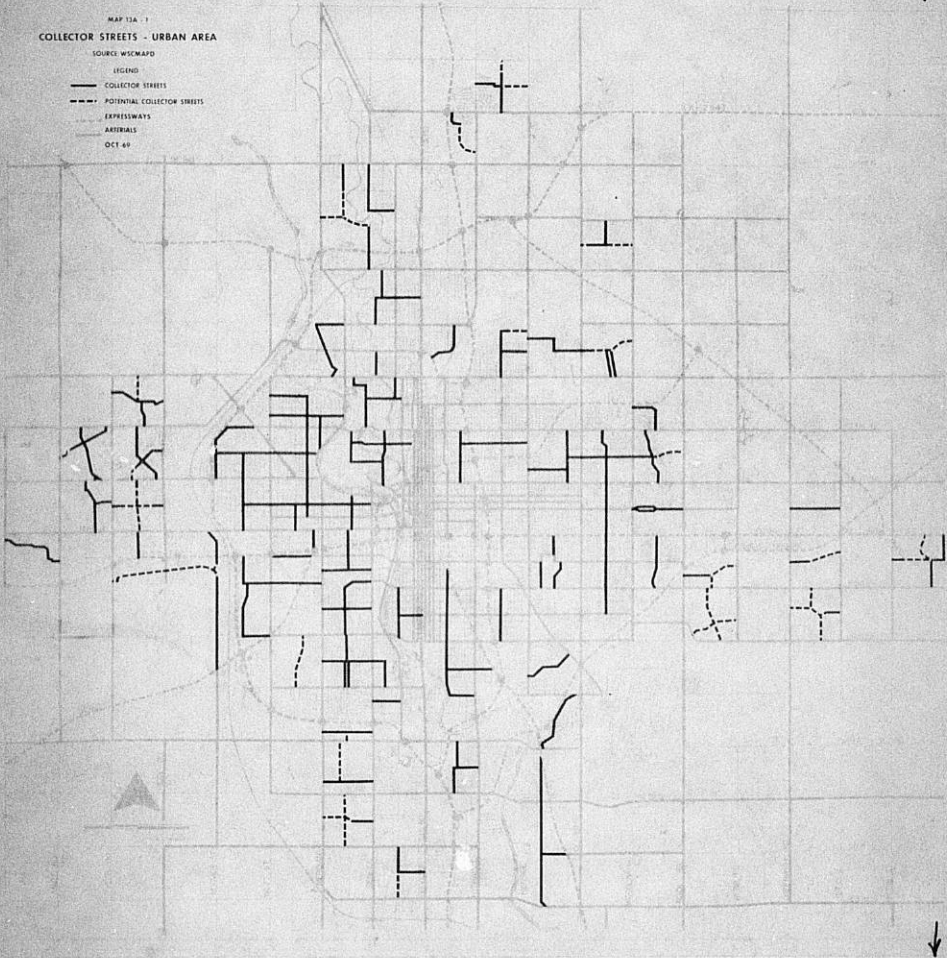
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MAP 12A -  
COLLECTOR STREETS - URBAN AREA

SOURCE: WISCONSIN

- LEGEND
- COLLECTOR STREETS
  - - - POTENTIAL COLLECTOR STREETS
  - EXPRESSWAYS
  - ARTERIALS
- OCT 49



Trim

Trim

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WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING  
COMMISSION

AMHERST 2-9211 — AREA CODE 316  
CITY BUILDING ANNEX  
104 S. MAIN ST.  
WICHITA, KANSAS 67202

*Noted  
1/21/70  
RKL*

January 21, 1970

M E M O R A N D U M

TO: All Interested Legislative and Administrative Groups  
and Agencies

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

SUBJECT: DR 69-14, Adoption of Amendment to the Wichita-Sedgwick  
County Transportation Plan including a Collector Street  
System

Attached for your information and files is a certified copy of the adopted Resolution amending the Transportation Plan Element of the Comprehensive Development Plan for the Wichita-Sedgwick County Metropolitan Area by including a Collector Street System. This amendment to the Comprehensive Plan was approved by the Metropolitan Area Planning Commission on October 23, 1969.

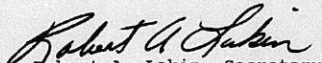
In fulfilling the requirements prescribed by law, the Planning Commission did on October 31, 1969, distribute certified copies of the approved Resolution to interested governmental and administrative agencies, and in its meeting of January 15, 1970, having waited the sixty (60) days prescribed by law, and having considered the comments and recommendations, did adopt the attached Resolution.

**WICHITA—SEDCWICK COUNTY**

Page 2 - Memorandum - January 21, 1970

If you should have any questions concerning this matter, please contact the Wichita-Sedgwick County Metropolitan Area Planning Department.

Yours truly,

  
Robert A. Lakin, Secretary  
Metropolitan Area Planning  
Commission

RAL:ls

Attachments: 1. Certificate  
2. Resolution

WICHITA—SEDGWICK COUNTY



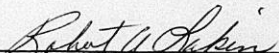
METROPOLITAN AREA PLANNING  
COMMISSION

AMHERST 2-8211 — AREA CODE 316  
CITY BUILDING ANNEX  
104 S. MAIN ST.  
WICHITA, KANSAS 67202

C E R T I F I C A T E

I, Robert A. Lakin, duly elected, authorized and acting as Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Sedgwick County, Kansas do hereby certify that the attached Resolution was adopted by the Wichita-Sedgwick County Metropolitan Area Planning Commission on January 15, 1970, readopting the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area as previously adopted, and further amended by adopting that section of the Collector Street System, October, 1969, titled "Functions and Criteria for Establishing the Collector Street System", and supplemental Map 13A-1, "Collector Streets - Urban Area", October, 1969, to replace and delete that section, page 31, titled "Collector Streets".

Given under my hand and seal this 21st day of January, 1970.

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

(SEAL)



R E S O L U T I O N

WHEREAS, pursuant to authority granted by statutes of the State of Kansas, a Wichita-Sedgwick County Metropolitan Area Planning Commission was created, which Commission, pursuant to statutory authority applicable to the City of Wichita and Sedgwick County, has heretofore duly made and adopted a Transportation Plan Element of a Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, which Comprehensive Plan and amendments, extensions and additions are all incorporated herein by reference; and

WHEREAS, pursuant to statutory authority, the Wichita-Sedgwick County Metropolitan Area Planning Commission may amend, extend and add to the Comprehensive Plan for the Metropolitan Area; and

WHEREAS, said Comprehensive Plan includes as a part thereof the following:

"Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area"; and

WHEREAS, having made and caused to be made careful and comprehensive surveys and studies of present conditions and trends of future growth of the municipality, the Wichita-

Sedgwick County Metropolitan Area Planning Commission determined that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area should be readopted as previously amended and further amended thereto as set forth within this Resolution; and

WHEREAS, pursuant to the provisions of K.S.A. 1968 Supp. 12-704, the Wichita Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on October 2, 1969 of a public hearing to be held on the amendments to the Transportation Plan Element of the Comprehensive Plan for Wichita and Sedgwick County; and

WHEREAS, the Planning Commission on October 23, 1969 at 1:45 p.m. in Room 401 of the City Building Annex, 104 South Main, Wichita, Kansas, did hold the public hearing at which hearing more than a majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission were present; and

WHEREAS, a majority of all members of said Wichita-Sedgwick County Metropolitan Area Planning Commission approved the amendments, as set out herein.

NOW, THEREFORE, BE IT RESOLVED by the majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning


Commission, in meeting duly assembled, that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area be readopted as previously amended and be further amended by adopting that section of the Collector Street System Study, October, 1969, titled "Functions and Criteria for Establishing the Collector Street System", and supplemental Map 13A-1, "Collector Streets - Urban Area", October, 1969, to replace and delete that section, page 31, titled "Collector Streets"; and

BE IT FURTHER RESOLVED, that notice of the Planning Commission action be given all interested legislative and administrative groups and agencies in the form of a certified copy of the resolution and that said groups and agencies be requested to submit to the Planning Commission a statement of recommendation on such approval within 60 days of the receipt of such resolution; and

BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal, that William J. Goebel, Chairman, and Robert A. Lakin, Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, record on the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as heretofore adopted, amended, extended and added to, the action hereby taken; and

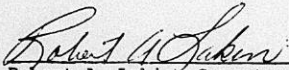
BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal, that an attested copy of this resolution accomplishing said amendments and extensions to the Transportation Plan Element of the Comprehensive Plan be certified to the governing body of the City of Wichita and the governing body of Sedgwick County and to all legislative and administrative agencies affected by the plan.

APPROVED by at least a majority of all of the Metropolitan Area Planning Commission members, at Wichita, Kansas this 23rd day of October 1969.



H. W. Kratzer, Acting Chairman  
Wichita-Sedgwick County Metropolitan Area Planning Commission

ATTEST:

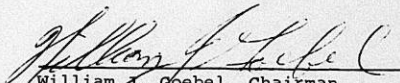


Robert A. Lakin, Secretary  
Wichita-Sedgwick County Metropolitan Area Planning Commission


(SEAL)

After notice having been given to all interested groups and agencies and 60 days having elapsed since their receipt of such notice, and having considered the comments received by all interested groups and agencies, the foregoing Resolution is hereby amended and adopted.

ADOPTED by at least a majority of all the Metropolitan Area Planning Commissioners at Wichita, Kansas, this 15th day of January, 1970.

  
William J. Goebel, Chairman  
Wichita-Sedgwick County Metro-  
politan Area Planning Commission

ATTEST:

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

(SEAL)

WICHITA-SEDGWICK COUNTY

METROPOLITAN AREA PLANNING DEPARTMENT

DATE  
January 9, 1970



TO  
FROM  
SUBJECT

Wichita-Sedgwick County Metropolitan Area  
Planning Commission  
H. Roy Mock, Planner II, Long Range Planning Division *HRM*

DR 69-14, Adoption of Amendment to the Wichita-Sedgwick  
County Transportation Plan to include a Collector Street  
System

On October 23, 1969, the Metropolitan Area Planning Commission duly APPROVED the amendment to the Transportation Plan to include a Collector Street System. In fulfilling the requirements prescribed by law, certified copies of the approved Resolution were submitted to interested legislative and administrative agencies for their review, comments and recommendations. On November 12, 1969, the Board of County Commissioners received and filed the approved Resolution and on November 18, 1969, the Board of City Commissioners also received and filed the Resolution.

Since no comments, recommendations or additions have been submitted to the Metropolitan Area Planning Department within the required 60 day waiting period, it is now recommended that the Metropolitan Area Planning Commission, after hearing any additional comments, recommendations or additions, ADOPT this Resolution amending the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area by including a Collector Street System.

HRM:bh

*jean*

October 31, 1969

Earl E. Rush, Chairman, Board of Sedgwick  
County Commissioners  
Robert A. Lakin, Secretary, Wichita-Sedgwick County  
Metropolitan Area Planning Commission  
DR 69-14, Approval of Amendment to the Wichita-Sedgwick County  
Transportation Plan Adopting a Collector Street System.

Please find attached certified copies of the Resolution and Study approved by the Metropolitan Area Planning Commission on October 23, 1969. As required by law, these Resolutions are being forwarded to the City Commission and County Commission for their concurrence, or any additional comments. It is suggested that this item be placed on the County Commission agenda with the recommendation that the Resolution and Study be received and filed. In turn, it is requested that the County Commission's action be forwarded to this office at any time within the required sixty day waiting period. If you have any question regarding these items, please contact either me or Roy Mock of our staff.

RAL:HRM:bh

cc: Elmer S. Peters, County Commissioner  
Tom Scott, County Commissioner  
Betty McDonald, Deputy County Clerk

October 31, 1969

Bob Finch, Executive Assistant to the City  
Manager  
Robert A. Lakin, Secretary, Wichita-Sedgwick  
County Metropolitan Area Planning Commission

DR 69-14, Approval of Amendment to the Wichita-Sedgwick County  
Transportation Plan Adopting a Collector Street System

Please find attached certified copies of the Resolution and Study approved by the Metropolitan Area Planning Commission on October 23, 1969. As required by law, these Resolutions are being forwarded to the City Commission and the County Commission for their concurrence or any additional comments. It is suggested that this item be placed on the City Commission agenda with the recommendation that the Resolution and Study be received and filed. In turn, it is requested that the City Commission's action be forwarded to this office at any time within the required sixty day waiting period. If you have any question regarding these items, please contact either me or Roy Mock of our staff.

RAL:HRM:bh

WICHITA-SEDGWICK COUNTY

METROPOLITAN AREA PLANNING DEPARTMENT

DATE  
October 31, 1969



TO Files  
FROM H. Roy Mock, Planner II, Long Range Planning Division  
SUBJECT DR 69-14, Collector Street System Study

The following interested legislative and administrative groups and agencies were sent certified copies of approved subject resolution and study:

City Commission (10)  
Fire \_\_\_\_\_ Chief Carney  
Police \_\_\_\_\_ Chief Kirkpatrick  
Budget Officer \_\_\_\_\_ Russ Brenner  
Director of Adm. \_\_\_\_\_ Don Anderson  
Park \_\_\_\_\_ Emory Cox  
Director of Public Works \_\_\_\_\_ Ray Bruggemeaen  
Engineering \_\_\_\_\_ Bill Smith  
Traffic \_\_\_\_\_ Paul Graves  
Urban Renewal \_\_\_\_\_ Ken Kitchen  
Model Cities \_\_\_\_\_ Frank Carpenter  
Law \_\_\_\_\_ John Dekker  
Clerk

X Board of Education  
428 South Broadway  
Wichita, Kansas 67202  
Dr. Richard Holstead  
Dr. Alvin Morris  
Mr. Wilbur Dorsey

Mr. Paul F. McGinnis  
Metropolitan Transit Authority  
1815 E. Central  
Wichita, Kansas 67214

John Meyer  
Urban Planning Engineer  
Urban Highways Dept.  
State Highway Commission  
State Office Building  
Topeka, Kansas 66612

Mr. James O. Foster  
Wichita Area Chamber of Commerce  
121 N. Broadway  
Wichita, Kansas 67202

County Commissioners  
Sedgwick County Courthouse  
525 N. Main  
Wichita, Kansas 67203  
Earl E. Rush  
Elmer S. Peters  
Tom Scott

Sedgwick County Clerk  
Sedgwick County Courthouse  
525 N. Main  
Wichita, Kansas 67203

E. Dean Landman, Urban Transportation & Planning Engineer  
Planning and Development Dept.  
State Highway Commission  
State Office Building  
Topeka, Kansas 66612

William T. Jordan  
Planning and Research Engineer  
U.S. Bureau of Public Roads  
512 West 6th Street  
Topeka, Kansas 66603

Gover C. McLure, Jr.  
County Engineer  
Sedgwick County Engineering Dept.  
1015 Stillwell  
Wichita, Kansas 67213

Hubert Willard  
District Enginner  
U.S. Bureau of Public Roads  
512 West 6th  
Topeka, Kansas 66603

Glenn A. Sutton  
Engineer of Planning and Development  
Kansas State Highway Commission  
State Office Building  
Topeka, Kansas 66612

C. Bickley Foster  
Director of Land Use Planning  
Room 206 Morrison Hall  
Box 46  
Wichita State University  
Wichita, Kansas 67208

Mr. Bruce McClure  
Greater Downtown Wichita  
412 Kaufman Building  
Wichita, Kansas 67202

Mr. Hugh Gibson  
Community Planning Council  
Insurance Building  
Wichita, Kansas 67202

S.H. Womer, President  
Wichita Association of Homebuilders  
~~10501 Hidden Valley Road~~ 2252 *Bella Vista*  
Wichita, Kansas 67209

Bower Brady, President  
Wichita Board of Realtors  
1015-A East Second  
Wichita, Kansas 67214

Dick Clark  
Trustee, Kechi Township  
1135 W. 53rd St. North  
Wichita, Kansas 67204

Gilbert Wilkerson  
Trustee, Delano Township  
549 Keith  
Wichita, Kansas 67209

Earl Fulk  
Trustee, Minneha Township  
14228 East 12th  
Wichita, Kansas 67230

James E. Fleming  
Trustee, Riverside Township  
6135 South Hydraulic  
Wichita, Kansas 67216

Howard R. Long  
Trustee, Waco Township  
RR #1  
Clearwater, Kansas 67026

Clyde Orth  
Chairman, Andale Planning Commission  
P.O. Box 77  
Andale, Kansas 67001

Leon Haden  
Chairman, Cheney Planning Commission  
234 West 3rd  
Cheney, Kansas 67025

Paul Pearce  
Chairman, Derby Planning Commission  
549 South Derby  
Derby, Kansas 67037

~~Bill Carpenter~~ *Lynn Hill*  
Chairman, Goddard Planning  
Commission  
~~202 N. Elm~~  
Goddard, Kansas 67052

Bob Plamer  
Chairman, Haysville Planning  
Commission  
200 Fager  
Haysville, Kansas 67060

Don Porter  
Chairman, Mt. Hope Planning  
Commission  
Mt. Hope, Kansas 67108

Page 3

G. A. Wessels  
Chairman, Mulvane Planning Commission  
RFD #1  
Mulvane, Kansas 67110

Dennis West  
Chairman, Valley Center Planning Commission  
421 North Colby  
Valley Center, Kansas 67147

Total 55 copies

HRM:bh

WICHITA-SEDGWICK COUNTY

DATE  
October 17, 1969

**METROPOLITAN AREA PLANNING DEPARTMENT**



TO Members of the Wichita-Sedgwick County  
Metropolitan Area Planning Commission

FROM H. Roy Mock, Planner II, Long Range Planning Division

SUBJECT DR 69-14, Amendment to the Transportation Plan Element  
of the Comprehensive Plan: including the Collector  
Street System

Attached is a copy of the Resolution which would amend the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area. Also, attached is the report that was submitted to you and authorized for public hearing in July. We have advertised for a public hearing for the purpose of including this report as a part of the Transportation Element of the Comprehensive Plan. This additional section of the Plan was called for in the original plan and has also been requested by the City Manager in connection with a recommendation made to the City Commission on February 5, 1969, to change the ratio of assessment for paving certain residential streets.

The Technical Advisory Committee for Continuing Transportation requested that a further evaluation of the road classification system be made to attempt to coordinate the two classification systems (State functional and local collector) as much as possible. As included in the report, the Collector Street System itself has now been reviewed by and agreed upon by the Technical Advisory Committee, the City Traffic Engineering Division, the City Engineer and the Planning Department staffs.

In fulfilling the requirements prescribed by law, all persons interested in said matter should be heard concerning their views and wishes in regard to the content of the Collector Street System Study. If the Planning Commission approves the Resolution, the staff will notify all interested parties for additional comments and statements which may be made during the subsequent sixty day period. After that time, the Planning Commission will again hear this matter and consider the Resolution for ADOPTION.

It is recommended that the Commission APPROVE the Resolution and authorize the staff to circulate the report for comment during the next 60 days and place back on the agenda on January 15, 1970

HRM:bh

Attachments: 1. Resolution  
2. Collector Street Systems Study, October 1969.

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING  
COMMISSION

AMHERST 2-8211 — AREA CODE 316  
CITY BUILDING ANNEX  
104 S. MAIN ST.  
WICHITA, KANSAS 67202

October 31, 1969

MEMORANDUM

TO: All Interested Legislative and Administrative Groups  
and Agencies

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

SUBJECT: DR 69-14, Approval of Amendment to the Wichita-Sedg-  
wick County Transportation Plan adopting a Collector  
Street System.

Attached for your information and review is a certified copy of the approved Resolution amending the Transportation Plan Element of the Comprehensive Development Plan for the Wichita-Sedgwick County Metropolitan Area by adopting a Collector Street System. This amendment to the Comprehensive Plan was APPROVED by the Metropolitan Area Planning Commission on October 23, 1969.

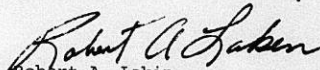
In fulfilling the requirements prescribed by law, certified copies of the APPROVED Resolution are to be submitted to interested legislative and administrative agencies for the review, comments and recommendations. The law provides that legislative and administrative agencies shall have sixty (60) days, after receipt of the Resolution, to consider the proposed Plan or parts thereof and to submit their comments and recommendations to the Metropolitan Area Planning Commission.

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The Planning Commission, after considering the submitted comments and recommendations, may make changes if deemed necessary, and may then formally ADOPT the Resolution. The Planning Commission will consider this Resolution for final ADOPTION at its regularly scheduled meeting on January 15, 1970, at 1:30 p.m. in Room 401 City Building Annex, 104 South Main, Wichita, Kansas. We cordially invite you to submit your comments on or before that date.

If you should have any questions concerning this matter, please contact the Wichita-Sedgwick County Metropolitan Area Planning Department.

Yours truly,



Robert A. Lakin  
Secretary, Metropolitan  
Area Planning Commission

RAL:bh

Attachments

Certificate  
Resolution  
Collector Street Report

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING  
COMMISSION

AMHERST 2-8211 — AREA CODE 316  
CITY BUILDING ANNEX  
104 S. MAIN ST.  
WICHITA, KANSAS 67202

C E R T I F I C A T E

I, Robert A. Lakin, duly elected authorized and acting as Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Sedgwick County, Kansas do hereby certify that the attached Resolution was approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission on October 23, 1969, readopting the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area as previously adopted, and further amended by adopting that section of the Collector Street System, October, 1969, titled "Functions and Criteria for Establishing the Collector Street System", and supplemental Map 13A-1, "Collector Streets - Urban Area", October, 1969, to replace and delete that section, page 31, titled "Collector Streets".

Given under my hand and seal this 31st day of October, 1969.

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

(SEAL)

R E S O L U T I O N

WHEREAS, pursuant to authority granted by statutes of the State of Kansas, a Wichita-Sedgwick County Metropolitan Area Planning Commission was created, which Commission, pursuant to statutory authority applicable to the City of Wichita and Sedgwick County, has heretofore duly made and adopted a Transportation Plan Element of a Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, which Comprehensive Plan and amendments, extensions and additions are all incorporated herein by reference; and

WHEREAS, pursuant to statutory authority, the Wichita-Sedgwick County Metropolitan Area Planning Commission may amend, extend and add to the Comprehensive Plan for the Metropolitan Area; and

WHEREAS, said Comprehensive Plan includes as a part thereof the following:

"Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area"; and

WHEREAS, having made and caused to be made careful and comprehensive surveys and studies of present conditions and trends of future growth of the municipality, the Wichita-

Sedgwick County Metropolitan Area Planning Commission determined that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area should be readopted as previously amended and further amended thereto as set forth within this Resolution; and

WHEREAS, pursuant to the provisions of K.S.A. 1968 Supp. 12-704, the Wichita Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on October 2, 1969 of a public hearing to be held on the amendments to the Transportation Plan Element of the Comprehensive Plan for Wichita and Sedgwick County; and

WHEREAS, the Planning Commission on October 23, 1969 at 1:45 p.m. in Room 401 of the City Building Annex, 104 South Main, Wichita, Kansas, did hold the public hearing at which hearing more than a majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission were present; and

WHEREAS, a majority of all members of said Wichita-Sedgwick County Metropolitan Area Planning Commission approved the amendments, as set out herein.

NOW, THEREFORE, BE IT RESOLVED by the majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning

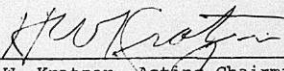
Commission, in meeting duly assembled, that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area be readopted as previously amended and be further amended by adopting that section of the Collector Street System Study, October, 1969, titled "Functions and Criteria for Establishing the Collector Street System", and supplemental Map 13A-1, "Collector Streets - Urban Area", October, 1969, to replace and delete that section, page 31, titled "Collector Streets"; and

BE IT FURTHER RESOLVED, that notice of the Planning Commission action be given all interested legislative and administrative groups and agencies in the form of a certified copy of the resolution and that said groups and agencies be requested to submit to the Planning Commission a statement of recommendation on such approval within 60 days of the receipt of such resolution; and

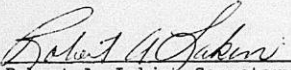
BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal, that William J. Goebel, Chairman, and Robert A. Lakin, Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, record on the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as heretofore adopted, amended, extended and added to, the action hereby taken; and

BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal, that an attested copy of this resolution accomplishing said amendments and extensions to the Transportation Plan Element of the Comprehensive Plan be certified to the governing body of the City of Wichita and the governing body of Sedgwick County and to all legislative and administrative agencies affected by the plan.

APPROVED by at least a majority of all of the Metropolitan Area Planning Commission members, at Wichita, Kansas this 23rd day of October 1969.

  
\_\_\_\_\_  
H. W. Kratzer, Acting Chairman  
Wichita-Sedgwick County Metropolitan Area Planning Commission

ATTEST:

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

(SEAL)

COLLECTOR STREET SYSTEM STUDY

(Study Number DR 69-14)

Prepared by the  
Wichita-Sedgwick County Metropolitan  
Area Planning Department  
and the  
Department of Public Works  
of the  
City of Wichita

104 South Main Street  
Wichita, Kansas

October, 1969

#### COLLECTOR STREET SYSTEM STUDY

On February 5, 1969, the City Commission issued a directive to change the ratio of assessment for paving of certain residential streets. Such action required amendments to be made to the 1969 Capital Improvement Budget, including \$50,000 general obligation bonds, \$150,000 special assessment bonds for collector streets and \$30,000 general obligation bonds for collector street bridges. Before these monies are spent, there is a need to develop and designate a "Collector Street System" for the Wichita urbanized area. Consequently, the City Manager on March 14, 1969 directed the MAPD and the Department of Public Works staffs to develop a system for collector streets to facilitate the designation of this type of street and to give the system some official status by proposing it as an amendment to the Transportation Plan.

#### History and References

The Transportation Study for the Wichita-Sedgwick County Metropolitan Area, completed in October, 1964 states that, "Although the collector system was not analyzed, many streets in the Wichita urbanized area serve as collector streets. During the continuing transportation planning process, a collector street system will be developed for integration into the Thorofare Plan."

Several sources were used gathering information on collector street systems including that of the National Committee on Urban Transportation, Better Transportation for Your City (1960). As a part of this publication a procedural manual titled Standards for Street Facilities and Service defines in some detail a functional classification for urban streets. These references were widely distributed by the Public Administration Service and still serve as one of the best overall references available for a city-wide classification of streets. In addition, other material written on this subject includes a paper titled "Functional Classification of Streets and Minimum Street Design Standards", February, 1968, by the Metropolitan Area Planning Department and an article in Traffic Engineering Magazine, September, 1968, titled "Let's Speak a Common Language", by Edward M. Hall.

#### Relation to Other Streets

In order to understand what collector streets really are, it is necessary to understand their relationship with all of the other classifications of streets within the City. Streets have been generally divided into five functional classifications: Local streets, collectors, arterials, expressways and freeways. The primary function of the local street is to serve the individual properties abutting the street and to provide access to these properties. The purpose of the collector streets is to take

traffic from a local street to an arterial street where such traffic can then move to its destination. The principal function of arterial streets is to carry traffic to an expressway or freeway from a local or collector street, to carry traffic through the urban area and to move traffic to and from major traffic generators. An expressway is a higher speed, divided facility for through traffic with full or partial control of access, but has some cross traffic intersections. The freeway is a divided limited access facility which has full control of access with no traffic crossing at grade.

The purpose of this functional classification of streets is to categorize all streets which serve the same function. By classifying a street by its function, it is then possible to evaluate whether the design of the street fulfills its functional needs.

Functions and Criteria for  
Establishing the Collector Street System

Collector Streets

As the term implies, the principal function of collector streets is to gather traffic from local residential streets and carry it to the arterial system. Another function of the collector

street is to provide direct service to residential areas from major streets and highways for traffic movement within neighborhoods and for direct access to abutting property. The collector street may serve several different types of functions. It should provide both access to adjacent property and for movement of traffic on an equal basis and may also be used by public transit. In addition, it is intended that a collector street should serve minor traffic generating activities and services such as neighborhood commercial activities, schools, churches, parks and other community facilities, such as libraries, community centers, etc.

Although the term "collector" is normally associated with residential development; industrial, commercial and large institutional uses also need a system to channel "local" traffic to and from the arterials. Because of the nature of the traffic in these areas, the streets may be built to a higher design level than the local residential streets; thus all industrial streets may be the same or greater width than the "residential collector". It is still important to designate collectors in these non-residential areas to provide a basis for future plat and street pattern design and for signing purposes.

In the establishment of a collector street system, the existing conditions, as well as future conditions, need to be

considered. In designating the collector street system in Wichita, the following criteria were utilized:

1. Collector streets should be located with spacings of one quarter to one-half mile, rarely less or more.
2. Churches, schools, and other non-residential activities should be located on collectors. Higher trip generating activities should preferably be nearer to arterials and closer to the edge of neighborhoods; elementary schools should be near the neighborhood center.
3. Houses, preferably, should not be located facing collectors, but should have their access on residential streets.
4. Local residential streets may intersect collectors every block, every 300-500 feet, if necessary.
5. Local residential streets should not cross a collector street; that is, four way intersections should be minimized.
6. Collector streets should be designed so as not to carry through traffic, and should not form a subsidiary system interconnecting with collector streets in other neighborhoods.
7. The standard for the cross section of collector streets and intersections with local residential streets shown on Chart 5A Typical Section F is amended and adjusted to provide a right-of-way of 70' with a pavement width of 40' face to face of curb. This type cross section would provide for two moving lanes (12' each) and two parking lanes (8' each). Adjustments in lane widths may be adjusted in local subdivision regulations based on engineering judgments and local conditions providing they still conform to this list of criteria. With two moving lanes, the collector should be able to carry 6000 vehicles per day easily, far more than required by local traffic generation.

It should be noted that items 3, 5, and 6 will apply primarily

to newly developed areas, rather than to older areas of the City.

Those streets designated as collector streets in cities which have adopted comprehensive plans, will be considered as collector streets on Map 13B, if there is no conflict with the expressways or arterials as designated on that plan.

#### Establishing New Collectors

Some areas on Map 13A-1, do not have collectors designated. This is due to either lack of sufficient development to ascertain the specific future of the area due to diverse ownerships or due to the nature of the existing street system. The lack of density or potential density in an area may be sufficient to refrain from establishing a collector in that given area.

As new subdivisions are approved for undeveloped, unplatted areas and where collectors have not yet been designated, the agency or governing body approving that subdivision should designate by motion any street which is to be a collector. For purposes of administration of the plan, the street should be considered an official collector street until the next annual update of the Collector-Street Map in the Transportation Plan. Amendments could be either by establishing a new map or by specific listing of the streets by name. The map procedure when costs permit, is preferred.

### Financing

As collector streets basically fill a local service need, the cost of construction should be assigned in the same manner as local street construction is handled (e.g. by special assessment, as a cost of developing the subdivision, etc). But, it should be noted that the costs for either additional width or thickness over what is required for local service should be financed by the community at large. Thus, if 34 foot local streets are required for low density residential and collectors are 40' in width, the additional 6' should be paid for "at large". Where an industrial street is 40' in width for local service and collectors are 40', then all costs should be assigned to the abutting properties.

### Conclusions and Recommendations

At such time when a collector street system is agreed upon, this system should be incorporated in the Transportation Plan by adopting the previous Section of this study titled "Functions and Criteria for Establishing the Collector Street System", to replace and amend that section of Volume II, Transportation Study, page 31, titled "Collector Streets" and by adopting supplemental map 13A-1, "Collector Streets - Urban Area". If the MAPC approves, a public

hearing should be authorized and copies of this amendment should be submitted to the County and City staffs, the Technical Advisory Committee for the Continuing Transportation Planning Process, the Transportation Coordinating Committee, Planning Commission members and other interested parties for their concurrence. After 60 days of initial approval any amendments to the map or text could be made and the whole section be adopted by the Metropolitan Area Planning Commission.

Future Intent

This designation of collector streets is intended to serve as a guide for future street improvements which should be designed and constructed according to the standards set forth in locally adopted Subdivision Regulations. With the adoption of a collector system, it is not intended to mean that all of the existing streets which have been designated as collectors will be improved immediately to collector street standards. Only at such time of reconstruction or a specific need develops due to traffic volumes, will it be necessary to improve these streets to collector standards. In regard to streets that are presently signed as through streets, it is suggested that appropriate traffic controls be relocated to conform with the adopted collector street system.

Attachment:           Map 13A-1, "Collector Streets - Urban Area".

MAP 11A-1  
COLLECTOR STREETS - URBAN AREA

SOURCE WISCHMADO

LEGEND

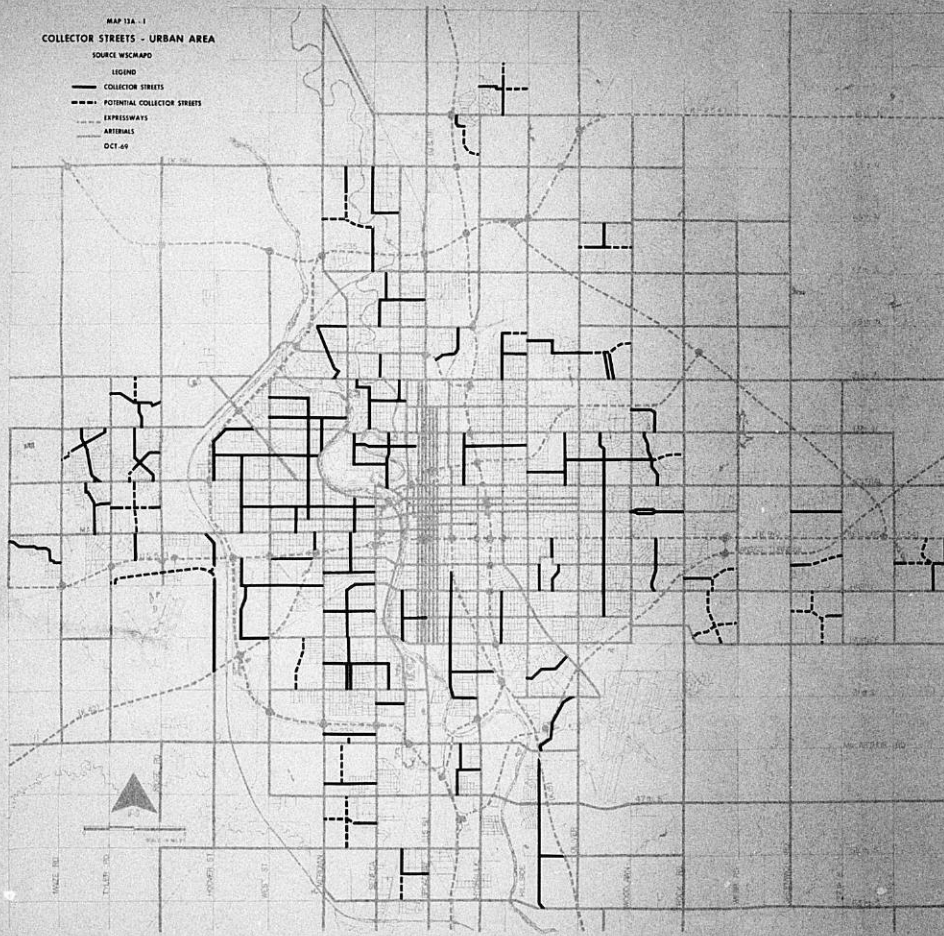
— COLLECTOR STREETS

- - - - POTENTIAL COLLECTOR STREETS

- - - - EXPRESSWAYS

- - - - ARTERIALS

OCT-69



~~October~~ Published in The Daily Record on October 2, 1969.

OFFICIAL CITY NOTICE

TO WHOM IT MAY CONCERN AND ALL PERSONS INTERESTED:

PUBLIC NOTICE IS HEREBY GIVEN that the Wichita-Sedgwick County Metropolitan Area Planning Commission will hold a public hearing on the adoption of an amendment to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, which hearing will be held in the Planning Commission Meeting Room, 401 City Building Annex, 104 South Main, Wichita, Kansas, at 1:45 p.m. on Thursday, October 23, 1969.

Said public hearing will be held pursuant to the provisions of K.S.A. 1968 Supp. 12-704, at which time it is proposed to amend the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area by adding thereto and adopting the section of the Collector Street System Study, October, 1969 (DR 69-14) titled "Functions and Criteria for Establishing the Collector Street System" and supplemental Map 13A-1, "Collector Streets - Urban Area", to replace and delete that section, page 31, titled "Collector Streets".

The proposed amendment above-described shall be discussed and considered by the said Wichita-Sedgwick County Metropolitan Area Planning Commission, and all persons interested in said matter will be heard at this time concerning their views and wishes in the premises as by law provided.

WITNESS my hand and seal this 25th day of September, 1969.

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

(SEAL)

(✓) Published in The Wichita Beacon on October 2, 1969.

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

(SEAL)

*Jean*

July 15, 1969

Ralph Wuls, City Manager

Robert A. Lakin, Assistant Planning Director

DR 69-14 - Collector Street System Study

At the Technical Advisory Committee meeting held on July 7, the Bureau of Public Roads officials and State Highway Commission personnel requested that we hold up on the advertisement of the public hearing for collector street system report for approximately another 30 to 60 days to enable them to further evaluate a road classification system that they are now working on. The purpose of this delay is an attempt to pull together the two classification systems to that degree possible. Dave Schreiner of the State Highway Department will be in Wichita Wednesday to discuss study design on the Continuing Transportation Program and to work on the Collector Street problems. I will advise you of progress.

RAL:ber

cc: Ray Bruggeman  
Director of Public Works

Paul Graves  
Traffic Engineer

Roy Mock  
Planner II

**FUNCTIONAL CLASSIFICATION OF STREETS AND  
MINIMUM STREET DESIGN STANDARDS**

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Prepared by  
Wichita-Sedgwick County  
Metropolitan Area Planning Department  
104 South Main Street  
Wichita, Kansas

Long-Range Division  
February, 1968

**FUNCTIONAL CLASSIFICATION OF STREETS AND  
MINIMUM STREET DESIGN STANDARDS**

- I Introduction**
- II Classification System**
  - A. Local Street**
  - B. Collector**
  - C. Arterial**
  - D. Expressway**
  - E. Freeway**
- III Minimum Street Design Standards**
  - A. Local Street**
  - B. Collector**
  - C. Arterial**
  - D. Expressway**
  - E. Freeway**

### INTRODUCTION

An investigation of existing street usage and the existing Major Street Plan is one of the necessary studies that has been undertaken by the Metropolitan Planning Department in its development of the Comprehensive Development Plan for the Metropolitan Area. The criteria established have provided a foundation for consistent planning principles throughout the metropolitan area and will lead to the more orderly development of the region. The standards set forth in this paper provide the city, and developers in the area, with the necessary criteria for the functional classification of major street networks and minimum design standards for streets to be constructed or reconstructed as part of the future network.

### CLASSIFICATION SYSTEM

This classification of streets is an input into the

planning process and out of which will come sound transportation planning elements.

The purpose of this functional classification is to categorize all streets which serve the same function. By classifying a street by its function, it will then be possible to evaluate whether the design of a street fulfills the functional needs.

After carefully analyzing the nature and scale of the area and the wide ranges of facilities it contains, the streets of the metropolitan area have been generally divided into the following five functions: local streets; collectors; arterials; expressways; and freeways. In turn, Table 1 presents the criteria for Street Classification. Figure 1 then sets forth the way in which street classifications should relate to one another in the metropolitan area.

Now, the following paragraphs describe each classification:

#### Local Street

The primary function of a local street is to serve the

TABLE I

Criteria for Street Classification

<b>Service</b>					
<b><u>Function</u></b>	<b>Freeway</b>	<b>Expressway</b>	<b>Arterial</b>	<b>Collector</b>	<b>Local</b>
<b>Movement</b>	Primary	Primary	Primary	Equal	Secondary
<b>Access</b>	None	Limited	Secondary	Equal	Primary
<b>Principal Trip Length</b>	Over Three Miles	Over Three Miles	Over One Mile	Under One Mile	Under One-Half Mile
<b>Used by Transit</b>	Express	Express	Regular	Regular	None
<b>Linkage</b>	Major	Generators	Major and Secondary Generators	Local Areas	Individual Sites
<b>Spacing</b>	One to Three Miles	One to Three Miles	One Mile	One-Half Mile	-----

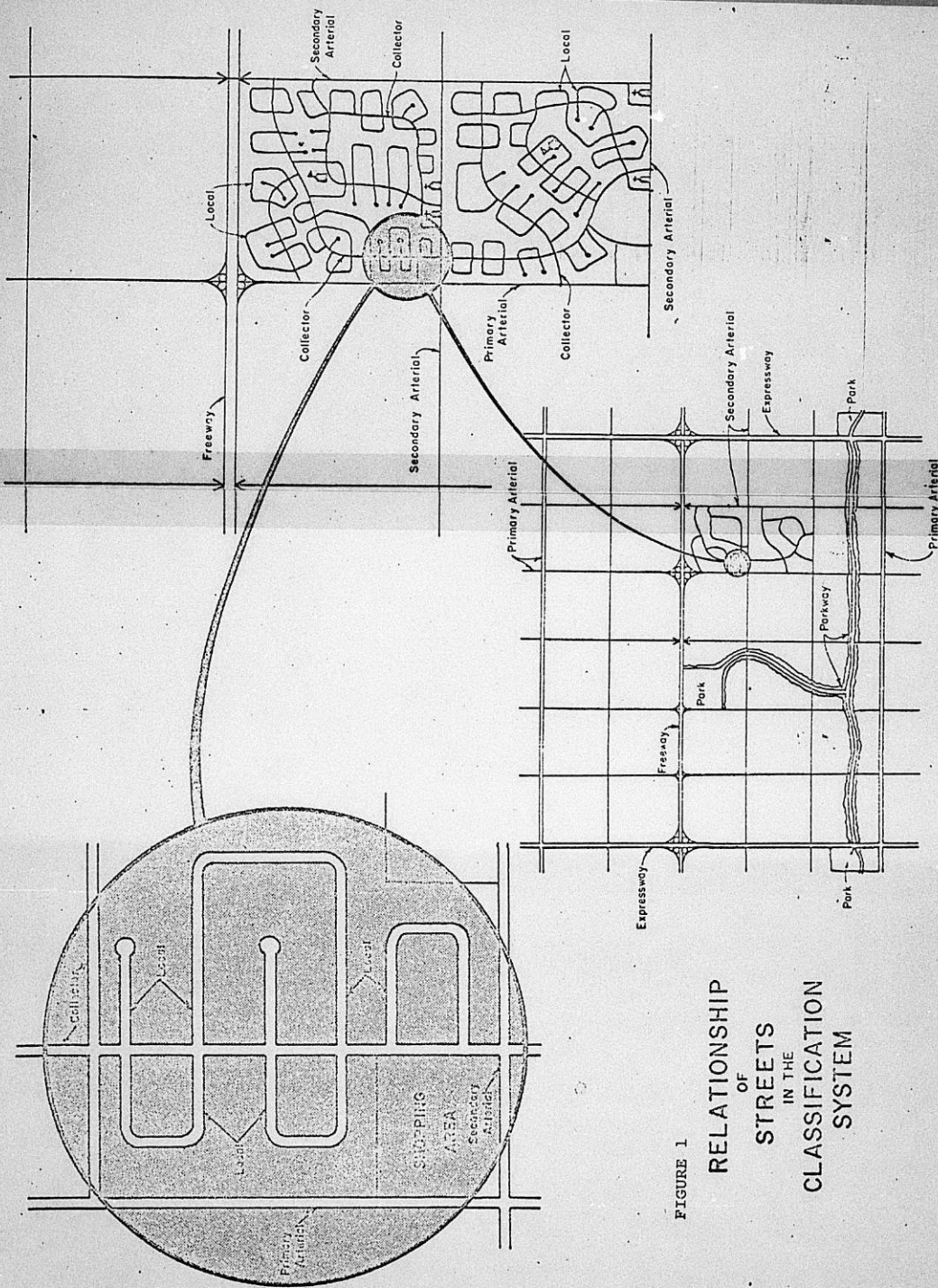


FIGURE 1  
 RELATIONSHIP  
 OF  
 STREETS  
 IN THE  
 CLASSIFICATION  
 SYSTEM

individual properties abutting the street and to provide access to these properties. In addition, local streets also provide right-of-way in which to install utilities, and sidewalks and also provide a transition area between the roadway and the adjacent property.

Local streets do not carry large volumes of traffic; but yet they do comprise a large percentage of mileage of all the streets in an urban network. Furthermore, these streets have the lowest level of design standards in terms of right-of-way width, type of construction and carrying capacity, and therefore should be designed to discourage through traffic.

#### Collector

The purpose of a collector street is to take traffic from a minor street to an arterial where such traffic can then move with high speed to its destination. Generally, a collector serves a neighborhood or large subdivision and should be designed so that no residential properties face onto the collector street. Instead, traffic would move from residential lots to the minor streets and from the minor streets to the collector. As the name implies, the purpose of a collector

street is to collect local traffic and deliver it to a higher order street. The collector should service commercial vehicles, particularly delivery trucks serving residences in the area, as well as automobiles. Collector streets are the lowest order of what is normally called "major streets".

#### Arterial

The principal function of arterial streets is to carry traffic to an expressway or freeway from local streets. Another function of the arterial must be to carry traffic through the urban area, when a higher type of facility does not exist. Arterials are intended to move through traffic to and from such major attractors as central business districts, shopping centers, colleges and/or universities, military installations, major industrial areas and similar traffic generators. Extensive traffic controls are necessary to facilitate the moving of large volumes of through traffic on arterial streets.

#### Expressway

An expressway is a divided facility for through traffic with full or partial control of access, but has some cross traffic intersections. Its main purpose is to move traffic

rather than to serve as access to adjacent properties. An expressway with minimum design characteristics may be a facility entirely at grade, but may have frontage roads and controlled access features and terminated cross roads. Expressways of higher design character may be distinguishable from a freeway only by an occasional grade intersection.

#### Freeway

A freeway is a divided limited access facility which has full control of access with no traffic crossings at grade. Like the expressway, the freeway is designed solely for the purpose of moving high speed traffic and does not service or provide access to abutting properties.

#### MINIMUM STREET DESIGN STANDARDS

The minimum street design standards provide a basis on which to evaluate the existing street network according to the functional classification of its parts. This will permit the identification of any deficiencies in terms of number and width of lanes, width of rights-of-way, capacity, driving speed and other elements of design which might need to be corrected to bring the facility up to its proper function.

The wide range of design characteristics within a functional classification causes some problems in setting forth design standards. The problems of specific engineering design will then have to be resolved between the local government, the metropolitan planning commission and the State and Federal Highway Agencies.

The minimum street design standards that follow is a summary of standards for the five basic functional classifications. It should be noted that these standards are based on national standards developed by experts in the field and adopted to the Wichita-Sedgwick County Metropolitan Area. In addition, to the tables, there is also provided illustrative cross-sections of each street by type.

**WICHITA-SEDGWICK COUNTY METROPOLITAN AREA  
MINIMUM STREET DESIGN STANDARDS**

	Local Single Fam	Local 2-Fam	Local** Com'l	Collector	Arterial	Expwy	Frwy
# of Traffic Lanes	2	2	2	2	4	4	4
Width	9'	9'	12'	12'	12'	12'	12'
# of Parking Lanes	0	2	2	2	-	-	-
Width	8'*	8'*	8'*	8'*	-	-	-
Curb or Shoulder Width	2'	2'	2'	2'	2'	4' left 10' right	4' left 10' right
Border Width	14.5'	14.5'	14.5'	14.5'	20'	14.5'	16'
Median Width	---	---	---	---	20'	20'	20'
R/W Width	54'	64'	70'	70'	100'	125'	128'
Design Speed	25mph	25mph	25mph	30mph	40mph	60mph	70mph
Stop. Sight Dist.	200'	200'	200'	300'	500'	500'	600'
Sag Vert. Curve							
Max Degr. Curve	21°	21°	21°	35' 15° of 350' R	55'	105'	145'
Max. Grade	5%	5%	3%	4%	3%	3%	3%
Min. Grade	.5%	.5%	.5%	.5%	.5%	.5%	.5%
Curb Radii	20'	30'	50'	30'	30'	30'	--
Intsectn R/W to Curb Cub	20'	20'	20'	30'	40'	1000'	--
Btwn Curb Alt	10'	10'	10'	30'	50'	1000'	--
Vert. Clearance	15'	15'	15'	15'	15'	16'	16'

\* Up to 2' of curb may be included as part of the parking lane.

\*\* For cross-section see Collector

## Let's Speak a Common Language!

by Edward M. Hall

### What is an Urban System?

Is an urban system made up of expressways, radials and circumferentials? Is it primary, secondary and tertiary roads or parkways, thoroughfares, arterials and connectors, or is it freeways, major streets, collector streets and local streets? All these names and

more have been used recently in discussions of future Federal-Aid funding for urban street and highway systems.

If we can't even define it, how can we expect to ask the Congress to allocate adequate funds to build it, and to make it operate?

Is this important? You bet it is!

There is little doubt that there will be some sort of continuing Federal-Aid Program for streets and highways after the Interstate and Defense Highway Program is completed in the mid 1970's. Further, there appears to be widespread agreement that the Post Interstate Federal-Aid Highway Program must shift the emphasis to urban problems. However, this leads us to the beginning again—what is an urban system and which elements of the system should be included in a future Federal-aid street and highway program?

Traffic engineers and our Institute working with state and national level city, county and state highway organizations have a great and timely opportunity to contribute to the answers (definitions) that could well set the stage for a future Federal-aid program in urban areas for the decade of the 1970s and longer, if only a common language could be spoken. Functional classification of streets and highways based on characteristics of traffic movement and land access should be the foundation of this common language.

### Semantics—the Art of Confusion

The problem of nomenclature seems to begin in the foggy bottom of misunderstanding the difference between functional and administrative classification. Functional classification has to do with the purpose of the facility—to move traffic and/or provide access to land. Administrative classification simply means which level of government is responsible for it, and in effect, how it is financed. Simple as this is, it appears to be the root of the problem. For example, a state primary highway (Administrative classification) may well function as a major street, and in fact be no different in function from other city major streets parallel and perpendicular or diagonal to it. Another example—a freeway is a freeway, (except back east where it is an expressway), but we

### URBAN SYSTEM OF STREETS AND HIGHWAYS

#### Diagrammatic Layout

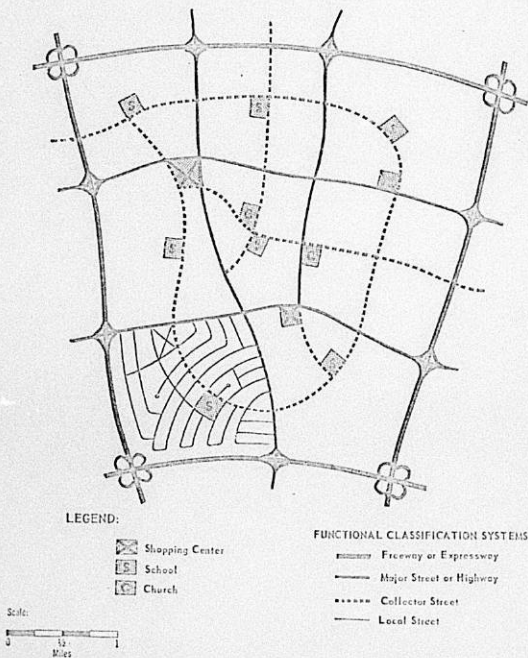
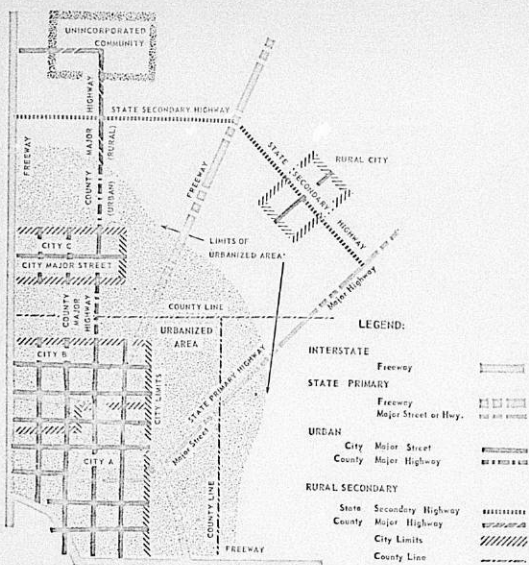


Figure 1

## ELEMENTS OF THE URBAN AND RURAL MAJOR STREET AND HIGHWAY SYSTEMS

Diagrammatic Layout for Federal-Aid Funding by Functional Classification



\*Established by the Continuing, Comprehensive, Cooperative Transportation Planning Program. Note: Local and Collector Streets or Roads not shown; as they shall continue to be the responsibility of local government and property owners.

Figure 2

Edward M. Hall (Member, ITE) is Street Improvement Administrator, and Assistant City Manager for Public Works Development, City of Phoenix, Arizona. His former experience includes service as City Traffic Engineer, and Transportation Research Director, for City of San Diego, Calif.; Traffic Engineer for the San Diego County Road Department. He was also Junior Research Engineer for the Institute of Transportation and Traffic Engineering, University of California, Berkeley. Mr. Hall holds degrees of Bachelor of Civil Engineering from North Carolina State College, and Master of Engineering from the Institute of Transportation and Traffic Engineering, University of California.

Mr. Hall is Chairman of the Committee on Urban Transportation, ASCE and a member of the Steering Committee, Transportation and Communication Committee, National League of Cities. He also is a member of the Highway Research Board's Committees on Urban Transportation Planning, Organization and Administration, and Quality Traffic Service; the APWA Committee on Transportation; the ASCE Urban Transportation Research Council; the Steering Committee for the Valley Area Traffic and Transportation Study, and Vice Chairman, Technical Advisory Committee, Joint Arizona Legislative Highway and Street Fact Finding Committee.

He received the Past Presidents' Award in 1952, and is a past Chairman of the Award Committee. He is also past chairman of the Board of Consultants, ERO Traffic Foundation for Highway Traffic Control, and former Head, Department 2, Technical Council, ITE.



hear of interstate freeways, and other freeways, and primary freeways, and toll roads. Hopefully the point is made that Administrative and Functional classifications must not be confused. It really is not confusing if the basics are kept clear. In short, every facility really has two classifications—Functional and Administrative.

The problem of nomenclature is carried forward by the individuality and the apparent staunch desire of various groups to have their own system and definitions. A few examples:

• In 1960 the National Committee on Urban Transportation developed the functional classification concept and a nomenclature that was published in the guide manual "Better Transportation for your City" and in various procedural manuals. Procedural manual "Standards for Street Facilities and Service" defined in some detail urban functional classification. These references were widely distributed by the Public Administration Service. They still serve as the best overall reference available for city-wide attack on urban transportation problems.

Sixteen national organizations and associations were active in the development of these manuals, which was ably spearheaded by the staff of the Automotive Safety Foundation'. The mere fact that all of these organizations worked together on a tremendous program to develop these manuals and then endorsed these works was a momentous achievement and in itself seems to speak loudly for the basic nomenclature and concepts developed through that effort.

*The American Association of State Highway Officials, Bureau of Public Roads, American Municipal Association (now National League of Cities), National Association of Counties, International City Managers Association, Municipal Finance Officers Association, National Institute of Municipal Law Officers, American Public Works Association, American Society of Planning Officials, and the Canadian Federal of Mayors and Municipalities, American Society of Planning Officials, the Highway Research Board, Brookings Institution, John Hopkins University, American Transit Association, Institute of Transportation and Traffic Engineering of the University of California. Members of the Institute of Traffic Engineers were very active in this program.*

• In 1962 a Joint State-Committee on Highways was formed and subsequently published "A Guide for Functional Highway Classification." Unfortunately this work combined everything under the category "Urban Arterials" except for "Urban Collectors" and "Urban Local Streets." The phrase "Urban Arterials" is so broad as a functional classification that it becomes most difficult to establish a rational urban administrative classification or an allocation of funds by functional classification using that nomenclature. Here in one paragraph was set the stage for confusion.

"Urban arterials, which may include but are not limited to freeways, serve as the principal network of traffic flow throughout the urban area. They provide direct service to the principal traffic generators—the central business district, major employment centers, goods distribution and transfer centers, transportation terminals, etc.—and interconnect all portions of the urban area. They also provide connections to and extensions of rural arterial or rural collector highways, such provision including both internal penetrating routes and circumferential or by-pass routes, as applicable."

Certainly the intent of this article is not to criticize the above-cited publication but rather to illustrate the confusion caused by the phrase, "Urban Arterials" in our current efforts to determine needs and work toward the allocation of funds by functional classification.

Webster defines arterial as "Of or pertaining to a main channel as a river, canal, highway or railroad. A highway which intersecting traffic must not enter without coming to a stop." In other words an arterial can be a freeway, expressway, highway, major street or even a collector or local street protected by stop signs.

*I submit that the definition of "arterial" is so broad that for our purposes it defines nothing.*

• In 1967 a report prepared for an eastern state, established the following functional highway classifications for urban areas:

- Principal
- Primary
- Secondary
- Tertiary
- Local Access

## WHAT IS AN URBAN SYSTEM?

### Federal Aid Only—1975

AASHO, Preliminary Proposal	National %	Arizona Amt., Millions
Interstate	10	\$ 8.4
Urban	30	25.3
Rural, Primary	40	33.7
Rural, Secondary	20	16.8
Total	100	\$84.2

A Suggested Allocation	National %	Arizona Amt., Millions
Interstate	10	\$ 8.4
State Primary	60	50.6
Urban Major Street & Highway	20	16.8
Rural Secondary	10	8.4
Total	100	\$84.2

Compromise	National %	Arizona Amt., Millions
Interstate	10	\$ 8.4
Urban—		
Freeway	30	\$25.3
Major Street & Highway	20	16.8
Subtotal	50	42.1
Rural—		
Primary	30	\$25.3
Secondary	10	8.4
Subtotal	40	33.7
Total	100	\$84.2

TABLE I

• In the same year a report prepared for a western state used the following functional classifications for urban areas:

- Interstate Highways
- Other Freeways
- Major I Highways
- Major II Highways
- Area Service Highways
- Major Streets
- Collector Streets
- Commercial Access Streets
- Industrial Access Streets
- Residential Access Streets

• Also in 1967 AASHO in their excellent report to the Committee on Public Works of the House of Representatives of the Congress, proposed the addition of an "Urban System." The report mentions the terms arterial, or thoroughfare and the concept of including urban extensions of State Highway and Fed-

eral-Aid system routes. Certainly it was recognized that the Urban System needed further definition.

*The above illustrations are used solely to make the basic point that there needs to be one simple uniform clear set of definitions for an urban system and its functional components.*

Perhaps you wonder why this is so important. The answer is, "Four to Five Billion Dollars a Year and its Allocation." Table I illustrates the point. Using the adopted major street and highway plan and deficiency and needs study facts developed for the Phoenix Urban Area to evaluate the "AASHO Preliminary Proposal," (just recently it has been modified), it was clear that if the Urban System included urban freeways then 30% of the funds was simply inadequate. However, if the

Urban System is major streets (and county major highways) and not freeways, and if urban freeways and expressways are included in the state primary and interstate systems, then all systems are GO. In other words, the urban needs are of such a magnitude that the amounts shown in the "Compromise" portion of Table I must be realized if there is to be real progress towards solution of pressing problems.

A financial study of the Phoenix Urban Area and its street and highway needs for all levels of government demonstrated to the author's satisfaction that the "Suggested Allocation Formula" in Table I is equitable and would work. However, it is recognized that this type of analysis should be undertaken for a number of urban areas with continuing comprehensive cooperative urban transportation planning programs in order to arrive at a more thoroughly tested formulation for the allocation of funds by functional classification.

*The thrust of this paper is to demonstrate the importance of developing common nomenclature and definitions for an Urban System.*

#### One Approach

Figure 1 is presented as a suggested diagrammatic layout for an Urban System of Streets and Highways. It is basically as developed by the National Committee on Urban Transportation. One change is the elimination of the word "Arterial" from the phrase "Major Arterial Street" because it is redundant and confusing, as has been previously established in this paper. The second change is the addition of the word "Freeway." Table II suggests definitions for each of the four basic urban functional classifications which the City of Phoenix has found to be practical and useful and have served as the basis of adopted City Council Street Policies for eight years.

The concept of allocating funds by functional classification in the Post Interstate Federal-Aid Street and Highway Program is sound. Figure 2 presents a suggested diagrammatic layout for allocating Federal-Aid funds by functional classification to the elements of the Urban and Rural Major Street and Highway Systems. The Functional and the Administrative classifications

## Urban Street & Highway System

### FUNCTIONAL STREET CLASSIFICATION DEFINITIONS

1. **Freeway-Expressway**, provides for the expeditious movement of large volumes of through traffic between areas and/or across, around, or through the City or urban area. A freeway or expressway is a divided arterial highway with full control of access, and is not intended to provide direct access to abutting land. A freeway will have complete separation of conflicting traffic flows while an expressway may have few or no grade separations and may be a stage development toward a freeway. In urban areas both will normally be a portion of a system or network of freeways.
2. **Major Street and Highway**, provides for traffic movement between areas, and across portions of the City, direct service to principal generators, and connects to the freeway-expressway system, and secondarily for direct access to abutting land. Major streets are therefore subject to necessary regulation and control of parking, turning movements, entrances, exits, and curb use. Major

streets are often divided arterial roadways, and may have some control of access. The individual major streets combine to make a system for city-wide traffic movement. (Geometric designs may vary widely even in a given city, but the function remains the same).

3. **Collector Street**, provides direct service to residential areas from major streets and highways for traffic movement within neighborhoods of the City and for direct access to abutting property. Collects local traffic from the neighborhoods and delivers it to nearest major street or highway.
4. **Local Street**, provides for direct access to residential, commercial, industrial, or other abutting land, and for local traffic movements and connects to collector and/or major streets.

Note: Parkway, may be any of the above street types which is intensively landscaped to provide attractive or scenic appearance, or is located in a park or park-like area. The use of the facility may be restricted to non-commercial traffic.

TABLE II

are both applied, as they must be, and yet the simplicity of the four level Urban Functional Classification System is retained. Please note the concept of establishing the limits of the urbanized area by the Continuing Cooperative Comprehensive Transportation Planning Programs. This urban limits line is proposed as the demarcation line for the urban and rural allocation formulae. Further it is important to this total concept that local and collector streets are and should remain a responsibility of local government and property owners and are, therefore, excluded from the Federal-Aid Program. Table III shows the Functional and Administrative classification relationships that have been presented.

This approach is presented briefly to show that these various elements can be tied together as a basis

for the allocation of funds by functional classification. It is recognized that there may well be other definitions and nomenclature for an urban system, however, this illustration was designed to have general applicability.

#### Conclusion

Transportation is a keystone of our national economy and defense, and a focal point affecting the lives of all of our people in urban and rural areas. The safe, convenient and efficient movement of people and goods is of continuing importance to the nation and its urban areas, and must be adequately provided for. Increasingly higher majorities of our people are living in urban areas which are large, growing and have inherently costly transportation needs. Thus it follows that there must be a continuing

PROPOSED RELATION  
OF  
ADMINISTRATIVE AND FUNCTIONAL CLASSIFICATIONS

A Basis for Allocating Funds

SYSTEM	ADMINISTRATIVE (FUNDING) CLASSIFICATION	FUNCTIONAL CLASSIFICATION
Federal Aid	Interstate (Rural and Urban)	Freeway—Expressway
	State Primary (Urban and Rural)	Freeway or Major Street or Highway
	Urban Major Street and Highway	
	City .....	Major Street
	County .....	Major Highway
	Rural Secondary	
Non- Federal Aid	Local Government	
	City or County and Property Owner .....	Collector Street or Road
	Property Owner .....	Local Street or Road

TABLE III

Federal-Aid Street and Highway Program with urban emphasis.

A nationwide street and highway needs study should be the basis for developing a formula for allocating funds. It is possible that a national sampling of two or three dozen selected urban areas combined with available state highway data for rural areas could form the basis for arriving at an allocation formula. Such studies should be periodically updated—say, every five years. A uniform national street and highway functional classification nomenclature and procedure should be developed and used as a foundation for the needs study and thus the allocation of funds. Such a nomenclature and procedure can be satisfactorily developed only if cities and counties are active participants in the initial formulation.

In other words, a continuing system for comparing the dollar needs among urban areas, and with those of rural areas should be developed

making appropriate use of functional classification systems. Further, a means of readily comparing the dollar needs with available funds by level of government should be incorporated in this process.

One important end product of this approach should be the development and designation of a new *Federal-Aid Urban Major Street and Highway System* that will replace the federal-aid secondary urban extension concept and nomenclature. The major street and highway plans developed through the continuing, comprehensive, cooperative urban transportation planning programs are logically the foundation of such an urban system.

Traffic engineers can contribute greatly to the development of such an urban system—if we will but learn to speak a common language. This is an important challenge and opportunity that must and can be met.

## Automated Parking Control Cuts Operating Costs



### DEPENDABLE OPERATION

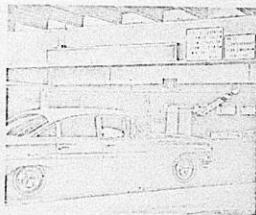
Anytime, day or night, regardless of the weather, you can be sure that your parking facility is "on the job" when it is controlled by Western parking equipment. Automated parking control with Western Gates serve to minimize operating costs, and increase profit.

### VERSATILE CONTROL

Gate can be actuated by Western Presence Detector or by treadle-issuing ticket at the same time. Then, upon exiting, gate can be actuated by coin mechanism.

There is a Western control system suited to your need.

*Over 4,500 Installations  
in U.S. and Canada  
including airports, civic  
centers and municipal lots*



FREE Helpful Information: Send for a Municipal Parking Control Planning Portfolio. Additional information is in the 1968 Municipal Index.



**WESTERN  
INDUSTRIES, INC.**

Parking Controls Division  
2706 West 36th Place, Chicago, Ill. 60632

June 26, 1969

Ralph Wulz, City Manager

Robert A. Lakin, Assistant Planning Director

Collector Street System

Attached is a copy of the draft report and map on the Collector Street System. This has been worked up by our staff and with Traffic Engineering personnel. It was sent this week to the Planning Commission, requesting their comments. It is also scheduled to be reviewed by the TAC transportation committee on July 7. Assuming that we have no substantial adverse comment from either group, we will probably then try to schedule this for public hearing in August.

This is for your information and files.

RAL:ber

Attachment

COLLECTOR STREET SYSTEM STUDY

(Study Number DR 69-14)

**OFFICE COPY**  
**DO NOT REMOVE**

Prepared by the  
Wichita-Sedgwick County Metropolitan  
Area Planning Department  
and the  
Department of Public Works  
of the  
City of Wichita

104 South Main Street  
Wichita, Kansas

June, 1969

**A PRELIMINARY STUDY**

THIS IS A WORKING PAPER. IT MAY  
BE EXPANDED, AMENDED, OR  
OTHERWISE MODIFIED AT ANY TIME.

#### COLLECTOR STREET SYSTEM STUDY

On February 5, 1969, the City Commission issued a directive to change the ratio of assessment for paving of certain residential streets. Such action required amendments to be made to the 1969 Capital Improvement Budget, including \$50,000 general obligation bonds, \$150,000 special assessment bonds for collector streets and \$30,000 general obligation bonds for collector street bridges. Before these monies are spent, there is a need to develop and designate a "Collector Street System" for the Wichita urbanized area. Consequently, the City Manager on March 14, 1969 directed the MAPD and the Department of Public Works staffs to develop a system for collector streets to facilitate the designation of this type of street and to give the system some official status by proposing it as an amendment to the Transportation Plan.

#### History and References

The Transportation Study for the Wichita-Sedgwick County Metropolitan Area, completed in October, 1964 states that, "Although the collector system was not analyzed, many streets in the Wichita urbanized area serve as collector streets. During the continuing transportation planning process, a collector street system will be developed for integration into the Thorofare Plan."

Several sources were used gathering information on collector street systems including that of the National Committee on Urban Transportation, Better Transportation for Your City (1960). As a part of this publication a procedural manual titled Standards for Street Facilities and Service defines in some detail a functional classification for urban streets. These references were widely distributed by the Public Administration Service and still serve as one of the best overall references available for a city-wide classification of streets. In addition, other material written on this subject includes a paper titled "Functional Classification of Streets and Minimum Street Design Standards", February, 1968, by the Metropolitan Area Planning Department and an article in Traffic Engineering Magazine, September, 1968, titled "Let's Speak a Common Language", by Edward M. Hall.

#### Relation to Other Streets

In order to understand what collector streets really are, it is necessary to understand their relationship with all of the other classifications of streets within the City. Streets have been generally divided into five functional classifications: Local streets, collectors, arterials, expressways and freeways. The primary function of the local street is to serve the individual properties abutting the street and to provide access to these properties. The purpose of the collector streets is to take

traffic from a local street to an arterial street where such traffic can then move to its destination. The principal function of arterial streets is to carry traffic to an expressway or freeway from a local or collector street, to carry traffic through the urban area and to move traffic to and from major traffic generators. An expressway is a higher speed, divided facility for through traffic with full or partial control of access, but has some cross traffic intersections. The freeway is a divided limited access facility which has full control of access with no traffic crossing at grade.

The purpose of this functional classification of streets is to categorize all streets which serve the same function. By classifying a street by its function, it is then possible to evaluate whether the design of the street fulfills its functional needs.

Functions and Criteria for  
Establishing the Collector Street System

Collector Streets

As the term implies, the principal function of collector streets is to gather traffic from local residential streets and carry it to the arterial system. Another function of the collector

street is to provide direct service to residential areas from major streets and highways for traffic movement within neighborhoods and for direct access to abutting property. The collector street may serve several different types of functions. It should provide both access to adjacent property and for movement of traffic on an equal basis and may also be used by public transit. In addition, it is intended that a collector street should serve minor traffic generating activities and services such as neighborhood commercial activities, schools, churches, parks and other community facilities, such as libraries, community centers, etc.

Although the term "collector" is normally associated with residential development; industrial, commercial and large institutional uses also need a system to channel "local" traffic to and from the arterials. Because of the nature of the traffic in these areas, the streets may be built to a higher design level than the local residential streets; thus all industrial streets may be the same or greater width than the "residential collector". It is still important to designate collectors in these non-residential areas to provide a basis for future plat and street pattern design and for signing purposes.

In the establishment of a collector street system, the existing conditions, as well as future conditions, need to be

considered. In designating the collector street system in Wichita, the following criteria were utilized:

1. Collector streets should be located with spacings of one quarter to one-half mile, rarely less or more.
2. Churches, schools, and other non-residential activities should be located on collectors. Higher trip generating activities should preferably be nearer to arterials and closer to the edge of neighborhoods; elementary schools should be near the neighborhood center.
3. Houses, preferably, should not be located facing collectors, but should have their access on residential streets.
4. Local residential streets may intersect collectors every block, every 300-500 feet, if necessary.
5. Local residential streets should not cross a collector street; that is, four way intersections should be minimized.
6. Collector streets should be designed so as not to carry through traffic, and should not form a subsidiary system interconnecting with collector streets in other neighborhoods.
7. The standard for the cross section of collector streets and intersections with local residential streets shown on Chart 5A Typical Section F is amended and adjusted to provide a right-of-way of 70' with a pavement width of 40' face to face of curb. This type cross section would provide for two moving lanes (12' each) and two parking lanes (8' each). Adjustments in lane widths may be adjusted in local subdivision regulations based on engineering judgments and local conditions providing they still conform to this list of criteria. With two moving lanes, the collector should be able to carry 6000 vehicles per day easily, far more than required by local traffic generation.

It should be noted that items 3, 5, and 6 will apply primarily

to newly developed areas, rather than to older areas of the City.

Those streets designated as collector streets in cities which have adopted comprehensive plans, will be considered as collector streets on Map 13B, if there is no conflict with the expressways or arterials as designated on that plan.

#### Establishing New Collectors

Some areas on Map 13A-1, do not have collectors designated. This is due to either lack of sufficient development to ascertain the specific future of the area due to diverse ownerships or due to the nature of the existing street system. The lack of density or potential density in an area may be sufficient to refrain from establishing a collector in that given area.

As new subdivisions are approved for undeveloped, unplatted areas and where collectors have not yet been designated, the agency or governing body approving that subdivision should designate by motion any street which is to be a collector. For purposes of administration of the plan, the street should be considered an official collector street until the next annual update of the Collector-Street Map in the Transportation Plan. Amendments could be either by establishing a new map or by specific listing of the streets by name. The map procedure when costs permit, is preferred.

### Financing

As collector streets basically fill a local service need, the cost of construction should be assigned in the same manner as local street construction is handled (e.g. by special assessment, as a cost of developing the subdivision, etc). But, it should be noted that the costs for either additional width or thickness over what is required for local service should be financed by the community at large. Thus, if 34 foot local streets are required for low density residential and collectors are 40' in width, the additional 6' should be paid for "at large". Where an industrial street is 40' in width for local service and collectors are 40', then all costs should be assigned to the abutting properties.

### Conclusions and Recommendations

At such time when a collector street system is agreed upon, this system should be incorporated in the Transportation Plan by adopting the previous Section of this study titled "Functions and Criteria for Establishing the Collector Street System", to replace and amend that section of Volume II, Transportation Study, page 31, titled "Collector Streets" and by adopting supplemental map 13A-1, "Collector Streets - Urban Area". If the MAPC approves, a public

hearing should be authorized and copies of this amendment should be submitted to the County and City staffs, the Technical Advisory Committee for the Continuing Transportation Planning Process, the Transportation Coordinating Committee, Planning Commission members and other interested parties for their concurrence. After 60 days of initial approval any amendments to the map or text could be made and the whole section be adopted by the Metropolitan Area Planning Commission.

#### Future Intent

This designation of collector streets is intended to serve as a guide for future street improvements which should be designed and constructed according to the standards set forth in locally adopted Subdivision Regulations. With the adoption of a collector system, it is not intended to mean that all of the existing streets which have been designated as collectors will be improved immediately to collector street standards. Only at such time of reconstruction or a specific need develops due to traffic volumes, will it be necessary to improve these streets to collector standards. In regard to streets that are presently signed as through streets, it is suggested that appropriate traffic controls be relocated to conform with the adopted collector street system.

Attachment: Draft Map 13A-1, "Collector Streets - Urban Area".

MAP 13A - 1

### COLLECTOR STREETS - URBAN AREA

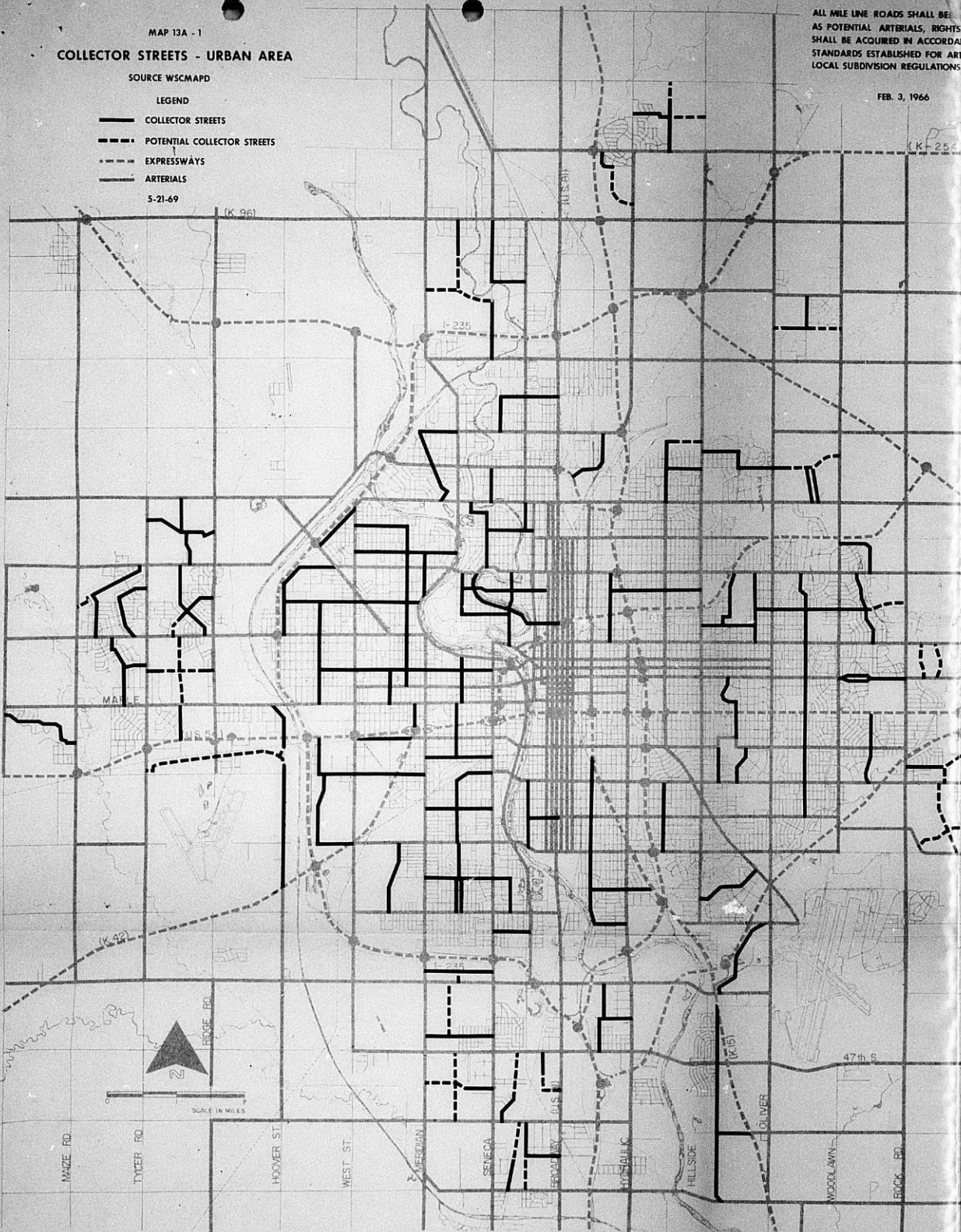
SOURCE WSCMAPD

#### LEGEND

- COLLECTOR STREETS
  - - - POTENTIAL COLLECTOR STREETS
  - - - EXPRESSWAYS
  - ARTERIALS
- 5-21-69

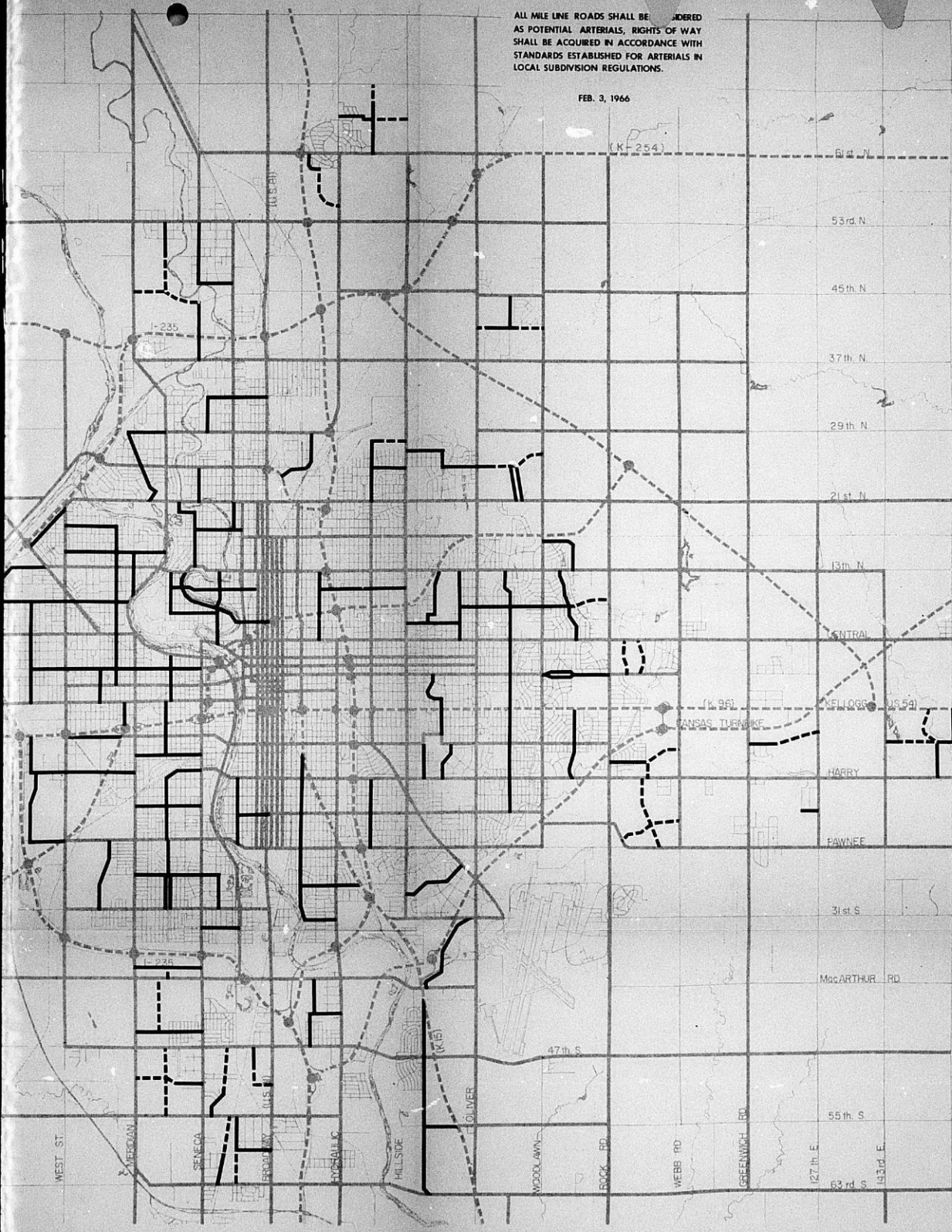
ALL MILE LINE ROADS SHALL BE  
AS POTENTIAL ARTERIALS, RIGHTS  
SHALL BE ACQUIRED IN ACCORDANCE  
STANDARDS ESTABLISHED FOR ARTE  
LOCAL SUBDIVISION REGULATIONS.

FEB. 3, 1966



ALL MILE LINE ROADS SHALL BE CONSIDERED AS POTENTIAL ARTERIALS, RIGHTS OF WAY SHALL BE ACQUIRED IN ACCORDANCE WITH STANDARDS ESTABLISHED FOR ARTERIALS IN LOCAL SUBDIVISION REGULATIONS.

FEB. 3, 1966



June 25, 1969

Wichita-Sedgwick County Metropolitan  
Area Planning Commission

Robert A. Lakin, Assistant Planning Director

DR 69-14 - Collector Street Study

Attached is a draft of the Collector Street System Report, which we would like to have you review. This is still a working paper and is subject to changes, particularly in the assignment of individual streets on the map. The dark lines on the map are the proposed collectors. Although the map is a little difficult to read with these draft prints, the final copies will be more readable.

Because the establishment of a collector street system affects so many people, particularly those living in the area, the School Board, as well as the operating divisions in Public Works, and because of personal preferences as to the use of a particular street, you may expect to find a number of differences of opinions existing as this map is reviewed. As part of the planning commitment to involve as much of the citizenry as possible in making decisions of this nature, we assume that this will be presented to the Neighborhood Councils of the Model Cities group for their discussion and comment, as well as to any other organized citizens group, organized on a neighborhood basis. This would include Martin School, Planeview, and others. However, before this report is put out for general public consumption, we would like to have you review it and make any comments or suggestions that you have. It is also being submitted (July 7) to the Technical Advisory Committee of the Continuing Transportation program for their technical comments and review. Also, copies will be furnished on a draft basis to the City Engineer, County Engineer, and Traffic Engineer's office for comment and review. After a reasonable time has elapsed, we would expect to submit this to the general public and later hold a public hearing seeking its adoption as a part of the Transportation Study.

If there are any questions as to specific assignments for the road system, or comments on the content of the report, please give me or Roy Meck on our staff a call.

RAL:ber  
Attachment

May 27, 1969

Robert A. Lakin, Assistant Planning Director

H. Roy Mock, Planner II, Long Range Planning Division

Collector Street System and Report

Upon re-evaluating the chart in Volume II of the Transportation Study in regard to Design Standards and after discussion on May 21, 1969, it now appears to me to be better to omit the subject of Street Standards from the Collector Street Report. As indicated in the Transportation Study these are noted to be "Desirable Street Design Standards", only, and; therefore do not conflict, as such, with the Subdivision Regulations, as was my thinking previously.

In regard to the subject of financing of residential or industrial collector streets, the residential portion has been identified and revised in Chapter V which is attached. The financing of industrial collectors will then be paid for through the present policy as you have indicated previously. As far as the differentiation of the two types of collector streets on the map is concerned, it does not appear to be necessary. For financing purposes, this could be determined at the time the street is to be built.

You may recall that this matter will again be discussed at the Technical Advisory Committee meeting of next Monday, June 2, 1969. I will have revised copies of the most recently agreed upon system available for that meeting and should have copies of the report ready by that time. If this is satisfactory to you or if there any additional comments, corrections or deletions which you may desire to be made to the report of the system itself, please advise me on how you want to proceed.

cc: H. Duane Bock, Senior Planner, Long Range Planning Division

April 29, 1969

Ralph Wulz, City Manager

C. Bickley Foster, Director of Planning

**Collector Street Plan**

Due to the fact that the Long Range Division staff of Bock and Mock has been coordinating arrangements for the review of the Northeast Circumferential Freeway and preparing for the presentation of highway requests and River Road discussions, adequate time has not been available for a planning staff detailed review of the Collector Street System Map and Report which is now drafted. With this in mind, it now appears that the report will be available for presentation to the Technical Advisory Committee for their consideration and comment at the regular meeting of June 2, rather than the May 5 schedule previously given you. In turn, it would still take approximately 90 days to be approved and adopted by the Planning Commission, to permit notification of the governing bodies and to have it formally placed on the Transportation Plan.

CBF:ber

April 8, 1969

H. Duane Bock, Senior Planner

H. Roy Mock, Planner II

Collector Streets

This is to advise you of the current status of the memo of March 18, 1969 to the City Manager in regard to collector streets.

On Friday, March 23 and Monday, March 26, extensive discussions were held with the staff of the Traffic Engineering Division of the Public Works Department in order that a realistic collector street system could be agreed upon. Previous to these meetings, a system of collector streets had been delineated on the existing Transportation Plan with traffic generating activities such as schools, parks, and hospitals indicated to assist in reaching a final decision. The designation of a collector street system for the entire Wichita urban area was then discussed regarding these factors, in conjunction with existing through streets as are designated by the Traffic Engineering Division.

It is believed that at this time an additional "Report" as such, is unnecessary, but a cover letter will be prepared before the system is presented to the MAPC, briefly outlining the criteria used and the intent of the system. The criteria used in establishing these various collector streets are based on information that has been previously elaborated upon in Volume 2, page 31 of the "Transportation Study", The Functional Classification of Streets and Minimum Street Design Standards paper which was prepared in February of 1968, and from the various procedure manuals of the Public Administration Service regarding "Better Transportation for Your City" and from an article in Traffic Engineering magazine, September, 1968, entitled "Let's Speak a Common Language" by Edward M. Hall.

As was noted in the memo to the City Manager copies of the agreed upon system were presented to the Technical Advisory Committee at their April 7 meeting and it is still our intention to ask for approval of a plan at the May 5, 1969 meeting.

HRM:bh

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

MESSAGE:  
*1. 1st*  
*2. Book-file*  
*Site have draft to*  
*right w/ initial TB*  
*removed by 4-2-69*  
*address of Schain*  
*not available*  
*W. J. G.*  
*not available*

SIGNED \_\_\_\_\_  
 000-013

THE CITY OF WICHITA

OFFICE OF CITY MANAGER

DATE March 26, 1969

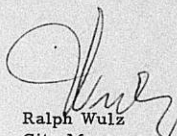
TO C. Bickley Foster, Director of Planning

FROM Ralph Wulz, City Manager

SUBJECT Collector Streets



Please proceed as outlined in your memorandum of March 18, 1969.

  
Ralph Wulz  
City Manager

RW:jh

cc: Ray Bruggeman, Director of Public Works



BR 3-24-69

FROM

ROUTE ALL STAFF

<input type="checkbox"/> ADMINISTRATION ____ Foster ____ Lakin ____ Lytle ____ Veon	<input type="checkbox"/> REGULATIONS ____ Galbreith ____ Gist ____ Shirkey ____ Newby	<input type="checkbox"/> LOW RANGE PLANS ____ Bock ____ Looney <input checked="" type="checkbox"/> Mock ____ Kallenbach	<input type="checkbox"/> CURRENT PLANS ____ Young ____ Smith ____ Thompson ____ Mannan
<input type="checkbox"/> RESEARCH ____ Myers ____ Mitchell	<input type="checkbox"/> SECRETARIAL ____ Rathke ____ Hoening ____ Penney ____ Smith ____ Eubanks	<input type="checkbox"/> GRAPHICS ____ Pierce ____ Garland ____ King ____ Helms	

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

REMARKS:

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Roy Mock, File

March 18, 1969

Ralph Wulz, City Manager

C. Bickley Foster, Director of Planning

**Collector Streets**

This is a follow-up to your memorandum to develop a corridor system for collector streets as an amendment to the Transportation Plan Element of the Comprehensive Development Plan. We are assigning Roy Mock, Planner II, Long Range Planning Division, to this project and by a copy of this memorandum to Ray Bruggeman, I am asking that he appoint somebody in the Public Works Department to work with Roy on this project.

I would assume that our responsibilities would be to give attention to land use considerations and to adjacent community facilities on collector streets, such as schools, parks, etc. and for Public Works to be concerned with traffic considerations. It would be our intention to notify the Technical Advisory Committee of the initiation of this project and some of the methodology involved at their April 7 meeting and to ask for approval of a plan at their May 5, 1969 meeting. Following that, it would take approximately 90 days to be placed before the Planning Commission and to notify the governing bodies to have it formally placed on the Transportation Plan Element. It is assumed that this work would involve all of the City of Wichita, plus the adjacent urbanizing areas. Roy is the "swing man" in our Long Range Division and will temporarily be reassigned from assisting on the School Facility Plan in order to complete this study as soon as possible.

CBF:ber

cc: Ray Bruggeman  
Director of Public Works

Roy Mock  
Planner II

THE CITY OF WICHITA

OFFICE OF The City Manager

DATE March 14, 1969

TO C. Bickley Foster, Director of Planning

FROM Ralph Wulz, City Manager

SUBJECT Collector Streets



As you are aware, the recent amendment to the 1969-1974 CIP includes \$50,000 GO and \$150,000 SA for collector streets. This came about as a result of the City Commission's decision on February 5, 1969, to change the ratio of assessment for paving of residential streets.

This decision will require the MAPC and the Department of Public Works to develop a corridor system for collector streets as an amendment to the Transportation Plan.

If you have not yet done so, please initiate with the Department of Public Works the actions necessary to develop the required amendment to the Transportation Plan.

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

Ralph Wulz  
City Manager

RW:fpm

cc: R. W. Bruggeman, Director of Public Works  
James Looney, Planner III



*make  
for file*

**BOARD OF SEDGWICK COUNTY COMMISSIONERS  
PROCEEDINGS**

MEETING AGENDA

NOVEMBER 12, 1969

*/* A. Invocation by Reverend Leslie Rock, Associate Pastor of West Side Christian Church.

*/* B. Roll Call

*/* C. Approval of Minutes of Regular Meeting - November 5, 1969.

D. Petition to form a Joint Sewer District in Miles West Wind Lakes Estates. Attorney for the Petitioner: Grey Dresie.

*Defer 2 wks? obvious -*  
E. Vacation Hearing No. 3000.15: In the matter of the vacation of the east west alley between Lots 32 and 34, on Riverview, Waterman's Addition to Waterman's Addition to Wichita, Sedgwick County, Kansas. Attorney for the petitioner: Grey Dresie.

*Peters approve.*  
*Peters Sent memo*  
F. Receive and file amendment to the Wichita-Sedgwick County ~~Transportation Plan~~ adopting a Collector Street System.

G. Purchasing:

1. One metal desk for the Election Commissioner's Office.
2. Metal Culvert for Engineering Department.
3. 1000 gallon Steel Spray Tank with a 2-stage pump for Engineering Department.
4. Six 1400 x 24 Maintainer tires to be recapped for the Engineering Department.
5. 300 Sheets of high density, overlaid plywood for Engineering Department.

**BOARD OF SEDGWICK COUNTY COMMISSIONERS  
PROCEEDINGS**

Meeting Agenda  
November 12, 1969

**ROADS & BRIDGES:**

**1. Right of Way Matters:**

- a. Request for approval of a permit by CRA, Inc. to adjust pipeline located on County Road #630-0 and 618-35 (127th Street East and Central) at an estimated cost of \$725.00. This is an estimate only and Sedgwick County will be invoiced for the actual costs incurred. This is necessary due to the road work on 127th Street East and Central.
- b. Request for approval of a permit by KG&E to relocate pole line on County Road #618-34 to 36 (Central Avenue from Greenwich Road to 159th Street East) at an estimated cost of \$864.16. This is an estimate only and Sedgwick County will be invoiced for the actual costs incurred. This is necessary due to widening of Central from Greenwich Road to 159th Street East.
- c. Request for approval of a permit by KG&E to relocate pole line on County Road #835-T and U (Greenwich Road between 31st Street South and 47th Street South) at an estimated cost of \$2,674.28. This is an estimate only and Sedgwick County will be invoiced for the actual costs incurred. This is necessary due to the road work on Greenwich Road between 31st Street South and 47th Street South.
- d. Request for approval of a permit by KG&E to relocate pole line on County Road #626-32 and 33 (31st Street South from Rock Road to Greenwich Road) at an estimated cost of \$1,160.61. This is an estimate only and Sedgwick County will be invoiced for the actual costs incurred. This is necessary due to the widening of Rock Road to Greenwich Road.
- e. Request for approval of a permit by KG&E to relocate pole lines of which three of the poles will be set in the road right of way and will not be adjacent to the new road right of way line. This is in connection with Project #618-34-35-36.
- f. Request for approval of a permit by Southwestern Bell Telephone Company to bury one cable from the northeast corner of Sec. 26, R-1-E, T-25-S, Road 596-29 west to the northwest corner of same said section. Cable to be buried 20 feet from south right of way line. No blacktop roads cut. At no cost to sedgwick County.
- g. Request for approval of a permit by City of Wichita, Public Works Department to locate a sanitary sewer on County Road right of way at the following locations: 24" clay pipe sewer on Maize Road 134.8 feet,

**BOARD OF SEDGWICK COUNTY COMMISSIONERS  
PROCEEDINGS**

Meeting Agenda  
November 12, 1969

more or less, north of the southeast corner of the Northeast Quarter of Sec. 19, T-27-S, R-1-W; 12" clay pipe sewer on Maize Road 1298.8 feet, more or less, north of the southeast corner of the NE $\frac{1}{4}$  of Sec. 19, T-27-S, R-1-W; 21" clay pipe sewer on Maize Road 911.1 feet, more or less, north of the southwest corner of the NE $\frac{1}{4}$  of Sec. 17, T-27-S, R-1-W; 24" clay pipe sewer on Central Avenue 52 feet, more or less, west of the northeast corner of the NE $\frac{1}{4}$  of Sec. 19, T-27-S, R-1-W. At no cost to Sedgwick County.

- h. Request for approval of a permit by City of Wichita, Public Works Department to locate a 42" concrete sewer in 31st Street South from westerly right of way line of I-235 to 85 feet, more or less, west of center line of Hoover Street; a 16" sewer force main in Harry Street from east line of Tyler Road to 900 feet, more or less, west of southeast corner of Southwest  $\frac{1}{4}$  of Sec. 29, T-27-S, R-1-W; thence north with a 30" sewer to the north line of U. S. Highway 54; 30" sewer crossing Maple Street 1361.6 feet, more or less, west of SE corner of SW $\frac{1}{4}$  of Sec. 20, T-27-S, R-1-W; 27" sewer in Maize Road right of way from 630.5 feet north of Maple Street to Westlink treatment plant. At no cost to Sedgwick County.

2. Order and Resolution:

- a. Request for approval to classify North Lakeview Drive to a turn around, Beaver Creek Court and North Lakeview Court, as platted in Miles Country Club Estates 2nd Addition, located in NE $\frac{1}{4}$  Section 23, T-28-S, R-3-W, into Afton Township Road System.
- b. Request for approval to make County Road #771-R-S & T (391st Street West between 15th Street South and 39th Street South) except intersection of County Road 628 and 771 a through highway and stop signs be placed at all intersections within this area.