ACTION

| | | DATE |
|---|---|---|
| COMMITTEE | | |
| M.A.P.C. | approved | 4-10-75 |
| B.C.C./B.C.C.C. | received & filed | 6-3-75 |
| MAPC | | 2-24-75 |

DR 75-8 - Amendments to the Transportation Element of the Comprehensive Plan

from: B. Curfman date: 3-3

| admin. | adv. plans | com. dev. | social | graphics |
|---|---|---|---|---|
| ☐ lakin | ☐ stockwell | ☐ galbraith | ☐ mitchell | ☐ pierce |
| ☐ branham | ☐ lindebak | ☐ lytle | ☐ gibson | ☐ stafford |
| ☐ rathke | ☐ shen | ☐ young | ☐ kohl | ☐ garland |
| ☐ eubanks | ☐ nelson, p | ☐ meek | ☐ hart | ☐ pate |
| ☐ nelson, v | ☐ iosow | ☐ shirkey | ☐ krehbiel | ☐ commer |
| ☐ lakin, e | ☐ heinicke, j.a. | ☐ newby | ☐ | ☐ york |
| ☐ henderson | ☐ curfman | ☐ dobson | ☐ | ☐ crook |
| ☐ brothers | ☐ babbitt | ☐ richter | ☐ davis | ☐ livesay |
| ☐ hanson | ☒ pitman | ☐ may, d. | ☐ spainhower | |
| ☐ | ☐ looney | ☐ johnson | | |
| | ☐ | ☐ | | |
| | ☐ may | | | |
| | ☐ ontiveros | | | |
| | ☐ butler | | | |
| | ☐ glazer | | | |
| | ☐ campbell | | | |
| | ☐ batson | | | |
| | ☐ gschwind | | | |
| | ☐ heinicke | | | |
| | ☐ king | | | |
| | ☐ epps | | | |
| | ☐ mcfadden | | | |

| | |
|---|---|
| ○ all staff | ○ information |
| ○ comment | ○ files |
| ○ note & return | ○ signature |
| ⊗ handle | ○ library |

remarks: This doesn't need to be done immediately, but shouldn't be put off too long.

T9-105

WICHITA-SEDGWICK COUNTY

DATE 3/3/76

**METROPOLITAN AREA PLANNING DEPARTMENT**

TO Mary Pitman, Planning Aide II, Advance Plans Division

FROM Bruce A. Curfman, Junior Planner, Advance Plans

SUBJECT UPDATING OFFICIAL FILE COPIES OF TRANSPORTATION PLAN ELEMENT

Please update the official file copies of the Transportation Plan Element by posting all amendments including the Airport System Plan, TDP and 1975 Arterial Amendments. (Also check 1973 Amendments).

This includes:

1. Placing the documents in the official file in hardbound covers. Two complete sets.

2. Include in front the original signed copies of the approval & adoption resolution and Certificate.

3. Note any changes, deletions, additions etc. on the file copies of Vol. II of Transportation Study, the adoption papers & map or any subsequent Amendment Resolutions & documents.

It is important that these files be kept up-to-date with any future Plan Amendments. Also, the 1000 scale Transportation Plan Map that used to hang in the MAPC Conference Room should also be kept updated if it is to continue to have any official status.

Bruce A. Curfman
Bruce A. Curfman
Junior Planner
Advance Plans

BAC:rh

cc: Willard L. Stockwell, Chief Planner, Advance Plans Division

August 14, 1975

MEMORANDUM

TO: All interested legislative and administrative groups and agencies

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

SUBJECT: Adoption of an amendment to the Transportation Plan Element of the Comprehensive Development Plan for the Wichita-Sedgwick County Metropolitan Area.

Attached for your information and files is a certified copy of the Resolution adopting an amendment to the Transportation Plan Element of the Comprehensive Development Plan for the Wichita-Sedgwick County Metropolitan Area. The approval action was taken by the Metropolitan Area Planning Commission on April 10, 1975.

In fulfilling the requirements prescribed by law, the Planning Commission did distribute certified copies of the approved Resolution to interested governmental and administrative agencies, and in its meeting of July 24, 1975, having waited the sixty (60) days prescribed by law, and having considered all comments and recommendations, did adopt the attached Resolution.

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

Sincerely,

Robert A. Lakin

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

RAL:JB:jb

Attachments:
1. Certificate 2. Resolution

# 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 July 24, 1975. This action completes the adoption of an amendment to the Transportation Plan Element of the Comprehensive Development Plan of the Wichita-Sedgwick County Metropolitan Area.

Given under my hand and seal this 14th day of August, 1975.

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 provisionsof K.S.A. 1974 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on March 20, 1975, 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 April 10, 1975, at 1:30 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 deleting therefrom on page 8, page 14, paragraphs 3 and 4 on page 19, and paragraph 1 on page 20 of Volume I of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, and on the cover sheet, Volume II of the same, and on Revised Map 13A, dated February 3, 1966, any reference to:

> The proposed McLean-Sycamore one-way "arterial" pair from a point near Handley Street on the north to a point near Munnell Avenue on the south, and

by deleting therefrom on page 8, paragraph 3 on page 15, and paragraph 1 on page 21 of Volume I of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, and on the cover sheet, Volume II of the same, and from paragraph 3 on page 40 of Volume II of the "Transportation Study of the Wichita-Sedgwick County Metropolitan Area", as previously amended on January 25, 1968, any reference to:

(1) The proposed section of Wichita Street from Douglas Avenue to First Street; and

(2) The proposed section of Wichita Street from First Street to Second Street as one-way northbound; and

(3) Waco Avenue, from Douglas Avenue to Central Avenue as proposed one-way southbound; and

by deleting therefrom on page 8, Volume I and on the cover sheet, Volume II of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967:

First and Second Streets from Wichita Street to Waco Avenue as one-way; and

by deleting therefrom on page 8, Volume I and on the cover sheet, Volume II of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, and on Revised Map 13A, dated February 3, 1966:

McLean Boulevard, from a point near Douglas Avenue, thence northwesterly to a point near Handley Street; and

BE IT FURTHER RESOLVED, that page 8, Volume I and the cover sheet, Volume II of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, be further amended by adding thereto:

(1) Sycamore Street, from Second Street to Dayton Avenue as a two-way "residential"; and

(2) Wichita Street, from First Street to Second Street as one-way southbound; and

(3) Waco Avenue, from Douglas Avenue to Central Avenue as two-way; and

(4) First and Second Streets from Wichita Street to Waco Avenue as two-way; and

by adding thereto on page 8, Volume I and on the cover sheet, Volume II of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, and on Revised Map 13A, dated February 3, 1966:

McLean Boulevard, relocated to west of the existing alignment along a corridor just east of the Midland Valley Railroad, from a point near Douglas Avenue northwest to a point near Handley Street as a two-way "arterial"; 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 Harlan R. Kamen, 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 the Metropolitan Area Planning Commission members, at Wichita, Kansas, this 10th day of April, 1975.

Harlan R. Kamen

Harlan R. Kamen, Chairman
Wichita-Sedgwick County Metropolitan Area Planning Commission

ATTEST:

Robert A. Lakin

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 adopted as approved.

ADOPTED by at least a majority of all the Metropolitan Area Planning Commissioners at Wichita, Kansas, this 24th day of July, 1975.

Harlan R. Kamen

Harlan R. Kamen, Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

ATTEST:

Robert A. Lakin

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

(SEAL)

14
75
40
98
50

~~Proposed~~ Mailout for the Adopted Resolution Amending the Transportation Plan Element

✓ ~~10~~ 9 MAPC
✓ 5 Board of City Commissioners
✓ 3 " " County
✓ 7 Coordinating Committee:
, Ralph Wulz, City Manager
, Helene Little, MTA (?)
, Verne Craig, KHC
~~, (H. Kamen, MAPC)~~
~~, (E. Rush, County Commissioner)~~
~~, (R. Lakin, MAPD)~~
, Bill Howard, FHWA
✓ , Lee Waddleton, UMTA
, Pat McGinnis, MTA
, Keith Stevens, MTA
~~, (W. Stockwell, MAPD)~~
✓ ~~16~~ 20 TAC Committee:
all but Lakin, McGinnis, Stockwell
✓ 1 MAPD - route to: Lakin, Stockwell, Coleman, Bob Young, Jack Galbraith, Curfman, Lindebak
✓ 1 John Dekker, Director of Law City of Wichita
✓ 1 Jack Turner, Sedgwick County Counsellor
✓ 1 → ~~Jeremiah Smith, Community Development~~
✓ 1 Kenneth Kitchen, Urban Renewal
✓ 1 Glen Dockery, Budget
✓ 1 Don Anderson, Administration
✓ 1 Selton Cattin, CCSC
✓ 1 Chairman, Traffic Commission Hatfield
✓ 1 Greater Downtown Wichita Evans
✓ 1 ~~Glen Rettiger~~ President, West Douglas Planning Council
3 files, books, etc.

55

50 - both
+5
55
~~55~~
3 - file
7 - extras
65 of Resolution
+10 extras of Cert. + Memo.
~~75~~

All on letterhead stationery for Certi. + Memo.
Make: 65 copies of Resolution - sign original
75 copies of Certificate + Memorandum -
all Certificates must be hand sealed + signed;
sign memos. before xerox

WICHITA—SEDGWICK COUNTY
W-SC
METROPOLITAN AREA PLANNING COMMISSION
262-0611 — AREA CODE 316
CITY BUILDING ANNEX
104 S. MAIN ST.
WICHITA, KANSAS 67202

August 14, 1975

MEMORANDUM

TO: All interested legislative and administrative groups and agencies

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

SUBJECT: Adoption of an amendment to the Transportation Plan Element of the Comprehensive Development Plan for the Wichita-Sedgwick County Metropolitan Area.

Attached for your information and files is a certified copy of the Resolution adopting an amendment to the Transportation Plan Element of the Comprehensive Development Plan for the Wichita-Sedgwick County Metropolitan Area. The approval action was taken by the Metropolitan Area Planning Commission on April 10, 1975.

In fulfilling the requirements prescribed by law, the Planning Commission did distribute certified copies of the approved Resolution to interested governmental and administrative agencies, and in its meeting of July 24, 1975, having waited the sixty (60) days prescribed by law, and having considered all comments and recommendations, did adopt the attached Resolution.

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

Sincerely,

Robert A. Lakin

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

RAL:JB:jb

Attachments:
1. Certificate 2. Resolution

WICHITA — SEDGWICK COUNTY
W.SC
METROPOLITAN AREA PLANNING COMMISSION
262-0611 — AREA CODE 316
CITY BUILDING ANNEX
104 S. MAIN ST.
WICHITA, KANSAS 67202

# CERTIFICATE

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 July 24, 1975. This action completes the adoption of an amendment to the Transportation Plan Element of the Comprehensive Development Plan of the Wichita-Sedgwick County Metropolitan Area.

Given under my hand and seal this 14th day of August, 1975.

Robert A. Lakin

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. 1974 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on March 20, 1975, 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 April 10, 1975, at 1:30 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 deleting therefrom on page 8, page 14, paragraphs 3 and 4 on page 19, and paragraph 1 on page 20 of Volume I of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, and on the cover sheet, Volume II of the same, and on Revised Map 13A, dated February 3, 1966, any reference to:

> The proposed McLean-Sycamore one-way "arterial" pair from a point near Handley Street on the north to a point near Munnell Avenue on the south, and

by deleting therefrom on page 8, paragraph 3 on page 15, and paragraph 1 on page 21 of Volume I of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, and on the cover sheet, Volume II of the same, and from paragraph 3 on page 40 of Volume II of the "Transportation Study of the Wichita-Sedgwick County Metropolitan Area", as previously amended on January 25, 1968, any reference to:

(1) The proposed section of Wichita Street from Douglas Avenue to First Street; and

(2) The proposed section of Wichita Street from First Street to Second Street as one-way northbound; and

(3) Waco Avenue, from Douglas Avenue to Central Avenue as proposed one-way southbound; and

by deleting therefrom on page 8, Volume I and on the cover sheet, Volume II of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967:

First and Second Streets from Wichita Street to Waco Avenue as one-way; and

by deleting therefrom on page 8, Volume I and on the cover sheet, Volume II of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, and on Revised Map 13A, dated February 3, 1966:

McLean Boulevard, from a point near Douglas Avenue, thence northwesterly to a point near Handley Street; and

BE IT FURTHER RESOLVED, that page 8, Volume I and the cover sheet, Volume II of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, be further amended by adding thereto:

(1) Sycamore Street, from Second Street to Dayton Avenue as a two-way "residential"; and

(2) Wichita Street, from First Street to Second Street as one-way southbound; and

(3) Waco Avenue, from Douglas Avenue to Central Avenue as two-way; and

(4) First and Second Streets from Wichita Street to Waco Avenue as two-way; and

by adding thereto on page 8, Volume I and on the cover sheet, Volume II of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, and on Revised Map 13A, dated February 3, 1966:

McLean Boulevard, relocated to west of the existing alignment along a corridor just east of the Midland Valley Railroad, from a point near Douglas Avenue northwest to a point near Handley Street as a two-way "arterial"; 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 Harlan R. Kamen, 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 the Metropolitan Area Planning Commission members, at Wichita, Kansas, this 10th day of April, 1975.

Harlan R. Kamen

Harlan R. Kamen, Chairman
Wichita-Sedgwick County Metropolitan Area Planning Commission

ATTEST:

Robert A. Lakin

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 adopted as approved.

ADOPTED by at least a majority of all the Metropolitan Area Planning Commissioners at Wichita, Kansas, this 24th day of July, 1975.

Harlan R. Kamen

Harlan R. Kamen, Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

ATTEST:

Robert A. Lakin

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

(SEAL)

RE: AGENDA ITEM NO. 22

WICHITA-SEDGWICK COUNTY

METROPOLITAN AREA PLANNING DEPARTMENT

DATE July 18, 1975

TO Wichita-Sedgwick County Metropolitan Area Planning Commission

FROM Willard L. Stockwell, Chief Planner, Advance Plans Division

SUBJECT DR 75-8 Adoption of Amendments to the Transportation Element of the Comprehensive Plan Regarding McLean Boulevard, Sycamore, and the Central Business District Arterial Network.

On April 10, 1975, the MAPC approved the attached resolution proposing to amend the Transportation Plan Element of the Comprehensive Plan. In accordance with K.S.A. 1974 Supp. 12-704, 60 days notice of the proposal to adopt the resolution has been given to all interested administrative and legislative agencies. No comments have been received to date. A presentation of the amendments was made to the Board of City Commissioners on June 3, 1975, at which time the amendments were received and filed.

RECOMMENDED ACTION:

Adopt the Resolution to amend the Transportation Element of the Comprehensive Plan.

W. L. Stockwell

Willard L. Stockwell, Chief Planner
Advance Plans Division

WLS:BR:vn
Attachment

# 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 provisionsof K.S.A. 1974 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on March 20, 1975, 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 April 10, 1975, at 1:30 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 deleting therefrom on page 8, page 14, paragraphs 3 and 4 on page 19, and paragraph 1 on page 20 of Volume I of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, and on the cover sheet, Volume II of the same, and on Revised Map 13A, dated February 3, 1966, any reference to:

> The proposed McLean-Sycamore one-way "arterial" pair from a point near Handley Street on the north to a point near Munnell Avenue on the south, and

by deleting therefrom on page 8, paragraph 3 on page 15, and paragraph 1 on page 21 of Volume I of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, and on the cover sheet, Volume II of the same, and from paragraph 3 on page 40 of Volume II of the "Transportation Study of the Wichita-Sedgwick County Metropolitan Area", as previously amended on January 25, 1968, any reference to:

(1) The proposed section of Wichita Street from Douglas Avenue to First Street; and

(2) The proposed section of Wichita Street from First Street to Second Street as one-way northbound; and

(3) Waco Avenue, from Douglas Avenue to Central Avenue as proposed one-way southbound; and

by deleting therefrom on page 8, Volume I and on the cover sheet, Volume II of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967:

First and Second Streets from Wichita Street to Waco Avenue as one-way; and

by deleting therefrom on page 8, Volume I and on the cover sheet, Volume II of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, and on Revised Map 13A, dated February 3, 1966:

McLean Boulevard, from a point near Douglas Avenue, thence northwesterly to a point near Handley Street; and

BE IT FURTHER RESOLVED, that page 8, Volume I and the cover sheet, Volume II of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, be further amended by adding thereto:

(1) Sycamore Street, from Second Street to Dayton Avenue as a two-way "residential"; and

(2) Wichita Street, from First Street to Second Street as one-way southbound; and

(3) Waco Avenue, from Douglas Avenue to Central Avenue as two-way; and

(4) First and Second Streets from Wichita Street to Waco Avenue as two-way; and

by adding thereto on page 8, Volume I and on the cover sheet, Volume II of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, and on Revised Map 13A, dated February 3, 1966:

McLean Boulevard, relocated to west of the existing alignment along a corridor just east of the Midland Valley Railroad, from a point near Douglas Avenue northwest to a point near Handley Street as a two-way "arterial"; 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 Harlan R. Kamen, 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 the Metropolitan Area Planning Commission members, at Wichita, Kansas, this 10th day of April, 1975.

Harlan R. Kamen

Harlan R. Kamen, Chairman
Wichita-Sedgwick County Metropolitan Area Planning Commission

ATTEST:

Robert A. Lakin

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 adopted as approved.

ADOPTED by at least a majority of all the Metropolitan Area Planning Commissioners at Wichita, Kansas, this 24th day of July, 1975.

Harlan R. Kamen, Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

ATTEST:

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

(SEAL)

Yours? DWS

WICHITA-SEDGWICK COUNTY

**METROPOLITAN AREA PLANNING DEPARTMENT**

DATE May 21, 1975

TO Board of City Commissioners

FROM Robert A. Lakin, Director of Planning

SUBJECT Amendments to the Transportation Element of the Comprehensive Plan regarding McLean Boulevard, Sycamore, and the Central Business District Arterial Network.

On May 13, the Board of City Commissioners deferred the agenda item on the captioned subject and expressed an interest in having a more detailed discussion concerning various aspects of the plan amendments. For that purpose a special one-hour session has been scheduled on Tuesday, May 27, from 1:00 until 2:00 p.m. in the City Commission Conference Room. At that time, Planning Department staff will give an overview of the proposed amendments to the Transportation Plan arterial network, and discuss their relationship to the overall Transportation Plan in the vicinity of the downtown area. The City Engineer will be available to discuss intersection geometric considerations, particularly with respect to the impact on the turning radii of the Douglas-McLean intersection. The Traffic Engineer will be present to discuss the proposed traffic circulation in the Central Business District as affected by the Plan amendments, and the Urban Renewal Agency will be on hand to speak to any land use changes that might be involved. Supporting graphics will be available for your inspection.

Attached for your prior information and review is a copy of the map handed out at your May 13 meeting, which depicts the Plan amendments as recommended by the Transportation Technical Advisory Committee and Coordinating Committee for Transportation Planning, and as approved by the Metropolitan Area Planning Commission on April 10, 1975. These can be summarized as follows:

1. The deletion of the proposed McLean/Sycamore one-way "arterial" pair, reclassifying Sycamore Street as a two-way "residential" and McLean Boulevard as a two-way "arterial";

2. The realignment of McLean Boulevard to west of the existing alignment from a point near Douglas Avenue northwest to a point near Handley Street;

3. The deletion of the proposed section of Wichita Street between Douglas Avenue and First Street;

4. The redesignation of the proposed section of Wichita Street between First Street and Second Street as one-way southbound instead of one-way northbound;

5. The redesignation of Waco Avenue between Douglas Avenue and Central Avenue as two-way instead of proposed one-way southbound;

6. The redesignation of First and Second Streets between Wichita Street and Waco Avenue as two-way instead of one-way.

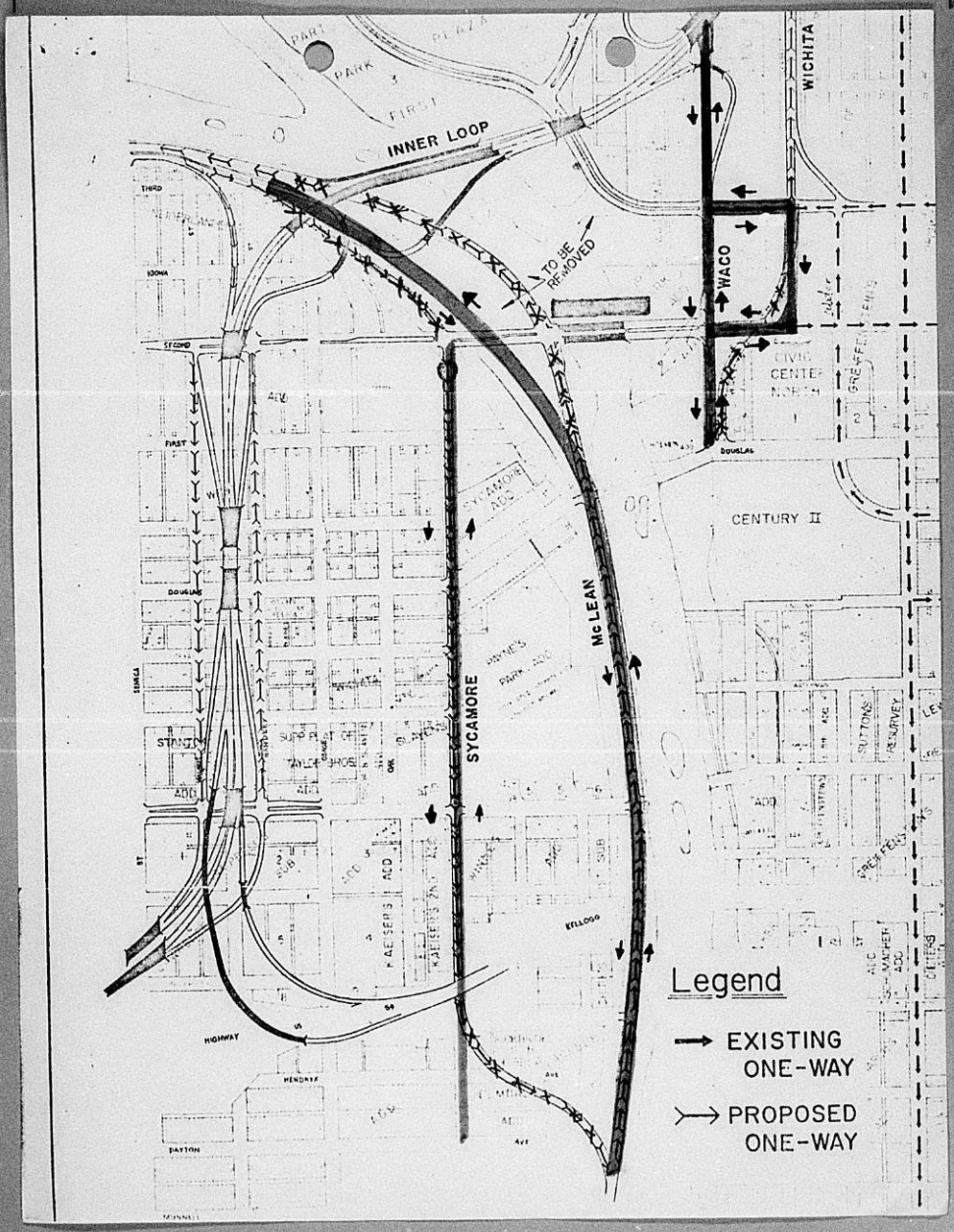
RECOMMENDED ACTION:

It is recommended that the Wichita Board of City Commissioners receive and file the amendments to the Transportation Element of the Comprehensive Plan as approved by the Metropolitan Area Planning Commission, and direct such comments as deemed appropriate to the Planning Commission.

Robert A. Lakin

Robert A. Lakin, Director of Planning

RAL:BAC:vn
Attachment
cc: Ralph Wulz, City Manager
Ray Bruggeman, Director of Public Works
Dick Linn, City Engineer
Paul Graves, Traffic Engineer
Willard L. Stockwell, Chief Planner, Advance Plans Division
Kenneth Kitchen, Director, Urban Renewal Agency


WICHITA
WACO
INNER LOOP
TO BE REMOVED
CENTURY II
McLEAN
SYCAMORE
Legend
EXISTING ONE-WAY
PROPOSED ONE-WAY

May 21, 1975

Board of City Commissioners

Robert A. Lakin, Director of Planning

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Attached for your prior information and review is a copy of the map handed out at your May 13 meeting, which depicts the Plan amendments as recommended by the Transportation Technical Advisory Committee and Coordinating Committee for Transportation Planning, and as approved by the Metropolitan Area Planning Commission on April 10, 1975. These can be summarized as follows:

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2. The realignment of McLean Boulevard to west of the existing alignment from a point near Douglas Avenue northwest to a point near Handley Street;

3. The deletion of the proposed section of Wichita Street between Douglas Avenue and First Street;

4. The redesignation of the proposed section of Wichita Street between First Street and Second Street as one-way southbound instead of one-way northbound;

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6. The redesignation of First and Second Streets between Wichita Street and Waco Avenue as two-way instead of one-way.

RECOMMENDED ACTION:

It is recommended that the Wichita Board of City Commissioners receive and file the amendments to the Transportation Element of the Comprehensive Plan as approved by the Metropolitan Area Planning Commission, and direct such comments as deemed appropriate to the Planning Commission.

Robert A. Lakin, Director of Planning

RAL:BAC:vn
Attachment
cc: Ralph Wulz, City Manager
Ray Bruggeman, Director of Public Works
Dick Linn, City Engineer
Paul Graves, Traffic Engineer
Willard L. Stockwell, Chief Planner, Advance Plans Division
Kenneth Kitchen, Urban Renewal Agency

| | |
|---|---|
| | meeting of May 27, 1975 |
| Willard Stockwell | Willard Stockwell, Chief Planner, Advance Plans, presented the resolution and stated that a more comprehensive presentation would be presented to the Commission on May 27, 1975. |
| Commission | The Commission stated that the resolution didn't really tell them anything and asked if their receiving and filing of the resolution placed the City under any obligation. |
| Bob Lakin | Bob Lakin, Director of Planning, stated that it placed no obligation on the part of the City Commissioners. |
| Motion -- carried | Shanahan moved that the resolution be received and filed. Motion carried 4 to 0. |
| AMENDMENT TO TRANSPORTATION PLAN ELEMENT | Adoption of an amendment to the Transportation Plan Element of the Comprehensive Development Plan of the Wichita-Sedgwick County Metropolitan Area, presented.<br><br>As prescribed by law the resolution amending the captioned plan is distributed to interested legislative and administrative groups and agencies for review prior to final consideration and adoption of the amendments. Copies of the resolution listing the proposed amendments have been provided to the Commissioners. |
| Willard Stockwell | Willard Stockwell, Chief Planner, stated that the transportation plan adopted in 1966 frequently needs updating. This update involves realignment of McLean Boulevard from Douglas to Seneca with new traffic patterns at Douglas and 1st Street on the west side of the river and 1st, 2nd, Waco, Wichita and Water Streets on the east side. |
| Comm. Stevens | Commissioner Stevens stated that the Mayor should be present for the presentation and recommended that this be presented to a full commission. |
| Willard Stockwell<br>Paul Graves | Willard Stockwell and Paul Graves, Traffic Engineer, briefly presented the proposed new traffic pattern for McLean, Douglas, 1st, 2nd, Waco, Wichita, and Water Streets in conjunction with the new 1st Street Bridge. |
| Motion -- carried | Shanahan moved that the resolution be received and filed and that details of the street improvement of 1st, 2nd, McLean, Waco, Wichita, and Water Streets be presented to the City Commission on May 27, 1975. Motion carried 4 to 0. * |
| COMMUNITY CENTER SITES | Staff recommendations for community center sites, presented.<br><br>A staff committee has presented its recommendations regarding potential sites for establishment of Community Centers utilizing Community Development Act funds. |
| Recommendations | The Committee recommended six locations at this time in order of priority as follows: 1. Evergreen Center, 2700 Woodland; 2. MEFSEC, Inc., |

WICHITA — SEDGWICK COUNTY
W-SC
METROPOLITAN AREA PLANNING COMMISSION
262-0611 — AREA CODE 316
CITY BUILDING ANNEX
104 S. MAIN ST.
WICHITA, KANSAS 67202

May 5, 1975

MEMORANDUM

TO: All interested Legislative and Administrative Groups and Agencies

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

SUBJECT: DR 75-8, Adoption of an Amendment to the Transportation Plan Element of the Comprehensive Development Plan of the Wichita-Sedgwick County Metropolitan Area.

Attached for your information and files is a certified copy of the Resolution approving the proposed adoption of an amendment to the Transportation Plan Element of the Comprehensive Development Plan of the Wichita-Sedgwick County Metropolitan Area. The approval action was taken by the Metropolitan Area Planning Commission on April 10, 1975.

In fulfilling the requirements prescribed by law, the Planning Commission is now distributing certified copies of the approved Resolution to interested governmental and administrative agencies. After waiting the sixty (60) days prescribed by law, the Planning Commission will meet to consider the comments and recommendations on the proposed amendment and consider adopting the Amended Plan Element.

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

Sincerely,

Robert A. Lakin

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

Attachments:
1. Certificate
2. Resolution

WICHITA — SEDGWICK COUNTY
W-SC
METROPOLITAN AREA PLANNING COMMISSION
262-0611 — 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 April 10, 1975, leading toward the adoption of an amendment to the Transportation Plan Element of the Comprehensive Development Plan of the Wichita-Sedgwick County Metropolitan Area.

Given under my hand and seal this 5th day of May, 1975.

Robert A. Lakin

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 provisionsof K.S.A. 1974 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on March 20, 1975, 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 April 10, 1975, at 1:30 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 deleting therefrom on page 8, page 14, paragraphs 3 and 4 on page 19, and paragraph 1 on page 20 of Volume I of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, and on the cover sheet, Volume II of the same, and on Revised Map 13A, dated February 3, 1966, any reference to:

> The proposed McLean-Sycamore one-way "arterial" pair from a point near Handley Street on the north to a point near Munnell Avenue on the south, and

by deleting therefrom on page 8, paragraph 3 on page 15, and paragraph 1 on page 21 of Volume I of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, and on the cover sheet, Volume II of the same, and from paragraph 3 on page 40 of Volume II of the "Transportation Study of the Wichita-Sedgwick County Metropolitan Area", as previously amended on January 25, 1968, any reference to:

(1) The proposed section of Wichita Street from Douglas Avenue to First Street; and

(2) The proposed section of Wichita Street from First Street to Second Street as one-way northbound; and

(3) Waco Avenue, from Douglas Avenue to Central Avenue as proposed one-way southbound; and

by deleting therefrom on page 8, Volume I and on the cover sheet, Volume II of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967:

First and Second Streets from Wichita Street to Waco Avenue as one-way; and

by deleting therefrom on page 8, Volume I and on the cover sheet, Volume II of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, and on Revised Map 13A, dated February 3, 1966:

McLean Boulevard, from a point near Douglas Avenue, thence northwesterly to a point near Handley Street; and

BE IT FURTHER RESOLVED, that page 8, Volume I and the cover sheet, Volume II of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, be further amended by adding thereto:

(1) Sycamore Street, from Second Street to Dayton Avenue as a two-way "residential"; and

(2) Wichita Street, from First Street to Second Street as one-way southbound; and

(3) Waco Avenue, from Douglas Avenue to Central Avenue as two-way; and

(4) First and Second Streets from Wichita Street to Waco Avenue as two-way; and

by adding thereto on page 8, Volume I and on the cover sheet, Volume II of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, and on Revised Map 13A, dated February 3, 1966:

McLean Boulevard, relocated to west of the existing alignment along a corridor just east of the Midland Valley Railroad, from a point near Douglas Avenue northwest to a point near Handley Street as a two-way "arterial"; 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 Harlan R. Kamen, 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 the Metropolitan Area Planning Commission members, at Wichita, Kansas, this 10th day of April, 1975.

Harlan R. Kamen

Harlan R. Kamen, Chairman
Wichita-Sedgwick County Metropolitan Area Planning Commission

ATTEST:

Robert A. Lakin

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

(SEAL)

Please note any additions,

75 copies: 65 of Resolution of memo & cert.

PROPOSED MAILOUT LIST FOR THE APPROVED RESOLUTION AMENDING THE TRANSPORTATION PLAN ELEMENT

10 MAPC
5 - ~~Board~~ of City Commissioners
3 - ~~Board of~~ County Commissioners
1 - ~~Ralph~~ Wulz, City Manager
1 - ~~John~~ Dekker, Director of Law, City of Wichita
1 - ~~Jack~~ Turner, Sedgwick County Counselor
ck 22 - ~~Technical Advisory Committee~~
ck 7 - ~~Coordinating Committee~~
ck 1 - ~~Jeremiah~~ Smith, Community Development
1 - ~~Kenneth~~ Kitchen, Urban Renewal
1 - ~~Glen Dockery~~, Budget Don Anderson, Dir. Admin
TAC ~~Grover McLure~~, Sedg. Co. Dept. of Public Works
1 - ~~Selden~~ Catlin, Chairman, Center City Steering Committee, cc: Jon Coleman
ck 1 - ~~Graham~~ Hatfield, Chairman, Traffic Commission, cc: ~~Buggeman, Graves~~, Withete TAC
ck 1 - ~~Bruce McClure~~, Greater Downtown Wichita
1 - ~~Glea Rittiger~~, President, West Douglas Planning Council
TAC ~~James Foster~~, Chamber of Commerce
(others from Chamber?)

39

3 - files, books, etc / route 1
- ~~MAPC~~ ~~CH~~ ~~RAC~~ - ~~Gates~~, extra copies
Jon Cole, Bob Young, Jack G.

- Should we send a map with mailout? No
WS

WICHITA-SEDGWICK COUNTY

DATE 04-28-75

**METROPOLITAN AREA PLANNING DEPARTMENT**

TO Robert A. Lakin, Director of Planning
R. W. Bruggeman, Director of Public Works

FROM Michael E. Lindebak, Principal Planner, Advance Plans Division

SUBJECT Realignment Options for Sycamore Street

Vic Shen and I met April 24, 1975 with Mr. Hervy Martens, President of Watkins, Inc., regarding realignment of McLean Boulevard and realignment options for Sycamore Street. Mr. Martens was familiar with the proposed transportation plan amendment reclassifying Sycamore Street as a two-way residential and McLean Boulevard as a two-way arterial. It was his feeling that the residential classification of Sycamore Street was in the best interest of Watkins, Inc. non-arterial

any mention from him? yes

Three alternate methods of handling Sycamore Street at the time McLean Boulevard is realigned were presented. (see attachments)

Alternate A

Possibly the easiest and least costly option would be to place a cul-de-sac at the north extreme of Sycamore. No direct entrance would be provided to McLean or Second. While no present traffic counts are available; under present conditions, Sycamore's main function is likely the provision of local access to the adjoining land uses. The cul-de-sac would adequately serve such activity. Also, it would appear that most trucks servicing Watkins Steel would enter and exit Sycamore at the Douglas intersection.

Alternate B

At a distance only slightly south of Second, Sycamore could be aligned in a northeasterly direction to intersect with McLean. Turning movements onto or from McLean could be limited to right turns only by the placing of a median on McLean. This would allow for both adequate access to the land uses in the area while still providing for some traffic circulation. For example, traffic heading south to Lawrence Stadium could still route itself down Sycamore. Left turns could also be allowed, but with the close proximity of the Second St. and McLean intersection this could prove to be both hazardous and an impairment to through traffic movements.

Alternate C

A third approach could be the placing of a cul-de-sac as in Alternate A. This would provide access to Sycamore's northern extreme. A street could then be placed at approximately the midpoint between Second and Douglas, connecting Sycamore to McLean. Turns could be controlled as in Alternate B, but left turns could be more practically handled under this alternate.

It was pointed out that two other options were considered, but did not appear to be viable alternates.

(1) Vacation of Sycamore Street from the railroad tracks north to Second Street. Watkins, Inc., could provide access to its yards via a private drive (portion of vacated Sycamore R/W) or Osage Street.

(2) Construct a new street between Osage and Sycamore on the south property line of Watkins, Inc. This alternate would disrupt the Watkins operation without providing any real improvement in accessibility.

Mr. Martens indicated Alternate A, cul-de-sacing Sycamore Street, was the most practical alternative. He agreed that the alternative of a five-legged intersection should not be considered. His concern was more with timing of the construction of Second Street in front of the Watkins property. At that time, he anticipates losing on-street parking and will need to develop off-street parking for customers. Cul-de-sacing Sycamore Street would cause a temporary inconvenience to Watkins customers as they adjusted to the new traffic patterns. There was no indication that there would be any adverse affect on trucking operations. At most, the cul-de-sac may require movement of the north entrance to the Watkins yards south a short distance.

I do not feel it is necessary to contact any other property owners along Sycamore Street regarding the transportation plan amendment. North of the railroad tracks the only other property adjacent to Sycamore Street is Missouri-Pacific right-of-way. The businesses south of the railroad tracks will retain their primary access. If you want, I will contact all property owners along Sycamore Street between Second Street and Douglas Avenue.

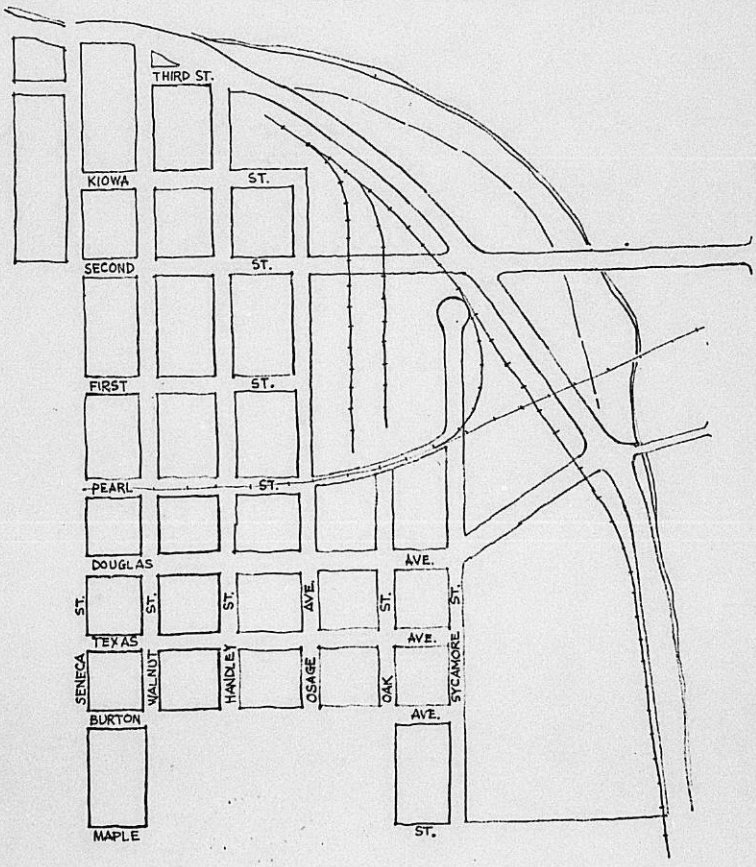
MEL:par

Michael E. Lindebak

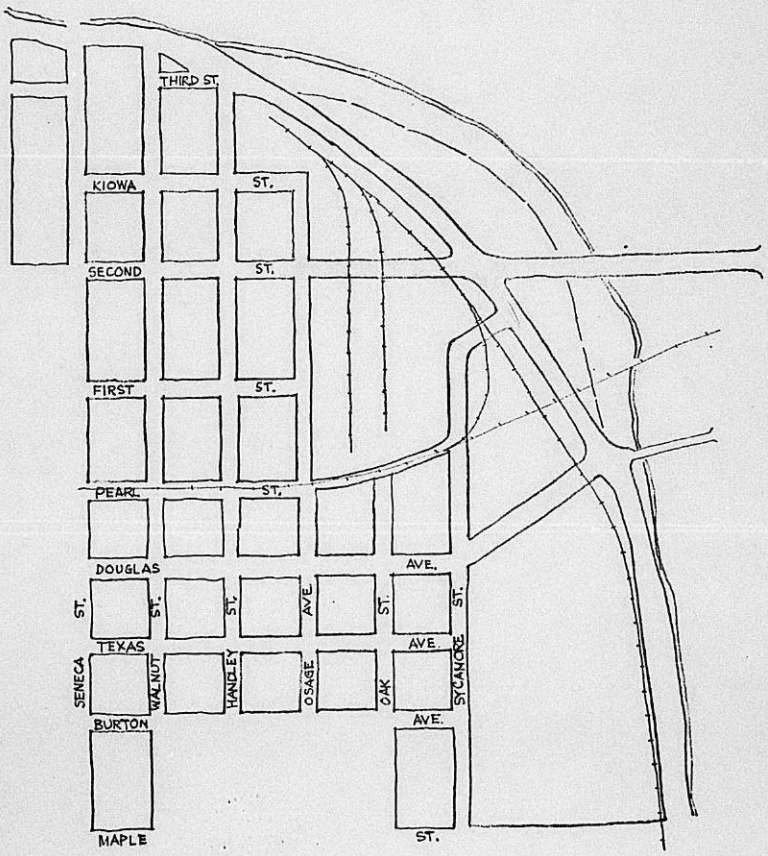
Michael E. Lindebak
Principal Planner

cc: Willard L. Stockwell, Chief Planner, Advance Plans Division
Paul Graves, Traffic Engineer, Traffic Engineering Division
Dick Linn, City Engineer, Engineering Division

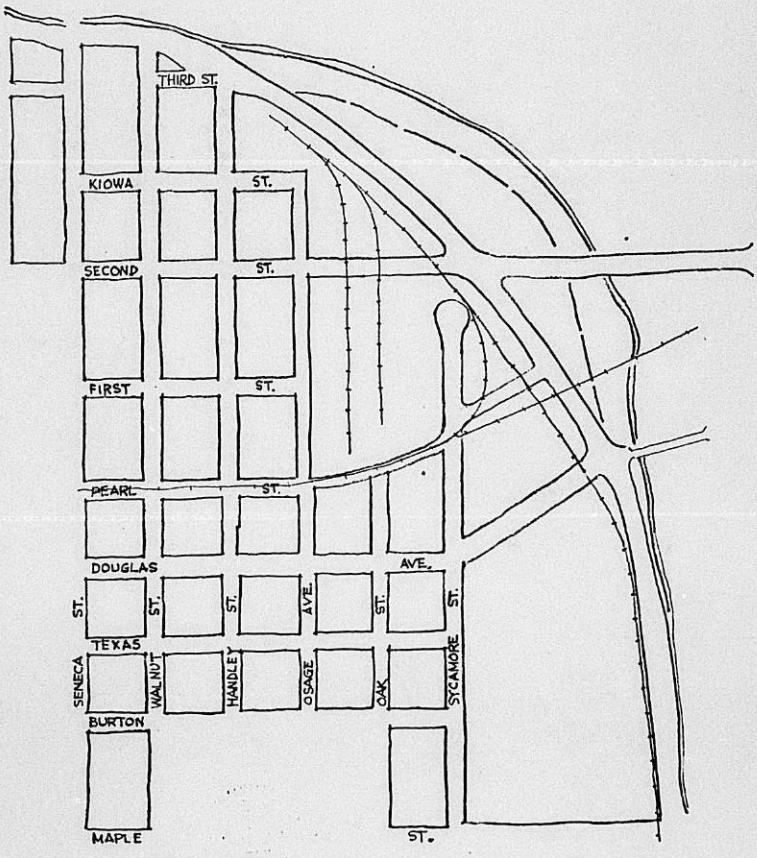
# ALTERNATIVE A



# ALTERNATIVE B



# ALTERNATIVE C



WICHITA-SEDGWICK COUNTY

**METROPOLITAN AREA PLANNING DEPARTMENT**

DATE April 3, 1975

TO The Wichita-Sedgwick County Metropolitan Area Planning Commission

FROM Willard L. Stockwell, Chief Planner, Advance Plans Division

SUBJECT DR 75-8 , Amendments to the Transportation Element of the Comprehensive Plan.

Advertisement has been made the required 20 days in advance for a public hearing on April 10, 1975, to approve several amendments to the Transportation Element of the Comprehensive Plan. The public hearing will be conducted as part of your regular meeting agenda.

Upon the recommendation of the city of Wichita's Director of Public Works, Traffic Engineer and City Engineer, the Technical Advisory and Coordinating Committees for Transportation Planning at their respective meetings of September 23, 1974, and October 21, 1974, reviewed and recommended the amendments listed below. The proposed amendments have been endorsed by the Urban Renewal Agency and are in accordance with the city of Wichita's Capital Improvements Program. A resolution is provided which would make the necessary changes to the existing transportation element text and maps. The recommended amendments are as follows (see attached map):

1. The deletion of the proposed McLean/Sycamore one-way "arterial" pair, reclassifying Sycamore Street as a two-way "residential" and McLean Boulevard as a two-way "arterial";

2. The realignment of McLean Boulevard to west of the existing alignment from a point near Douglas Avenue northwest to a point near Handley Street;

3. The deletion of the proposed section of Wichita Street between Douglas Avenue and First Street;

4. The redesignation of the proposed section of Wichita Street between First Street and Second Street as one-way southbound instead of one-way northbound;

5. The redesignation of Waco Avenue between Douglas Avenue and Central Avenue as two-way instead of proposed one-way southbound;

6. The redesignation of First and Second Streets between Wichita Street and Waco Avenue as two-way instead of one-way.

Staff from the Public Works Department will be present to answer your questions regarding the details of the proposed amendments.

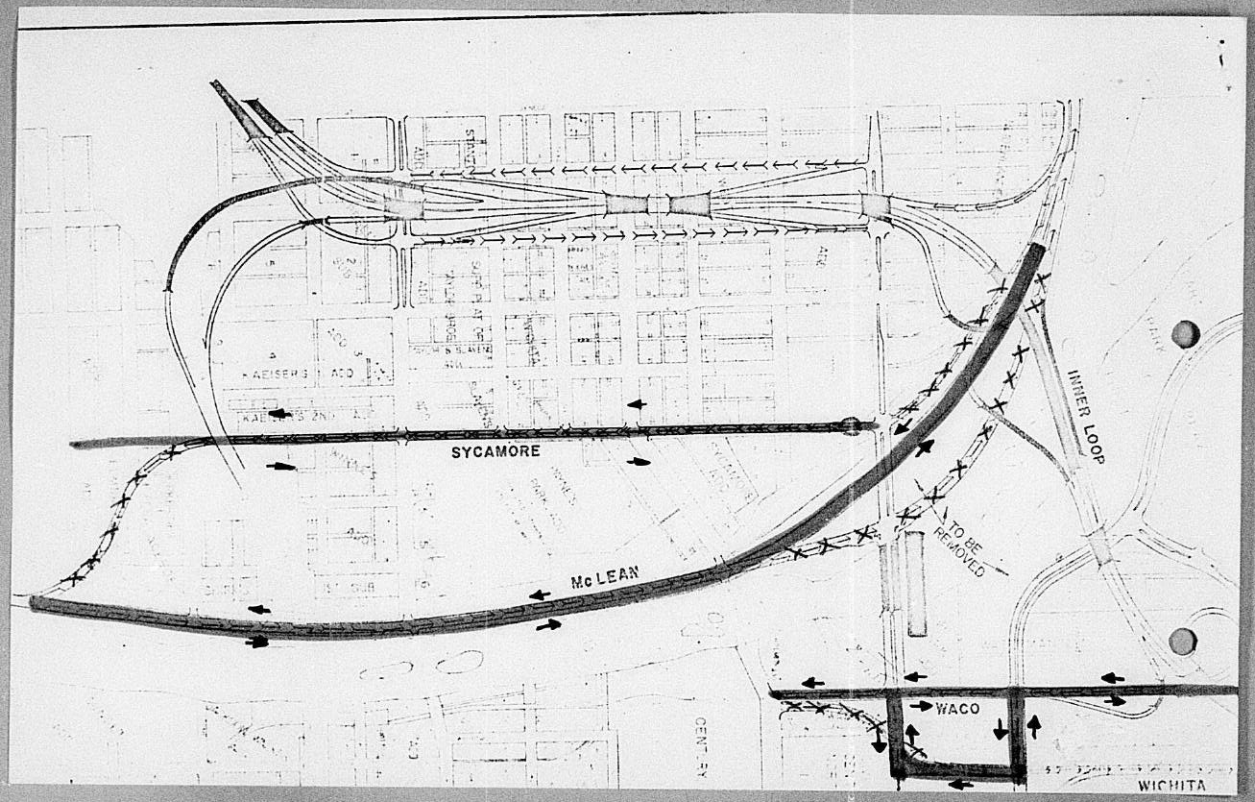
RECOMMENDED ACTION:

Approve the Resolution to amend the Transportation Element of the Comprehensive Plan, and set a date, allowing for the minimum 60 day waiting period, to consider the final adoption of the amendments to the plan.

Willard L. Stockwell

Willard L. Stockwell, Chief Planner
Advance Plans Division

WLS:BR:vn
cc: Robert A. Lakin, Director of Planning
R.W. Bruggeman, Director of Public Works


SYCAMORE
McLEAN
INNER LOOP
TO BE REMOVED
WACO
WICHITA

# 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 provisionsof K.S.A. 1974 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on March 20, 1975, 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 April 10, 1975, at 1:30 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 deleting therefrom on page 8, page 14, paragraphs 3 and 4 on page 19, and paragraph 1 on page 20 of Volume I of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, and on the cover sheet, Volume II of the same, and on Revised Map 13A, dated February 3, 1966, any reference to:

> The proposed McLean-Sycamore one-way "arterial" pair from a point near Handley Street on the north to a point near Munnell Avenue on the south, and

by deleting therefrom on page 8, paragraph 3 on page 15, and paragraph 1 on page 21 of Volume I of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, and on the cover sheet, Volume II of the same, and from paragraph 3 on page 40 of Volume II of the "Transportation Study of the Wichita-Sedgwick County Metropolitan Area", as previously amended on January 25, 1968, any reference to:

(1) The proposed section of Wichita Street from Douglas Avenue to First Street; and

(2) The proposed section of Wichita Street from First Street to Second Street as one-way northbound; and

(3) Waco Avenue, from Douglas Avenue to Central Avenue as proposed one-way southbound; and

by deleting therefrom on page 8, Volume I and on the cover sheet, Volume II of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967:

First and Second Streets from Wichita Street to Waco Avenue as one-way; and

by deleting therefrom on page 8, Volume I and on the cover sheet, Volume II of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, and on Revised Map 13A, dated February 3, 1966:

McLean Boulevard, from a point near Douglas Avenue, thence northwesterly to a point near Handley Street; and

BE IT FURTHER RESOLVED, that page 8, Volume I and the cover sheet, Volume II of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, be further amended by adding thereto:

(1) Sycamore Street, from Second Street to Dayton Avenue as a two-way "residential"; and

(2) Wichita Street, from First Street to Second Street as one-way southbound; and

(3) Waco Avenue, from Douglas Avenue to Central Avenue as two-way; and

(4) First and Second Streets from Wichita Street to Waco Avenue as two-way; and

by adding thereto on page 8, Volume I and on the cover sheet, Volume II of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967, and on Revised Map 13A, dated February 3, 1966:

McLean Boulevard, relocated to west of the existing alignment along a corridor just east of the Midland Valley Railroad, from a point near Douglas Avenue northwest to a point near Handley Street as a two-way "arterial"; 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 Harlan R. Kamen, 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 the Metropolitan Area Planning Commission members, at Wichita, Kansas, this 10th day of April, 1975.

_____

Harlan R. Kamen, Chairman
Wichita-Sedgwick County Metropolitan Area Planning Commission

ATTEST:

_____

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

(SEAL)

81166 (Published in The Daily Record March 20, 1975)

**ADVERTISEMENT FOR PUBLIC HEARING ON PROPOSED AMENDMENTS TO TRANSPORTATION PLAN**
**OFFICIAL 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 for the purpose of approving amendments to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area. The hearing will be held in the Planning Commission Conference Room, 401 City Building Annex, 104 South Main, Wichita, Kansas, at 1:30 p.m. on Thursday, April 10, 1975. Said public hearing may be recessed and continued from time to time without further notice.

Said public hearing will be held pursuant to the provisions of K.S.A. 1974 Supp. 12-704 at which time it is proposed to make the following amendments to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as readopted and previously amended:

1. The deletion of the proposed McLean/Sycamore one-way arterial pair, reclassifying Sycamore Street as a two-way "residential" and McLean Boulevard as a two-way "arterial";
2. The realignment of McLean Boulevard to west of the existing alignment from a point near Douglas northwest to a point near Handley Street;
3. The deletion of the proposed section of Wichita Street between Douglas Avenue and First Street;
4. The deletion of the proposed section of Wichita Street between First Street and Second Street as one-way northbound, redisgnating it as one-way southbound;
5. The deletion of Waco Avenue between Douglas Avenue and Central Avenue as proposed one-way southbound, redesignating it as two-way;
6. The designation of First and Second Streets between Wichita Street and Waco Avenue as two-way instead of one-way.

The amendments to be discussed will include the necessary revisions to Volumes I & II of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967 and to portions of Chapter 5 of Volume III of the Transportation Study for the Wichita-Sedgwick County Metropolitan Area", as previously amended.

The amendments described above shall be discussed and considered for approval 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. Copies of the detailed language proposed to be changed and copies of the maps are available for display and reading in the office of the Wichita-Sedgwick County Metropolitan Area Planning Department during business hours. The office is located in Room 402, City Building Annex, 104 South Main Street, Wichita, Kansas.

WITNESS my hand and seal this 18th day of March 1975.

ROBERT A. LAKIN, Secretary,
Wichita-Sedgwick County
Metropolitan Area Planning Commission.
(SEAL)

Published in the Wichita Beacon, March 28, 1975

**ADVERTISEMENT FOR PUBLIC HEARING ON PROPOSED AMENDMENTS TO TRANSPORTATION PLAN**

**OFFICIAL NOTICE**

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WITNESS my hand and seal this 18th day of March, 1975.

ROBERT A. LAKIN, Secretary
Wichita-Sedgwick County Metropolitan Area Planning Commission

(SEAL)

(_____) Published in the Wichita Beacon, March 20, 1975

ADVERTISEMENT FOR PUBLIC HEARING ON

PROPOSED AMENDMENTS TO TRANSPORTATION PLAN

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ROBERT A. LAKIN, Secretary
Wichita-Sedgwick County Metropolitan Area Planning Commission

(SEAL)

(_____) Published in the Daily Record March 20, 1975

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WITNESS my hand and seal this 18th day of March, 1975.

ROBERT A. LAKIN, Secretary
Wichita-Sedgwick County Metro-
politan Area Planning Commission

(SEAL)

Bruce

Willard L. Stockwell, Chief Planner, Advance Plans Division

Bruce A. Curfman, Junior Planner, Advance Plans Division

McLean/Sycamore; Amendment to Transportation Plan

The advertisement for a public hearing regarding the Transportation Plan Amendment was submitted to the media for publication in Thursday's papers, and the MAPC hearing is scheduled for April 10, at 1:30 pm. as planned.

In reviewing the hisory of McLean and Sycamore in the Transportation Plan and amendments we found, briefly, the following progression:

1. The original Volume II of the "Transportation Study for the Wichita-Sedgwick County Metropolitan Area" completed in 1964 carried on its CBD Circulation Plan (Map 5J), McLean as an arterial and Sycamore as a collector distributor.

2. When the Transportation Plan was adopted on May 19, 1966, Map 5J was superceded by Revised Map 5J dated February 3, 1966. This revised map carried McLean as an arterial and Sycamore as an alternate arterial, and proposed the establishment of a McLean-Sycamore one-way pair. The establishment of the one-way pair was dependent upon the Inner Loop design.

3. On January 25, 1968, the "Preliminary Study of the Inner Loop Expressway" was adopted, with the Map on pages 8 and 9 of the Inner Loop Study replacing Revised Map 5J dated February 3, 1966. McLean and Sycamore are carried as a one-way arterial pair on the map on page 8. The supporting text of the Inner Loop Study also indicates that McLean and Sycamore are to be established as a one-way arterial pair. It appears that Sycamore was never included as an arterial on Map 13A after it was originally changed back in 1966, although it was included on the other Plan maps (revised Map 5J, and the Inner Loop Study Map, pg.8).

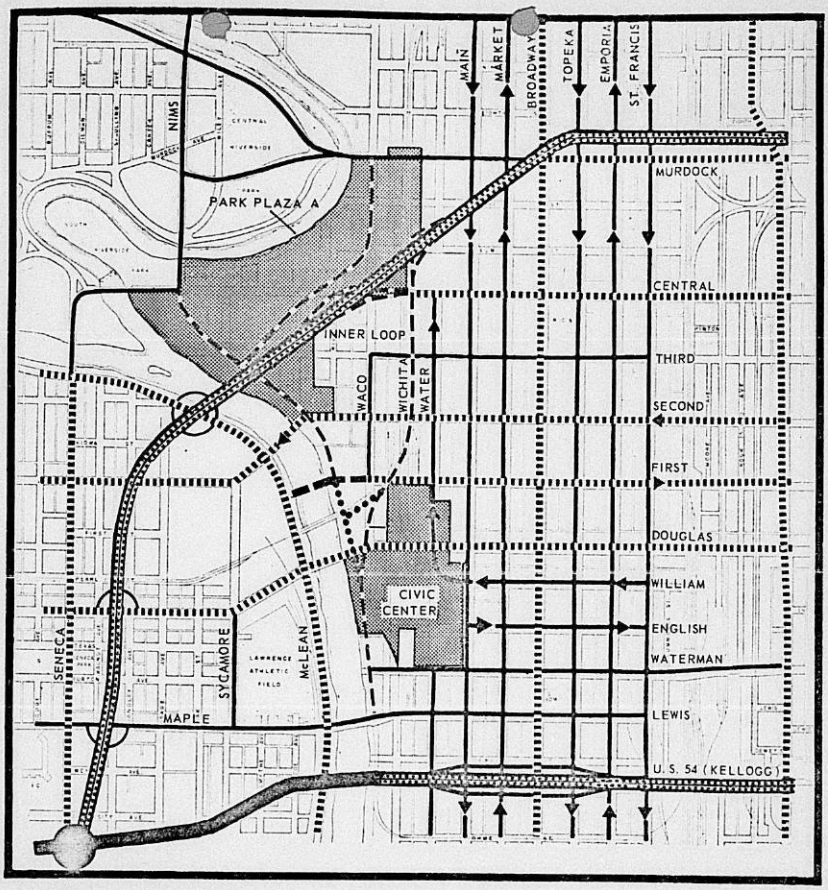
4. At its April 16, 1971 meeting, the Center City Steering Committee was presented with four alternative Center City Development Plan concepts. Proposals for McLean and Sycamore were included in each alternate. The Center City Development Plan was approved on March 15, 1972 and contained the following recommendation regarding McLean: "Move McLean Avenue west from Second Street to vicinity of Maple Street to open up the River for residential, office and scenic uses". The MAPC never took any formal action regarding the Center City Development Plan.

Regarding preparation for the MAPC consideration on April 10, I have talked again to Dick Linn and Dean Sellers. It is our understanding that we (MAPD) will prepare a large schematic for presentation purposes depicting the concept of all the changes to be made. We will use Graves' large detailed map for east of the river and Linn's preliminary drawings for the west bank. Dick also said that he will prepare some more detailed schematics of interchange geometrics for use at the hearing or as questions arise, but they will not have alternative cost comparisons.

Beth is completing the resolution with the language of the amendment, and information will be provided to the MAPC in the regular mailout of April 4. Please let me know if you have any questions or comments.

Bruce A. Curfman, Junior Planner
Advance Plans Division

BAC:vn



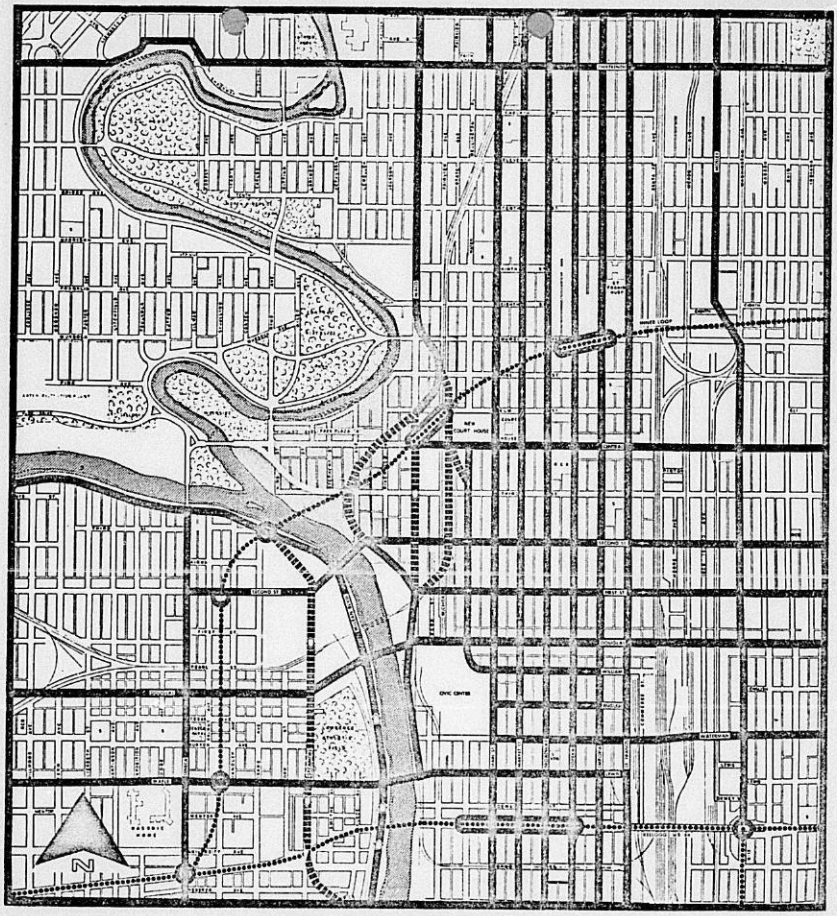

NORTH

MAP 5 J

# CBD CIRCULATION PLAN

SOURCE: URBAN HIGHWAYS, WILSON & COMPANY - 1964

| | EXISTING | PROPOSED |
|---|---|---|
| COLLECTOR DISTRIBUTOR | ——— | — — — — |
| ARTERIAL | ····· | — — — — |
| EXPRESSWAY | ▬▬▬ | ····· |
| INTERCHANGE | ● | ○ |
| ALT. COLLECTOR DISTRIBUTOR | | •••••••• |



## CBD CIRCULATION PLAN

MAP 5J

O INTERCHANGE — ARTERIAL

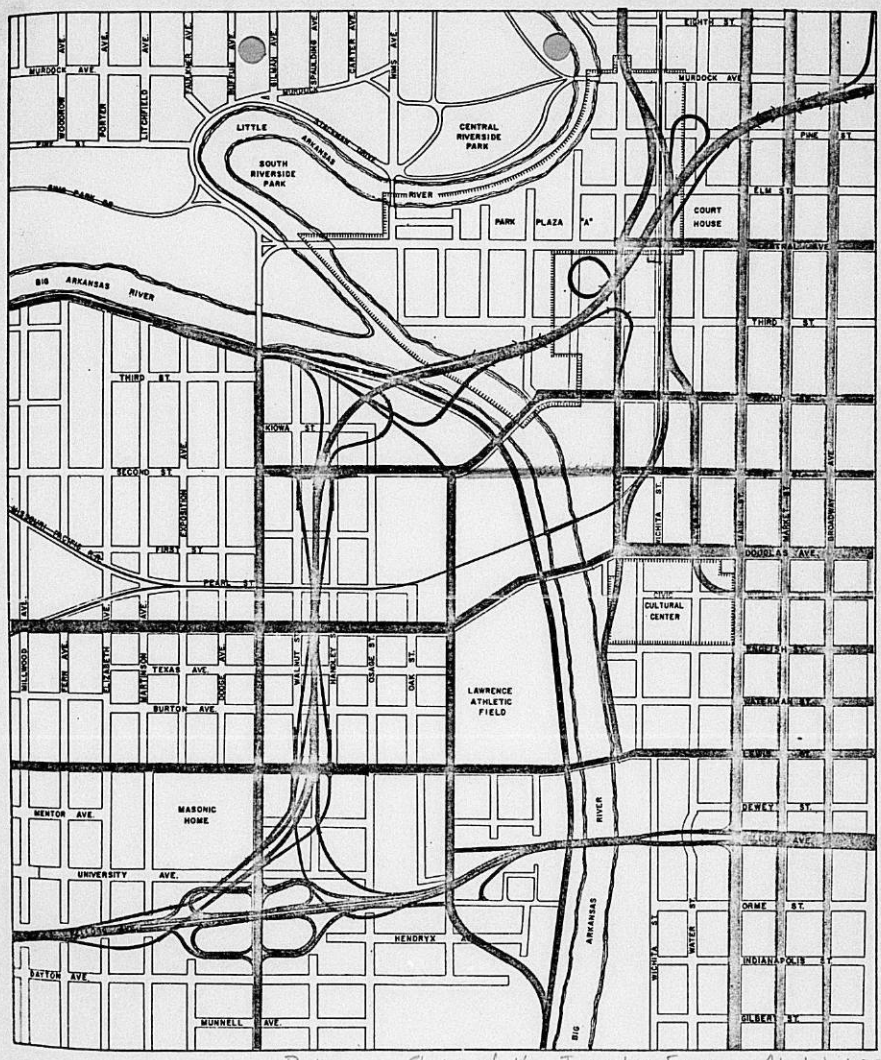
•••••• EXPRESSWAY ■■■■■■ ALTERNATE ARTERIAL

WICHITA-WACO-RIVER DRIVE ALTERNATES ARE DEPENDENT UPON THE FINAL INNER LOOP DESIGN, COSTS, AND RIGHT-OF-WAY AVAILABLE, AND MAY RESULT IN A ONE WAY OPERATION.

SYCAMORE ALTERNATE IS DEPENDENT UPON INNER LOOP DESIGN AND IF PROVIDED WOULD ESTABLISH McLEAN-SYCAMORE AS ONE-WAY STREETS

FEB. 3, 1966

SOURCE WSCMAPD




Preliminary Study of the Inner Loop Express - Adopted 1-25-68

# LOCATION MAP

NORTH

SCALE: 1" = 1000'

**LEGEND:**

- INNER LOOP EXPRESSWAY
- I 35W AND U.S. 54
- ARTERIAL STREETS

At Second Street the Inner Loop curves to the northeast and crosses the Arkansas River. An interchange at McLean Boulevard is so planned that the commercial and light industrial property located on the north side of Second Street between Handley Street and McLean Boulevard need not be acquired for right-of-way. This interchange would permit trffic, from either direction on the Inner Loop, to go west on McLean Boulevard. Traffic desiring to go south on McLean Boulevard would need to use the Second Street interchange or Maple Street interchange. The minimum design speed of all ramps on this interchange is 30 miles per hour. In this layout, existing McLean Boulevard would carry only northbound traffic through this vicinity. A new street for southbound traffic would be constructed beginning at Seneca Street and intersecting Second Street at Sycamore Street. Sycamore Street would then carry traffic one-way south to Kellogg Avenue. A new street connecting Sycamore Street at Kellogg Avenue to McLean Boulevard at Dayton Street would be needed to bring the southbound traffic back to McLean Boulevard. Most of this connecting street is outside the limits of the plan sheets so has been illustrated on the Title Sheet. McLean Boulevard, west of Seneca Street, will require some widening and channelization as part of the development of the interchange. There are several spur railroad tracks in the area north of Second Street. The first group of tracks, those west of the proposed street for southbound traffic, will remain open for use. Railroad service into the industrial area south of Second Street depends on the use of these tracks. The second group of tracks, those east of the proposed southbound street, can be closed at the right-of-way line as the area served by these tracks will be acquired for right-of-way. The electric power line tower located on the south edge of McLean Boulevard, north of the Inner Loop, will remain in place. Lines from this tower may require some adjustment in elevation. A possible site for an electric power substation is shown between Ramp "J" and the Inner Loop. Retaining walls would be needed to contain the fill to make this a usable area. If the substation is not located here, the retaining walls would not be used.

Preliminary Study of the Inner Loop Expressway
"Route Location"
Adopted as part of Transportation Plan 1-25-68

On the east side of the river, the Kansas Gas and Electric Company oil storage tanks would need to be relocated. Also, provision was not made to permit the railroad tracks to remain in use into the power plant area. It is proposed that the tracks be closed at the south right-of-way line of the Inner Loop.

The Inner Loop crosses Third Street at Riverview Avenue and from there the alignment curves northeasterly crossing the northwest corner of the County Court House parking area and from there to the intersection of Main Street and Pine Street. In this area from Riverview Avenue to Main Street is located the Waco Avenue - Wichita Street interchange. The alignment for the Inner Loop was developed in cooperation with the Urban Renewal Agency and has been located so that excessive amounts of right-of-way from the Park Plaza "A" project would not be required. Particular care was taken in the area west of Waco Avenue. Here the Inner Loop was located as far south as proper expressway alignment would permit to minimize the needs for taking land north and west of the intersection of Riverview Avenue and Central Avenue.

The interchange consists of four ramps connected to the arterial street system. Significant relocation of some of these arterial streets from their present location is planned within this area. As part of the Park Plaza "A" development, Waco Avenue is to be relocated from Murdock Avenue to Central Avenue. This facility will be a four-lane street with median islands and turning lanes and there will be a transition into the existing street pavement north of Murdock Avenue and south of Central Avenue. When the Inner Loop is constructed, Waco Avenue will carry only south bound traffic south of Central Avenue. Also, at that time Wichita Street will be relocated immediately east of its present location and will become a one-way street for north bound traffic from Douglas Avenue to Murdock Avenue. Central Avenue would be constructed as a four-lane street with median islands on its present alignment east of Waco Avenue but would curve southwesterly at Waco Avenue to intersect the proposed River Road near the existing intersection of Sherman Avenue and Third Street.

Ramp "N", a loop ramp, located west of Waco Avenue and south of Central Avenue would have a design speed of 25 miles per hour. Traffic moving west on the Inner Loop could leave the expressway on Ramp "N" to enter Waco Avenue.

As mentioned in Section I, most of the route is through an area which is deteriorating and previous studies state the area is in need of renovation and redevelopment. The Inner Loop, as located by this study, should compliment this redevelopment. Hindrance to the most advantageous use of the land remaining is not anticipated. Between Kellogg Avenue and Second Street, the Inner Loop was kept as far west as possible to leave a large tract between the Inner Loop and the river. As this area is redeveloped the larger tract could be converted to efficient use. There would remain a narrow strip one block wide between the Inner Loop and Seneca Street that could be used for commercial purposes.

Construction of the proposed interchange at Kellogg Avenue and Maple Street will not require the removal of the existing cloverleaf interchange at Seneca Street. This cloverleaf would continue to provide the same service as at present.

Traffic on either Kellogg Avenue or the Inner Loop bound for the area between the Inner Loop and McLean Boulevard would have a choice of several routes into the area. Traffic from the east could leave Kellogg Avenue on the ramp to Sycamore Street. Since Sycamore Street would be for southbound traffic only, it would be necessary to go south under Kellogg Avenue and use the first east-west street to McLean Boulevard. If the adverse travel distance, about 3,000 feet, is later considered undesirable, a northbound connector street could be constructed from the ramp to Maple Street. Another route into the area for traffic from the east on Kellogg Avenue would be to use the existing ramp to Seneca Street. A third approach would be to use the Inner Loop to the ramp off at Second Street. Traffic from the west on Kellogg Avenue would also have three possible approaches into the area, either on Seneca Street, Maple Street or Second Street.

The capacity of McLean Boulevard will need to be increased to meet the expected increase in traffic using this street. Widening of the present street would be difficult; especially near the new, large church building south of Douglas Avenue. Also, widening of Second Street, Douglas Avenue and Maple

Street on the approaches to McLean Boulevard would be costly since the east approaches of these streets are on bridges. It is proposed then to meet the increased traffic demand by using the existing McLean Boulevard as a one-way street, carrying northbound traffic, and using Sycamore Street for southbound traffic.

The McLean Boulevard and Second Street interchange combined would accommodate all traffic movements except for the traffic from the south on McLean Boulevard to the east on the Inner Loop and the reverse flow of this traffic. This traffic movement could be accommodated by the Maple Street interchange. Elimination of these movements has made it possible to compress the interchange enough to avoid taking the commercial property on the north side of Second Street and to save considerable construction cost.

Locations where provisions were not made for keeping railroad tracks open are indicated on the plans. The tracks 150 feet southwest of McLean Boulevard, crossing under the Inner Loop at Station 123 could be closed at the right-of-way line south of Ramp "M", Station 26. The area served by these tracks will be acquired for right-of-way. Another set of tracks proposed for closure are those into the Kansas Gas and Electric Company power plant on the east side of the Arkansas River. Presently these tracks are used mainly for tank cars to fill the oil storage tanks at the plant. These tanks will need to be relocated when the Inner Loop is constructed. It is proposed that the tracks be closed and other provisions be made for supplying the tanks after they are relocated. There is a large, natural gas regulator station at the east edge of the power plant at Inner Loop Station 135. It was not possible to avoid this regulator station and so relocation of this facility will be necessary.

From Riverview Avenue to Main Street is located the Waco Avenue - Wichita Street interchange. This interchange would provide convenient access to the Central Business District, the Court House, Park Plaza "A", the area North of the Inner Loop, and the area south of the Court House presently being considered for a Civic Administration Center. This interchange, as developed, would be compatible with the new street patterns being planned for the arterial

streets through this location. Besides providing access from the Inner Loop, a north-south arterial system through the area would be maintained. The street improvements being planned for construction in the near future as part of the Park Plaza "A" project were considered when developing the concepts for this interchange. The improvements on Waco Avenue relocated from Murdock Avenue to Central Avenue, would remain in place when the Inner Loop is constructed except for modification of the north bound lanes from Pine Street to Murdock Avenue. These lanes would be removed when the Inner Loop is constructed and Wichita Street carrying north bound traffic would then be constructed across the railroad tracks to tie into Waco Avenue at the intersection with Murdock Avenue, as shown on plan sheet 6. Using the one-way street system, Waco Avenue for south bound traffic and Wichita Street for north bound traffic, would help avoid creating major intersection problems where these streets cross Second Street and Central Avenue. Since the capacity of urban streets are usually controlled by the capacity of the intersections on those streets, elimination of any intersection problems would tend to increase the overall capacity of the street system.

Some of the conflicts between automotive and railroad traffic in this area will be eliminated. Traffic on Wichita Street could go either east or west on the Inner Loop without crossing the railroad tracks. The railroad would still cross some of the streets in the area, Waco Avenue north of Douglas Avenue, First Street, Second Street, Third Street, Central Avenue, and Wichita Street relocated near Pine Street.

Construction of Ramp "R" would require taking approximately 73 spaces from the County Court House parking area

East of Main Street the alignment was kept far enough from St. Francis Hospital to reduce the amount of noise and vibration caused by the expressway traffic to acceptable levels and to leave land available for hospital expansion. The center line of the expressway would be approximately 600 feet from the nearest hospital building. A retaining wall along Ramp "U" would be used to reduce the amount of the hospital parking area required for right-of-way.

March 5, 1975 | McLean / Sycamore Amendment

large vehicles via New Bridge & Lincoln St.
keep off of Douglas

Sycamore : resurfacing vs. improvement ROW

Douglas Bridge : improve turning radii on west approach

Aerial Photo @ 100 scale
proposed improvements

McLean
East side of RR

Ideal alignment : ⓐ Church ROW east of RR
ⓑ McLellan sound
ⓒ

No ROW could still improve turning radius from 10' to 25' southeast quadrant

4 Alternatives
no improvement
Sycamore alignment
realignment
existing alignment

COORDINATING COMMITTEE

FOR

TRANSPORTATION PLANNING

MINUTES OF MEETING

October 21, 1974

ATTENDANCE:

Members Present:

Harlan R. Kamen, Chairman, Metropolitan Area Planning Commission
Vic Moser, representing Verne Craig, Engineer of Planning & Development, Kansas Highway Commission
Tom Scott, Chairman of the Board of Sedgwick County Commissioners
Ralph Wulz, City Manager, City of Wichita
Billy G. Howard, Area Engineer, Federal Highway Administration (ex officio)

Others Attending:

Jean Babbitt, Planning Analyst, Advance Plans Division, MAPD
Bruce Curfman, Junior Planner, Advance Plans Division, MAPD
Bob Dietz, Citizen
Paul Graves, Traffic Engineer, City of Wichita
Mike Lindebak, Principal Planner, Advance Plans Division, MAPD
Don Losew, Junior Planner, Advance Plans Division, MAPD
Phil Nelson, Planning Analyst, Advance Plans Division, MAPD
Beth Ringwald, Planning Aide III, Advance Plans Division, MAPD
Dick Ruddell, Metropolitan Transit Authority
Willard L. Stockwell, Chief Planner, Advance Plans Division, MAPD
Art Woodman, Chairman, Derby Planning Commission

The meeting was called to order by Chairman Harlan R. Kamen in the Metropolitan Area Planning Commission Conference Room in the City Building Annex, 104 South Main Street, Wichita, Kansas.

1. Approval of minutes of the June 3, 1974 meeting.

The minutes of the June 3, 1974 meeting were approved as distributc

2. Consideration of an amendment to the Transportation Element of the Comprehensive Plan.

Bill Stockwell, MAPD, said that the Transportation Technical Advisory Committee at its September 23, 1974 meeting approved and recommended for Coordinating Committee approval the following amendments to the Transportation Element of the Comprehensive Plan:

1) The McLean/Sycamore one-way pair should be deleted, and McLean Boulevard improved as a two-way arterial. McLean Boulevard should be realigned from a point near Douglas northwest to a point near Seneca.

2) A portion of the Waco/Wichita one-way system should be eliminated, reversing the direction of flow of Wichita Street between First and Second Streets from north to south bound. Waco Street could remain two-way instead of the proposed change to one-way south bound.

3) First and Second Streets should be made two-way between Waco and Wichita Streets.

Stockwell displayed a map of the proposed improvements and explained that with the construction of the First/Second Street Bridge the changes would enable traffic to flow easier and would improve land use potential on the west bank of the river.

Chairman Kamen asked what would be done with the land vacated as a result of the McLean relocation. Stockwell replied that the Planning Commission would designate the zoning classification. He added that the area would possibly be suitable for high density residential, office space, or the proposed Bicentennial Park. Paul Graves, Traffic Engineer, noted that the exact realignment of McLean has not yet been designated. He said that the Missouri Pacific Railroad tracks, the Pepsi-Cola plant and Watkins, Inc. (steel company) would be obstacles in the path of a new alignment.

Graves further explained the proposed changes in the Central Business District circulation pattern. Kamen asked Graves if the proposed amendments had been brought before the Traffic Commission. Graves replied that the Traffic Commission had not discussed the changes. Wulz noted that they should be made aware of the amendments during the 60 day waiting period following Planning Commission approval. Wulz then moved to approve the proposed amendments to the Transportatio Element of the Comprehensive Plan and to recommend Planning Commission approval. The motion was seconded and approved.

3. Briefing by the MAPD staff regarding assistance provided to the Cities of Derby, Newton and Augusta toward the establishment of Federal-Aid Urban Systems.

Bill Stockwell, MAPD, stated that prior to the 1973 Federal Highway Act, only urbanized areas with a population of 50,000 and above were eligible to receive Federal-Aid Urban (FAU) funds. As a result of the 1973 Highway Act, states are now allowed to allocate FAU funds to cities with a population of 5,000 and above.

Stockwell said that the State Highway Commission had divided the eligible cities in Kansas into three groups:

1) The urbanized areas with a population of 50,000 and above. Funds have already been earmarked for the eligible cities of this category -- Topeka, Kansas City and Wichita.

2) The urban areas with a population of 5,000 to 14,999.

3) The urban areas with a population of 15,000 to 49,999.

Attachment 1

WICHITA-SEDGWICK COUNTY

METROPOLITAN AREA PLANNING DEPARTMENT

DATE October 10, 1974

TO Coordinating Committe For Transportation Planning

FROM Willard L. Stockwell, Chief Planner, Advance Plans Division

SUBJECT Amendments to the Transportation Element of the Comprehensive Plan

Attached is a map depicting, in red, the proposed amendments to the Transportation Plan and a memo dated March 1, 1974 from Paul Graves to Ray Bruggeman discussing some of these changes in conjunction with the proposed new First/Second Street Bridge.

The Technical Advisory Committee at their meeting on September 23, 1974 reviewed and recommended the following amendments:

1. The McLean/Sycamore one-way pair should be deleted, and McLean Boulevard improved as a two-way arterial. McLean Boulevard should be realigned from a point near Douglas northwest to a point near Seneca.

2. A portion of the Waco/Wichita one-way system should be eliminated, reversing the direction of flow of Wichita Street between First and Second Streets from north to south bound. Waco Street would remain two-way instead of the proposed change to one-way south bound.

3. First and Second Streets should be made two-way between Waco and Wichita Streets.

RECOMMENDED ACTION

Approve the above amendments to the Transportation Element of the Comprehensive Plan and recommend to the MAPC that they take formal action to consider the amendments for final approval and adoption.

WLS:BR:vn
Attachments (2)

CITY TRAFFIC ENGINEER March 1, 1974

R. W. Bruggeman, Director of Public Works

Paul B. Graves, City Traffic Engineer

Geometric Design of the
New First Street Bridge

You will recall that approximately 3 1/2 years ago this division prepared a plan entitled "Proposed Second Street Bridge Alignment" upon which was indicated the circulatory system within the downtown area, the proposed location of a new First/Second Street Bridge alignment and the portion of the Innerloop Freeway from its approximate interchange location on West U.S. 54 to and including the interchange on the Innerloop at Topeka and Emporia. This drawing indicated the then existing Transportation Plan relative to the McLean/Sycamore one-way system which is a vital link within the Central Business District's circulatory system.

More specifically, the First/Second Street Bridge was indicated to be a six-lane divided facility with both right and left turn provisions being suggested to be incorporated in any future design.

Approximately 3 1/2 years after this drawing was completed, the old Second Street Bridge was knocked out by ice and high water and, therefore, the "crash program" was developed to replace the old bridge with the new one.

There are several possible changes within the CBD directional flow patterns that should be reviewed in the immediate future because they affect the design of the proposed bridge. It is my opinion that a portion of the Waco/Wichita one-way system can be eliminated, the portion of this network between First and Second streets appears to be feasible to reverse the direction of flow and a portion of Second Street between Waco and Wichita could possibly be made two way in directional flow rather than its now existing one-way westbound. All of the above mentioned possibilities are directly related to the design of the First/Second Street Bridge. In addition, the Public Works Department has discussed from time to time the possibility of relocation of McLean Boulevard from a point approximately at Douglas Avenue northwesterly to a point near Seneca Street, and at the same time leave McLean Boulevard as a two-way street. If this is a feasible proposal, then the portion of Sycamore Street (as shown within the Master Plan) does not have to be constructed nor made one-way southbound and will eliminate the purchase of right-of-way at the southern terminal point just north of Lincoln Street. It has the additional benefit of making available more land between the new alignment of McLean and the Big Arkansas River, which is something that the planners seem to think is significant.

Hopefully the above thoughts and proposals will be analyzed in the very near future so that some final decisions can be reached as to the design of the new bridge. At the present time, it is this division's recommendation that the following items must be incorporated into the design:

(1) An adequate right-turn storage lane and turning radius must be provided for northbound McLean Boulevard traffic approaching the new bridge.

(2) There must be an adequate turning radius provided for westbound vehicles on the new bridge to move northwest on McLean Boulevard (similar to the west end of the Lincoln Street Bridge.)

You will recall that the Public Works Department met with R. S. Delamater of Delamater, Freund and Scherer approximately a week or ten days ago to discuss preliminary design criteria, and I brought out the necessity to Mr. Delamater to incorporate the above two items within his design. I have heard nothing further directly from Mr. Delamater, however, indirectly I have been advised he is of the opinion that they are not required. Hopefully we can realign his thought process. There may well be many reasons why our recommendation cannot be accomplished (however, I don't know of any.) But I can assure you that northbound vehicles crossing the new bridge will extend southward to approximately Douglas Avenue during the morning peak hour and that likewise westbound vehicles attempting to go northward on McLean Boulevard will extend clear across the structure and, therefore, even if this situaiton must occur, there should likewise be ample justification prepared to explain why traffic considerations were not developed into the design concept.

Paul B. Graves
City Traffic Engineer

PBG:cg

cc: Dick Linn
Ralph Wulz
Bob Lakin

TECHNICAL ADVISORY COMMITTEE

MINUTES OF MEETING

SEPTEMBER 23, 1974

ATTENDANCE

Members Present:

Robert A. Lakin, Chairman, Director of Planning, MAPD
E.D. Landman, Vice-Chairman, Urban Transportation Planning Engineer, Kansas Highway Commission
Willard L. Stockwell, Secretary, Chief Planner, Advance Plans Division, MAPD
Ray Bruggeman, Director of Public Works, City of Wichita
Paul Graves, Traffic Engineer, City of Wichita
William T. Jordan, Planning & Research Engineer, Federal Highway Administration
Dick Linn, City Engineer, City of Wichita
Paul F. McGinnis, Executive Director, Metropolitan Transit Authority
Grover C. McLure, Jr., County Engineer, Sedgwick County
John L. Meyer, Urban Highway Planning Engineer, Kansas Highway Commission
M.G. Seibel, Division Engineer, Kansas Highway Commission

Others Attending:

Jean Babbitt, Planning Analyst, Advance Plans Division, MAPD
R.W. Castleberry, Metropolitan Transit Authority
Bruce A. Curfman, Junior Planner, Advance Plans Division, MAPD
Chuck Donald, Urban Mass Transportation Administration
Arthur A. Fendrick, Federal Highway Administration
Mike Lindebak, Principal Planner, Advance Plans Division, MAPD
Don Losew, Junior Planner, Advance Plans Division, MAPD
Jim Mallory, South Central Kansas Economic Development District
Vic Moser, Wichita Urban Planning Engineer, Kansas Highway Commission
Phil Nelson, Planning Analyst, Advance Plans Division, MAPD
Beth Ringwald, Planning Aide III, Advance Plans Division, MAPD
Vic Shen, Senior Planner, Advance Plans Division, MAPD
Don Young, Senior Planner, Advance Plans Division, MAPD

Members Absent:

Kurt Booe, County Engineer, Harvey County
Jerry Brindle, General Manager, Kansas Turnpike Association
Ted Farmer, County Engineer, Butler County
James O. Foster, Wichita Area Chamber of Commerce
Lloyd D. Gilworth, Airports Division, Federal Aviation Administration
Dr. Richard Holstead, Director of School Plant Planning & Operation Services, USD #259
Jay Setter, Director, Board of Park Commissioners, City of Wichita
John Smith, Superintendent, Union Terminal Association

The meeting was called to order by Chairman Robert A. Lakin on Monday, September 23, 1974 at 10:00 a.m. in the Metropolitan Area Planning Commission Conference Room, City Building Annex, 104 South Main Street, Wichita, Kansas.

1. Approval of minutes of the July 22, 1974 meeting.

Minutes were approved as distributed.

Chairman Lakin introduced an item off the agenda as requested by the Department of Public Works regarding an amendment to the Transportation Element of the Comprehensive Plan. The amendment would provide for the realignment of McLean Boulevard from Douglas northwest to Seneca and a change in the Central Business District circulation patterns resulting from the construction of the First/Second Street Bridge. Paul Graves, Traffic Engineer, pointed out that the Transportation Plan proposes the establishment of McLean Boulevard and Sycamore Street as a one-way pair between Seneca and McCormick Streets and it is generally agreed that McLean Boulevard should remain a two-way arterial and be realigned instead of developing the split arterial.

The realignment and improvements to McLean Boulevard would:

- eliminate the one-way pair,
- avoid the introduction of an arterial through a residential neighborhood, and
- lend itself to riverbank improvements recommended by the MAPD.

It was also pointed out that the City owns all of the land required for the realignment with the exception of the Pepsi-Cola plant, which would eventually be removed under either situation.

The First/Second Street Bridge will connect with First Street on the east side of the river and Second Street on the west side. With the construction of the Bridge in a new location, several alterations should take place in the CBD circulation pattern.

- The directional flow of Wichita Street should be changed to south bound between First and Second Streets.
- Waco ~~should~~ could remain two-way instead of the proposed change to one-way south bound, either method would be functional.
- First and Second Streets should be made two-way between Waco and Wichita Streets.

Amended 1-20-75

Dick Linn, City Engineer, noted that it was important that the improvements on Wichita and First Streets begin soon as they will require extensive construction. For the record, Lakin recommended that any land involved in the proposed improvements be transferred through the proper procedure from City ownership to dedicated street right-of-way.

A general discussion of the improvements followed and it was noted that the Urban Renewal Agency supported the McLean realignment. Concluding his presentation, Paul Graves commented that with the realignment of McLean Boulevard, Sycamore Street would probably end with a cul-de-sac south of Second Street, and the spur connecting with the Missouri Pacific Railroad tracks at McLean Boulevard crossing would possibly be eliminated. It was pointed out that the Missouri Pacific Railroad should be notified of the Transportation Plan amendment proceedings.

Ray Bruggeman, Director of Public Works, moved that the Technical Advisory Committee recommend to the Coordinating Committee and the Planning Commission that the Transportation Plan be amended to reflect the following:

1. The McLean/Sycamore one-way pair should be deleted, and McLean Boulevard improved as a two-way arterial. McLean Boulevard should be realigned from a point near Douglas northwest to a point near Seneca.

2. A portion of the Waco/Wichita one-way system should be eliminated, reversing the direction of flow of Wichita Street between First and Second Streets from north to south bound. Waco Street ~~would~~ could remain two-way instead of the proposed change to one-way south bound. Amended 1-20-75

3. First and Second Streets should be made two-way between Waco and Wichita Streets.

The motion was seconded and approved.

2. Briefing by the MAPD staff regarding work on the Federal-Aid Urban System for the City of Derby.

Bill Stockwell, MAPD, explained that under the 1973 Highway Act, states are allowed for the first time to allocate a portion of their Federal-Aid Urban (FAU) funds to small cities with a population of 5,000 - 50,000. The State Highway Commission sponsored several meetings during April 1974 to inform eligible cities in Kansas of the requirements they must meet to qualify for the urban funds. Stockwell said the MAPD contacted the eligible cities in the Tri-County Area (Derby, Newton, El Dorado and Augusta) to offer its assistance. Several meetings have already taken place between a subcommittee of the Derby Planning Commission and MAPD staff resulting in the establishment of an urban boundary and urban system routes which have been reviewed and approved by the Derby Planning Commission. If approved by the Technical Advisory Committee, the boundary and routes would be reviewed by the Derby City Commission and the Coordinating Committee and then forwarded to the State Highway Commission for final approval.