

DR 77-23 - Public Hearing for
Consideration of Amendments to
Transportation Plan.

12-8-77

Collector Streets (Addition)

MHPC approved 9-29-77

MHPC adopted 1-5-78

Inner Loop Removal

City Commission 12-13-77

ACTION

COMMITTEE _____ DATE _____

M.A.P.C. *Recom. Approval in part* 9-29-77
M.A.P.C. *Adopted in part* 1-5-78

B.C.C./B. CO. C. _____

M.A.P.C. 12-8-77

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Inner Loop Removal

City Commission 12-13-77

DR 77-23 - Public Hearing for
Consideration of Amendments to
Transportation Plan.

WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4561

February 2, 1978

TO: All Interested Legislative and Administrative Groups
and Agencies

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

SUBJECT: DR 77-23, 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 Plan Amendment deleting the Inner Loop Expressway from the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area.

The Plan Amendment complies with the action of the Wichita Board of City Commissioners, who, on December 13, 1977, acting under K.S.A. 12-704a, directed that the Inner Loop Expressway be deleted from the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area.

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

Sincerely,

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

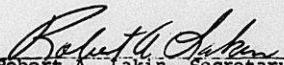
RAL:JAS:rh

Attachments: 1. Certificate
2. Plan Amendment

C E R T I F I C A T E

I, Robert A. Lakin, duly elected Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, do hereby certify that the attached Plan Amendment deleting the "Inner Loop" complies with the action of the Wichita Board of City Commissioners, who, on December 13, 1977, acting under K.S.A. 12-704a, directed that the Inner Loop Expressway be deleted from the Transportation Plan Element of the Comprehensive Development Plan of the Wichita-Sedgwick County Metropolitan Area.

Given under my hand and seal this 2nd day of February, 1978.


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

(SEAL)

P L A N A M E N D M E N T

WHEREAS, pursuant to the provisions of K.S.A. 1976 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on September 2, 1977, of a public hearing to be held on the amendment to the Transportation Plan Element of the Comprehensive Plan for Wichita and Sedgwick County; and

WHEREAS, the Planning Commission on September 29, 1977, at 1:00 p.m. in the City Commission Room of City Hall, 455 N. Main, Wichita, Kansas, did hold the public hearing, at which hearing the Wichita-Sedgwick County Metropolitan Area Planning Commission voted to not amend the Transportation Plan by deleting the Inner Loop Expressway from the Transportation Plan; and

WHEREAS, the Wichita Board of City Commissioners on November 1, 1977, requested that the Metropolitan Area Planning Commission reconsider the proposed amendment to remove the Inner Loop Expressway from the Transportation Plan; and

WHEREAS, the Metropolitan Area Planning Commission, on November 10, 1977, reconsidered said amendment without making a recommendation; and

WHEREAS, the Wichita Board of City Commissioners on December 13, 1977, by a three-fourths majority vote, overruled the Planning Commission's decision to not delete the Inner Loop by adopting a plan amendment which was considered by the Planning Commission at their hearing of September 29, 1977.

NOW THEREFORE, under the provision of K.S.A. 12-704a, the

Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area is hereby deemed amended by deleting the contents and proposals of the "Preliminary Study of the Inner Loop Expressway," Volumes I and II, dated May 1, 1967; and by deleting therefrom on Revised Map 13A, dated February 3, 1966, and on Map 5I, as amended January 25, 1968, and on Map 5P:

The Inner Loop Expressway; and by deleting all written material following the heading of "Northeast Diagonal and Inner Loop," beginning on page 39 of Volume II of the "Transportation Study of the Wichita-Sedgwick County Metropolitan Area," as previously amended on January 25, 1968, and continuing through that part of page 41 preceding the heading "COUNTY ARTERIAL SYSTEM," and substituting the following:

"Northeast Diagonal

"The purpose of the Northeast Diagonal is to complete and complement the highway and expressway circulatory system in the Wichita Metropolitan Area. This facility would provide a radial route into the northeast quadrant where a heavy concentration of population exists and where more development is expected to occur.

"The Northeast Diagonal, which connects FAI 135 to the Northeast Circumferential Route, would complete the highway and expressway circulatory system in the northeast quadrant of the City.

"Traffic assignments on the Northeast Diagonal indicate volumes of 4,000 to 14,000 vehicles per day in 1975, and 11,000 to 21,000 vehicles per day in 1985.

"The Northeast Diagonal is a collector-distributor expressway for the northeast quadrant and directly connects it to the Central Business District Area.

"Anticipated traffic volumes indicate that the Northeast Diagonal should be an access-controlled, on-grade facility with channelized intersections. The alignment for the facility is shown within the existing Frisco right-of-way. It is recommended that this section of the Frisco tracks be abandoned and the right-of-way made available for an expressway facility. The alignment of the Northeast Diagonal from the Frisco tracks to the proposed Northeast Circumferential Route is a general alignment and would be subject to an engineering design study prior to a final alignment selection. The proposed alignment is shown on Map 5I.

"The inclusion of the Northeast Diagonal into the thorofare system will relieve the traffic loads on East 21st, East 13th, and Central Avenue. Relieving only a portion of the traffic loads on these arterials will result in a safer and more efficient flow of traffic.

"CENTRAL BUSINESS DISTRICT FEEDER AND CIRCULATION STREETS

"The streets which feed and circulate traffic generated by the Central Business District form an important section of the thorofare system. Some of these streets have been classified as arterials and improvements to them have been considered in the preceding arterial system analysis. A supplementary street inventory was made for the streets serving the Central Business District which were not classified as arterials. A comparison of capacity vs. demand revealed that all but a few of the streets in this area could handle the traffic demands with the continued use of traffic engineering techniques now employed in Wichita.

"The proposed thorofare system for the Central Business District is indicated on Map 5J, dated September 1977, replacing the location maps on pages 8 and 9 of the "Preliminary Study of the Inner Loop Expressway."

"The long-range repair or reconstruction plans for the Central Business District streets should include provisions to upgrade the streets to the previously indicated desirable standards, if possible. It must be recognized, however, that desirable additional street rights-of-way and pavement widths, as well as sufficient room for channelization and turning

bays may be difficult to obtain and construct in the intensely developed Central Business District Area."

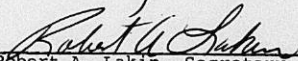
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"The purpose of the Northeast Diagonal is to complete and complement the highway and expressway circulatory system in the Wichita Metropolitan Area. The Northeast Diagonal is a collector-distributor expressway for the Northeast Quadrant which would be directly connected to the Central Business District area. The inclusion of this facility in the thoroughfare system will relieve traffic volumes on East 21st, East 13th, and Central Avenue."

A certified copy of this amendment to the Transportation Plan Element of the Comprehensive Plan shall be provided 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.

Signed this 2nd day of February, 1978.


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

(SEAL)

WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4561

February 2, 1978

TO: All Interested Legislative and Administrative Groups
and Agencies

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

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Sincerely,

Robert A. Lakin
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Metropolitan Area Planning
Commission

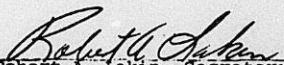
RAL:JAS:rh

Attachments: 1. Certificate
2. Plan Amendment

C E R T I F I C A T E

I, Robert A. Lakin, duly elected Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, do hereby certify that the attached Plan Amendment deleting the "Inner Loop" complies with the action of the Wichita Board of City Commissioners, who, on December 13, 1977, acting under K.S.A. 12-704a, directed that the Inner Loop Expressway be deleted from the Transportation Plan Element of the Comprehensive Development Plan of the Wichita-Sedgwick County Metropolitan Area.

Given under my hand and seal this 2nd day of February, 1978.


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

(SEAL)

P L A N A M E N D M E N T

WHEREAS, pursuant to the provisions of K.S.A. 1976 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and County newspapers on September 2, 1977, of a public hearing to be held on the amendment to the Transportation Plan Element of the Comprehensive Plan for Wichita and Sedgwick County; and

WHEREAS, the Planning Commission on September 29, 1977, at 1:00 p.m. in the City Commission Room of City Hall, 455 N. Main, Wichita, Kansas, did hold the public hearing, at which hearing the Wichita-Sedgwick County Metropolitan Area Planning Commission voted to not amend the Transportation Plan by deleting the Inner Loop Expressway from the Transportation Plan; and

WHEREAS, the Wichita Board of City Commissioners on November 1, 1977, requested that the Metropolitan Area Planning Commission reconsider the proposed amendment to remove the Inner Loop Expressway from the Transportation Plan; and

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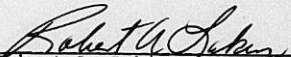
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A certified copy of this amendment to the Transportation Plan Element of the Comprehensive Plan shall be provided to the governing body of the City of Wichita and the governing body of Sedgwick County and to all legislative and administrative agencies affected by the plan.

Signed this 2nd day of February, 1976.


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

(SEAL)

from: MES date: 1-B

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remarks: We can now proceed.

THE CITY OF WICHITA
OFFICE OF

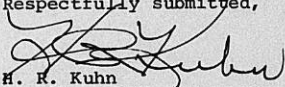
DATE January 13, 1978

TO ROBERT A. LAKIN, DIRECTOR OF PLANNING
FROM H. R. KUHN, Assistant City Attorney

SUBJECT Inner Loop Plan Amendment

As requested by the Department of Law, I have reviewed the proposed amendment to the Inner Loop Plan. It is the opinion of the Department of Law that the amendment as drawn is sufficient as to form. If further assistance is required, please advise.

Respectfully submitted,


H. R. Kuhn
Assistant City Attorney

HRK:mb
cc: John Dekker



WICHITA-SEDGWICK COUNTY

DATE 12/29/77

METROPOLITAN AREA PLANNING DEPARTMENT

TO John Dekker, Director of Law
FROM Robert A. Lakin, Director of Planning
SUBJECT INNER LOOP PLAN AMENDMENT

The attached Plan Amendment and Certificate were prepared for the purpose of deleting the Inner Loop Expressway from the Transportation Plan, as requested by the City Commission. We would appreciate it if you would review these two documents for legal form.

Robert A. Lakin
Director of Planning

RAL:JAS:rh

Attachments: 2

WICHITA-SEDGWICK COUNTY

DATE 2/8/78

METROPOLITAN AREA PLANNING DEPARTMENT

TO E. H. Denton, City Manager
FROM Robert A. Lakin, Director of Planning
SUBJECT AMENDMENTS TO THE TRANSPORTATION PLAN

Attached you will find certified copies of:

1. The adopted resolution amending the Transportation Plan (adding three collector streets); and
2. The plan amendment deleting the Inner Loop from the Transportation Plan.

The Commission was given an opportunity to comment on the first amendment (prior to MAPC adoption) at their regular meeting of November 1, 1977. No comments were provided at that time or within the 60 day waiting period. The other amendment complies with the Commission's request on December 13, 1977, to delete the Inner Loop from the Plan.

Sufficient copies have been provided for each of the City Commissioners and for your official file.

Robert A. Lakin
Director of Planning

RAL:JAS:rh

Attachment

WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL - TENTH FLOOR
458 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4581

February 2, 1978

TO: All Interested Legislative and Administrative Groups
and Agencies

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

SUBJECT: DR 77-23, ADOPTION OF AN AMENDMENT TO THE TRANSPORTA-
TION 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 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 September 29, 1977.

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 January 3, 1978, 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
Wichita-Sedgwick County
Metropolitan Area Planning
Commission


RAL:JAS:rh

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, Sedgwick County, Kansas, do hereby certify that the attached Resolution was adopted by the Wichita-Sedgwick County Metropolitan Area Planning Commission on January 5, 1978. This action completes the adoption of an amendment to the Transportation Plan Element of the Comprehensive Plan of the Wichita-Sedgwick County Metropolitan Area.

Given under my hand and seal this 2nd day of February, 1978.


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. 1976 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on September 2, 1977, 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 September 29, 1977, at 1:00 p.m., in the City Commission Chambers on the main floor of City Hall, 455 N. 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 adding thereto on Revised Map 13A, dated February 3, 1966:


- (1) Clarence Avenue between 45th Street South and 47th Street South as a "collector street"; and
- (2) Sagebrush Lane and Zimmerly from the east line of Timber Lakes Estates 2nd Addition to the north line of Timber Lakes Estates 2nd Addition (generally located in the south half of 25-27S-2E) as a "collector street"; and
- (3) Yosemite Drive in the Park Addition, generally located at the southeast corner of Pawnee and Maize Road as a "collector street"; 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 Marjorie L. Taylor, 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 29th
day of September, 1977.



Jerry Greider, Vice-Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

ATTEST:

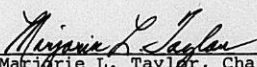


Robert A. Lakin, Secretary
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

(SEAL)


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

ADOPTED by at least a majority of all the Metropolitan Area Planning Commissioners at Wichita, Kansas, this 5th day of January, 1978.



Marjorie L. Taylor, Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

ATTEST:



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

(SEAL)



RESOLUTION

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. 1976 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on September 2, 1977, 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 September 29, 1977, at 1:00 p.m., in the City Commission Chambers on the main floor of City Hall, 455 N. 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 adding thereto on Revised Map 13A, dated February 3, 1966:

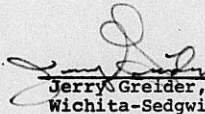
- (1) Clarence Avenue between 45th Street South and 47th Street South as a "collector street"; and
- (2) Sagebrush Lane and Zimmerly from the east line of Timber Lakes Estates 2nd Addition to the north line of Timber Lakes Estates 2nd Addition (generally located in the south half of 25-27S-2E) as a "collector street"; and
- (3) Yosemite Drive in the Park Addition, generally located at the southeast corner of Pawnee and Maize Road as a "collector street"; 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 Marjorie L. Taylor, 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 29th day of September, 1977.



Jerry Greider, Vice-Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

ATTEST:



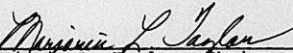
Robert A. Lakin, Secretary
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

(SEAL)




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

ADOPTED by at least a majority of all the Metropolitan Area Planning Commissioners at Wichita, Kansas, this 5th day of January, 1978.



Marjorie L. Taylor, Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

ATTEST:



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

(SEAL)



WICHITA-SEDGWICK COUNTY

DATE 12/29/77

METROPOLITAN AREA PLANNING DEPARTMENT

TO John Dekker, Director of Law
FROM Robert A. Lakin, Director of Planning
SUBJECT INNER LOOP PLAN AMENDMENT

The attached Plan Amendment and Certificate were prepared for the purpose of deleting the Inner Loop Expressway from the Transportation Plan, as requested by the City Commission. We would appreciate it if you would review these two documents for legal form.

Robert A. Lakin
Director of Planning

RAL:JAS:rh

Attachments: 2

WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL — TENTH FLOOR
456 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4561

C E R T I F I C A T E

I, Robert A. Lakin, duly elected Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, do hereby certify that the attached Plan Amendment deleting the "Inner Loop" complies with the action of the Wichita Board of City Commissioners, who, on December 13, 1977, acting under K.S.A. 12-704a, directed that the Inner Loop Expressway be deleted from the Transportation Plan Element of the Comprehensive Development Plan of the Wichita-Sedgwick County Metropolitan Area.

Given under my hand seal this _____ day of _____,
197_.

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

(SEAL)

P L A N A M E N D M E N T

WHEREAS, pursuant to the provisions of K.S.A. 1976 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on September 2, 1977, of a public hearing to be held on the amendment to the Transportation Plan Element of the Comprehensive Plan for Wichita and Sedgwick County; and

WHEREAS, the Planning Commission on September 29, 1977, at 1:00 p.m. in the City Commission Room of City Hall, 455 N. Main, Wichita, Kansas, did hold the public hearing, at which hearing the Wichita-Sedgwick County Metropolitan Area Planning Commission voted to not amend the Transportation Plan by deleting the Inner Loop Expressway from the Transportation Plan; and

WHEREAS, the Wichita Board of City Commissioners on November 1, 1977, requested that the Metropolitan Area Planning Commission reconsider the proposed amendment to remove the Inner Loop Expressway from the Transportation Plan; and

WHEREAS, the Metropolitan Area Planning Commission, on November 10, 1977, reconsidered said amendment without making a recommendation; and

WHEREAS, the Wichita Board of City Commissioners on December 13, 1977, by a three-fourths majority vote, overruled the Planning Commission's decision to not delete the Inner Loop by adopting a plan amendment which was considered by the Planning Commission at their hearing of September 29, 1977.

NOW THEREFORE, under the provision of K.S.A. 12-704a, the

Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area is hereby deemed amended by deleting the contents and proposals of the "Preliminary Study of the Inner Loop Expressway," Volumes I and II, dated May 1, 1967; and by deleting therefrom on Revised Map 13A, dated February 3, 1966, and on Map 5I, as amended January 25, 1968, and on Map 5P:

The Inner Loop Expressway; and by deleting all written material following the heading of "Northeast Diagonal and Inner Loop," beginning on page 39 of Volume II of the "Transportation Study of the Wichita-Sedgwick County Metropolitan Area," as previously amended on January 25, 1968, and continuing through that part of page 41 preceding the heading "COUNTY ARTERIAL SYSTEM," and substituting the following:

"Northeast Diagonal

"The purpose of the Northeast Diagonal is to complete and complement the highway and expressway circulatory system in the Wichita Metropolitan Area. This facility would provide a radial route into the northeast quadrant where a heavy concentration of population exists and where more development is expected to occur.

"The Northeast Diagonal, which connects FAI 135 to the Northeast Circumferential Route, would complete the highway and expressway circulatory system in the northeast quadrant of the City.

"Traffic assignments on the Northeast Diagonal indicate volumes of 4,000 to 14,000 vehicles per day in 1975, and 11,000 to 21,000 vehicles per day in 1985.

"The Northeast Diagonal is a collector-distributor expressway for the northeast quadrant and directly connects it to the Central Business District Area.

"Anticipated traffic volumes indicate that the Northeast Diagonal should be an access-controlled, on-grade facility with channelized intersections. The alignment for the facility is shown within the existing Frisco right-of-way. It is recommended that this section of the Frisco tracks be abandoned and the right-of-way made available for an expressway facility. The alignment of the Northeast Diagonal from the Frisco tracks to the proposed Northeast Circumferential Route is a general alignment and would be subject to an engineering design study prior to a final alignment selection. The proposed alignment is shown on Map 5I.

"The inclusion of the Northeast Diagonal into the thorofare system will relieve the traffic loads on East 21st, East 13th, and Central Avenue. Relieving only a portion of the traffic loads on these arterials will result in a safer and more efficient flow of traffic.

"CENTRAL BUSINESS DISTRICT FEEDER AND CIRCULATION STREETS

"The streets which feed and circulate traffic generated by the Central Business District form an important section of the thorofare system. Some of these streets have been classified as arterials and improvements to them have been considered in the preceding arterial system analysis. A supplementary street inventory was made for the streets serving the Central Business District which were not classified as arterials. A comparison of capacity vs. demand revealed that all but a few of the streets in this area could handle the traffic demands with the continued use of traffic engineering techniques now employed in Wichita.

"The proposed thorofare system for the Central Business District is indicated on Map 5J, dated September 1977, replacing the location maps on pages 8 and 9 of the "Preliminary Study of the Inner Loop Expressway."

"The long-range repair or reconstruction plans for the Central Business District streets should include provisions to upgrade the streets to the previously indicated desirable standards, if possible. It must be recognized, however, that desirable additional street rights-of-way and pavement widths, as well as sufficient room for channelization and turning

bays may be difficult to obtain and construct in the intensely developed Central Business District Area."

And by deleting the paragraph "Northeast Diagonal and Inner Loop" on page 77 of Volume II of the "Transportation Study of the Wichita-Sedgwick County Metropolitan Area," as previously amended in January 25, 1968, and substituting the following:

"Northeast Diagonal

"The purpose of the Northeast Diagonal is to complete and complement the highway and expressway circulatory system in the Wichita Metropolitan Area. The Northeast Diagonal is a collector-distributor expressway for the Northeast Quadrant which would be directly connected to the Central Business District area. The inclusion of this facility in the thorofare system will relieve traffic volumes on East 21st, East 13th, and Central Avenue."

A certified copy of this amendment to the Transportation Plan Element of the Comprehensive Plan shall be provided 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.

Signed this _____ day of _____, 197_.

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

(SEAL)

WICHITA-SEDGWICK COUNTY

DATE 12/27/77

METROPOLITAN AREA PLANNING DEPARTMENT

TO The Wichita-Sedgwick County Metropolitan Area Planning Commission
FROM Willard L. Stockwell, Chief Planner, Advance Plans Division
SUBJECT DR 77-23, AMENDMENTS TO THE TRANSPORTATION ELEMENT OF THE COMPREHENSIVE PLAN


On January 5, 1977, the Planning Commission will meet to consider the adoption of the attached resolution, which proposes the addition of three (3) designated collector streets to the Transportation Plan Element of the Comprehensive Plan. This resolution received unanimous MAPC approval on September 29, 1977.

On October 5, 1977, certified copies of the approved resolution were sent to the following interested parties, as part of the required notification procedure.

Sedgwick County Board of Commissioners
Wichita Board of City Commissioners
E. H. Denton, City Manager
John Dekker, Director of Law
R. W. Bruggeman, Director of Public Works
Grover McLure, Sedgwick County Department of Public Works
Dick Linn, City Engineer
Paul Graves, Traffic Engineer
E. D. Landman, Urban Transportation Planning Engineer, KDOT
Verne Craig, Engineer of Planning, KDOT
Ted Hill, Sedgwick County Counselor

After waiting the sixty (60) days prescribed by law, no comments or recommendations have been received.

RECOMMENDED ACTION: That the Planning Commission adopt the resolution adding the three designated collector streets to the Transportation Plan Element of the Comprehensive Plan.


Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:JAS:rh

RESOLUTION

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. 1976 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on September 2, 1977, 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 September 29, 1977, at 1:00 p.m., in the City Commission Chambers on the main floor of City Hall, 455 N. 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 adding thereto on Revised Map 13A, dated February 3, 1966:

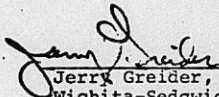
- (1) Clarence Avenue between 45th Street South and 47th Street South as a "collector street"; and
- (2) Sagebrush Lane and Zimmerly from the east line of Timber Lakes Estates 2nd Addition to the north line of Timber Lakes Estates 2nd Addition (generally located in the south half of 25-27S-2E) as a "collector street"; and
- (3) Yosemite Drive in the Park Addition, generally located at the southeast corner of Pawnee and Maize Road as a "collector street"; 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 Marjorie L. Taylor, 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 29th day of September, 1977.



Jerry Greider, Vice-Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

ATTEST:



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

(SEAL)

from: Joyce S da. 8 12/6/77

admin. adv. plans cur. plans social graphics

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remarks: Butty did not
get on agenda.
We need to modify
memo.

WICHITA-SEDGWICK COUNTY

DATE 12/2/77

METROPOLITAN AREA PLANNING DEPARTMENT

TO The Wichita-Sedgwick County Metropolitan Area Planning Commission
FROM Willard L. Stockwell, Chief Planner, Advance Plans Division
SUBJECT DR 77-23, AMENDMENTS TO THE TRANSPORTATION ELEMENT OF THE COMPREHENSIVE PLAN

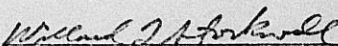
On December 22, 1977, the Planning Commission will meet to consider the adoption of the attached resolution, which proposes the addition of three (3) designated collector streets to the Transportation Plan Element of the Comprehensive Plan. This resolution received unanimous MAPC approval on September 29, 1977.

On October 5, 1977, certified copies of the approved resolution were sent to the following interested parties, as part of the required notification procedure.

Sedgwick County Board of Commissioners
Wichita Board of City Commissioners
E. H. Denton, City Manager
John Dekker, Director of Law
R. W. Bruggeman, Director of Public Works
Grover McLure, Sedgwick County Department of Public Works
Dick Linn, City Engineer
Paul Graves, Traffic Engineer
E. D. Landman, Urban Transportation Planning Engineer, KDOT
Verne Craig, Engineer of Planning, KDOT
Ted Hill, Sedgwick County Counselor

After waiting the sixty (60) days prescribed by law, no comments or recommendations have been received.

RECOMMENDED ACTION: That the Planning Commission adopt the resolution adding the three designated collector streets to the Transportation Plan Element of the Comprehensive Plan.


Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:JAS:rh

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. 1976 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on September 2, 1977, 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 September 29, 1977, at 1:00 p.m., in the City Commission Chambers on the main floor of City Hall, 455 N. 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 adding thereto on Revised Map 13A, dated February 3, 1966:

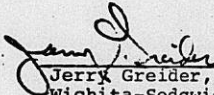
- (1) Clarence Avenue between 45th Street South and 47th Street South as a "collector street"; and
- (2) Sagebrush Lane and Zimmerly from the east line of Timber Lakes Estates 2nd Addition to the north line of Timber Lakes Estates 2nd Addition (generally located in the south half of 25-27S-2E) as a "collector street"; and
- (3) Yosemite Drive in the Park Addition, generally located at the southeast corner of Pawnee and Maize Road as a "collector street"; 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 Marjorie L. Taylor, 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 29th day of September, 1977.


Jerry Greider, Vice-Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

ATTEST:


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

(SEAL)

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

ADOPTED by at least a majority of all the Metropolitan Area Planning Commissioners at Wichita, Kansas, this 22nd day of December, 1977.

Marjorie L. Taylor, Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

ATTEST:

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

(SEAL)

from: *MEF* ^x *D* date: _____

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<input type="checkbox"/> comment	<input type="checkbox"/> files
<input type="checkbox"/> note & return	<input type="checkbox"/> signatures
<input type="checkbox"/> handle	<input type="checkbox"/> library

remarks: *Have Joyce white-out
the dinner prep on May
13A - So that we have
some available for handout.
WJ*

December 19, 1977

Mr. E. D. Landman
Urban Transportation Planning Engineer
Planning & Development
Kansas Department of Transportation
State Office Building
Topeka, KS 66612

Attn: Vic Moser

Dear Mr. Landman:

The Board of City Commissioners took action Tuesday, December 20, 1977 to amend the Transportation Plan deleting the Inner Loop Freeway. Officially the Transportation Plan amendment will be posted in the comprehensive plan document as recommended by the Technical Advisory and Coordinating Committees.

Please feel free to prepare traffic forecasts for the U.S. 54 Topeka to I-235 locations study assuming no Inner Loop. I would suggest that the year 2000 traffic assignment to the existing plus committed network be made prior to finalizing a forecast for the location study. If our staff could be of any assistance in trip generation please advise.

Now that the Inner Loop has been removed from the Transportation Plan, the plan update takes on new meaning. During the discussion with the MAPC, it was generally agreed that all alternatives should be considered in the Inner Loop corridor. We pointed out that emphasis would be put on non-freeway solutions. I expect that the question of a freeway will be discussed again, once we begin the review of plan alternatives.

Another item relating to the Inner Loop is how should we procedurally handle the air quality review? Perhaps we should discuss prior to the next TAC meeting.

Sincerely,

Mike Lindbak
Principal Planner
Advance Plans Division

MEL:rh

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

WICHITA-SEDGWICK COUNTY

DATE 12/2/77

METROPOLITAN AREA PLANNING DEPARTMENT

TO E. H. Denton, City Manager
FROM Robert A. Lakin, Director of Planning
SUBJECT INNER LOOP FREEWAY

In response to the Board of City Commissioners' request to reconsider removal of the Inner Loop from the Transportation Plan, the Metropolitan Area Planning Commission met November 10, 1977.

The first motion considered was to recommend to the City Commission that the Inner Loop be retained on the Transportation Plan. This motion failed 3 to 5. A second motion, recommending the Inner Loop be deleted from the Transportation Plan resulted in a 4 to 4 moot vote.

It is recommended that this be placed on the City Commission agenda. A 3/4ths majority vote by the City Commission will delete the Inner Loop from the Transportation Plan. Should the City Commission wish to delete the Inner Loop Freeway the following action is recommended.

RECOMMENDED ACTION: Instruct the Secretary of the Metropolitan Area Planning Commission to post the amendment deleting the Inner Loop Freeway from the Transportation Plan in the Comprehensive Plan document; noting that a public hearing was held, the Planning Commission denied the amendment, the City Commission formally requested Planning Commission reconsideration, the Planning Commission reconsidered without a recommendation and the City Commission approved the amendment.


Robert A. Lakin
Director of Planning

RAL:MEL:rh

THE CITY OF WICHITA

OFFICE OF - CITY MANAGER

DATE November 8, 1977

TO Robert A. Lakin, Director of Planning


FROM E. H. Denton, City Manager

SUBJECT Alternative to Inner Loop



Now that the City Commission has taken action to direct the removal of the Inner Loop project from the Transportation Plan, it is time that we begin to consider alternatives for the movement of traffic from the 9th Street/I-135 area to Downtown and the Westbank. My intent is not to limit consideration to any particular type of design of roadway, but to see consideration of other than freeway type designs.

For administrative review purposes only, please provide your analysis and comments to me. Perhaps you will be sufficiently along for a meeting some time in mid-to-late December to discuss your ideas.


E. H. Denton
City Manager

EHD/tpd

WICHITA-SEDGWICK COUNTY

RE: AGENDA ITEM NO. 17

DATE

November 4, 1977

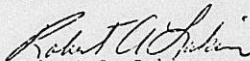
METROPOLITAN AREA PLANNING DEPARTMENT

TO Metropolitan Area Planning Commission
FROM Robert A. Lakin, Director of Planning
SUBJECT Inner Loop

Attached is a memorandum from the Manager's office indicating action taken by the City Commission requesting the Planning Commission to delete the Inner Loop from the Comprehensive Plan. This is in accordance with their expected actions based on the legal opinion furnished to them. The opinion provides a procedure to override the Planning Commission. This involves a motion to you of the intent in the event the Planning Commission does not agree, then upon such action or failure to respond in 30 days, the City Commission may by a $\frac{2}{3}$ vote order the plan amended.

The City Commission has been advised of your intent as per the motion passed on October 27, and a copy of your detailed motion was provided to them. Copies of that motion is attached to this memorandum.

The Planning Commission should respond to the City Commission in whatever way they deem appropriate.


Robert A. Lakin
Director of Planning

RAL:rme

Attachments - Memo from the Manager's Office
Motion from MAPC

THE CITY OF WICHITA



OFFICE OF THE CITY MANAGER
CITY HALL - THIRTEENTH FLOOR
415 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 264-4351

November 4, 1977

Ms. Marjorie Taylor
Chairperson
Metropolitan Area Planning Commission

Dear Ms. *Taylor*

On November 1, 1977, the Board of City Commissioners of the City of Wichita met and considered the action taken by the Metropolitan Area Planning Commission on September 29, 1977, to not delete the Inner Loop project from the Transportation Plan.

The City Commission moved to notify the MAPC of its intent to remove the Inner Loop from the Transportation Plan. Should the MAPC find the proposed change unsatisfactory, please advise this office in writing no later than Monday, November 14, 1977. If the MAPC continues to disapprove of the removal of the Inner Loop, a 3/4ths vote on the part of the City Commission will be required to overrule the MAPC and delete the Inner Loop from the Transportation Plan.

Sincerely,

E. H. Denton
E. H. Denton
City Manager

EHD/tsw

cc: The Honorable Board of City Commissioners
Robert A. Lakin, Director of Planning



Metropolitan Area Planning Commission Meeting - October 27, 1977
Off Agenda - Inner Loop

Savina moved that the City Commission be informed that: ,

- a) the vote of the Planning Commission is intended that the Inner Loop be maintained on the comprehensive plan until an alternate is arrived at, but not necessarily saying the road should be there. The Planning Commission is in essence following the advise of the State Re their comments on the environment, noise control, alternate traffic assignments, and the already large investment in land and Interstate construction; and for the Board of City Commissioners to recognize they want an alternate plan and that they want this plan to stay until an alternate plan is adopted; and
- b) that the Board of City Commissioners request the Attorney General to provide a legal opinion as to whether the Board of City Commissioners can overrule the Planning Commission on the comprehensive plan as indicated by the Director of Law.

Bayouth seconded and it carried with a vote of 4 in favor (Savina, Bayouth, Hartstein and Hennessy) and 2 opposed (Greider and May). Taylor, Barrier, Bell and Cole were absent.

X

from: 1005 da: 11-2-77

admin. adv. plans cur. plans social graphics

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| <input type="checkbox"/> handle | <input type="checkbox"/> library |

remarks: From file

Metropolitan Area Planning Commission Meeting - October 27, 1977
Off Agenda - Inner Loop

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Bayouth seconded and it carried with a vote of 4 in favor (Savina, Bayouth, Hartstein and Hennessy) and 2 opposed (Greider and May). Taylor, Barrier, Bell and Cole were absent.


WICHITA-SEDGWICK COUNTY

DATE 10/26/77

METROPOLITAN AREA PLANNING DEPARTMENT

TO Robert Finch, Deputy City Manager
FROM Robert A. Lakin, Director of Planning
SUBJECT INNER LOOP EXPRESSWAY

The enclosed material has been prepared for the November 1
City Commission meeting.


Robert A. Lakin
Director of Planning

RAL:JAS:rh

Enclosure

WICHITA-SEDGWICK COUNTY

DATE 10/25/77

METROPOLITAN AREA PLANNING DEPARTMENT

TO Wichita Board of City Commissioners
FROM Robert A. Lakin, Director of Planning
SUBJECT INNER LOOP EXPRESSWAY

Earlier this year, the Urban Renewal Agency (URA) requested that the Inner Loop be removed from the Transportation Plan. The request was made as a result of a land transfer agreement between the URA and the Board of Education (BOE). The land which was to be sold to the BOE was being held in reserve for the Inner Loop. It was the initial opinion of the URA that in order to give clear title to this land, the Inner Loop would have to be removed from the Transportation Plan. As a result of the URA's request and by direction of the City Manager to the MAPD, steps were taken to amend the Plan.

As the first step in the amendment process, the Technical Advisory Committee (TAC) for Transportation Planning reviewed the issue on June 6, 1977. On July 11, 1977, the TAC voted to approve the removal of the Inner Loop. The TAC recognized, however, the possible effects to the transportation planning process of early removal of the Inner Loop and stated the importance of considering these impacts at the systems analysis stage of the Transportation Plan Update.

As the second step in the process, the Coordinating Committee was polled to determine its recommendation. The results were as follows:

- (1) Voting in the affirmative were:
 - the Chairman of the Board of County Commissioners,
 - the Chairman of the Metropolitan Transit Authority, and
 - the Deputy City Manager (representing the City Manager);
- (2) Abstaining from voting was:
 - the KDOT representative; and
- (3) A conditional vote from:
 - the MAPC Chairman ("If the Inner Loop is removed, there should be consideration for the development of non-freeway alternatives in that corridor.")

The final outcome was, therefore, the recommendation from the Coordinating Committee that the Inner Loop be removed from the Transportation Plan.

On September 2, 1977, legal advertisement was made notifying the public of a hearing which was to be held on September 29, 1977, before the Metropolitan Area Planning Commission for the purpose of amending the Transportation Plan. The outcome of the public hearing was a 5 to 3 vote against the deletion of the Inner Loop. The exact motion, which was made by David Bayouth, reads as follows:

WICHITA-SEDGWICK COUNTY

DATE 10/25/77

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TO Wichita Board of City Commissioners
FROM Robert A. Lakin, Director of Planning
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October 25, 1977

"I move that we not delete the Inner Loop from the Transportation Plan but shelve it for an unlimited period of time, until the Planning Department can present alternatives."

The following members voted "for" this motion: David Bayouth, Jerry Greider, Kenneth Harstein, John Hennessy and Michael Savina. These members expressed the opinion that the Inner Loop is an essential part of the Plan, and that until other alternatives are presented, it should not be removed.

Members voting against the motion were: Mary Ellen Barrier, Jerry Cole, and Joan May. These members felt that because the majority of citizens that spoke at the Inner Loop public hearing requested that it not be built and that the governing body had expressed the desire to abandon the project, the Plan should be amended to delete the Inner Loop.

Following the MAPC action, we requested further legal clarification. The first question concerned the disposition of URA lands. The second concerned the respective authority of the Planning Commission and the City Commission.

The legal opinion that we received was that:

- (1) The "reserve" status on the land in question could be removed by means of replatting or through vacation procedures.
- (2) The City Commission does have the authority to overturn a Planning Commission decision. The City Commission would have to notify the Planning Commission of its intent to alter the Plan. If the Planning Commission disagreed with the change, it would indicate so in a letter to the City Commission, who in turn could overrule the disapproval of the Planning Commission by a 3/4 majority vote. The Plan would then be considered amended. (See Attachment "A" for a copy of the legal opinion from H. R. Kuhn, Assistant City Attorney.)

In view of the City Commission's earlier decision to "abandon the Inner Loop project" and the recent MAPC decision to "not remove the Inner Loop from the Plan," the following alternative courses of action are presented for your consideration:

- (1) The City Commission can let the MAPC decision stand as is, thereby leaving the Inner Loop on the Plan until the entire Transportation Plan is updated. In choosing this alternative, replatting or vacation procedures would have to be used to remove the reserve status from lands being held for the Inner Loop.

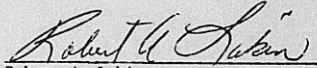
October 25, 1977

- (2) The City Commission can overrule the decision made by the MAPC and delete the Inner Loop from the Transportation Plan. In choosing this alternative, the reserve status would automatically be removed from lands being held for the Inner Loop.

If the City Commission feels it is desirable to amend the Transportation Plan by deleting the Inner Loop, it should direct the City Manager to prepare a letter to the Planning Commission stating that it is the intent of the City Commission to alter the Transportation Plan by deleting the Inner Loop.

Yes 4-1 (Caardo)

RECOMMENDED ACTION: That the City Commission take whatever action it deems to be in the best interest of the public.



Robert A. Lakin
Director of Planning

RAL:JAS:rh

cc: Metropolitan Area Planning Commission

ATTACHMENT A

THE CITY OF WICHITA

OFFICE OF PLANNING DEPARTMENT

DATE October 10, 1977

TO WILLARD L. STOCKWELL, Chief Planner

FROM H. R. KUHN, Assistant City Attorney

SUBJECT Inner Loop Freeway

Your memo of October 3, 1977 directed to John Dekker, Director of Law, has been handed to me for review and response.

I believe that the first question you posed in your memoradnum was answered by me in my opinion directed to Bob Lakin under date of September 27, 1977. The only alternative to the use of the "replatting statute" (KSA 12-512b) would be the vacation proceedings authorized under KSA 12-504, et seq.

As to the second question presented, it is our opinion that the City Commission does have authority to overturn a Planning Commission decision even though the decision of the Planning Commission is not to amend. It is our opinion that the governing body could notify the Planning Commission of its intent to alter the comprehensive plan adopted by the Planning Commission in the change and/or location of prospective public improvements, public facilities or public utilities. If the suggested change or changes are unsatisfactory to the Planning Commission, the Planning Commission can then indicate its disapproval in writing. The governing body may then, by a vote of three-fourth majority of its membership, overrule the disapproval of the Planning Commission and the plan for the area shall be deemed to have been amended.

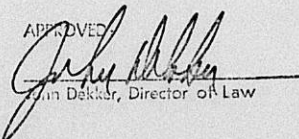
If further information is required, please advise.



H. R. KUHN
ASSISTANT CITY ATTORNEY

HRK:mb
cc: John Dekker

APPROVED



John Dekker, Director of Law



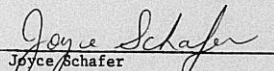
WICHITA-SEDGWICK COUNTY

DATE 10/25/77

METROPOLITAN AREA PLANNING DEPARTMENT

TO File
FROM Joyce Schafer, Planning Analyst, Advance Plans Division
SUBJECT INNER LOOP EXPRESSWAY (DR-77-23)

On this date, Mike Lindebak called H. R. Kuhn, Assistant City Attorney, about procedural requirements for the City Commission to overturn a Planning Commission's decision. Kuhn said that the procedure stated in his memo of October 10, 1977, is the procedure that is required for the City Commission to initiate a plan amendment.


Joyce Schafer
Planning Analyst
Advance Plans Division

JS:rh

~~WLS~~

Sally James Loop

For next Tues (Nov) BCC we need

~~on~~ a memo to ~~the~~ Cm advising regarding

background i.e. Discretion to amend date

Trust Loan

make

Concl Loan

- what Public Hearing
- Act in of PC
- Request for Legal Opn - *in hand*
- Opn
- Alt - a. Let MAPC act stand
- b. by 4/5 vote act on language rejected by MAPC (inc land in an attach.).

The collector Train will be on Nov 1, so both should go together. Nov 8 would hurt my feelings

Memo should be for RAL's signature

Jogee
file

October 20, 1977

Metropolitan Area Planning Commission

Robert A. Lakin, Director of Planning

Cancellation of City Commission/Metropolitan Area
Planning Commission Meeting, October 25, 1977.

When the City Commission inquired relative to their rights on the Inner Loop as to its inclusion or not in the master plan, we wrote the legal department requesting a legal opinion as to whether or not the City Commission could override the Planning Commission's action. A copy of that legal opinion is attached. In summary it says that the City Commission may by a 4/5's vote override the Planning Commission's decision and direct the exclusion of the Inner Loop. With this information provided to the City Commission, it was their determination that a meeting was no longer necessary at this time. Therefore, the meeting originally scheduled for 1:30 p.m. on October 25, is cancelled.

Robert A. Lakin
Director of Planning

RAL:rme
Attachment

10/14/77

E. H. Denton, City Manager

Robert A. Lakin, Director of Planning

INNER LOOP

We inquired as to the City Commission legal ability to override the MAPC's decision on not removing the Inner Loop from the Comprehensive Plan. Attached is our inquiry, the response and the statute. The Department of Law in their opinion states that by a three-fourths majority vote the Board of City Commissioners can force the change. This overrides my original interpretation of the statute.

With this information, it may not be necessary to hold the joint meeting on October 25 with the Board of City Commissioners and the MAPC. I would suggest that following receipt of the opinion, the Commission may wish to cancel the meeting and instruct the City Manager to return for their consideration on October 25, 1977, an action to effect the action of deletion.

Robert A. Lakin
Director of Planning

RAL:rh

Attachments: Memo to Law Department
Memo to Planning Department
Statute (extract)

To
Denton
NSC

Three fourths
majority vote
Board of
City
Com

Subj - Inner Loop

We inquired as to the City Commission's legal ability to
override the MAPC's decision on not removing the Inner Loop
from the Com comprehensive Plan. ~~att~~ Attached is our
inquiry, the response & the statute. The Legal ~~Opinion~~ Dept
of Law in their opinion states that by a ~~3/4~~^{3/4} + 4 vote the MAPC
can force the change. This overrides my original interpretation
of the statute. Accordingly

With this information, it may not be necessary to hold the ^{joint} meeting
on Oct 25 with the BCC + MAPC. I ~~to~~ I would suggest that
following receipt of the ~~Commission's~~ ^{opinion}, the Commission
may wish to cancel the meeting & instruct the ~~City~~ ^{City} Manager
to return for their consideration on 10/25 Oct 25, 1977, an
action to ~~of~~ effect the action of deletion.

NSC

Attachments:

- memo to Law 'dtd
- memo to Planning 'dtd.
- Statute (last sent)

Return to
October 11, 1977


Metropolitan Area Planning Commission

Robert A. Lakin, Director of Planning

Meeting of the City Commission with the Metropolitan Area Planning Commission.

As some of you may be aware, the City Commission, when considering the industrial revenue bonds for St. Francis Hospital, heard comments relative to the Innerloop and inquired as to the status of the Innerloop project. When informed that the Planning Commission had declined to remove it from the Comprehensive Plan, the City Commission asked what alternative they had relative to this matter. I explained as far as the Urban Renewal lands, that the Urban Renewal Agency and the City Commission could amend the adopted Urban Renewal plan and replat it or dispose of the land in such a fashion as they deem appropriate. I told them that it was my understanding that the Planning Commission had sole responsibility for adopting and amending the Comprehensive Plan.

The City Commission has requested that the Planning Commission meet with them Tuesday, October 25, 1977, at 1:00 p.m., in the City Commission Meeting Room. The County Commissioners will also be invited. We will have the same information available at the City Commission meeting which we presented to you at your public hearing on amending the master plan. Please advise me if you will not be available for this meeting.


Robert A. Lakin
Director of Planning

RAL:rme

cc: E. H. Denton, City Manager

ATTACHMENT A

THE CITY OF WICHITA

OFFICE OF PLANNING DEPARTMENT

DATE October 10, 1977

TO WILLARD L. STOCKWELL, Chief Planner

FROM H. R. KUHN, Assistant City Attorney

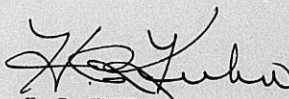
SUBJECT Inner Loop Freeway

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As to the second question presented, it is our opinion that the City Commission does have authority to overturn a Planning Commission decision even though the decision of the Planning Commission is not to amend. It is our opinion that the governing body could notify the Planning Commission of its intent to alter the comprehensive plan adopted by the Planning Commission in the change and/or location of prospective public improvements, public facilities or public utilities. If the suggested change or changes are unsatisfactory to the Planning Commission, the Planning Commission can then indicate its disapproval in writing. The governing body may then, by a vote of three-fourth majority of its membership, overrule the disapproval of the Planning Commission and the plan for the area shall be deemed to have been amended.

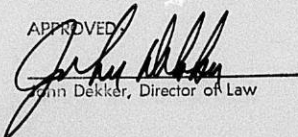
If further information is required, please advise.



H. R. KUHN
ASSISTANT CITY ATTORNEY

HRK:mb
cc: John Dekker

APPROVED



John Dekker, Director of Law



THE CITY OF WICHITA
OFFICE OF CITY MANAGER

DATE October 6, 1977



TO Robert A. Lakin, Director of Planning
FROM Robert G. Finch, Deputy City Manager

SUBJECT Meeting of City Commission and
Metropolitan Area Planning
Commission

You are aware of the request made by the City Commission on October 4, 1977, to meet with the members of the Metropolitan Area Planning Commission (MAPC).

Accordingly, we are scheduling the meeting as an agenda item for 1:00 p.m., Tuesday, October 25, 1977.

As we discussed with the City Manager, an invitation will also be made to the County Commissioners to attend this session.


Robert G. Finch
Deputy City Manager

RGF/pd



from: WES

date: 10-7

admin.	adv. plans	cur. plans	social	graphics
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<input type="checkbox"/> walter	<input type="checkbox"/> shon	<input type="checkbox"/> young	<input type="checkbox"/> kohl l.	<input type="checkbox"/> garland
<input type="checkbox"/> edwards	<input type="checkbox"/> wilson, p	<input type="checkbox"/> meek	<input type="checkbox"/> brown	<input type="checkbox"/> pale
<input type="checkbox"/> wilson, v	<input type="checkbox"/> leeuw	<input type="checkbox"/> shirley	<input type="checkbox"/> []	<input type="checkbox"/> conner
<input type="checkbox"/> lakin, e	<input checked="" type="checkbox"/> schuster	<input type="checkbox"/> amaly	<input type="checkbox"/> kohl t.	<input type="checkbox"/> york
<input type="checkbox"/> henderson	<input type="checkbox"/> curiman	<input type="checkbox"/> dehon	<input type="checkbox"/> lane	<input type="checkbox"/> creek
<input type="checkbox"/> brothers	<input type="checkbox"/> habbitt	<input type="checkbox"/> olivarez	<input type="checkbox"/> syal	<input type="checkbox"/> livsey
<input type="checkbox"/> hanson	<input type="checkbox"/> []	<input type="checkbox"/> krebbiel	<input type="checkbox"/> iustiers	<input type="checkbox"/> []
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	<input type="checkbox"/> mccladden		<input type="checkbox"/> note & return	<input type="checkbox"/> signature
			<input type="checkbox"/> handle	<input type="checkbox"/> library

remarks: Has to be reply
by the 18th - should
clear through my
and RAL by the 14th.

THE CITY OF WICHITA
OFFICE OF CITY MANAGER

DATE October 5, 1977

WLS

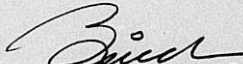


TO Robert A. Lakin, Director of Planning
FROM Robert G. Finch, Deputy City Manager

SUBJECT Status of the Various Plans
Containing Provisions for the
Inner-Loop

On October 4, 1977, the City Commission asked that it be provided a report listing the various plans (i.e.; MAPD transportation, URA development, etc.) that contain the Inner-Loop as part of the plan, and the status of actions required to remove the Inner-Loop from each of the plans.

Please accept responsibility for collecting this information and the submittal of a consolidated report to reach this office for the agenda of October 25, 1977.


Robert G. Finch
Deputy City Manager

RGF/pd



10/3/77

John Dekker, Director of Law

Willard L. Stockwell, Chief Planner, Advance Plans Division

INNER LOOP FREEWAY

As you are probably aware, at their meeting of September 28th, the Planning Commission voted 5 to 3 against a proposed amendment to the Transportation Plan deleting the Inner Loop freeway. The exact motion reads as follows: BAYOUTH: "...I move that we not delete the Inner Loop from the Transportation Plan, but shelve it for an unlimited period of time, until the Planning Department can present alternatives." Mr. Lakin and I have discussed the matter and would like to request an analysis of some of the legal ramifications of the Commission's action. Primarily, we are concerned with what actions can now be taken regarding disposition of Urban Renewal properties in the study corridor. It is our understanding that the "reserve" status on these lands can be removed by means of replatting. Are there any legal problems with this that we may have overlooked or that we may not be aware of? Also, are there any alternative means for removing the "reserve" status on these lands.

Our other question concerns the authority of the Planning Commission and the City Commission. We are aware of the fact that the Planning Commission, in accordance with K.S.A. 12-704, has the authority to recommend and approve additions or deletions to the Transportation Plan. However, the statute is somewhat unclear as to whether a Planning Commission decision not to delete a proposal from the plan can be challenged. Our question is - Does the City Commission have the authority to overturn a Planning Commission decision, when the decision is not to amend?

Due to the Manager's concern regarding this matter, we would appreciate a response at your earliest possible convenience.

Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:PLN:rh

cc: Ken Kitchen, Director, Urban Renewal Agency

Robita

10/3/77

Ken Kitchen, Director, Urban Renewal Agency

Willard L. Stockwell, Chief Planner, Advance Plans Division

INNER LOOP FREEWAY

Attached you will find a copy of a memo sent to John Dekker concerning the legal ramifications of the Planning Commission's decision not to delete the Inner Loop from the Transportation Plan. Specifically, we are concerned about the disposition of the URA lands, which are now being held in reserve for the Inner Loop.

We are asking Dekker for a legal opinion. We would also like to hear from you regarding your concerns in removing the "reserve" status from these lands so that you may dispose of them. Please let us know if you foresee any problems or if you have any suggestions on how to best handle this matter.

Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:JS:ms

Attachment

THE CITY OF WICHITA
OFFICE OF PLANNING DEPARTMENT

DATE September 27, 1977

File
take
time
to be
safe

TO ROBERT A. LAKIN, DIRECTOR OF PLANNING

FROM H. R. KUHN, ASSISTANT CITY ATTORNEY

SUBJECT Park Plaza 2nd Addition

RECEIVED
SEP 28 1977
METROPOLITAN
PLANNING

Your memorandum of September 6, 1977 was handed to me for attention and response. I have reviewed the matter and it is my opinion that the "replatting statute" (KSA 12-512b) can be utilized to effectively vacate the reservations to which you refer. Said statute was adopted subsequent to the Kansas case to which you referred in your memorandum. The wording of the statute makes it rather clear that any "public reservation" can be vacated by the filing and recording of the new plat or replat.

If I can be of any further help, please advise.


H. R. KUHN
ASSISTANT CITY ATTORNEY

HRK:mb
cc: John Dekker

9/6/77

John Dekker, Director of Law

Robert A. Lakin, Director of Planning

Park Plaza 2nd Addition

I was recently in a meeting with Finch, Kitchen, Brenner, Charlie Porter, and George Parson, Chairman of the LHA, determining what steps remain to make the land north of the present Greenbriar building available for development. We have outlined the steps necessary to remove the Inner Loop from the adopted Comprehensive Plan. It would seem that that action is a foregone conclusion. The Urban Renewal Agency is also in the process of platting the Board of Education lands and replatting portions of Park Plaza 2nd Addition and Park Plaza 1st Addition to provide an additional "site" north of Greenbriar for development of Section 8 or other housing.

It appears that Reserve A, Park Plaza 2nd Addition, and Reserves E and F, Park Plaza 1st Addition, is the area which will be reused for housing, subject to replatting. In reviewing these plats, however, it would seem to me that there is a question which should be answered. In the plat of Park Plaza 2nd Addition, Reserve A "is hereby reserved for public open space and/or limited access highway." The same language appears in Park Plaza 1st Addition relative to Reserves E and F. It should be noted on Park Plaza 1st Addition that certain other reserves were reserved for highway and/or interim open space thus making a distinction and that certain other reserves were reserved for "open space" alone. Also, one reserve on Park Plaza 1st Addition was dedicated to the public where all the rest of the reserves were reserved for public open space/etc.

The question that I have is that even though the Urban Renewal Agency has not formally dedicated these reserves to the City or to the Board of Park Commissioners has their act in any way vested any public rights in these reserves for open space? If so, does it take the Park Board or others quit claiming that interest? It seems to me that there was an old Kansas case relative to the public square when it was indicated for public use that the act of platting and placing the reserve label on the plat was sufficient to vest public interest in the square. I haven't the facilities for checking out what happened to that case, whether or not there has been subsequent case law overturning that, or even whether my memory is correct.

There is also the issue of whether or not any of these sites from a policy matter should be kept in public ownership for open space even though Inner Loop does not go through the area. This I will address separately and directly to Mr. Allen.

The reason I am raising these questions is that I don't want any problems to occur later on which would cause a "housing project" to falter because there had been incomplete staff work on it. Would you please advise as

Memorandum to John Dekker
Re: Park Plaza 2nd Addition

September 6, 1977
Page 2

to your views on this matter at your earliest convenience.

Robert A. Lakin, Director of Planning

cc: Robert Finch, Deputy City Manager
Kenneth Kitchen, Director of Urban Renewal
Tom Allen, Director of the Board of Park Commissioners
RAL:ew

Attachments:
Xerox Face Pk P1 2nd
Dedicatory Clause Pk P1 2nd
Xerox sections Pk P1 1st
showing reserves
Xerox Dedicatory Clauses
Pk P1 1st

from: _____

date 10/6/77

admin. adv. plans cur. plans social graphics

- | | | | | |
|---|---|---|--|--------------------------------------|
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| <input type="checkbox"/> brubaker | <input checked="" type="checkbox"/> lindbak | <input type="checkbox"/> lytle | <input type="checkbox"/> hart | <input type="checkbox"/> stafford |
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| | <input type="checkbox"/> schranz | | <input type="checkbox"/> comment | <input type="checkbox"/> files |
| | <input type="checkbox"/> mccladden | | <input type="checkbox"/> note & return | <input type="checkbox"/> signature |
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remarks: _____

WICHITA-SEDGWICK COUNTY

DATE

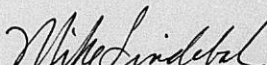
METROPOLITAN AREA PLANNING DEPARTMENT

10/7/77

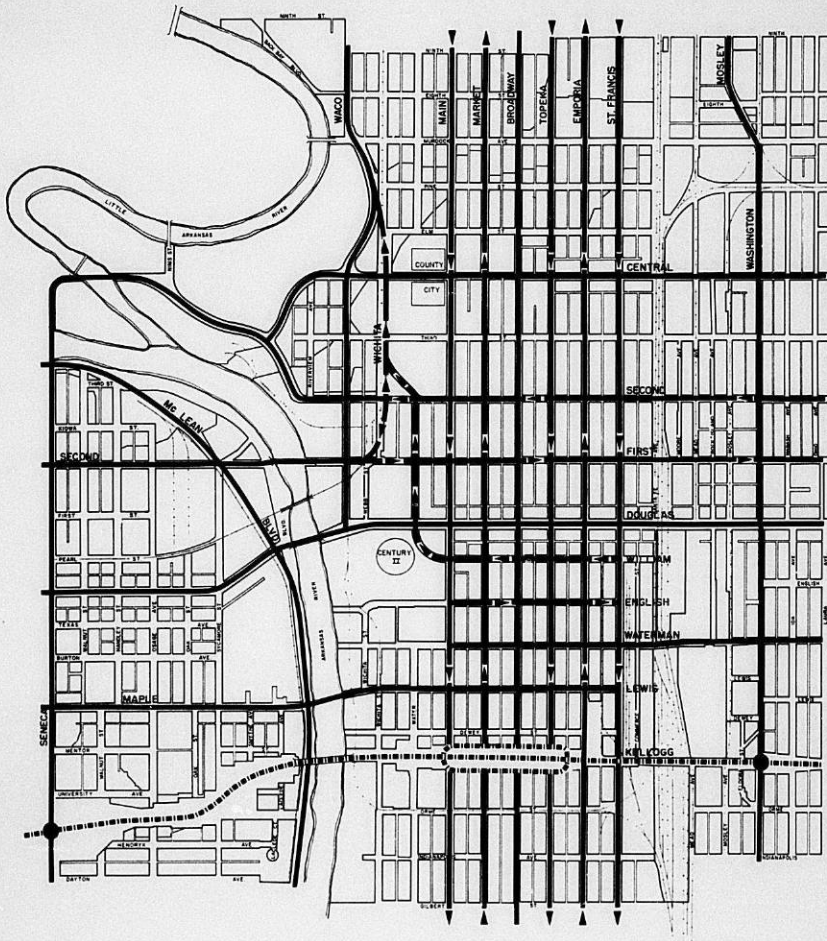
TO Selected MAPD Staff
FROM Mike Lindebak, Principal Planner
Advance Plans Division
SUBJECT CBD Circulation Map

Attached is a copy of the updated Circulation Map that would have been added to the Transportation Plan if the Inner Loop had been removed. Because the MAPC, on September 29, 1977, voted down a proposal to remove the Inner Loop, the map was not needed. It still remains a useful map, though, showing the one- and two-way street system in the CBD, as currently expressed in the Transportation Plan. The only exception to the map's accuracy is that the Inner Loop is not shown.

Additional copies of the map can be obtained from Joyce Schafer.


Mike Lindebak
Principal Planner
Advance Plans Division

ML:JS:ms
Attachment



SEPTEMBER 1977

CBD CIRCULATION PLAN

- EXPRESSWAY ▬▬▬▬▬▬
- ARTERIAL (2-WAY) ▬▬▬▬▬▬
- ARTERIAL (1-WAY) ▬▬▬▬▬▬
- INTERCHANGE ●

MAP 5J

SOURCE: WSCMAPD

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

✓	2 +	1	Tom Scott, Chairman of the Board of County Commissioners
✓	4 +	1	Tony Casado, Mayor
✓		1	E. H. Denton, City Manager
✓		1	John Dekker, Director of Law
✓		1	R. W. Bruggeman, Director of Public Works
✓		1	Grover McClure, Sedgwick County Department of Public Works
✓		1	Dick Linn, City Engineer
✓		1	Paul Graves, Traffic Engineer
✓	→	1	E. D. Landman, Urban Transportation Planning Engineer, Planning & Development Dept. KDOT, State Office Building, Topeka, Kansas, 66612
✓	→	1	Verne Craig, Engineer of Planning, KDOT, 503 Kansas, 6th Floor, Topeka, Kansas, 66603
16		5	Lakin, Stockwell, Lindebak, file, one extra
			—
		15	copies

*You need copies for each of the City & County Com.
+ CC to Hill Co Council.*

✓ + 1

17 copies

*Went out on 10/6/77.
Starting from day of receipt (10/10/77), 60 days
would be up 12/9/77.*

WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT
CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4561

October 5, 1977

TO: All Interested Legislative and Administrative Groups
and Agencies

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


SUBJECT: DR 77-23, Adoption of an Amendment to the Transporta-
tion 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 September 29, 1977.

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,

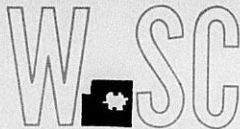

Robert A. Lakin, Secretary
Wichita-Sedgwick County
Metropolitan Area
Planning Commission

RAL:ms

Attachments:

1. Certificate
2. Resolution

WICHITA - SEDGWICK COUNTY



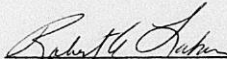
METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4561

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 September 29, 1977, leading forward to 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 October, 1977.


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

(SEAL)



RESOLUTION

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. 1976 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on September 2, 1977, 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 September 29, 1977, at 1:00 p.m., in the City Commission Chambers on the main floor of City Hall, 455 N. 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 adding thereto on Revised Map 13A, dated February 3, 1966:

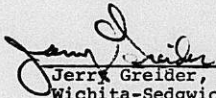
- (1) Clarence Avenue between 45th Street South and 47th Street South as a "collector street"; and
- (2) Sagebrush Lane and Zimmerly from the east line of Timber Lakes Estates 2nd Addition to the north line of Timber Lakes Estates 2nd Addition (generally located in the south half of 25-27S-2E) as a "collector street"; and
- (3) Yosemite Drive in the Park Addition, generally located at the southeast corner of Pawnee and Maize Road as a "collector street"; 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 Marjorie L. Taylor, 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 29th day of September, 1977.


Jerry Gelder, Vice-Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

ATTEST:


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

(SEAL)

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION

AGENDA

SEPTEMBER 29, 1977

The regular meeting of the Wichita-Sedgwick County Metropolitan Area Planning Commission will be held on Thursday, September 29, 1977, in the City Commission Meeting Room, 455 North Main, Wichita, Kansas, beginning at 1:00 p.m.

The following items will be considered:

* THIS ITEM IS TO BE CONSIDERED AT 1:00 P.M.

1. Case No. DR 77-23 - Public Hearing for Consideration of Amendments to Transportation Plan (Deletion of inner loop and addition of some collector streets).

2. Approval of minutes of meeting of August 18, 1977.

SUBDIVISION COMMITTEE:

3. D-0785 - Bernadine M. Smith dedicates street right-of-way, legally described as: The west 10.81 feet of the south 75 feet of the west 3 acres of the east 4 1/2 acres of Lot 25, R. A. Morris Tracts. Generally located on the east side of of Doris, north of 9th Street.

SUBDIVISION COMMITTEE RECOMMENDATION: SEPTEMBER 22, 1977:

That this dedication be accepted.

4. D-0786 - Hartleys Artists in Iron, Inc., dedicates street rights-of-way, legally described as Knight Street, Knight Street, the east 30 feet of the south 112 feet of Lot 39, and the east 30 feet of Lot 40, Freeman's Addition; AND Esthner Street, the north 20 feet of the east 81.5 feet and the north 50 feet of the east 89.5 feet of the west 233.5 feet of Lot 39, Freeman's Addition. Generally located at the southwest corner of Knight and Esthner.

SUBDIVISION COMMITTEE RECOMMENDATION: SEPTEMBER 22, 1977:

That this dedication be accepted.

Called by 9-27-77
prior
& notified of public hearing.

x Robert A. Puckett
Executive Director
Historic Wichita Board
3751 E. Douglas
Wichita, KS 67218
681-1131

x Ernest Owens
Executive Director
Theater Downtown Wichita
Sutton Place
206 S. Market
Wichita, KS 67202
263-6195

Thomas, Harris
Hick & Mason

Dean Bradley
President of Midtown
1217 Bitting
Wichita, KS 67203
9-28-77
263-4956
Carol Rutledge
263-8603 (home)

x Biology
Friends
263-9131

Robert Dove
Chairman of ERAB
3410 W. 16th St.
Wichita, KS 67203
942-4969 (home)
left message

x Wynne Johnson
League of Women Voters
1118 Inverness Dr.
Wichita, KS 67218
838-4523
(683-6817) home

Kerr x Joe Herman, Chairman
Riverside Citizens Assoc.
1210 Riverside
Wichita, KS 67203

W. Wichita
Planning Council

x Glea Pittgers
Vice-President
Wichita State Bank
711 W. Douglas
Wichita, KS 67213
263-9191

Called & notified these
people on 9-27-77.

Mike L. 9-23

Bob,

You inquired about giving special notice to certain organizations for the Inner Loop plan amendment public hearing.

Bill has spoken with Jim Foster, therefore the Chamber is aware of the hearing.

Other organizations that spoke at the hearing that we are considering contacting are:

CPO Office - ~~Councils - O.C.K.~~

Midtown

Historic Wichita Board

Envir. Resources Advisory Board

League of Women Voters

Riverside Citizens Assoc.

West Wichita Planning Council

Freddie Coomer.

Greater Downtown Wichita

~~CCSC~~

Contact

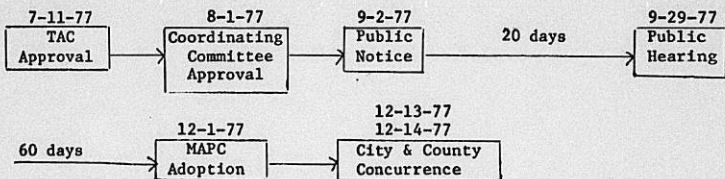
Please comment.

Explain we don't anticipate or need comment unless they feel compelled to do so.

152 Mike

SLIDES

1. Map of URA lands
-identify streets, city hall & courthouse.
2. CBD Circulation Map (Map 5J, Sept. 77)
3. Transportation Plan - Volume II (cover)
4. Preliminary Study of the Inner Loop Expressway, Volumes I and II (covers)
5. AMENDMENT PROCESS



6. TAC ACTION
(7-11-77)

"The Technical Advisory Committee for Transportation Planning recommends that the necessary action be taken to remove the Inner Loop from the Transportation Plan. TAC read the concerns expressed by KDOT in their memo of 7/11/77 as to the impact of the Inner Loop removal and stated the importance of considering those impacts at the systems analysis stage of the Transportation Plan Update to be undertaken later this fall,"

7. COORDINATING COMMITTEE ACTION

(8-1-77)

Recommended the removal of the Inner Loop from the Transportation Plan.

Telephone Vote

3 votes - "Yes"

1 vote - "Abstained"

1 vote - "Conditional" (Emphasis should ~~now~~
be placed on non-freeway alternatives)

8. KDOT CONCERNS

(as expressed in their memo of 7-11-77 to the TAC)

Removal of the Inner Loop could affect:

- (1) projections of air pollution
- (2) traffic volumes and thus design of facilities
- (3) previously approved EIS's
- (4) the ultimate use of the 9th Street Interchange.

KDOT suggested that these effects be studied prior to deleting the Inner Loop.

9. 13A Map highlighting collector streets,

- 10, 11 & 12. Close-up of each collector street on 13A Map (showing nearby arterials & freeways)

Slides:

1. Land reserved by URA
- identify river, streets, city hall, & courthouse.
- ✓ 2. 13 A map
3. 13A map highlighting collector streets.
4. Close-up of collector street location in 13A map
(showing nearby arterials & ~~inter~~ freeways)
5. " " " " " " " "
6. " " " " " " " "
- ✓ 7. Close-up of inner loop
8. CBD Circulation Maps (Map 5J, Sept. 1977), 8 1/2 x 11

✓ = already have slide

* Sign (lightweight paper):

PUBLIC HEARING

on

"Proposed Amendments to the Transportation Plan"

will be held in the

CITY COMMISSION CHAMBERS

at

1:00 p.m.

Thursday

September 29, 1977

Chronology of Inner Loop Events

- 8-17-76 City Commissioners voted 3-0 to "abandon the Inner Loop Project."
- 1-19-77 City Manager directed Lakin to initiate action to delete the Inner Loop from the Transportation Plan.
- 5-4-77 Ken Kitchen advised Lakin that the URA had entered into a contract with the USD 259 to transfer land that was previously acquired as Inner Loop ROW in the vicinity of Waco and Central Avenue.
- 6-6-77 Technical Advisory Committee for Transportation Planning was advised that Urban Renewal was requesting that the Inner Loop be deleted from the Plan. No action was taken.
- 7-11-77 KDOT presented a memo to TAC expressing their concerns over early removal of the Inner Loop. It was essentially stated that such removal could affect: (1) projections of air pollution, (2) traffic volumes and thus design of facilities, (3) previously approved EIS's, and (4) the ultimate use of the 9th Street Interchange. KDOT suggested that these affects be studied prior to deleting the Inner Loop.
- 7-11-77 Technical Advisory Committee recommended that the necessary action be taken to remove the Inner Loop from the Transportation Plan. TAC read the concerns expressed by KDOT in their memo of 7/11/77 as to the impact of the Inner Loop removal and stated the importance of considering those impacts at the systems analysis stage of the Transportation Plan Update to be undertaken later this fall,

WICHITA-SEDGWICK COUNTY

DATE 8/5/77

METROPOLITAN AREA PLANNING DEPARTMENT

TO Wichita Board of City Commissioners
FROM Robert A. Lakin, Director of Planning
SUBJECT NOISE ANALYSIS--KELLOGG, TOPEKA TO LULU

Attached you will find a copy of the noise analysis report for the Kellogg freeway construction project from Topeka to Lulu including an interchange at Washington. We have read and reviewed this report, which was prepared by the Kansas Department of Transportation (KDOT).

KDOT is expected to begin construction on the Kellogg project in 1979. It is anticipated that the project will be completed in 1982 at an estimated cost of \$7 million (70% Federal/30% state).

The noise analysis report identifies three potential noise problem areas. (These areas have been highlighted on the report photos because of the difficulty in reading the Xeroxed copies.) The three areas are as follows:

1. First residences south of Kellogg on Topeka and Emporia.
2. First residences south of Kellogg on Patti and Lulu.
3. The Kellogg Elementary School playground fronting Kellogg.

It is in these three areas that the anticipated traffic noise level, according to the report, will exceed the standards established by the Federal Highway Administration. It is the opinion of the State, however, that the degree to which the standard is exceeded does not justify taking any action relative to noise attenuation. The State is therefore requesting an exception to the design noise level from the Federal Department of Transportation.

From a field investigation made by MAPD staff, it was determined that only one house (at 528 S. Patti) remains in the two residential areas. The following observations were made as a result of the investigation:

1. The structure at 720 S. Topeka was torn down by the Wichita Urban Renewal Agency early in 1977 at no cost to the property owner under the Urban Renewal Agency's Voluntary Residential Demolition Program because of the unsound conditions of the structure.

Draft/~~XXXXXXXXXX~~ Joy Schafer

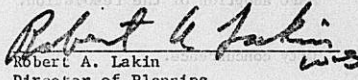
- 7-27 thru Coordinating Committee for Transportation Planning voted by
8-1-77 telephone to recommend the removal of the Inner Loop
from the Transportation Plan. Three "yes" votes were
received, one abstention, and one conditional (in that
emphasis should be placed on a non-freeway alternative).
- 9-2-77 Public Notice of the hearing was published in the Wichita
Beacon and the Daily Record.
- 9-29-77 Public Hearing before the Planning Commission,
- 12-1-77 MAPC adoption of the resolution.
- 12-13-77 City concurrence.
- 12-14-77 County concurrence.

Wichita Board of City Commissioners -2-

August 5, 1977

2. The structure at 717 S. Emporia, as shown on the aerial map, was torn down and a new office/warehouse structure was recently constructed, apparently, as an expansion of the next door business, Communication Arts Association, addressed at 721 S. Emporia. (Because it is now commercial property, it is not affected by residential noise standards.)
3. No structures were found at 529 S. Lulu and 533 S. Lulu. Both Mr. Vancil Richardson, 528 S. Pattie, and Dr. Alvin Morris, Superintendent of Schools, have been notified of the existence of the report and its findings.

RECOMMENDED ACTION: That the Wichita Board of City Commissioners receive and file the report.


Robert A. Lakin
Director of Planning

RAL:JAS:rh

Attachment

WICHITA-SEDGWICK COUNTY

DATE 9/23/77

METROPOLITAN AREA PLANNING DEPARTMENT

TO The Wichita-Sedgwick County Metropolitan Area Planning Commission
FROM Willard L. Stockwell, Chief Planner, Advance Plans Division
SUBJECT DR 77-23, AMENDMENTS TO THE TRANSPORTATION ELEMENT OF THE COMPREHENSIVE PLAN

Advertisement has been made the required 20 days in advance for a public hearing on September 29, 1977, to approve amendments to the Transportation Element of the Comprehensive Plan. The public hearing will be conducted at 1 p.m. as part of your regular meeting agenda.

The following four amendments will be discussed and considered for approval at the public hearing:

1. The deletion of the proposed Inner Loop Expressway;
2. The designation of Clarence Avenue between 45th Street South and 47th Street South as a collector street;
3. The designation of Sagebrush Lane and Zimmerly from the east line of Timber Lakes Estates 2nd Addition to the north line of Timber Lakes Estates 2nd Addition (generally located in the south half of 25-27S-2E) as a collector street;
4. The designation of Yosemite Drive in the Park Addition, generally located at the southeast corner of Pawnee and Maize Road, as a collector street.

**BACKGROUND INFORMATION
ON THE PROPOSED AMENDMENTS**

Removal of the Inner Loop

The Inner Loop Expressway is part of the Transportation Element of the Comprehensive Plan, which was originally adopted in May 1966. Plans for the Inner Loop were later refined in Volumes I and II of the "Preliminary Study of the Inner Loop Expressway," which was officially adopted as part of the Plan in January 1968.

The MAPC conducted location studies and held a location hearing August 12, 1976. At that time, the City Commission voted to discontinue planning on the project.

The Urban Renewal Agency (URA) was holding lands in reserve for the Inner Loop. In order to give clear title to certain parcels, the URA requested that the Inner Loop be removed from the Plan.

As the first step in the removal process, the Technical Advisory Committee (TAC) reviewed the issue on July 11, 1977, and voted to approve the removal of the Inner Loop. The TAC recognized, however, the possible effects of early removal of the Inner Loop as expressed by KDOT (see memo attached). Briefly, KDOT's concerns included impacts on: (1) projections of air pollution, (2) traffic volumes and thus design of facilities, (3) previously approved EIS's, and (4) the ultimate use of the Ninth Street Interchange. The TAC stated the importance of considering these impacts at the systems analysis stage of the Transportation Plan Update.

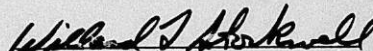
As the second step in the process, a telephone vote was taken on August 1, 1977, to determine the recommendations of the Coordinating Committee. The results were as follows: (1) three votes were in favor of removing the Inner Loop; (2) the KDOT representative abstained from voting; and (3) one member voted a "conditional" yes in that if the Inner Loop is removed, there should be consideration for the development of non-freeway alternatives in that corridor. The final outcome was, therefore, the recommendation from the Coordinating Committee that the Inner Loop be removed from the Transportation Plan.

Addition of the Collector Streets

Three streets have been designated by the MAPC as collector streets in conjunction with platting of the areas. In order to be included in the Transportation Plan, however, the Plan must be amended according to State statutes.

As part of the official amendment process, the Technical Advisory Committee and Coordinating Committee approved the addition of these collector streets on July 11, 1977, and August 1, 1977, respectively.

In order to remove the Inner Loop and add the collector streets, the attached resolution makes the necessary changes to the existing Transportation Plan's texts and maps. These changes include the necessary deletion of Volumes I and II of the "Preliminary Study of the Inner Loop," dated May 1967, and revisions to portions of Chapter 5 and 13 of Volume II of the Transportation Study for the Wichita-Sedgwick County Metropolitan Area," as previously amended.


Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:JAS:rh
Attachments (2)

TRANSPORTATION PLAN
AMENDMENT
SCHEDULE

Remaining Steps

Public Notice	September 2, 1977
Public Hearing	September 29, 1977
MAPC Adoption	December 1, 1977
City Concurrence	December 13, 1977
County Concurrence	December 14, 1977

9-1-77

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. 1976 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on September 2, 1977, 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 September 29, 1977, at 1:00 p.m., in the City Commission Board Room on the main floor of City Hall, 455 N. 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 the contents and proposals of the "Preliminary Study of the Inner Loop Expressway," Volumes I and II, dated May, 1967; and by deleting therefrom on Revised Map 13A, dated February 3, 1966, and on Map 5I, as amended January 25, 1968, and on Map 5P:

The Inner Loop Expressway; and

by deleting all written material following the heading of "North-east Diagonal and Inner Loop," beginning on page 39 of Volume II of the "Transportation Study of the Wichita-Sedgwick County Metropolitan Area," as previously amended on January 25, 1968, and continuing through that part of page 41 preceding the heading "COUNTY ARTERIAL SYSTEM," and substituting the following:

"Northeast Diagonal

"The purpose of the Northeast Diagonal is to complete and complement the highway and expressway circulatory system in the Wichita Metropolitan Area. This facility would provide a radial route into the northeast quadrant where a heavy concentration of population exists and where more development is expected to occur.

"The Northeast Diagonal, which connects FAI 135 to the Northeast Circumferential Route, would complete the highway and expressway circulatory system in the northeast quadrant of the City.

"Traffic assignments on the Northeast Diagonal indicate volumes of 4,000 to 14,000 vehicles per day in 1975, and 11,000 to 21,000 vehicles per day in 1985.

"The Northeast Diagonal is a collector-distributor expressway for the northeast quadrant and directly connects it to the Central Business District Area.

"Anticipated traffic volumes indicate that the Northeast Diagonal should be an access-controlled, on-grade facility with channelized intersections. The alignment for the facility is shown within the existing Frisco right-of-way. It is recommended that this section of the Frisco tracks be abandoned and the right-of-way made available for an expressway facility. The alignment of the Northeast Diagonal from the Frisco tracks to the proposed Northeast Circumferential Route is a general alignment and would be subject to an engineering design study prior to a final alignment selection. The proposed alignment is shown on Map 5I.

"The inclusion of the Northeast Diagonal into the thorofare system will relieve the traffic loads on East 21st, East 13th, and Central Avenue. Relieving only a portion of the traffic loads on these arterials will result in a safer and more efficient flow of traffic.

"CENTRAL BUSINESS DISTRICT FEEDER AND CIRCULATION STREETS

"The streets which feed and circulate traffic generated by the Central Business District form an important section of the thorofare system. Some of these streets have been classified as arterials and improvements to them have been considered in the preceding arterial system analysis. A supplementary street inventory was made for the streets serving the Central Business District which were not classified as arterials. A comparison of capacity vs. demand revealed that all but a few of the streets in this area could handle the traffic demands with the continued use of traffic engineering techniques now employed in Wichita.

"The proposed thorofare system for the Central Business District is indicated on Map 5J, dated September 1977, replacing the location maps on

pages 8 and 9 of the "Preliminary Study of the Inner Loop Expressway."

"The long-range repair or reconstruction plans for the Central Business District streets should include provisions to upgrade the streets to the previously indicated desirable standards, if possible. It must be recognized, however, that desirable additional street rights-of-way and pavement widths, as well as sufficient room for channelization and turning bays may be difficult to obtain and construct in the intensely developed Central Business District Area."

And by deleting the paragraph "Northeast Diagonal and Inner Loop" on page 77 of Volume II of the "Transportation Study of the Wichita-Sedgwick County Metropolitan Area," as previously amended in January 25, 1968, and substituting the following:

"Northeast Diagonal

"The purpose of the Northeast Diagonal is to complete and complement the highway and expressway circulatory system in the Wichita Metropolitan Area. The Northeast Diagonal is a collector-distributor expressway for the Northeast Quadrant which would be directly connected to the Central Business District area. The inclusion of this facility in the thorofare system will relieve traffic volumes on East 21st, East 13th, and Central Avenue."

BE IT FURTHER RESOLVED that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area be further amended by adding thereto on Revised Map 13A, dated February 3, 1966:

- (1) Clarence Avenue between 45th Street South and 47th Street South as a "collector street"; and
- (2) Sagebrush Lane and Zimmerly from the east line of Timber Lakes Estates 2nd Addition to the north line of Timber Lakes Estates 2nd Addition (generally located in the south half of 25-27S-2E) as a "collector street"; and

- (3) Yosemite Drive in the Park Addition, generally located at the southeast corner of Pawnee and Maize Road as a "collector street"; 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 _____, 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 29th day of September, 1977.

Chairman
Wichita-Sedgwick County
Metropolitan Area Planning Commission

ATTEST:

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

(SEAL)

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

ADOPTED by at least a majority of all the Metropolitan Area Planning Commissioners at Wichita, Kansas, this _____ day of _____, 1977.

_____, Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

ATTEST:

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

(SEAL)

WICHITA-SEDGWICK COUNTY

DATE 9/2/77

METROPOLITAN AREA PLANNING DEPARTMENT

TO Ken Kitchen, Director, Urban Renewal Agency
FROM Willard L. Stockwell, Chief Planner, Advance Plans Division
SUBJECT PUBLIC HEARING ON AMENDMENTS TO THE TRANSPORTATION PLAN

Attached is a copy of the official notice that the Metropolitan Area Planning Commission will hold a public hearing for the purpose of approving amendments to the Transportation Plan--including deletion of the Inner Loop and addition of three collector streets.

The hearing will be held in the City Commission ^{Chambers} ~~Board Room~~ on the main floor of City Hall at 1:00 p.m. on Thursday, September 29, 1977.

There may be questions raised at the hearing as to the involvement of the URA, such as why the URA requested that the plan be amended, how the lands are to be used, etc. We will, of course, present the necessary background information to the Commissioners, but we would appreciate it if you would be available at the hearing to answer any specific questions the Commissioner's or the public may have regarding the URA's involvement.

COPY

Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:JAS:rh

Attachment

WICHITA-SEDGWICK COUNTY

DATE 9/8/77

METROPOLITAN AREA PLANNING DEPARTMENT

TO Members of the Coordinating Committee and the Technical Advisory Committee
for Transportation Planning

FROM Robert A. Lakin, Director of Planning

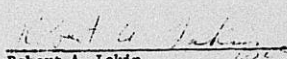
SUBJECT PUBLIC HEARING ON AMENDMENTS TO THE TRANSPORTATION PLAN

Official public notice was given on September 2, 1977, that the Wichita-Sedgwick County Metropolitan Area Planning Commission will hold a public hearing for the purpose of approving amendments to the Transportation Plan. The hearing will be held in the City Commission Board Room on the main floor of City Hall, 455 N. Main, Wichita, Kansas at 1:00 p.m. on Thursday, September 29, 1977.

The following amendments will be discussed at the hearing:

1. Deletion of the proposed Inner Loop Expressway;
2. Designation of Clarence Avenue between 45th Street South and 47th Street South as a collector street;
3. Designation of Sagebrush Lane and Zimmerly from the east line of Timber Lakes Estates 2nd Addition to the north line of Timber Lakes Estates 2nd Addition (generally located in the south half of 25-27S-2E) as a collector street;
4. Designation of Yosemite Drive in the Park Addition, generally located at the southeast corner of Pawnee and Maize Road, as a collector street.

The amendments to be discussed will include the necessary deletion of Volumes I and II of the "Preliminary Study of the Inner Loop Expressway," dated May, 1967, and revisions to portions of Chapters 5 and 13 of Volume II of the "Transportation Study for the Wichita-Sedgwick County Metropolitan Area," as previously amended.



Robert A. Lakin
Director of Planning

RAL:JAS:rh

PUBLIC NOTICE

-MAILING LIST-

TAC members

Coordinating Committee members

Dave Furnas, CPO

Ken Kitchen, URA

PIO - 17 copies

from: JLH do.

admin. adv. plans cur. plans social graphics

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case file.

AFFADAVIT OF PUBLICATION

66397 (First Published in the Daily Record, September 2, 1977) 1-4 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 City Commission Board Room on the main floor of City Hall, 455 N. Main, Wichita, Kansas, at 1:00 p.m. on Thursday, September 29, 1977. 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. 1976 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 Inner Loop Expressway.
 - 2. The designation of Clarence Avenue between 45th Street South and 47th Street South as a collector street;
 - 3. The designation of Sagebrush Lane and Zimminy from the east line of Timber Lakes Estates 2nd Addition to the north line of Timber Lakes Estates 2nd Addition (generally located in the south half of 25-275-25) as a collector street;
 - 4. The designation of Yosemite Drive in the Park Addition, generally located at the southeast corner of Pawnee and Malco Road, as a collector street.
- The amendments to be discussed will include the necessary deletion of Volumes I and II of the "Preliminary Study of the Inner Loop Expressway," dated May, 1967, and revisions to portions of Chapters 5 and 13 of Volume 11 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 available for display and reading in the office of the Wichita-Sedgwick County Metropolitan Area Planning Department during business hours. The office is located on the tenth floor of City Hall, 455 N. Main, Wichita, Kansas.

WITNESS my hand and seal this 1st day of September, 1977.

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

STATE OF KANSAS, SEDGWICK COUNTY, SS:

Ma Hein, of lawful age, being first duly sworn, deposes and says that she is Business Manager of THE DAILY RECORD formerly known as The Democrat & Daily Record, a newspaper printed in the State of Kansas, and published in and of general paid circulation on a weekly, monthly or yearly basis in Sedgwick County, Kansas, and that said newspaper is not a trade, religious or fraternal publication.

Said newspaper is published at least weekly fifty (50) time a year, has been so published continuously and uninterrupted in said County and State for a period of more than five (5) years prior to the first publication of the notice attached, and has been admitted at the post office of Wichita in said County and State as second class matter.

That a notice, a true copy of which is hereto attached, was published in the regular and entire issue of said newspaper for 2722 consecutive days as follows:

- 1st Sept. 2, 1977
- 2nd _____
- 3rd _____
- 4th _____
- 5th _____
- 6th _____

Ma Hein
Business Manager

Subscribed and sworn to before me this 6th day

of Sept 19 77
William G. Sheldon
Notary Public

My commission expires NOV 25 1978

Publication Fees
9.03
60

WILLIAM G. SHELDON
STATE NOTARY PUBLIC
BUTLER BLDG - 1405 S
MY COMM. EXP. NOV. 25, 1978

(86281) Published in the Daily Record, September 2, 1977.

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 City Commission Board Room on the main floor of City Hall, 455 N. Main, Wichita, Kansas, at 1:00 p.m. on Thursday, September 29, 1977. 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. 1976 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 Inner Loop Expressway;
2. The designation of Clarence Avenue between 45th Street South and 47th Street South as a collector street;
3. The designation of Sagebrush Lane and Zimmerly from the east line of Timber Lakes Estates 2nd Addition to the north line of Timber Lakes Estates 2nd Addition (generally located in the south half of 25-27S-2E) as a collector street;
4. The designation of Yosemite Drive in the Park Addition, generally located at the southeast corner of Pawnee and Maize Road, as a collector street.

The amendments to be discussed will include the necessary deletion of Volumes I and II of the "Preliminary Study of the Inner Loop Expressway," dated May, 1967, and revisions to portions of Chapters 5 and 13 of Volume II 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 on the tenth floor of City Hall, 455 N. Main, Wichita, Kansas.

WITNESS my hand and seal this 1st day of September, 1977.

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

(SEAL)

LEGAL PUBLICATION

Published in the Wichita Beacon, September 2, 1977.
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-Sedgewick 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-Sedgewick County Metropolitan Area. The hearing will be held in the City Commission Board Room on the main floor of City Hall, 455 N. Main, Wichita, Kansas, at 1:00 p.m. on Thursday, September 29, 1977. 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. 1976 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-Sedgewick County Metropolitan Area, as readopted and previously amended:

1. The deletion of the proposed Inner Loop Expressway;
2. The designation of Clarence Avenue between 46th Street South and 47th Street South as a collector street;
3. The designation of Sassafras Lane and Zimmerman from the east line of Timber Lakes Estates 2nd Addition to the north line of Timber Lakes Estates 2nd Addition (generally located in the south half of 25-27S-2E) as a collector street;
4. The designation of Yosemite Drive in the Park Addition, generally located at the southeast corner of Pawnee and Malze Road, as a collector street.

The amendments to be discussed will include the necessary deletion of Volumes I and II of the "Preliminary Study of the Inner Loop Expressway," dated May, 1967, and revisions to portions of Chapters 5 and 13 of Volume II of the "Transportation Study for the Wichita-Sedgewick County Metropolitan Area," as previously amended.

The amendments described above shall be discussed and considered for approval by the said Wichita-Sedgewick 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-Sedgewick County Metropolitan Area Planning Department during business hours. The office is located on the tenth floor of City Hall, 455 N. Main, Wichita, Kansas.

WITNESS my hand and seal this 1st day of September, 1977.

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

(SEAL)

86387 (First Published in the Daily Record, September 2, 1977) 1-1 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-Sedgewick 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-Sedgewick County Metropolitan Area. The hearing will be held in the City Commission Board Room on the main floor of City Hall, 455 N. Main, Wichita, Kansas, at 1:00 p.m. on Thursday, September 29, 1977. 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. 1976 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-Sedgewick County Metropolitan Area, as readopted and previously amended:

1. The deletion of the proposed Inner Loop Expressway;
2. The designation of Clarence Avenue between 46th Street South and 47th Street South as a collector street;
3. The designation of Sassafras Lane and Zimmerman from the east line of Timber Lakes Estates 2nd Addition to the north line of Timber Lakes Estates 2nd Addition (generally located in the south half of 25-27S-2E) as a collector street;
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Wichita-Sedgewick County Metropolitan Area Planning Commission

(SEAL)

Daily Record - City Clerk and fl.
Don Lisick (Malvern)
2 copies

Beacon - Willard Watson 268-6279
1 copy

1- files

() Published in the Wichita Beacon, September, 1977.
" " " Daily Record,
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before it is sent out (date?)

- 1 file
- 2 City Clerk -
- 1 Eagle-Beacon - original?

Jack - 1 p.m.
notice to planning com.?
notice to others?

() Published in the Daily Record, September 2, 1977.

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ROBERT A. LAKIN, Secretary
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Area Planning Commission

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WITNESS my hand and seal this 1st day of September, 1977.

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

(SEAL)

Draft/Joyce Schafer

TO: Mike

8/24/77

FROM: Joyce

SUBJECT: PROPOSED TRANSPORTATION PLAN AMENDMENTS - DELETION OF THE INNER LOOP
& ADDITION OF 3 COLLECTOR STREETS

A public hearing before the Planning Commission on the above referenced subject has been tentatively scheduled for Thursday, September 29, 1977, at 1 p.m. In order to comply with state statutes, notice of this hearing must be made 20 days in advance, which in this case would be by Thursday, September 8, 1977.

In preparing both the announcement and the resolution, some questions have arisen concerning what specific revisions are necessary in order to amend the Plan. Adding the three collector streets to the Plan should simply involve the addition of such streets to Revised Map 13A, dated February 3, 1966. There is some question, however, as to what is necessary in order to delete the Inner Loop.

Yes
Certainly, the Inner Loop Expressway must be removed from the Revised Map 13A. But the Inner Loop is also shown on several other maps, as follows:

Map 5C - "Wichita Proposed Major Street System Estimated Volumes"

Map 5I - "Inner Loop and N. E. Diagonal Thruways," as amended 1/25/68

Map 5N - "Proposed Urban Area Thoroughfare System"

Map 5P - "Proposed Thoroughfare Improvement by 5 Year Periods"

Map 8A - "Potential Express Transit Time Zones"

Map 9B - "Proposed Intercity Truck Routes"

Map 10D - "Plan A--Off-Street Parking--Phase III--1985"

Map 10E - "Plan B--Off-Street Parking--Phase III--1985"

Must the Inner Loop be removed from all of these?

The Inner Loop is also included in the following tables:

Table 5A - "Forecasted Travel (Vehicle Miles Per Average Weekday)

Table 5E - "Estimated Costs of Thoroughfare Improvements," as amended
1/25/68

Table 5F - "Suggested Governmental Participation in Expressway
Improvements"

Yes
The major discussion of the Inner Loop is found in Chapter 5,
Major Thoroughfare Plan Proposals, on page 39 under the heading "Northeast
Diagonal and Inner Loop," (amended 1/25/68). The Inner Loop is also
mentioned and discussed in the following chapters (copies are attached):

Chapter 6 - "Recommendations Concerning Railroads in the
Wichita Metropolitan Area"

Chapter 9 - "Conclusions and Recommendations Concerning Intercity
Bus and Truck Activity"

Chapter 10 - "Future Parking Space Demands in the Central Business
District"

Chapter 11 - "Utilization of the Transportation Study"

Yes
Chapter 13 - "Summary"

The other area of major importance is the "Preliminary Study of the
Inner Loop Expressway," Volumes I and II, May 1967, adopted January 25,
1968. Should this study be deleted?

Yes
Attached is a summary of amendments that have been made to the Trans-
portation Plan since its adoption in May 1966. This is the first time
that a major expressway has been deleted from the Plan.

~~_____~~

CHAPTER 5

MAJOR THOROFARE PLAN PROPOSALS

TRANSPORTATION SYSTEM DEVELOPMENT AND TRAFFIC ASSIGNMENTS FOR 1975 AND 1985

Introduction

The first step in the development of a thorofare plan, which will serve present and anticipated traffic demands, is to evaluate the existing system by relating it to both present and future traffic demands. Thorofares are defined as major streets which include all arterial streets, expressways and freeways in the Wichita Metropolitan Area. The basis for the evaluation of the existing system was the detailed street inventory completed by the Department of Public Works of the City of Wichita and the Sedgwick County Engineer's Office. The inventory included information concerning roadway widths, surface types, existing traffic volumes, parking and signalization and other traffic controls.

Table 1 in Appendix 3 summarizes the urban arterial street inventory and lists traffic volumes, their existing practical capacities, and the estimated traffic volumes for 1975 and 1985. Parking conditions shown in the tables are related to peak hour conditions. In analyzing the tables, it was revealed that a number of arterials were burdened with volumes in excess of their practical capacities. Comparing the 1975 and 1985 traffic volumes to the existing practical capacities indicates that many additional arterials will be added to this list if no improvements are made.

Traffic volumes should not be considered as the only criteria for an improvement to a thorofare system. The desirable level of service, the type and extent of land use development, the character of traffic using the facility, the physical condition of the facility itself, and the character and condition of connecting street facilities all play a part in the determination of improvements for a given arterial.

To evaluate a thorofare system, it is necessary to know the number of vehicular trips made on the system, as well as the origin and destination of these trips. Knowing the travel desires of the pub-

lic is of primary importance in understanding the traffic patterns they produce. The patterns, in turn, are an important indication of future traffic.

Graphic presentations of the estimated 1985 average daily internal trip desires and average daily external internal trip desires were shown on Maps 4C and 4D in the previous chapter.

System Development

In order to evaluate the effect of traffic demands on a thorofare system, it was first necessary to assign these demands to a system.

Several different traffic networks were used for the assignment of 1975 and 1985 travel in order to determine the best location of K-96 entering the city from the northwest and to select the most feasible of three locations for the Canal Route (I-35W) through Wichita.¹

The different networks were numbered consecutively in the order in which they were studied for identification purposes.

Network 1 was the existing thorofare network as of 1960.

Network 2 was a network, referred to as the Committed System, consisting of the 1960 existing network together with highway and street construction and improvements expected to be completed before 1975 and 1985. Network 2 was modified several times and was finally designated as Network 9.

Network 10 was described as the Proposed System of expressways and arterials for 1975 and 1985. It included the total Committed System plus several additional expressways and freeways that were considered necessary for the future thorofare system.

Wilson and Company, contracted for the preparation of a major thorofare plan for the Wichita Metropolitan Area, utilized this system development in their study. The Committed System consisted

¹Origin-Destination Technical Report, State Highway Commission of Kansas, Chapter 6.

of the arterials existing in 1960 and the following improvements:

1. U.S. 54 extension from McLean Boulevard to Broadway
2. Federal Aid Interstate Route 235
3. Proposed K-96 alignment from the west county line to FAI 235
4. Relocation of K-254 from the FAI 35W-FAI 235 North Directional Interchange, northeasterly to a point east of Kechi
5. McLean Boulevard from MacArthur to 21st Street
6. North Wichita Thruway (South Industrial Thruway)
7. Proposed K-15 extension from Pawnee northwest to Washington and north to Kellogg
8. Rock Road from Central to 13th Street
9. FAI 35W on the canal route alignment
10. Inner Loop and Northeast Diagonal from Washington to Hillside
11. First and Second Streets from Waco to Oliver.

In general, the Proposed System was described as the Committed System with the addition of several expressways and freeways that should be constructed to improve the overall efficiency of the thoroughfare system. The Proposed System included the following improvements:

1. "Inner Loop and Northeast Diagonal from Seneca to Washington
2. Northeast Circumferential from K-254 southeasterly to Kellogg
3. Northeast Diagonal from Hillside to the Northeast Circumferential
4. Kellogg Expressway - improvement from McLean to Washington, and a new location from Washington to Edgemoor
5. Emporia from Central to 13th Street (The reason that Emporia from Central to 13th Street appears in the proposed system is due to the fact that this link was not initially included as an arterial in the Committed System.)
6. Interchange at FAI 35W and relocated U.S. 54

The Proposed System deleted the following streets from the arterial system.

1. Seneca from McLean to Central
2. Central from Seneca to Waco
3. Waco from Central to 13th Street
4. Waterman from Waco to Broadway.¹

¹Urban Highways, Wilson and Company, p. 29.

These deletions do not necessarily indicate that these street sections will be closed, although portions of these sections may be closed. These deletions signify that these street sections were no longer considered as arterials and the traffic movements previously assigned to them were reassigned to other arterials.

The Committed System has 139 miles classified as expressways or freeways; whereas, the Proposed System has 181 miles in this classification. The arterial mileage is 1,127 miles in the Committed System and 1,125 miles in the Proposed System.

Traffic Assignments

Traffic assignments to the two networks were made by the State Highway Commission in cooperation with their consultants, Campbell & Associates of Chicago, Illinois. The method used for assigning traffic is called the Opportunity Model, which assigns traffic to the network by means of the capacities and travel times of the various components of the network. Table 1 in Appendix 3 shows the 1975 and 1985 projected average daily traffic (ADT) by arterial street.

These traffic assignments are shown on Maps 5A, 5B, 5C and 5D. The distribution of vehicle miles by system and type of roadway for the forecast period are shown in Table 5A.

These assignments indicate that approximately 25 percent of all the vehicle miles traveled on an average weekday in Wichita and Sedgwick County will be made on expressway facilities.²

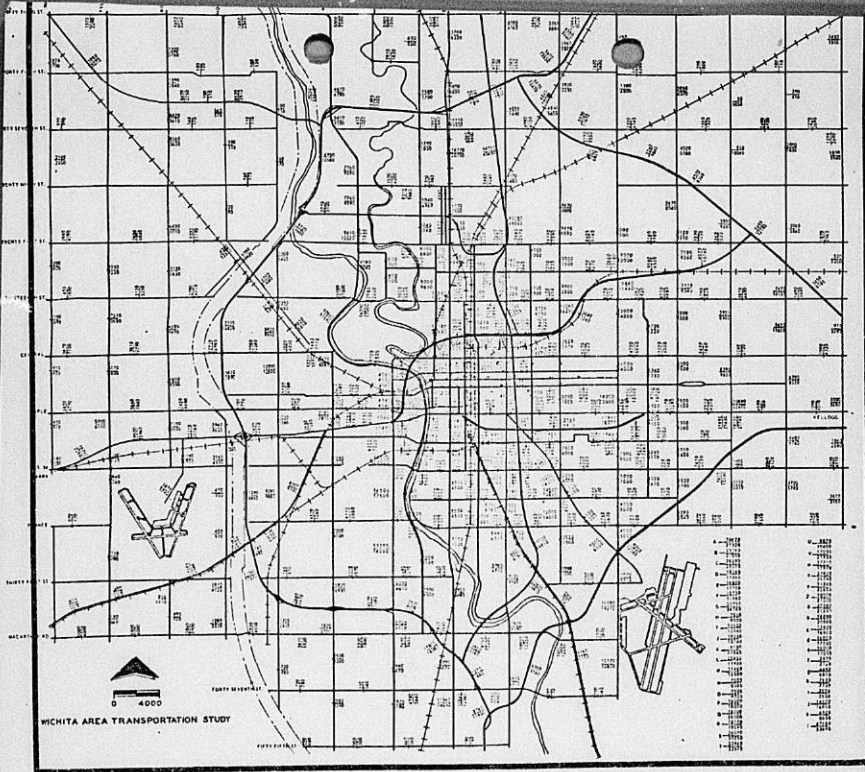
STREET STANDARDS

The classification of individual streets in a thoroughfare system is a most important part of a street improvement program. The four classes of streets are: Freeways or expressways, arterials, collectors and local streets. They are described as follows:

Freeways and Expressways

The primary function of freeways and expressways is to move traffic. It is often necessary, in heavy traffic generating areas, to reduce excessive traffic on the arterial system by shifting as much

²Ibid, p. 29



WICHITA PROPOSED MAJOR STREET SYSTEM
ESTIMATED VOLUMES

SOURCE: URBAN HIGHWAYS, WILSON & CO. - 1964 .

COUNT	YEAR	AVERAGE DAILEY TRAFFIC
3320	1975	ESTIMATED
5780	1985	ESTIMATED

TABLE 5A
FORECASTED TRAVEL
(VEHICLE MILES PER AVERAGE WEEKDAY)

	1975		1985	
	Committed	Proposed	Committed	Proposed
Arterials	3,300,000	3,080,000	4,460,000	4,140,000
Expressways or Freeways	1,000,000	1,220,000	1,240,000	1,560,000
TOTAL	4,300,000	4,300,000	5,700,000	5,700,000

Source: Urban Highways, Wilson and Company, p. 29.

of it as is possible to these higher type facilities.

A freeway is the highest type of street facility with complete access control and grade separated interchanges. An expressway is a divided street facility with no property access and may have either separated or at-grade public road access. Examples of freeway facilities in the Wichita Metropolitan Area are the Kansas Turnpike and the west By-Pass (I-235). U.S. 54 west of the Arkansas River in Wichita would be an expressway facility. For the purpose of this study the term expressway will normally be utilized when referring to any street of a higher type than an arterial. Thruway as utilized in this study also refers to an expressway type facility.

Expressways, with various types of interchanges spaced at approximately one-mile intervals, must have controlled access. Although this specialized type of roadway can carry high volumes of traffic, it may have considerable effect on land use, socio-economic development and arterial patterns.

Expressway standards should include the following:

1. Access control with grade separation wherever warranted.
2. Access to and from the expressway only at interchange and intersection points. These facilities should be designed in accordance with standards of the American Association of State Highway Officials.
3. Urban expressway geometrics based on design speeds of 50-60 mph.
4. Divided roadways with ample widths and adequate shoulders to maintain design speeds.
5. Connections with other Federal or State ex-

pressways and highways.

6. Frontage roads where necessary to preserve localized circulation patterns.¹

The recommended desirable standards of construction for freeways and expressways are indicated on Chart 5A and Table 5B.

Arterial Streets

Arterials are defined as streets serving major traffic movements. Arterials are primarily traffic carriers between various sections of the City and form a network of through streets. Service to abutting properties and access to these properties are secondary functions. In the establishment of arterial street standards, the following criteria should be considered:

1. Arterial streets should be spaced approximately one mile apart so that they attract optimum traffic volumes and encourage through traffic movements.
2. Residential access and parking should be controlled.
3. Large traffic generating activities should have access to arterials only by means of approved exits and entrances, incorporating channelization wherever required.
4. Land use development bordering arterials should be regulated to preserve the characteristics necessary for efficient arterial operation.
5. Connections should be made with the County arterial system to provide good access to and from rural areas.²

¹Ibid, p. 36

²Ibid, pp. 35, 36

lishing a street system on which people and goods can be moved efficiently and safely from one place to another. The efficiency of a system is measured mainly by the driving public in terms of convenience and the travel time required to reach their destinations. The Wichita-Sedgwick County Metropolitan Area, like many other metropolitan areas, has been unable to expand its thoroughfare system rapidly enough to keep pace with the traffic growth. However, the application of modern traffic engineering techniques and an arterial reconstruction program have done much to keep the system operational in the Wichita Metropolitan Area. Future traffic projections indicate an increase in traffic which will make the traffic situation even more serious.

Arterial System Improvements

Table 5C lists the arterials by section, length, existing pavement widths, and proposed improvements. The improvements will provide adequate capacities and facilities for existing and future traffic loads. The table does not specify where medians should be utilized. This should be determined in consideration of the intensity of land uses adjacent to each arterial when it is improved. Table 5C and Map 5P (see financial section) indicate and illustrate a suggested scheduling of arterial improvements in five-year increments. Estimated improvement costs by arterial section are shown in Table 5D later in the financial section of this chapter. The improvement schedule developed by the consultants is based on traffic requirements and physical conditions and is only offered as a guide. Other considerations, such as the financial capabilities, and intergovernmental obligations, will greatly influence the construction schedule of these improvements.

In areas of new development, the highest arterial standards consistent with projected traffic volumes should be used. In some cases stage construction must be used effectively. The staging of construction is an accepted engineering practice whereby the ultimate standards of construction are initially established and improvements are accomplished in stages as demands warrant and as funds become available. In older developed areas it may be necessary to use standards less than those considered desirable; however, in each instance the highest practical acceptable engineering standard should be used. The practice of building to minimums has historically proven to be costly. Invariably the project must be rebuilt to the higher stan-

dard at prices much in excess of those which would have been paid in the first instance. Also, if the higher standards are not used, new development may occur which will preclude the upgrading of the facility from a practical standpoint. In addition to the dollars and cents involved in the false economy of building to minimums, there is the matter of providing improvements to accommodate the public convenience and safety. This cannot be measured in dollars alone. The higher standard improvements provide a safer and more convenient method of travel in nearly every instance.

Any street improvement should have the specific recommendations of the staff of the Wichita Department of Public Works or the Sedgwick County Engineer, prior to its initiation. When improvements to arterials are considered in newly developing areas, the Wichita Department of Public Works and the County Engineering staff should fully consider the character and intensity of the newly developing area.

Practically all at-curb parking on arterials must be restricted to accommodate the 1975 and 1985 traffic volumes. These restrictions may take the form of peak-hour or full-time prohibition. Hourly traffic variations, intersection conflicts and parking turnover are only a few of the factors which must be considered in-order to maximize the dollar investment in the arterial system. Determination of the type of parking restriction, warranted on individual sections of the system, should be made by the Traffic Engineering Division of the Department of Public Works in accordance with the report Major Traffic Street Parking Policy of the City of Wichita as of April, 1962. When parking is prohibited, especially in commercial areas, consideration must be given to the replacement of the lost parking spaces.

EXPRESSWAY SYSTEM

The recommended expressway system is based on the Proposed System or Network 10. The grid pattern of streets in Wichita offers little opportunity for radial traffic movement but provides good cross-town movement with the exception of some areas of congestion which contribute to traffic delay. Several expressways are proposed to correct these deficiencies. They are: improvements on U.S. 54, the North Wichita Thruway, the Northeast Circumferential Route, the Northeast Diagonal and the Inner Loop.

approximately 9.5 miles in length with an estimated initial cost of:

Bridges	\$ 220,000
Grading and Paving	997,500
	<hr/>
	\$1,217,500
Right-of-way	322,000
Contingencies, Engineering, Legal, etc.	182,500
	<hr/>
Total Cost	\$1,722,000

The 1962 Kansas Highway Needs Study also recognized the need for a Northeast Circumferential Route and recommended that it be included in the State Highway System as a controlled access highway. This seems quite logical and would provide an excellent connector for K-96 entering the northwest quadrant of Wichita and tying to K-96 east of Wichita which would eliminate the current route through the congested portion of Wichita.

Northeast Diagonal and Inner Loop

The purpose of the Northeast Diagonal and Inner Loop is to complete and complement the highway and expressway circulatory system in the Wichita Metropolitan Area. These facilities would provide a radial route into the northeast quadrant where a heavy concentration of population exists and where more development is expected to occur.

The Inner Loop would connect the 9th Street interchange on FAI 35W to West U.S. 54 at Seneca Avenue. The inclusion of the Inner Loop would complete a much needed system of expressways that circle the Central Business District. The Northeast Diagonal, which connects the Inner Loop and FAI 35W to the Northeast Circumferential Route would complete the highway and expressway circulatory system in the northeast quadrant of the City.

The Inner Loop should be designed to function as a major traffic carrier for both intra-city and through movements. By completely circling the Central Business District, traffic originating from or destined to this area has a choice of approach on high-type facilities. It will tend to equalize the traffic volumes on the arterial system in the Central Business District. It will also, by providing a safe and efficient interconnecting facility, relieve the traffic loads on FAI 35W and U.S. 54 in the Central Business District Area.

The Inner Loop is proposed to be an elevated

freeway facility with interchange connections to the arterial system. Limited access right-of-way is necessary to preserve the high operational characteristics of the facility. Map 51 indicates the general location of this freeway with suggested interchange locations.

Traffic assignments on the Inner Loop show forecasted traffic volumes of from 10,000 to 27,000 vehicles per day in 1975 and from 13,000 to 33,000 vehicles per day in 1985. The assignments on the Northeast Diagonal indicate volumes of 4,000 to 14,000 vehicles per day in 1975 and 11,000 to 21,000 vehicles per day in 1985.

The function of the Northeast Diagonal is basically the same as the Inner Loop. It is a collector-distributor expressway for the northeast quadrant and directly connects it to the Central Business District Area.

Anticipated traffic volumes indicate that the Northeast Diagonal should be an access-controlled, on-grade facility with channeled intersections. The alignment for the facility is shown within the existing Frisco right-of-way. It is recommended that this section of the Frisco tracks be abandoned and the right-of-way made available for an expressway facility. The alignment of the Northeast Diagonal from the Frisco tracks to the proposed Northeast Circumferential Route is a general alignment and would be subject to an engineering design study prior to a final alignment selection. The proposed alignment is shown on Map 51.

The inclusion of the Inner Loop and Northeast Diagonal into the thoroughfare system will relieve the traffic loads on East 21st, East 13th, Central Avenue and 1st and 2nd Streets. Relieving only a portion of the traffic loads on these arterials will result in a safer and more efficient flow of traffic.

A solution to some of the existing crosstown circulation problems can be accomplished by immediate partial construction of the Inner Loop and Northeast Diagonal. In this interim plan, 9th Street could be improved from Hillside to the FAI 35W-9th Street Interchange. West of the interchange, the use of local streets converted to one-way usage can accomplish the interconnection to Murdock Street. Murdock Street should then be improved westward to Main Street. By providing a facility such as this, the distribution characteristics of the system will be increased and traffic congestion on some of the east-west arterials will be reduced. From this basic beginning, the complete Inner Loop and the

Northeast Diagonal can then be constructed in stages as funds become available.¹

Wichita Street, south of the Inner Loop, is proposed to function as a collector-distributor street connecting the Inner Loop with the Central Business District and the Civic Cultural Center. An interchange near Wichita Street would connect the Inner Loop with the Central Business District circulation system. Wichita Street would be reconstructed as a two-way street parallel to the Missouri Pacific Railroad tracks. The street would run south on the east side of these tracks following the railroad alignment to a point where it would intersect with Waco Street. This alignment would eliminate the crossing of the Missouri Pacific main line tracks. From this point it would continue south along the western extremity of the Civic Cultural Center Site adjacent to the river to connect with Lewis Street near the Lewis Street River Bridge as indicated on Map 5J.

The River Drive from Douglas to Lewis is necessary to provide a basic internal circulatory system for the Civic Cultural Center and provide convenient access to it from the various elements of the freeway and expressway system.

40 Due to the Civic Cultural Center Project, redevelopment proposals are being developed by private land owners outside of the Urban Renewal Project Area and by those who may be interested in redeveloping land in the Urban Renewal Area itself. These plans may call for some street relocations. In consideration of these development proposals, the Wichita Street extension connecting to Waco could be extended west from Waco south of the railroad tracks to the River and connected to a north-south River Drive interconnecting with a River Drive extending south from the Park Plaza Urban Renewal Area to the River Drive through the Civic Cultural Center Area. This alignment is not as desirable as utilizing Wichita-Waco to Douglas in moving traffic between the proposed Inner Loop and the Civic Cultural Center. There would also probably be some design problems encountered in constructing the road along the river from the Missouri Pacific tracks to Douglas.

One question often raised is the status of Central Avenue in relation to the Inner Loop and the Park Plaza Urban Renewal Project. Initially, Central Avenue would continue to function as a cross-town street bisecting the Park Plaza Urban Renewal Project until the final construction phase of

¹Ibid, p. 66.

the Urban Renewal Project would necessitate its closing. This is shown on the Central Business District Circulation Map (Map 5J). However, at that time the large share of the crosstown traffic would then be using the Inner Loop. In the design of the Inner Loop, care must be taken to provide adequate access to the Riverside area. This may present some problems in design, however, it appears that with the use of both inside and outside ramping techniques or other design techniques, these technical design problems can be overcome. Actual planning and design work on the Inner Loop and Park Plaza circulation system should be planned so that access to the Riverside area can be maintained.

The following is an estimate of cost for the Northeast Diagonal and Inner Loop:²

Northeast Diagonal to FAI 35W

Bridges	\$ 100,000
Grading and Paving	<u>1,320,000</u>
	\$ 1,420,000

Inner Loop, FAI 35W to U.S. 54

Arkansas River Structure	\$2,500,000
Grading and Paving	<u>4,200,000</u>
	\$ 6,700,000
	\$ 8,120,000

Right-of-way	6,852,000
Contingencies, Engineering, Legal, etc.	<u>1,218,000</u>

TOTAL COST \$16,190,000

CENTRAL BUSINESS DISTRICT FEEDER AND CIRCULATION STREETS

The streets which feed and circulate traffic generated by the Central Business District, shown on Map 5J, form an important section of the thoroughfare system. Some of these streets have been classified as arterials, and improvements to them have been considered in the preceding arterial system analysis. A supplementary street inventory was made for the streets serving the Central Business District which were not classified as arterials. A comparison of capacity vs. demand revealed that all but a few of the streets in this area could handle the traffic demands with the continued use of traffic

²Ibid, p. 69.

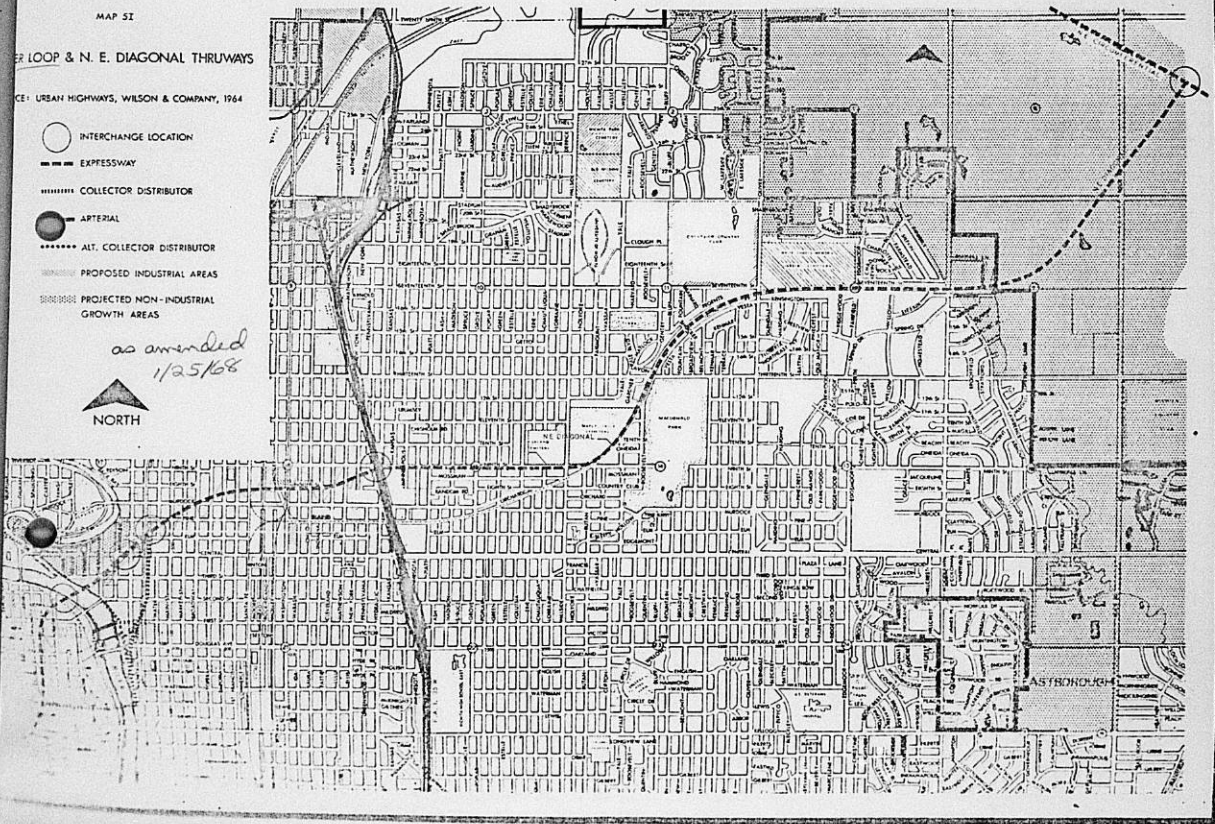
MAP 52

INTERCHANGES AND LOOP & N. E. DIAGONAL THRUWAYS

PREPARED BY: URBAN HIGHWAYS, WILSON & COMPANY, 1964

- INTERCHANGE LOCATION
- EXPRESSWAY
- COLLECTOR-DISTRIBUTOR
- ARTERIAL
- ALT. COLLECTOR-DISTRIBUTOR
- ▨ PROPOSED INDUSTRIAL AREAS
- ▨ PROJECTED NON-INDUSTRIAL GROWTH AREAS

*as amended
1/25/68*



THOROFARE PLAN PROPOSALS

In the next two decades, the thorofare system in the Wichita-Sedgwick County Metropolitan Area will be called upon to accommodate approximately twice the vehicle miles presently accommodated by the existing system.

As cities become larger, the average distance between trip origin and destination becomes greater. As trip length increases, volumes on arterials increase. Expressways are developed to relieve the arterials of excessive volumes, and to provide a safe and efficient facility for these longer trips.

FAI 235 and K-15 are examples of existing facilities which form the nucleus of an expressway system. The basic design and diagonal location of George Washington Boulevard can be considered as the first major attempt to provide a high-type traffic facility in Wichita. The proposed FAI 35W; the improvement of K-15; the proposed Inner Loop, Northeast Diagonal, North Wichita Thruway and the Northeast Circumferential Route are all extensions of an expressway system.

42

The upgrading of the arterial system and the completion of the system of proposed expressways will provide the Metropolitan Area with an effective and efficient thorofare system.

The recommended thorofare proposals for the Wichita-Sedgwick County Metropolitan Area shown on Maps 5N and 5O, provides the area with a network of arterials, expressways and highways necessary to accommodate the existing and anticipated traffic loads. Future growth areas are also indicated on Maps 5N and 5O.

Some additional section line roads were added to the arterial network in desirable development areas mainly in the northeast and west parts of the Urbanized Area. They were added because residential platting is occurring and will probably continue to occur in these areas. If development occurs more rapidly than anticipated and encompasses areas outside of the limits of the proposed arterial network, the section line roads bounding these areas should also be designated and classified as arterial streets. In short, nearly all section line roads should be considered as potential arterial streets.

These thorofare proposals should be used as a guide for the development of a planned system of major thorofares. These proposals should, after

appropriate public hearings and public discussion, be officially adopted as a part of the Transportation Plan which is an element of the Comprehensive Development Plan for the Wichita-Sedgwick County Metropolitan Area.

COSTS AND FINANCING

The financing of an Urban Highway Program is a most important consideration. The costs of the proposed system of major thorofares will be shared in varying degrees by Wichita, the County, the State and the Federal Government.

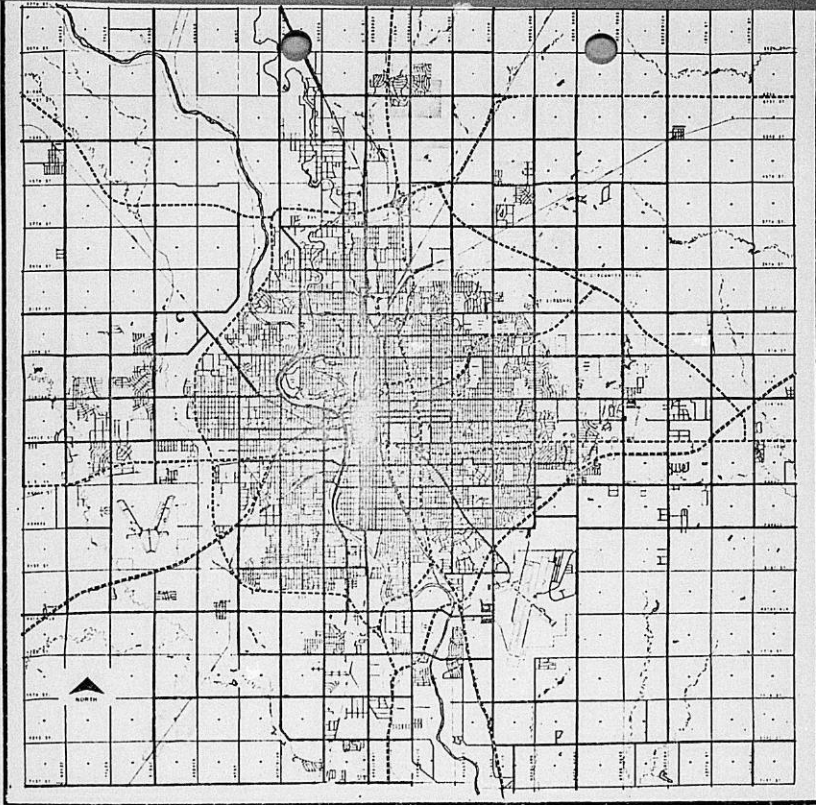
It is difficult to assign the cost responsibility for each segment of the thorofare system to any specific agency. This is also further complicated by the number of various plans for improvement to the system which could be undertaken. An example of this is in the Kellogg improvement which could range from six to sixteen million dollars. It is recommended that the various agencies involved in street and highway construction in Sedgwick County will formulate a workable plan of financing.

There are several methods of financing the construction of the thorofare system; some of these are:

1. Interstate Funds - 90 percent Federal, 10 percent State
2. Federal Aid Primary - 50 percent Federal and 50 percent State for construction only - 50 percent Federal, 25 percent State and 25 percent Local for right-of-way only.
3. Federal Aid Secondary - 50 percent Federal, 50 percent County
4. Special assessments of benefited property owners
5. General obligation bonds - community at large
6. City sales tax, gasoline tax, registration fees, etc.
7. Toll facilities

It is unknown today what role the Federal Government will play in the financing of urban transportation systems after the completion of the Interstate System in 1972. Many anticipate that the Federal Government will become more and more interested in the financing of vital urban highways. Even so, financial participation by local governments will be conducive to a close working relationship between themselves and the State and Federal highway authorities.

The consultants analyzed the proposed thorofare



MAP 5N

PROPOSED URBAN AREA THOROFARE SYSTEM

SOURCE: URBAN HIGHWAYS, WILSON & COMPANY - 1964

- EXPRESSWAYS
- ARTERIALS
- PROPOSED INDUSTRIAL AREA
- PROJECTED NON-INDUSTRIAL AREA

system with respect to existing condition and future anticipated traffic, and made recommendations for both the City and County over a 20-year period in five-year capital improvement programs. City-County cost responsibilities were divided at the existing 1964 City limits. Future expansion of the City limits will, in some cases, vary the cost responsibilities of the participating agencies. These cost estimates were made basing possible financial arrangements on existing policies and function or purpose of the roadway. Availability of these funds was not investigated as a part of this study. The assignment of financing to any particular unit of government does not and should not be construed to be an obligation of or an acceptance of responsibility by that unit of government.

An analysis concerning the availability of future local funds and the funding of improvements of all elements of the Comprehensive Development Plan will be undertaken in a study by the Wichita-Sedgwick County Metropolitan Area Planning Department.

The cost sharing estimates are shown on Table 5D, but do not include proposed expressways or the Central Business District feeder and collector streets. A graphic presentation of the time schedule of improvements to the thoroughfare system in the Urban Area is shown on Map 5P.¹

The Kansas Highway Needs Study, completed in 1962 by Roy Jorgenson and Associates, Washington, D.C. recognized that there were no clear cut Federal statutes relating to city streets. However, there was a provision whereby the State could designate certain streets as connecting links to the State Highway System. The report further states, in its definition of urban state highways:

"The extensions of state highways into or through incorporated cities should be officially recognized as part of the State Highway System, with the same status as rural portions of the System. The State Highway Commission should be given the authority and responsibility for coordinated planning, acquisition of right-of-way, construction, traffic control and maintenance. Where proven necessary by planning studies, this may include alternate routes to serve efficiently and conveniently both through traffic and traffic within the City."

It is recommended that the State Highway Com-

¹Ibid, p. 86

mission and the Bureau of Public Roads be requested by the City of Wichita to include the North Wichita Thruway and the Inner Loop into the State or Federal Highway System as connecting links, and that the State and/or Federal Government participate in the construction of these facilities. Similarly the Northeast Circumferential Route should be placed on the State Highway System as a continuation of Highway K-96.

The Inner Loop and the North Wichita Thruway are proposed to serve as connections to major Federal routes for through movements, and as collector-distributor streets for intra-city use. Traffic originating from or destined to the Central Business District and the North Industrial Area has a choice of approach on high-type facilities. This will, in effect, distribute traffic volumes more evenly on the arterial system. The two facilities will also relieve the traffic volumes on FAI 35W, FAI 235 and U.S. 54 in the Urban Area.

In some instances improvements recommended for certain city streets are necessary due to Federal and State highway construction affecting them. In these cases Federal and/or State participation should be sought for improving the local streets which are affected.²

Joint Federal-County participation on a 50-50 basis should continue to be utilized for Federal Aid Secondary road projects. Streets that are within the Wichita City Limits and are designated FAS routes, i.e. Bickel, 13th Street, 21st Street, could possibly be financed by 50 percent Federal funds. As an example, a street requiring \$60,000 worth of improvement could be improved with \$30,000 Federal and \$30,000 City-County funds. In this example, the City and County would contribute only \$15,000 each in matching money toward a \$60,000 project. The City would pay the County \$15,000 to add to its share of the matching money. The Federal Government does not stipulate where matching funds must originally come from. This procedure mentioned is legal and workable and has been used in some cities in Kansas.

It is beyond the scope of this study to thoroughly investigate the various methods by which Federal Aid could be obtained in the street improvement program. At all times the City and County should maintain a close working relationship with the State and Federal Highway agencies.

²Ibid, p. 86

The estimated costs for the thoroughfare system are indicated in Table 5E. Due to the condition of

many streets in the system, it is recommended that they be improved as soon as possible.

TABLE 5E
ESTIMATED COSTS OF THOROFARE IMPROVEMENTS

Description	Project Cost Less R/W	Right-of-Way Cost	Total Project Cost
U.S. 54 East (Freeway)	\$6,930,000	\$9,400,000	\$16,330,000
North Wichita Thruway	2,845,500	585,500	3,431,000
Northeast Circumferential	1,400,000	322,000	1,722,000
Northeast Diagonal and Inner Loop	9,338,000	6,852,000	16,190,000
Expressway Costs			\$37,673,000
CBD Street Improvements			4,335,000
Arterial Street Improvements			43,404,000
Total 20-Year Program Cost			\$85,412,000

Source: Urban Highways, Wilson and Company, p. 88.

44 Table 5F suggests how the various government agencies could participate in constructing the proposed expressway system. It should be remembered that these are recommendations only and are not commitments by either the State Highway Commission or the Bureau of Public Roads. Legislation

and available resources may affect the ability of both of these agencies to participate as suggested. The cost allocation should be reviewed periodically to determine the effect of current resources and legislation. This should be included in the preparation of the Capital Improvements Program.

TABLE 5F
SUGGESTED GOVERNMENTAL PARTICIPATION IN EXPRESSWAY IMPROVEMENTS

Location	Estimated Total Cost	Percent Local	State & Federal Participation	Construction Period
U.S. 54 (Interim)	718,000	25% R/W	75% R/W 100% Other	1965-70
U.S. 54 (Final)	6-16 Million	25% R/W	75% R/W 100% Other	1980-85
North Wichita Thruway	3,431,000	25% R/W	75% R/W 100% Other	1965-70
Northeast Circumferential	1,722,000		100% Total	1965-70
Northeast Diagonal and Inner Loop	16,190,000	25% R/W	75% R/W 100% Other	1970-80

Source: Urban Highways, Wilson and Company, p. 89.

MAP 5P

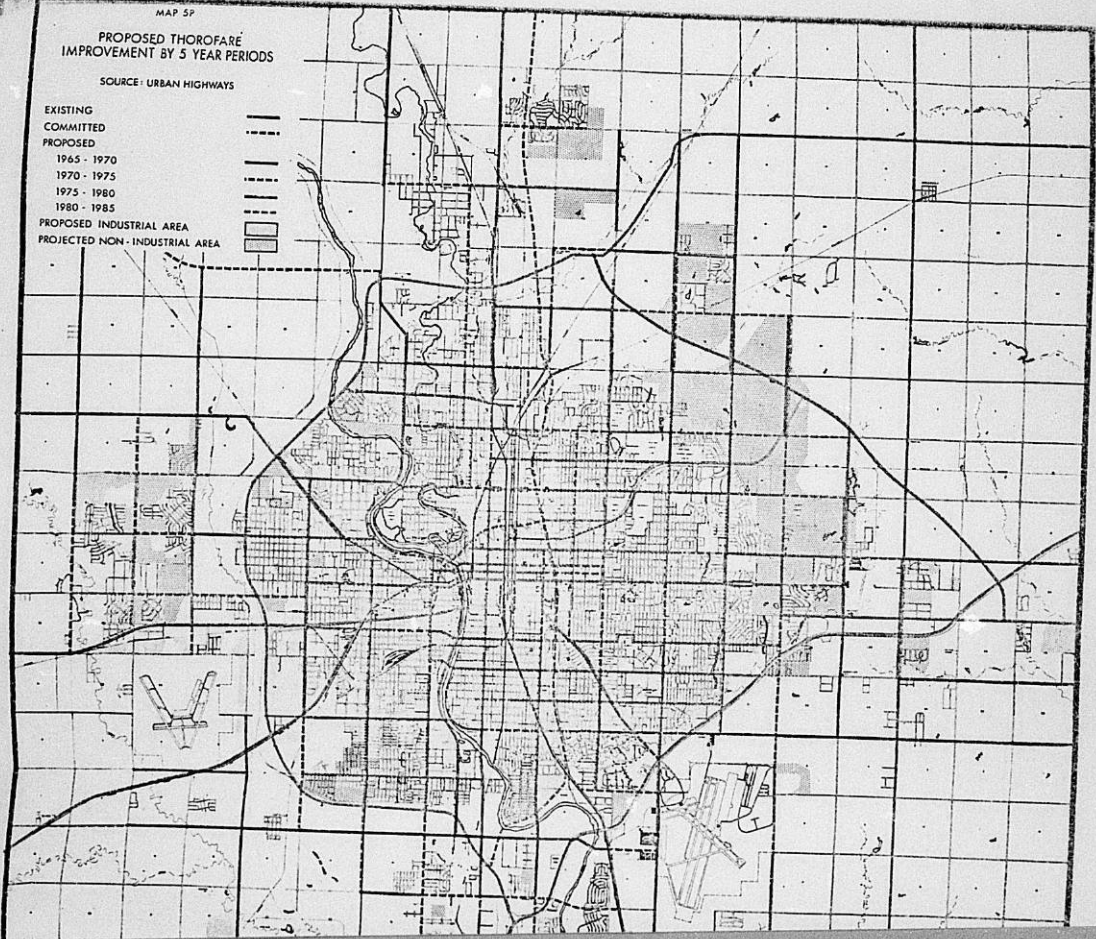
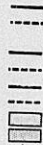
PROPOSED THOROFARE
IMPROVEMENT BY 5 YEAR PERIODS

SOURCE: URBAN HIGHWAYS

EXISTING
COMMITTED
PROPOSED

1965 - 1970
1970 - 1975
1975 - 1980
1980 - 1985

PROPOSED INDUSTRIAL AREA
PROJECTED NON-INDUSTRIAL AREA



CHAPTER 6
RECOMMENDATIONS CONCERNING RAILROADS IN THE
WICHITA METROPOLITAN AREA

TABLE 6A

ESTIMATED COSTS FOR FRISCO RELOCATION

	Construction Costs	Length-Miles
Line 1	\$1,870,000	8.2
Line 2	\$1,324,000	7.6
Line 3	\$2,113,000	8.0

Source: Railroads, Sverdrup and Parcel, p. 13

Of the three lines investigated, Line 2 was the most desirable and Line 3 was the least desirable. Line 2 was the shortest, required no grade separation (assuming use of the Rock Island Railroad right-of-way to underpass proposed I-35W highway), would provide a better junction with the existing system and would be the least expensive. Thus, it was recommended that:

1. Line 2 be selected which relocates the Frisco main track from approximately Greenwich Road and extended northerly and westerly to connect with the south end of the Wichita Yard at 29th Street North.
2. Existing Frisco line and facilities be abandoned and removed from the east line of Rock Road to the west line of Piatt Street; the abandoned right-of-way could then be utilized for a Northeast Diagonal Expressway.¹

Table 3 in Appendix 4 shows the total preliminary cost estimates for all relocation and improvements in the railroad plan.

TRACK REVISIONS, DOUGLAS AVENUE TO
21ST STREET NORTH

There are 11 main line grade crossings between 2nd Street North and 21st Street North; many industrial tracks also cross streets between Central Avenue and 21st Street North. Three solutions were considered for relieving the grade crossing situation along this section of tracks.

1. Elevating the tracks from 2nd Street North to north of 21st Street North.
2. Carrying the streets over the existing tracks by elevating the streets.
3. Combination of 1 and 2.

¹Railroads, Sverdrup and Parcel, p. 43

The consultants felt that solution 3 would be the most desirable which recommended that:

1. "Main line grade crossings on the Santa Fe, Rock Island and Frisco between Central Avenue and 19th Street North be eliminated by:
 - a. The construction of highway underpasses at Central Avenue and 9th Street North, highway over crossings at 13th and 17th Streets North, and the closing of Murdock Avenue, 10th Street North, 11th Street North, 15th Street North and 18th Street North.
 - b. Relocating Rock Island main line operations over Santa Fe right-of-way between North Tower and 16th Street North.
 - c. Relocating Rock Island main line operations between 16th Street North and their existing line near 20th Street North over a relocated line west of Mead Avenue.
 - d. Relocating Frisco main line operations over Santa Fe right-of-way between North Tower and 16th Street North until such time as the Frisco relocation is constructed.
2. Existing Rock Island main track across 9th Street North, 13th Street North and 17th Street North be abandoned and removed, and service to existing industries be provided by new industrial lead tracks extending from the Mead Avenue track and connecting with the relocated Rock Island main line track.
3. Frisco main line, and industrial traffic from the vicinity of Hydraulic be routed via the new industrial lead track to the Santa Fe right-of-way, thence along the Rock Island relocated line and Rock Island existing line to connect with existing Frisco line on Washington Avenue south of the Rock Island crossing.
4. Frisco track along Washington Avenue be abandoned and removed from opposite Pine Street to the north line of 9th Street North, and industrial traffic north of 9th Street North be routed over the remaining existing line along Washington to the Yard north of 29th Street North.² See Map 6B which reveals the recommended track revisions from Douglas Avenue to 21st Street North.

The completion of this construction together with the proposed Inner Loop crossing over the tracks

²Ibid, pp. 43, 44

at approximately 9th Street North would eliminate all street grade crossings of main line tracks and some industrial tracks between 2nd Street North and 20th Street North. Table 6B lists the main track grade crossings which would be eliminated between Central Avenue and 21st Street North. Map 6C shows the crossings which are to be eliminated.

TABLE 6B
MAIN TRACK GRADE CROSSINGS ELIMINATED
BETWEEN CENTRAL AND 21ST STREET

Street Name	RAILROAD			Total
	Santa Fe	Rock Island	Frisco	
Central*	1	1	-	2
Wabash	-	-	1	1
Murdock	1	1	1	3
8th	-	1	1	2
9th	1	1	1	3
10th	1	1	1	3
11th	1	1	1	3
12th	-	-	1	1
13th	1	1	1	3
14th	-	-	1	1
15th	1	1	1	3
16th	-	-	1	1
17th	1	1	1	3
18th	1	1	1	3
19th	-	1	1	2
Topeka	1	-	-	1
20th	1	-	1	2
21st	-	-	1	1
Total	11	11	16**	38

* On W.U.T.

**Does not include longitudinal occupancy of Washington Street by Frisco from Murdock Street to 21st Street North.

Source: Railroads, Sverdrup and Parcel, p. 20

To accomplish this, highway underpasses would be required at Central Avenue and 9th Street. Overpasses would be required at 13th and 17th Streets North (note Map 6C).

Estimated cost of track revisions from Douglas Avenue to 21st Street North is \$14,357,000. No allocation of costs were made by the consultants for this or any of the plan proposals.

TABLE 6C
MAIN TRACK GRADE CROSSINGS ELIMINATED
BETWEEN GILBERT AND MAC ARTHUR

Street Name	RAILROAD		Total
	Santa Fe	Rock Island	
Gilbert*	1	1	2
Lincoln	1	1	2
Bayley	1	1	2
Washington	1	-	1
Zimmerly	1	1	2
Boston	-	-	-
(& Ida-Santa Fe)	1	1	2
Harry	1	1	2
Owie	-	1	1
Funston	-	1	1
Skinner	1	1	2
Mt. Vernon	1	1	2
Clark	-	1	1
Kinkaid	-	1	1
Hydraulic	1	-	1
Pawnee	1	1	2
Wassall	1	-	1
Haughton	-	1	1
MacArthur	-	1	1
Total	12	15	27

48

*On W.U.T.

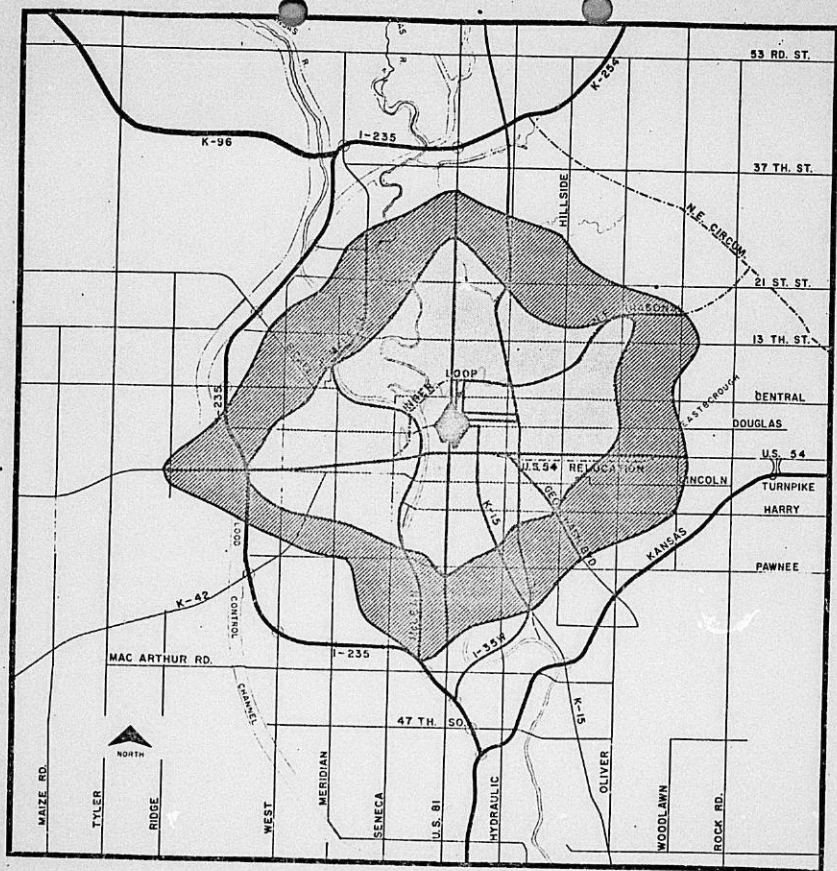
Source: Railroads, Sverdrup and Parcel, p. 28

Five railroad bridges, providing 2 tracks, will be required; no highway overpasses will be required (note Maps 6B and 6C). The total estimated cost for this section is \$4,525,000.

TRACK REVISIONS, KELLOGG TO INDUSTRIAL AVENUE

A solution of elevated track and street overpasses was proposed to alleviate the grade crossing problem in this area. It was recommended that:

1. "Main line Santa Fe grade crossings between Kellogg and MacArthur Road be eliminated by the construction of highway underpasses at Lincoln, Zimmerly, Harry, Mt. Vernon and Pawnee.
2. Service of Santa Fe and Frisco to industries north of Lincoln Street be routed via a new lead track constructed across Orme Street between Kellogg Street and Indianapolis Street.



MAP 8A

POTENTIAL EXPRESS TRANSIT TIME ZONES

SOURCE : A STUDY OF MASS TRANSIT IN THE METROPOLITAN AREA , WSCMAPD , 1963

TIME INTERVALS (MINUTES)

- 0 - 5
- 5 - 10
- 10 - 15

CHAPTER 9
CONCLUSIONS AND RECOMMENDATIONS CONCERNING INTERCITY BUS AND TRUCK ACTIVITY

route serves the industrial area south and west of 55th and West Streets.

8. F.A.S. 607 or 21st Street from Bickel to the west County line. There were approximately 200 trucks per day in 1960 with an origin or destination inside the cordon line.
9. Bickel from 21st Street to I-235. This route connects 21st Street to I-235.
10. F.A.S. 83 or 21st Street from Butler County to the proposed Northeast Circumferential Route. Approximately 235 trucks per day crossed the cordon line on 21st Street in 1960.
11. F.A.S. 1651 or Rock Road from K-15 to Pawnee which provides access to McConnell Air Force Base and provides a connection from K-15 via Harry and Webb Road to U. S. 54.

It is anticipated that intercity truck traffic on 21st Street from I-35W to the Northeast Circumferential Route and Greenwich Road from K-254 to U.S. 54 will decrease upon completion of the relocation of K-254 and the proposed expressway and highway system in and through Wichita. Intercity truck traffic should be discouraged on 21st Street from I-35W to the Northeast Circumferential Route; the anticipated future land uses adjacent to 21st Street from Oliver to the Northeast Circumferential Route are mainly residential in nature.

Intercity truck traffic should be discouraged on Ridge Road between 21st Street and U.S. 54 due to residential development contiguous to this portion of Ridge Road. Truck traffic between these points should utilize I-235.

Intercity trucks should not utilize 53rd Street from U.S. 81 to K-96. There will be less demand on this route when the relocation of K-254 from Kechi to I-235 is completed.

URBANIZED AREA TRUCK ROUTES

Map 9B indicates the existing and proposed expressway and major arterial street system which could be utilized as truck routes in and through the Wichita Urbanized Area when the proposed systems are completed. Areas are shown where growth is most likely to occur. Existing and proposed industrial and wholesaling land use areas are also

shown on the Map; many of these industrial and wholesaling uses must be served by trucks.

The future I-35W should be utilized as an additional north-south truck route through the City which would eliminate at-grade railroad crossings and inadequate space for turning movements at intersections. A portion of the existing north-south truck route should be retained as a truck route due to the location of many truck terminals adjacent to Mosley and Washington, Pawnee and U.S. 81 (Broadway) south of Zimmerman to MacArthur Road should be discontinued as a truck route when K-15 is extended to Washington as shown on Map 9B.

The truck traffic on K-15 could utilize I-35W as a north-south connector through the City. The proposed interchange located at the intersection of K-15 and I-35W will permit the transferral of northbound traffic from K-15 to I-35W. Southbound traffic on I-35W will be able to transfer to K-15 continuing in a southerly direction. The proposed extension of K-15 from Pawnee northwest to Washington and north to Kellogg would permit direct access to terminals in and near the Central Business District.

The relocation of U.S. 54 (Kellogg) from Washington to Edgemoor would expedite eastbound and westbound truck movements. Intercity truck movements should then be discouraged on the present alignment of Kellogg between Washington and Edgemoor.

When the K-96 realignment from the west County line to I-235 is completed, intercity truck traffic will be able to utilize I-235, bypassing the City, or connecting with U.S. 81 or I-35W to connect with the North Industrial District and the Central Business District. The State of Kansas should be encouraged to establish the Northeast Circumferential Route as a new K-96 to the east of the City. The existing K-96 alignment south of I-235 via City streets connecting to U.S. 81 in the City should not be utilized by intercity trucks.

Truck traffic should be prohibited on McLean Boulevard other than the portion from Harry Street to the proposed Inner Loop Expressway in the vicinity of Second Street. This portion serves industrial wholesaling and truck terminal areas.

The completion of the North Wichita Thruway will connect the North Industrial Area to the Federal Interstate System.

CHAPTER 10
 FUTURE PARKING SPACE DEMANDS IN THE
 CENTRAL BUSINESS DISTRICT

Assessor's Office. These spaces would be used to 100 percent of capacity.

2. Enough parking spaces would be provided for public parkers, both on and off-street so that only the practical capacity of the

spaces would be used during the peak parking period of the peak day.²

Table 10E indicates the additional parking spaces needed at the present time to meet the parking demand at the Courthouse.

TABLE 10E
 PRESENT ADDITIONAL REQUIRED PARKING SPACE

	Employee	Public	Total
Space Demand	539	772	1,311
Existing Legal Spaces	357	482	839
Additional Spaces Needed	182	290	472

Source: Parking Needs Related to the Sedgwick County Courthouse Area, Wichita-Sedgwick County Metropolitan Area Planning Department, p. 71

The present demand for the peak parking period during the peak parking season of the year (January and February) is 539 employee spaces plus 772 public spaces for a total of 1,311 spaces. The present supply of spaces is 839 which indicates a need for 472 additional parking spaces.

The future demand for the peak parking period is estimated to be 733 employee spaces plus 862 public spaces for a total of 1,595 spaces by 1975. The future parking spaces needed by 1975 would be 756 additional spaces over the present supply of 839 spaces.

The population of Sedgwick County is anticipated to reach 432,000 persons by 1985, which will mean greater activity and further development at the Courthouse. The peak parking demand is estimated to approach 1,900 spaces by 1985, of which approximately 800 spaces will be anticipated for use by employees.¹

Recommended Alternate Plans

"Two recommended plans (A and B) were prepared to meet both the present and future parking demands at the Courthouse. The major difference between Plans A and B involves the utilization of the old Courthouse site for parking in Plan B only. Recent considerations by the City and County Commissions indicate that the old Courthouse site may be acquired by the City for an administrative building

site. This would mean that Plan B could not be undertaken on a permanent basis. If a City administrative building is constructed on the old Courthouse site, parking demands will increase considerably more than predicted for Courthouse parking alone.

The construction of the proposed Inner Loop will affect the amount of land available for future Courthouse parking. It had been proposed to be constructed by 1985; however, recent construction phasing considerations indicate that the Inner Loop could be completed by 1975. Since the highway will probably be elevated over Main Street and the Missouri-Pacific Railroad tracks on Wichita Street, it is recommended, if possible, that an agreement be entered into with the State to permit surface parking under this structure.

Plans A and B are recommended with the assumption that the City, County and Urban Renewal Agency will enter into an agreement whereby parking space will be provided for the County in the existing Park Plaza "A" Urban Renewal Project as the development progresses. All locally shared estimated costs for land acquisition and clearance are based on 1964 dollar value estimates. These estimated local share costs are the total costs that

¹ Ibid, p. 71

² Parking Needs Related to the Sedgwick County Courthouse Area, Wichita-Sedgwick County Metropolitan Area Planning Department, p. 58.

local governmental agencies would pay the Urban Renewal Agency for the cleared Urban Renewal land. The City and County, through agreement, would arrange for participation in the local governmental costs.¹

Plan A:

Phase I

Phase I is recommended as an immediate solution for the parking problem at the Courthouse, which could be accomplished in 1966. This phase involves the utilization of three parcels of land in the existing Park Plaza "A" Urban Renewal Project shown as Areas X, XI and XII on Map 10B. In addition, there would be approximately 71 on-street parking spaces available in this phase.

The total local share of land and clearance costs for these areas is estimated to be \$142,100.

Phase II

This phase is recommended to meet the parking demand of approximately 1,600 spaces estimated by 1975, and would involve the initiation of another Urban Renewal Project which would include the land shown as Area XIII on Map 10C. The alleys and that portion of Water Street within the parking area would be vacated. Approximately 136 on-street spaces would be available. The total local share of land and clearance costs for the additional area for parking is estimated to be \$250,000.

The total local cost for Phases I and II is estimated to be \$392,100.

If the proposed Inner Loop is constructed by 1975, parking space lost by its construction could be replaced by vacating Elm Street from Main to Wichita and by including enough land north of Pine and west of Water to offset this loss in spaces.²

Phase III

Another Urban Renewal Project will probably have to be initiated before 1985 to acquire and clear the land areas shown as XV on Map 10D to provide the additional area needed to meet the estimated demand of 1,900 spaces by 1985. The Inner Loop will probably be constructed by 1985 and will affect the

space available for parking in the Courthouse area. The spaces lost by its construction are considered in the space demands for 1985. Approximately 99 on-street spaces would be available in this phase.

The total local share of land and clearance costs for the additional area for parking is estimated to be \$126,000. The total local share of land and clearance costs for Plan A is estimated to be \$518,100.³

Plan B:

Phase I

This phase is the same as that recommended in Phase I of Plan A.

Phase II

This phase assumes that the old Courthouse site (see Area XIV on Map 10C) will be cleared and utilized for Courthouse parking. This phase should be completed by 1975 or before in order to meet the estimated demand of about 1,600 spaces. It is assumed in this phase that existing parking areas VI, VII and VIII north of the courthouse will continue to be used (see Map 10B). There would be approximately 171 on-street spaces available in this phase.

If the proposed Inner Loop is constructed by 1985, 70,000 square feet of additional land should be acquired through an Urban Renewal Project directly north of the new Courthouse site to provide for space lost by the construction of the Inner Loop.

Phase III

To meet the estimated demand of at least 1,900 spaces and assuming that the proposed Inner Loop will be constructed by 1985, additional parking space could be obtained by initiating action for another Urban Renewal Project including the land in Area XIII on Map 10E. All streets and alleys would be vacated within this area. Approximately 99 on-street spaces would be available for parking in this phase.

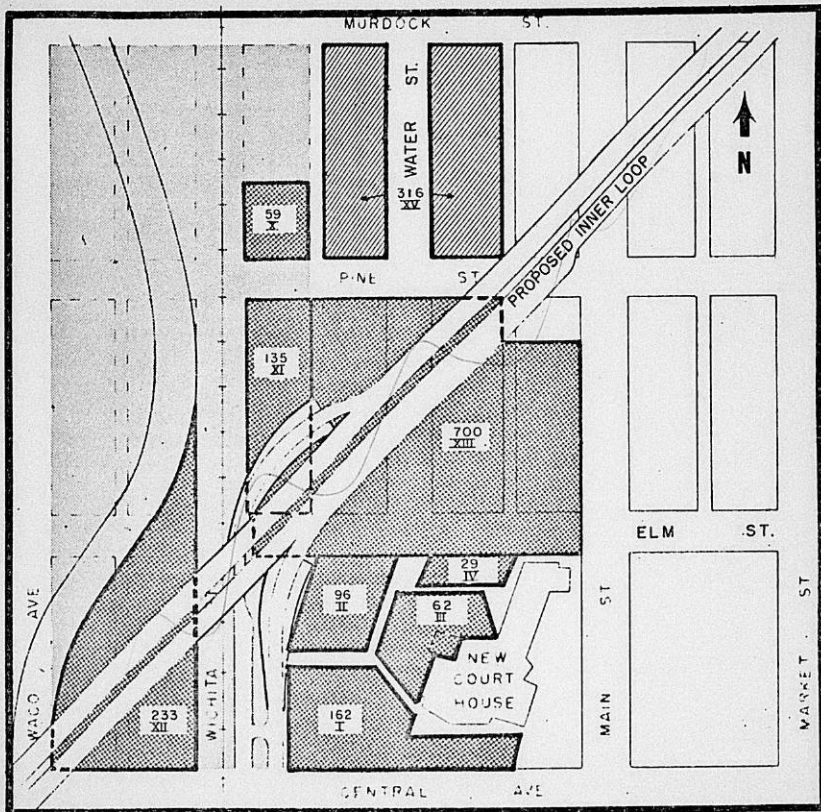
The total local share costs for the additional area for parking in this phase is estimated to be \$250,000. The total local share costs for the additional area needed for parking in Plan B is estimated to be \$392,000.⁴

¹Ibid, pp. 8 and 9

²Ibid, p. 10

³Ibid, pp. 11




⁴Ibid, pp. 11 and 12

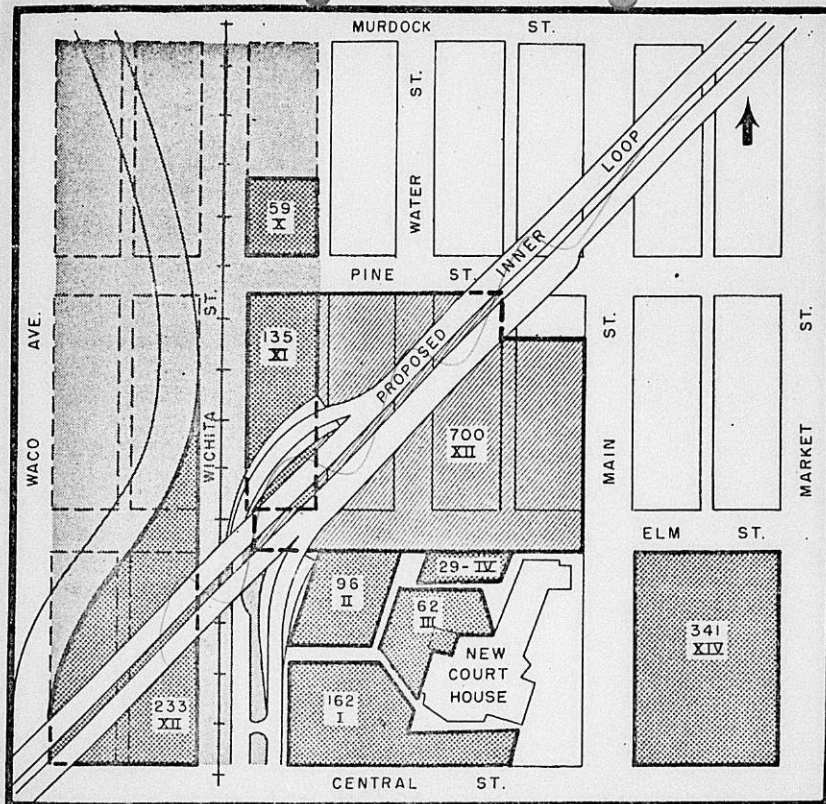


MAP 10D

PLAN A - OFF-STREET PARKING - PHASE III-1985

SOURCE: PARKING NEEDS - RELATED TO THE SEDGWICK COUNTY COURTHOUSE AREA, WSCMAPD, 1964

- ROMAN NUMERAL - PARKING AREAS
- ARABIC NUMERAL - NUMBER OF SPACES
-  URBAN RENEWAL AREA - PARK PLAZA A
-  EXISTING OFF-STREET PARKING BY 1985
-  PROPOSED ADDITIONAL PARKING






MAP 10E

PLAN B - OFF-STREET PARKING - PHASE III-1985

SOURCE: PARKING NEEDS - RELATED TO THE SEDGWICK COUNTY COURTHOUSE AREA WSCMAPD 1964

ROMAN NUMERAL - PARKING AREAS
 ARABIC NUMERAL - NUMBER OF SPACES

-  URBAN RENEWAL AREA - PARK PLAZA A
-  EXISTING OFF-STREET PARKING BY 1985
-  PROPOSED ADDITIONAL PARKING

stood only by professional staffs and Planning Commission members.

The suggested uses of the Transportation Plan as related to the governing bodies are as follows:

1. Policy Determination: Enables the Wichita City and Sedgwick County Commissions to consider and agree (a) on a definite set of policies that will be used to govern the future transportation system development in the City and County; and (b) on a general transportation system design for the Area showing how the policies are to be carried out.
2. Policy Effectuation: Enables the City and County Commissions to view every specific transportation improvement upon which they must act against a definite framework of desirable long-range development for the entire Metropolitan Area.
3. Communication: Enables the City and County Commissions to convey their long-range transportation system development policies to the citizens, to government leaders, and to civic and business organizations.
4. Conveyance of Advice: Enables the City and County Commissions to receive recommendations concerning transportation system development matters from the Metropolitan Area Planning Commission and other advisors in a meaningful form.
5. Education: Enables the members of the City and County Commissions to educate themselves and others concerning transportation system development problems and the relationship of these problems to the social and economic issues involved.

The Transportation Plan developed from this Volume must be:

1. Long-Range: The Transportation Plan should be predicated on a planning period in the future as far as it is possible to make reasonable judgments as to what transportation needs will be. The Transportation Study covered a planning period to 1985.
2. Comprehensive: The Transportation Plan should deal with all elements of

transportation and involve an entire planning area. The Study involved all of Sedgwick County and all modes of transportation.

3. Flexible as to Status of Project Development: If the Transportation Plan is to be effective in primary policy determination uses, it must focus on main issues. It should not include any details that will tend to obscure or detract attention from the major policies and physical design proposals. The Plan should be intended to provide general locations of the major streets and indicate the desirable relationships between them.

An example of a project evolving from the plan stage to the preliminary engineering design stage is the Inner Loop. This facility was developed as a general concept in the 1955 Transportation Study and adopted in 1957 as an amendment to the 1946 City Master Plan. The Inner Loop was first shown merely connecting a proposed Canal Route and a proposed West U.S. 54. Interchange points were not precisely located, but were established in general terms to accomplish the function of the proposed facility. In the early 1960's, the Inner Loop question was again raised in relation to Urban Renewal Projects and the future construction of the Canal Route. Different alignments were studied; one was selected as the basis for future and more detailed planning. Currently, it is being proposed to do a preliminary design study of the Inner Loop to determine exact right-of-way requirements, general design of structures (ground, elevated or both), and type and location of interchange ramps. At any of these stages, the alignment and actual requirements may change.

It should not be expected that the Transportation Plan can provide exact location requirements until design studies have been completed and approved. Until then, the Plan must of necessity be a statement of general intent and guide for future and more detailed planning. Where improvements are proposed for existing facilities such as Hillside on 13th Street, the Plan can be more speci-

also provide direct access to the Municipal Airport.

East Kellogg, between the Arkansas River and Edgemoor presents the most serious traffic problem in the Wichita Metropolitan Area. The traffic forecast indicates that this section of Kellogg will have the highest traffic volumes to be found on Kellogg in the Wichita Metropolitan Area. One long-range solution would be to improve existing Kellogg by: (1) purchasing additional right-of-way necessary to provide for an eight-lane divided facility with at-grade intersections, or (2) providing grade separations and interchanges at major streets, or (3) constructing an elevated roadway over the present roadway.

Another long-range solution would be to relocate East Kellogg from the east end of the railroad overpass to approximately Woodlawn to the north or south of its present location. Present land uses adjacent to Kellogg indicate that a south alignment would be more practical. Preliminary estimates of costs show that the right-of-way for such a facility would be approximately 9.5 million dollars if it were to be extended as far east as Woodlawn. Total project cost would be in excess of 16 million dollars.

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Studies to be conducted by the State Highway Commission will determine which of these or other plans is the best solution for this portion of U.S. 54. If the long-range improvements are not undertaken within the next five years, interim improvements should be undertaken immediately.

North Wichita Thruway:

The primary function of the North Wichita Thruway is to connect the major industrial and commercial traffic generators in North Wichita to the existing and proposed Federal Aid Interstate routes. Other functions are to provide ease of movement for crosstown traffic through the industrial area and to provide a route for service and through traffic which does not have to cross (at-grade) the many railroad tracks in the North Industrial Area.

An alignment along 25th Street West to the I-235 By-Pass is recommended in that it provides better overall service to the North Industrial Area and is the least costly solution. It is believed that this solution would best protect the public's interest.

Northeast Circumferential Route:

The Northeast Circumferential Route is included in the proposed system to complete the periphery

system of highways in the Wichita Metropolitan Area. The purposes of this facility are to:

1. Provide a direct connection between East U.S. 54 and North FAI 35W and K-254.
2. Relieve U.S. 54 and the north-south arterials in East Wichita from traffic destined for the North Industrial Area.
3. Serve as a collector-distributor facility for existing and future development in Northeast Wichita.

This route could also be utilized as a new K-96 connecting link, thus eliminating the present route through a congested area of Wichita.

Northeast Diagonal and Inner Loop:

The purposes of the Northeast Diagonal and Inner Loop are to complete and complement the highway and expressway circulatory system in the Wichita Metropolitan Area. The Inner Loop would be utilized as a collector-distributor freeway for both the intra-city and through movements. The functions of the Northeast Diagonal are basically the same as the Inner Loop. It is a collector-distributor expressway for the Northeast Quadrant which would be directly connected to the Central Business District area. The inclusion of these facilities in the thofare system will relieve traffic volumes on East 21st, East 13th, Central Avenue and 1st and 2nd Streets.

County Arterial System

The County arterial road system should provide a network of roads constructed to high standards which will allow rapid safe and economic transportation between its cities. This system of roads should be interconnected with City arterial streets to allow efficient movement between rural and urban areas. The County arterial system should be connected with the arterial systems of adjacent counties to provide efficient intercounty travel.

The County arterial road system should provide access to the State road system at approximately five mile intervals and connect with freeway interchanges at these points if possible.

RAILROAD PROPOSALS

The primary consideration of the railroad study concerned the rail-vehicular conflict problem in the

TRANSPORTATION PLAN ELEMENT OF COMPREHENSIVE
AND AMENDMENTS THERETC

- May 19, 1966 - Adopted Volume II Transportation Study for the Wichita-Sedgwick County Metropolitan Area including Revised Maps 5J, 13A, 13B dated February 3, 1966, subject to inclusion of 13th Street, Bickel to Windmill as an "arterial" and subject to deletion of proposed railroad overpass at 9th Street.
- November 10, 1966 - Adding to Revised Map 13A, dated February 3, 1966, 63rd Street South between Hydraulic and Oliver as an "arterial".
- January 25, 1968 - Deleting Revised Map 5J, dated February 3, 1966; beginning page 39 through 40 and part of page 41, subtitled "Northeast Diagonal and Inner Loop" amended; Table 5E, page 44 "Estimated Costs of Thorofare Improvements" amended and contents of "Preliminary Study of Inner Loop Expressway" Volumes I and II, May 1967, adopted subject to replacement of Sheet 7, Volume II, with Revised Sheet 7R, dated January 25, 1968.
- January 25, 1968, Adding to Revised Map 13A dated February 3, 1966:
- (1) 21st Street North, from Amidon to West Street as an "arterial".
 - (2) West Street from 21st Street North to 13th Street North as an "arterial".
 - (3) Extension of 25th Street North from I-235 to West Street as an "arterial".
- June 26, 1969 - Deleting from Revised Map 13A, dated February 3, 1966:
- 13th Street, from Windmill Road to Bickel Avenue as an "arterial".
- Deleting from Revised 13B dated February 3, 1966:
- Existing U.S. 54, from the Kingman County line to F.A.S. Route 599 as an "expressway"; and
- Adding to Revised Map 13A, dated February 3, 1966
- (1) Seneca Street from Central Avenue to McLean Boulevard as an "arterial".
 - (2) Relocated Central Avenue from Waco Avenue to Seneca Street as an "arterial".

Adding to Revised Map 13B, dated February 3, 1966

- (1) Relocated U.S. 54 from Kingman County line $\frac{1}{2}$ mile North of existing U.S. 54, to 279th Street West thence Southeasterly to connect with existing U.S. 54 at F.A.S. 599 as an "expressway".
- (2) Existing U.S. 54 from Kingman County line to F.A.S. 599 as an "arterial".
- (3) Meridian Avenue from 85th Street North to 101st Street North, as an "arterial".
- (4) 101st Street North from Meridian Avenue to Broadway, as an "arterial".

January 15, 1970 - Adopted Collector Street System Study

February 12, 1970 - Deleting from Revised Map 13A dated Feb 3, 1966 and Volume I, page 8 of the "Preliminary Study of the Inner Loop Expressway:"
River Boulevard, Douglas to Lewis as an "arterial".

November 12, 1970 - Adding to Revised Map 13A, dated February 3, 1966:
Additional runways for the Wichita Municipal Airport to serve the general aviation function; and Revising those portions of Chapter 7 reflecting this change.

February 24, 1972 - Amended all written material under the heading "North Wichita Thruway" on pages 36-38 and revised Maps 5G and 13A of Volume II of the Transportation Study.

May 24, 1973 - Deleting from Revised Map 13A, dated February 3, 1966:
1st & 2nd Streets from Grove to Oliver as "arterials," reclassifying them as "residential;"

Deleting from Revised Map 13A, dated February 3, 1966, and page 8 of the "Preliminary Study of the Inner Loop Expressway," Volume I, dated May, 1967:
The 2nd Street Bridge, from a point on 2nd Street east of the Arkansas River thence southwesterly to the intersection of 2nd Street & Sycamore west of the River as an "arterial;" and

Deleting from Map 13B, dated February 3, 1966:
The four mile section or roadway lying one mile east of F.A.S. 114, from MacArthur Road south to F.A.S. 601 as an "arterial;" and

Adding to Revised Map 13A, dated February 3, 1966:

- (1) McLean Blvd., from MacArthur Road to 47th Street South as an "arterial;" and
- (2) Ridge Road, from MacArthur Road north one mile to K-42 Highway as an "arterial;" and

Adding to Revised Map 13A, dated February 3, 1966, and on page 8 of the "Preliminary Study of the Inner Loop Expressway," Volume I; dated May 1967:

The relocated 2nd Street Bridge, from the intersection of Waco & 1st Street east of the Arkansas River thence directly west to a point on 2nd Street west of the River as an "arterial;" and

Adding to Map 13B and Revised Map 13A, dated February 3, 1966:
Maize Road, from MacArthur Road south eight miles to 103rd Street South (Clearwater Road) as an arterial"

Adding to Map 13B, dated February 3, 1966:
Goddard Road (FAS 114) from MacArthur Road south five miles to K-42 Highway as an "arterial;" and

Also included is the addition of the proposed Municipal Airport runway extensions as outlined in the Airport Master Plan; with written text noting that when runway 1-L is extended to the southwest, consideration will be given to the deletion or relocation of Tyler Road.

April 10, 1975 - Deleting from Volumes I and II of the "Preliminary Study of the Inner Loop Expressway," dated May 1967 and 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 Murrell Avenue on the south, and

Deleting from Volumes I & II of the "Preliminary Study of the Inner Loop Expressway," dated May 1967, and Volume II of the "Transportation Study of the Wichita-Sedgwick County Metropolitan Area," as previously amended on 1/25/68, 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

Deleting from Volumes I and 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 Deleting from Volumes I & 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 Streets; and

Adding to Volumes I and II of the "Preliminary Study of the Inner Loop Expressway," dated May, 1967:

- (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

Adding to Volumes I & II of the "Preliminary Study of the Inner Loop Expressway," dated May, 1967, and 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."

of Map 5I, which is in conflict with Volumes I and II, of the "Preliminary Study of the Inner Loop Expressway" be deleted; and that page 39, beginning with "North-east Diagonal & Inner Loop", page 40, and that part of page 41, preceding "COUNTY ARTERIAL SYSTEM", and Table 5E on page 44, be amended as set forth within this Resolution; and

WHEREAS, pursuant to the provisions of K.S.A. 1965, Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city newspaper on October 5, 1967, of a public hearing to be held on amending the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area in relation to the Inner Loop Expressway; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, on October 26, 1967, in Room 401, City Building Annex, 104 South Main, Wichita, Kansas, did hold the public hearing, at which hearing at least a majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission was present.

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:

Revised Map 5J, dated February 3, 1966, as previously adopted and amended, be deleted as a portion thereof of the Transportation Plan Element of the Comprehensive Plan, and that Volume II of the Transportation Plan Element beginning on page 39 with the subtitle, "Northeast Diagonal and Inner Loop", continuing through page 40, and through that part of page 41 preceding the subtitle "COUNTY ARTERIAL SYSTEMS" be amended to read as follows:

Insert #1
START
HERE

"Northeast Diagonal and Inner Loop

"The purpose of the Northeast Diagonal and Inner Loop is to complete and complement the highway and expressway circulatory system in the

Wichita Metropolitan Area. These facilities would provide a radial route into the northeast quadrant where a heavy concentration of population exists and where more development is expected to occur.

"The Inner Loop would connect the 9th Street interchange on FAI 35W to West U. S. 54 at Seneca Avenue. The inclusion of the Inner Loop would complete a much needed system of expressways that circle the Central Business District. The Northeast Diagonal, which connects the Inner Loop and FAI 35W to the Northeast Circumferential Route would complete the highway and expressway circulatory system in the northeast quadrant of the City.

"The Inner Loop should be designed to function as a major traffic carrier for both intra-city and through movements. By completely circling the Central Business District, traffic originating from or destined to this area has a choice of approach on high-type facilities. It will tend to equalize the traffic volumes on the arterial system in the Central Business District. It will also, by providing a safe and efficient inter-connecting facility, relieve the traffic loads on FAI 35W and U. S. 54 in the Central Business District Area.

"The Inner Loop is proposed to be an elevated freeway facility with interchange connections to the arterial system. Limited access right-of-way is necessary to preserve the high operational characteristics of the facility. Map 5I, indicates the general location of this freeway.

"Note should be made, however, that the Preliminary Study of the Inner Loop Expressway, dated May, 1967, which supercedes Map 5I, where conflicts exist, deletes the proposal on Map 5I, of a First Street bridge and proposes the addition of interchange facilities at Topeka Avenue, Emporia Avenue and Second Street.

"Traffic assignments on the Inner Loop show forecasted traffic volumes of from 10,000 to 27,000 vehicles per day in 1975, and from 13,000 to 33,000 vehicles per

^{Traffic}
~~in 1985.~~ The assignments on the Northeast Diagonal indicate volumes of 4,000 to 14,000 vehicles per day in 1975, and 11,000 to 21,000 vehicles per day in 1985.

~~The function of the Northeast Diagonal is basically the same as the Inner Loop.~~ It is a collector-distributor expressway for the northeast quadrant and directly connects it to the Central Business District Area.

"Anticipated traffic volumes indicate that the Northeast Diagonal should be an access-controlled, on-grade facility with channelized intersections. The alignment for the facility is shown within the existing Frisco right-of-way. It is recommended that this section of the Frisco tracks be abandoned and the right-of-way made available for an expressway facility. The alignment of the Northeast Diagonal from the Frisco tracks to the proposed Northeast Circumferential Route is a general alignment and would be subject to an engineering design study prior to a final alignment selection. The proposed alignment is shown on Map 5I.

"The inclusion of ~~the Inner Loop~~^{the} and Northeast Diagonal into the thoroughfare system will relieve the traffic loads on East 21st, East 13th, ^{and} Central Avenue and ~~1st and 2nd Streets~~. Relieving only a portion of the traffic loads on these arterials will result in a safer and more efficient flow of traffic.

~~The River Drive from Douglas to Lewis is necessary to provide a basic internal circulatory system for the Civic Cultural Center and provide convenient access to it from the various elements of the freeway and expressway system.~~

"Due to the Civic Cultural Center Project, re-development by private land owners outside of the Urban Renewal Project Area and by those who may be interested in redeveloping land in the Urban Renewal Area itself. These plans may call for some street

relocations. In consideration of these development proposals, the Wichita Street extension connection to Waco could be extended west from Waco south of the railroad tracks to the River and connected to a north-south River Drive interconnecting with a River Drive extending south from the Park Plaza Urban Renewal Area to the River Drive through the Civic Cultural Center Area. This alignment is not as desirable as utilizing Wichita-Waco to Douglas in moving traffic between the proposed Inner Loop and the Civic Cultural Center. There would also probably be some design problems encountered in constructing the road along the River from the Missouri Pacific tracks to Douglas.

"One question often raised is the status of Central Avenue in relation to the Inner Loop and the Park Plaza Urban Renewal Project. Initially, Central Avenue would continue to function as a cross-town street bisecting the Park Plaza Urban Renewal Project until the construction phases of the Urban Renewal Project would necessitate its relocation. In the design of the Inner Loop, care must be taken to provide adequate access to the Riverside area. This may present some problems in design, however, it appears that with the use of both inside and outside ramping techniques or other design techniques, these technical design problems can be overcome. Actual planning and design work on the Inner Loop and Park Plaza circulation system should be planned so that access to the Riverside area can be maintained.

"The following is an estimate of cost for the Northeast Diagonal and Inner Loop:

Northeast Diagonal to FAI ¹³⁵ _{35W} ^{1/}

Bridges	\$	100,000	
Grading and Paving		<u>1,320,000</u>	
			\$1,420,000

^{1/} Ibid, p. 69

1/

Inner Loop, IAI 35W to U. S. 54

Bridges	\$ 8,693,000	
Grading and Drainage	4,367,000	
Paving	1,538,000	
Traffic Control and Utility Adjustments	587,000	
Engineering and Con- tingencies	<u>3,038,000</u>	
	\$18,223,000	
Right-of-way	<u>7,268,000</u>	<u>\$25,491,000</u>
TOTAL COST		<u><u>\$26,911,000</u></u>

**"CENTRAL BUSINESS DISTRICT FEEDER AND
CIRCULATION STREETS**

new section

"The streets which feed and circulate traffic generated by the Central Business District form an important section of the thoroughfare system. Some of these streets have been classified as arterials and improvements to them have been considered in the preceding arterial system analysis. A supplementary street inventory was made for the streets serving the Central Business District which were not classified as arterials. A comparison of capacity vs. demand revealed that all but a few of the streets in this area could handle the traffic demands with the continued use of traffic engineering techniques now employed in Wichita.

"The proposed thoroughfare system for the Central Business District is indicated on the location Maps on pages 8 and 9 of the Preliminary Study of the Inner Loop Expressway. } *delete*

"The long-range repair or reconstruction plans for the Central Business District streets should include provisions to upgrade the streets to the pre-

1/ Preliminary Study of the Inner Loop Expressway.
Van Doren, Hazard, Stallings and Schnacke, May, 1967, p.31.

viously indicated desirable standards, if possible. It must be recognized, however, that desirable additional street rights-of-way and pavement widths, as well as sufficient room for channelization and turning bays may be difficult to obtain and construct in the intensely developed Central Business District Area."

And that Table 5E on page 44, be amended to read as follows:

TABLE 5E

ESTIMATED COSTS OF THOROPFARE IMPROVEMENTS

<u>Description</u>	<u>Project Cost</u>	<u>Right-of-way</u>	<u>Total</u>
	<u>Less R/W</u>	<u>Cost</u>	
U.S. 54 East (Freeway)	\$ 6,930,000	\$9,400,000	\$16,330,000
North Wichita Thruway	2,845,500	585,500	3,431,000
Northeast Circumfer- ential	1,400,000	322,000	1,722,000
Northeast Diagonal	1,420,000	-	1,420,000
Inner Loop	18,223,000	7,268,000	<u>25,491,000</u>
Expressway Costs			\$48,394,000
CBD Street Improvements			4,335,000
Arterial Street Improvements			<u>43,404,000</u>
Total 20-year Program Cost			\$96,133,000

SOURCES; Urban Highways, Wilson & Company, p. 88, and Preliminary Study of the Inner Loop Expressway, Van Doren, Hazard, Stallings & Schnacke, p. 31

and that the contents and proposals of the "Preliminary Study of the Inner Loop Expressway", Volumes I and II, prepared by Van Doren, Hazard, Stallings and Schnacke, Engineers and Architects, May, 1967, be approved and adopted in its entirety as an addition to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area; and

also provide direct access to the Municipal Airport.

East Kellogg, between the Arkansas River and Edgemoor presents the most serious traffic problem in the Wichita Metropolitan Area. The traffic forecast indicates that this section of Kellogg will have the highest traffic volumes to be found on Kellogg in the Wichita Metropolitan Area. One long-range solution would be to improve existing Kellogg by: (1) purchasing additional right-of-way necessary to provide for an eight-lane divided facility with at-grade intersections, or (2) providing grade separations and interchanges at major streets, or (3) constructing an elevated roadway over the present roadway.

Another long-range solution would be to relocate East Kellogg from the east end of the railroad overpass to approximately Woodlawn to the north or south of its present location. Present land uses adjacent to Kellogg indicate that a south alignment would be more practical. Preliminary estimates of costs show that the right-of-way for such a facility would be approximately 9.5 million dollars if it were to be extended as far east as Woodlawn. Total project cost would be in excess of 16 million dollars.

77

Studies to be conducted by the State Highway Commission will determine which of these or other plans is the best solution for this portion of U.S. 54. If the long-range improvements are not undertaken within the next five years, interim improvements should be undertaken immediately.

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The primary function of the North Wichita Thruway is to connect the major industrial and commercial traffic generators in North Wichita to the existing and proposed Federal Aid Interstate routes. Other functions are to provide ease of movement for crosstown traffic through the industrial area and to provide a route for service and through traffic which does not have to cross (at-grade) the many railroad tracks in the North Industrial Area.

An alignment along 25th Street West to the I-235 By-Pass is recommended in that it provides better overall service to the North Industrial Area and is the least costly solution. It is believed that this solution would best protect the public's interest.

Northeast Circumferential Route:

The Northeast Circumferential Route is included in the proposed system to complete the periphery

system of highways in the Wichita Metropolitan Area. The purposes of this facility are to:

1. Provide a direct connection between East U.S. 54 and North FAI 35W and K-254.
2. Relieve U.S. 54 and the north-south arterials in East Wichita from traffic destined for the North Industrial Area.
3. Serve as a collector-distributor facility for existing and future development in Northeast Wichita.

This route could also be utilized as a new K-96 connecting link, thus eliminating the present route through a congested area of Wichita.

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RAILROAD PROPOSALS

The primary consideration of the railroad study concerned the rail-vehicular conflict problem in the

WICHITA-SEDGWICK COUNTY


DATE

METROPOLITAN AREA PLANNING DEPARTMENT


August 3, 1977

TO Robert A. Lakin, Director of Planning
FROM Michael E. Lindebak, Principal Planner, Advance Plans Division
SUBJECT Transportation Plan Amendment.

Since we now have the TAC and Coordinating Committee recommendations on amendment of the Transportation Plan to delete the Inner Loop and add the collector streets, we need to set a time and date for the MAPC public hearing. I suggest we hold the hearing on September 29, at 1:30 p.m. If this meets your approval, I will prepare the hearing notice and advertise as required by law.


Michael E. Lindebak, Principal Planner

APPROVED:


Robert A. Lakin, Director of Planning

MEL:vn

cc: Jack H. Galbraith, Chief Planner, Current Plans Division
Willard L. Stockwell, Chief Planner, Advance Plans Division

Let's try 1^{PM}

WICHITA-SEDGWICK COUNTY

DATE 8/9/77

METROPOLITAN AREA PLANNING DEPARTMENT

TO Coordinating Committee for Transportation Planning
FROM Robert A. Lakin, Director of Planning
SUBJECT RESULTS OF THE TELEPHONE VOTE

The telephone vote that was taken between July 27 and August 1 resulted in approval of the following two amendments to the Transportation Plan:

Amendment #1 - Removal of the Inner Loop

In August of 1976, a location public hearing was held for the Inner Loop Freeway project. Subsequent to the hearing, it was decided by the City Commission that all planning should be discontinued on the project. MAPD and KDOT planners will have the opportunity to evaluate the effects of removing the Inner Loop and develop non-freeway alternatives for the Inner Loop corridor as the Transportation Plan is being updated.

It is the recommendation of the Coordinating Committee that the Transportation Plan be amended to delete the Inner Loop Freeway.

Of the five voting members, three voted for the amendment without reservation. Verne Craig, Kansas Department of Transportation, abstained from voting on Amendment #1 considering the position that KDOT had already taken in that any decision to remove the Inner Loop should be delayed until further study can be done.

William Goebel, MAPC, added a condition to this "yes" vote. He is not in favor of removing the inner loop if nothing is to replace it. He emphasized that part of the amendment which reads: "MAPD and KDOT planners will have the opportunity to... develop non-freeway alternatives for the Inner Loop corridor."

Amendment #2 - Addition of Designated Collector Streets

The Coordinating Committee recommends that the Transportation Plan be amended to include the following designated collector streets:

- (1) Clarence Avenue between 45th Street South and 47th Street South;

August 9, 1977

(2) Sagebrush Lane and Zimmerly from the east line of Timber Lakes Estates 2nd Addition to the north line of Timber Lakes Estates 2nd Addition (generally located in the south half of 25-27S-2E),

(3) Yosemite Drive in the Park Addition, generally located at the southeast corner of Pawnee and Maize Road,

Amendment #2 was unanimously approved.

Since we now have the Technical Advisory and Coordinating Committees' recommendations on amendments to the Transportation Plan to delete the Inner Loop and add the collector streets, a public hearing before the MAPC has been scheduled for September 29, at 1:00 p.m.

Robert A. Lakin
Robert A. Lakin
Director of Planning *4MEL*

RAL:JAS:rh

WICHITA-SEDGWICK COUNTY

DATE 7/21/77

METROPOLITAN AREA PLANNING DEPARTMENT

TO Coordinating Committee for Transportation Planning
FROM Robert A. Lakin, Director of Planning
SUBJECT AMENDMENTS TO THE TRANSPORTATION PLAN

On Monday, July 11, the Technical Advisory Committee for Transportation Planning approved the following proposed amendments to the Transportation Plan:

1. Removal of the Inner Loop (See Attachment A.)
2. Addition of three designated collector streets. (See Attachment B.)

In order to amend the Transportation Plan, the following steps must be taken: (1) action must be taken by the Coordinating Committee, (2) an MAPC public hearing must be held (legal notice must be given 20 days in advance), (3) a 60-day waiting period must take place following the hearing, (4) the Metropolitan Area Planning Commission may then take official action, and (5) the amendment is forwarded to the City and County Commissions for concurrence.

We attempted to schedule a meeting on the 25th but had difficulty in getting everyone together. We are therefore suggesting that this matter be handled by a telephone vote.

During the week of July 25-29, we will be calling you to obtain your votes on the two amendments as follows:

1. Removal of the Inner Loop

In August of 1976, a location public hearing was held for the Inner Loop Freeway project. Subsequent to the hearing, it was decided by the City Commission that all planning should be discontinued on the project. MAPD and KDOT planners will have the opportunity to evaluate the effects of removing the Inner Loop and develop non-freeway alternatives for the Inner Loop corridor as the Transportation Plan is being updated.

It is the recommendation of the Coordinating Committee that the Transportation Plan be amended to delete the Inner Loop Freeway.

2. Addition of Designated Collector Streets

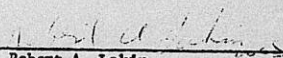
The Coordinating Committee recommends that the Transportation Plan be amended to include the following designated collector streets:

- (1) Clarence Avenue between 45th Street South and 47th Street South;
- (2) Sagebrush Lane and Zimmerly from the east line of Timber Lakes Estates 2nd Addition to the north line of Timber Lakes Estates 2nd Addition (generally located in the south half of 25-27S-2E).

Coordinating Committee for Transportation Planning -2- July 21, 1977

(3) Yosemite Drive in the Park Addition, generally located at the southeast corner of Pawnee and Maize Road.

If you have any questions or comments concerning the amendments or the voting procedures, please feel free to contact Bill Stockwell or Mike Lindebak.



Robert A. Lakin
Director of Planning

RAL:JAS:rh
Attachments

WICHITA-SEDGWICK COUNTY

DATE 7/21/77

METROPOLITAN AREA PLANNING DEPARTMENT

ATTACHMENT A

TO The Coordinating Committee for Transportation Planning
FROM Willard L. Stockwell, Chief Planner, Advance Plans Division
SUBJECT DELETION OF THE INNER LOOP FROM THE TRANSPORTATION PLAN

The Inner Loop was initially adopted as a part of the Transportation Plan by the MAPC in 1966. The MAPC conducted location studies and held a location public hearing on August 12, 1976. In addition, preliminary design plans for the facility were developed in 1967 in conjunction with the I-135/Ninth Street interchange design.


Recently, a request was received from the Urban Renewal Agency, and supported by the City Manager, to delete the Inner Loop from the current Transportation Plan. The basis of this request is an agreement for land transfer between the Agency and Unified School District 259. The property in question is currently owned by the URA and was to have been used as right-of-way for the proposed Inner Loop Freeway. However, on August 17, 1976, the Board of City Commissioners voted to abandon the Inner Loop Project.

In order to comply with URA's request, the Technical Advisory Committee met on June 6, 1977, to discuss the issue. No action was taken at that time. On Monday, July 11, the matter was again brought before the Committee and the following motion was made and approved:

"The TAC recommends that the necessary action be taken to remove the Inner Loop from the Transportation Plan. The TAC read the concerns expressed by KDOT in their letter of 7/11/77 as to the impact of the Inner Loop removal and stated the importance of considering those impacts at the systems analysis stage of the Transportation Plan Update to be undertaken later this fall."

The letter referenced in the motion was presented by representatives of KDOT at the TAC meeting of 7/11/77. A copy of that letter is attached.

The effect of removing the Inner Loop will be evaluated when alternative transportation systems are tested. Preliminary land use allocations have been made. Population and employment are now being distributed on the basis of land use allocations. When this step has been completed, the testing of alternative networks will begin. The first network, the existing street and highways, plus those improvements that have been programmed for construction, will be evaluated this fall.



Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:JAS:rh

Kansas Department of Transportation

July 7, 1977



MEMORANDUM TO: MEMBERS OF THE TECHNICAL ADVISORY COMMITTEE

FROM: Mr. Victor Moser, P.E., Wichita Urban Planning Engineer

SUBJECT: Evaluation of Planning Requirements With Respect to Removal of the Inner Loop from the Adopted Transportation Plan (Agenda Item 3)

The removal of the Inner Loop from the adopted Transportation Plan was discussed at the Technical Advisory Committee meeting on June 6, 1977. Because we expressed a need for additional analysis, we were requested to amplify our views by letter so that the removal could be further discussed at today's meeting. This letter has been prepared for that purpose.

It is our opinion that removal of the Inner Loop from the adopted Transportation Plan will have the following immediate consequences:

1. Because the removal of the Inner Loop will most likely be construed as a major change that impacts on regional air quality, a reassessment of the Wichita Air Quality Certification Analysis will have to be performed and the consistency of the Plan and Program with the State Implementation Plan will have to be determined;
2. Previous traffic forecasts for vicinity freeway and arterial improvements that have assumed the construction of the Inner Loop as a basis for estimation will require reexamination;
3. If the above mentioned traffic forecasts will be significantly changed, environmental studies based on them will require revision; and
4. Changes in traffic forecasts may affect the design of some projects.

Another concern is the future usage of the Ninth Street interchange on Interstate 135. The interchange was built to accommodate the terminus of the Inner Loop. If the Inner Loop is removed from the Plan, it will continue to serve only the local streets to which it is presently connected. In that event, we recommend that a study be made - either as part of the Plan update or as an amplification of the East-West Traffic Study - to determine the best usage of the interchange.

The Location Study that was prepared for the Inner Loop provided officials with the Social, Economic, and Environmental (S.E.E.) effects of building this segment of the plan. In order to be consistent with procedures for a comprehensive, cooperative, and continuing transportation planning process, it is necessary to study the S.E.E. effects of not building the Inner Loop and of building other projects in place of the Inner Loop.

Memorandum to:

-2-

July 7, 1977

Members of the Technical Advisory Committee

If work on the update of the Transportation Plan proceeds according to expectations the development and testing of alternate future transportation systems will soon be underway. It is important that when entering into the formulation of alternate systems, we have all our options open, thus allowing the performance of the most objective analyses of alternate transportation systems. Rather than remove the Inner Loop now, our preference is to consider the freeway solution as well as others that may satisfy the projected central city traffic demands in a system context as a means of comparison in the development of the new Plan. At that time, the public and elected officials will have an opportunity to study alternate systems with the benefit of greater information.

VLC/jas

WICHITA-SEDGWICK COUNTY

DATE 7/21/77

METROPOLITAN AREA PLANNING DEPARTMENT

ATTACHMENT B

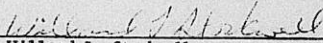
TO The Coordinating Committee for Transportation Planning
FROM Willard L. Stockwell, Chief Planner, Advance Plans Division
SUBJECT ADDITION OF DESIGNATED COLLECTOR STREETS TO THE TRANSPORTATION PLAN

Periodically, as plats are accepted, collector streets are designated by the MAPC. Three such streets are now being considered for addition to the Transportation Plan. They are as follows:

1. Clarence Avenue between 45th Street South and 47th Street South;
2. Sagebrush Lane and Zimmerly from the east line of Timber Lakes Estates 2nd Addition to the north line of Timber Lakes Estates 2nd Addition (generally located in the south half of 25-27S-2E).
3. Yosemite Drive of the Park Addition, generally located at the southeast corner of Pawnee and Maize Rd.

See the attached map for the location of the three streets.

On July 11, 1977, the Technical Advisory Committee approved the additions.



Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:JAS:rh

WLS
Provide Denton a
copy + update him
on status of proceedings.

AP

Joyce
O.K.
v. G.

7/13/77

E. H. Denton, City Manager

Willard L. Stockwell, Chief Planner, Advance Plans Division

PROGRESS REPORT: REMOVAL OF INNER LOOP FROM ADOPTED TRANSPORTATION PLAN

On Monday, July 11th the Technical Advisory Committee for Transportation Planning met to consider a formal action to remove the Inner Loop from the adopted Transportation Plan. At that meeting representatives of the Kansas Department of Transportation presented the attached letter commenting on the removal of the Inner Loop.

Briefly the letter indicates that removal at this time without full consideration of the effect on the adopted transportation plan is not recommended by KDOT. They believe that since our updating procedures are only 6-8 months away that we should not prematurely eliminate a freeway link from the system unless we know the repercussions on the remaining transportation system. I believe the majority of the TAC members including myself agree with KDOT on this.

Some of KDOT's concerns are related to traffic projections based on full network availability and the resultant overloads if the Inner Loop is not in place. This of course affects: (1) projections of air pollutions; (2) total volumes of traffic and thus design of facilities, (3) previous approved Environmental Impact Statements and (4) the ultimate use of the Ninth Street Interchange to its full capability. KDOT has suggested that all of the effects listed above should be studied if the Inner Loop is to be deleted at this time.

However, in light of the Governing Body's concern over this issue I made the motion to proceed with removal of Inner Loop from the Transportation Plan and my motion was approved.

This matter will now be considered by the Transportation Coordinating Committee on July 25th at 1 P.M. in the MAPD Conference Room.

Assuming that the Coordinating Committee concurs with the recommendations to delete the Inner Loop, a public hearing before the MAPC will be legally advertised 20 days in advance of the hearing. Once the hearing has taken place, a 60-day waiting period (as required by State statute) must occur before official action can be taken by the MAPC. The amendment would then be forwarded to the City and County Commissions for concurrence.

If you desire to discuss this matter further please call me.

Willard L. Stockwell, Chief Planner
Advance Plans Division

WLS:JAS:rh
Attachment

City Manager

WCS

Progress Report: Removal of
dinner loop from Adopted Transportation
Plan

On Monday July 11th the
Technical Advisory Committee
for Transportation Planning
met to consider a formal
action to remove the dinner
loop from the adopted
Transportation Plan. At that
meeting representatives of
the Kansas Department of
Transportation presented the
attached ^{letter} commenting on
the removal of the dinner
loop.

Briefly the letter indicates that
removal at this time without
full consideration of the
effect on the adopted
transportation plan is not
recommended by KDOT. They
believe that since our
updating procedures are
only 6-8 months away that
we should not prematurely
eliminate a freeway link
from the system unless
we can know the
repercussions on the remaining

transportation system. I believe
the majority of the TTC
members ^{including myself} agree with KDOT
on this.

~~the~~

Some of KDOT's concerns
are related to traffic
projections based on full
network availability and
the resultant overloads
if the dinner loop is not
in place. This of course
affects: ① projections of
air pollution; ② total
volumes of traffic and
thus design of facilities,
③ provisions of approved
Environmental Impact
Statements and ④ the
~~the~~ ultimate use of the
Ninth Street interchange
to its full capability. ~~The~~
KDOT has suggested that
all of the affects listed
above should be
undertaken if the dinner
loop is to be deleted at
this time.

However, in light of the
Governing Body's concern
~~to~~ over this issue I
made the motion to
proceed with removal

of Inner Loop from the
Transportation Plan and
my motion was approved.

~~Two weeks~~

This matter will now be
considered by the Transportation
Coordinating Committee on
July 25th at 1 PM in
the MAPP Conference Room.

If you desire to discuss this
matter further please
call me.

Assuming that the Coordinating Committee
concurs with the recommendation to delete the
Inner Loop, a public hearing before the
MAPE will be legally advertised 20 days
in advance of the hearing. Once the hearing
has taken place, a 60-day waiting
period (as required by State statute) must
occur before official action can be
taken by the MAPE. The amendment would
then be forwarded to the City and County
Commissions for concurrence.

TECHNICAL ADVISORY COMMITTEE

FOR

TRANSPORTATION PLANNING

Minutes of Meeting

July 11, 1977

ATTENDANCE:

Members Present:

Vic Moser, Urban Transportation Planning Engineer, KDOT, representing E. D. Landman, Vice-Chairman, Urban Transportation Engineer, KDOT.
Willard L. Stockwell, Secretary, Chief Planner, Advance Plans Division, Metropolitan Area Planning Department.
Ray Bruggeman, Director of Public Works, City of Wichita.
Elmer Karstensen, Director, MTA.
C. Gerald Jasper, Federal Highway Administration, representing W. T. Jordan, Planning and Research Engineer, FHWA.
M. G. Seibel, Fifth Division Engineer, KDOT.
Floyd Roedell, Director of Engineering, Mid-Continent Airport, representing Jay Setter, Director of Aviation, Wichita Airport Authority.
Dick Linn, City Engineer, City of Wichita.
Paul Graves, Traffic Engineer, City of Wichita.

Others Attending:

Mike Lindebak, Principal Planner, Advance Plans Division, MAPD.
Brent Rensberg, Sedgwick County Department of Public Works.
Bill Armstrong, KDOT.
Bob Mielke, Traffic Engineering, City of Wichita.
Don Losew, Junior Planner, MAPD.
Phil Nelson, Planning Analyst, MAPD.
Joyce Schafer, Planning Analyst, MAPD.

Members Absent:

Robert A. Lakin, Chairman, Technical Advisory Committee and Director of Planning, MAPD.
E. D. Landman, Urban Transportation Engineer, KDOT.
W. T. Jordan, Planning and Research Engineer, FHWA.
Chuck Donald, UMTA, Regional Office.
L. D. Gilworth, Airports Division, FAA.
John Meyer, Urban Planning Engineer, KDOT.

TECHNICAL ADVISORY COMMITTEE FOR TRANSPORTATION PLANNING
Minutes of Meeting, July 11, 1977
Page Two

Grover McLure, Director, Sedgwick County Public Works Department.
J. O. Foster, Wichita Area Chamber of Commerce.
R. D. Fogo, Chief Engineer, Kansas Turnpike Authority.
Ted Farmer, Director of Public Works, Butler County.
M. P. Zobkiw, County Engineer, Harvey County
Jay Setter, Director of Aviation, City of Wichita.
Dr. R. Holstead, Director, School Plant Planning and Operations Service,
U.S.D. #259.
John Smith, Union Terminal Association.

The meeting was called to order by Vic Moser, representing Vice-Chairman E. D. Landman, on Monday, July 11, 1977, at 10 a.m. in the Metropolitan Area Planning Commission Conference Room on the tenth floor of City Hall.

1. Approval of minutes of the June 6, 1977 meeting.

The minutes were approved as distributed.

2. Briefing by MAPD on the CBD Bikeway and Canal Hike and Bike Trail.

Don Losew, MAPD, presented background information on the CBD Bikeway and updated the Committee on its current status. Plans have been approved by both KDOT and FHWA. Construction is to begin in August or September with completion expected by November or December, at the latest.

Losew went on to explain that the Canal Hike and Bike Trail will extend from Pawnee to 17th Street. The modified design is expected to be finalized in July or August. Letting will probably take place in 1978.

3. Follow-up on the Status of the Inner Loop. *

Vic Moser, KDOT, handed out the attached memo to the TAC members on the subject of "planning requirements with respect to removal of the Inner Loop from the Transportation Plan." The memo was in response to a request by Bill Stockwell at the 6/6/77 TAC meeting to provide the Committee with a letter identifying the problems that would result from early removal of the Inner Loop. Stockwell then briefly reviewed the memo.

Ray Bruggeman asked when the Transportation Update would be completed. Stockwell said that the systems analysis stage will be completed this fall.

Mike Lindebak, MAPD, then presented the Urban Renewal Agency's proposal, which was to delete the Inner Loop from the current Transportation Plan. He explained that in order to give clear title to the Board of Education, who wants the land that is being held by the URA, the Inner Loop stigma must be removed.

TECHNICAL ADVISORY COMMITTEE FOR TRANSPORTATION PLANNING
Minutes of Meeting, July 11, 1977
Page Three

The following discussion ensued:

- Bruggeman: Is there an agreement between the BOE and the URA?
- Lindebak: Yes, that's why they want to remove the Inner Loop "reserve."
- Bruggeman: Does the BOE have immediate plans for the land? Is 6 months too long to wait for the Transportation Plan Update?
- Lindebak: The URA has been trying for the past 6 months.
- Moser: Is a delay in the removal of the Inner Loop a viable alternative?
- Stockwell: No.
- Lindebak: No other freeway will be planned. Arterial streets must be used instead.

The following motion was made by Stockwell after suggestions from the TAC members:

"The TAC recommends that the necessary action be taken to remove the Inner Loop from the Transportation Plan. The TAC read the concerns expressed by KDOT in their letter of 7/11/77 as to the impact of the Inner Loop removal and stated the importance of considering those impacts at the systems analysis stage of the Transportation Plan Update to be undertaken later this fall."

Dick Linn seconded the motion. The motion passed (6 for -- 0 against).

4. Amendments to the Transportation Plan other than the Inner Loop. ✱

Lindebak explained that the following 3 streets have been designated by the MAPC as collector streets (in conjunction with platting of the areas):

- Clarence Avenue between 45th Street South and 47th Street South.
- Sagebrush Lane and Zimmerly from the east line of Timber Lakes Estates 2nd Addition to the north line of Timber Lakes Estates 2nd Addition (generally located in the south half of 25-27S-2E).
- Yosemite Drive in the Park Addition, generally located at the southeast corner of Pawnee and Maize Rd.

Responding to a question from Paul Graves, Lindebak said a new 13A map would be developed in a year or so--after the Update.

Bruggeman made a motion to add the collector streets to the Transportation Plan. Karstensen seconded it, and the motion passed.

5. Briefing by KDOT on the Airport Planning Grants.

Vic Moser presented information on the newly established state airport planning grant program. \$100,000 has been appropriated for this program, and the money is to be used exclusively for airport master planning activities. The program is generally applicable to the smaller airports. \$25,000 is the maximum grant available on an 80/20 ratio. It is anticipated that 6 or 7 grants will be awarded this year. Grants will be awarded on the basis of existing facilities, present and future demands, cost of work, and the effect on the city/community. Moser pointed out that nearly half of the airports in Kansas are now unsurfaced and unattended and that many are closed at night. He said that this program is essentially a one year experiment to show that the state can handle airport planning grants and that there is a need.

6. Presentation by MTA on the various marketing strategies that have been employed to increase ridership.

Karstensen, Director of MTA, told the Committee that the 1977 MTA marketing and advertising budget is \$15,000 but that it is not available right now. He went on to explain some of the marketing techniques that are being used or will be used in the near future. For example, miniature buses that are small enough to fit inside buildings have been built for advertising/demonstration purposes. The "family fare" has also been introduced. Under this plan a family can ride all day for only 75¢. The scenic surrey to the zoo and the Downtowner were also mentioned by Karstensen.

Some possible new ideas included "ride & work" passes that could be sold through the employers, focus on energy conservation in MTA's advertising activities, and school fares for elementary, junior high, and senior high school students.

Karstensen pointed out that ridership was down in January but that it went up in May.

He went on to say that they were in the process of making new schedule maps. Paul Graves then asked him where the schedules were posted. Karstensen replied, "WSU, banks, Chamber of Commerce, etc." Graves then asked why smaller buses were not used. Karstensen said it was because no good small buses are being built now (mini ones, yes).

7. Slide-tape show presenting KDOT's transportation programs.

The film discussed KDOT's 1976-77 transportation programs with special emphasis on the state 3-R program.

With no further business, the meeting was adjourned.

Willard L. Stockwell
Secretary
Technical Advisory Committee

Kansas Department of Transportation

July 7, 1977

Section 8-B
Wichita ATS

MEMORANDUM TO: MEMBERS OF THE TECHNICAL ADVISORY COMMITTEE

FROM: Mr. Victor Moser, P.E., Wichita Urban Planning Engineer

SUBJECT: Evaluation of Planning Requirements With Respect to Removal of
the Inner Loop from the Adopted Transportation Plan (Agenda Item 3)

The removal of the Inner Loop from the adopted Transportation Plan was discussed at the Technical Advisory Committee meeting on June 6, 1977. Because we expressed a need for additional analysis, we were requested to amplify our views by letter so that the removal could be further discussed at today's meeting. This letter has been prepared for that purpose.

It is our opinion that removal of the Inner Loop from the adopted Transportation Plan will have the following immediate consequences:

1. Because the removal of the Inner Loop will most likely be construed as a major change that impacts on regional air quality, a reassessment of the Wichita Air Quality Certification Analysis will have to be performed and the consistency of the Plan and Program with the State Implementation Plan will have to be determined;
2. Previous traffic forecasts for vicinity freeway and arterial improvements that have assumed the construction of the Inner Loop as a basis for estimation will require reexamination;
3. If the above mentioned traffic forecasts will be significantly changed, environmental studies based on them will require revision; and
4. Changes in traffic forecasts may affect the design of some projects.

Another concern is the future usage of the Ninth Street interchange on Interstate 135. The interchange was built to accommodate the terminus of the Inner Loop. If the Inner Loop is removed from the Plan, it will continue to serve only the local streets to which it is presently connected. In that event, we recommend that a study be made - either as part of the Plan update or as an amplification of the East-West Traffic Study - to determine the best usage of the interchange.

The Location Study that was prepared for the Inner Loop provided officials with the Social, Economic, and Environmental (S.E.E.) effects of building this segment of the plan. In order to be consistent with procedures for a comprehensive, cooperative, and continuing transportation planning process, it is necessary to study the S.E.E. effects of not building the Inner Loop and of building other projects in place of the Inner Loop.

Memorandum to:

-2-

July 7, 1977

Members of the Technical Advisory Committee

If work on the update of the Transportation Plan proceeds according to expectations the development and testing of alternate future transportation systems will soon be underway. It is important that when entering into the formulation of alternate systems, we have all our options open, thus allowing the performance of the most objective analyses of alternate transportation systems. Rather than remove the Inner Loop now, our preference is to consider the freeway solution as well as others that may satisfy the projected central city traffic demands in a system context as a means of comparison in the development of the new Plan. At that time, the public and elected officials will have an opportunity to study alternate systems with the benefit of greater information.

VLC/jas

WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4561

July 1, 1977

NOTICE OF MEETING

There will be a meeting of the Technical Advisory Committee for Transportation Planning on Monday, July 11, 1977. The meeting will be held at 10 a.m. in the Metropolitan Area Planning Commission Conference Room on the tenth floor of City Hall, 455 N. Main, Wichita, Kansas.

AGENDA

1. Approval of minutes of June 6, 1977 meeting.
2. Briefing by MAPD on the status of the CBD Bikeway and the Canal Hike and Bike Trail.
- *3. Follow-up on the status of the Inner Loop.
Last meeting, it was explained that a request had been received from the Urban Renewal Agency and supported by the City Manager to delete the Inner Loop from the current Transportation Plan. This meeting, KDOT will present information on the possible results of early removal of the inner loop. Also, Urban Renewal will identify specifically what land is desired by the Board of Education, Section 8 housing, etc. Action required.

RECOMMENDED ACTION: That the Technical Advisory Committee take whatever action it deems appropriate.
- *4. Amendments to the Transportation Plan other than the Inner Loop.
The MAPC has recommended that the following streets be designated as collector streets:
 - Clarence Avenue between 45th Street South and 47th Street South.
 - Sagebrush Lane and Zimmerly from the east line of Timber Lakes Estates 2nd Addition to the north line of Timber Lakes Estates 2nd Addition (generally located in the south half of 25-275-2E).Other recommendations will be considered at this time. (See attachment.) Action required.

RECOMMENDED ACTION: That the Technical Advisory Committee approve the addition of these collector streets to the Transportation Plan.

July 1, 1977

5. Briefing by KDOT on the Airport Planning Grants.
On the last day of the 1977 Legislature, \$100,000 was appropriated through an omnibus appropriations bill for the establishment of a state airport planning grant program. The money is to be used exclusively for airport master planning activities. The program will provide grants to six or seven municipalities in the state. The state director of aviation has written rules and regulations. An application has been prepared and sent to those communities showing an interest in obtaining a grant. The presentation will be of special interest to airport sponsors in the tri-county area.
6. Presentation by MTA on the various marketing strategies that have been employed to increase ridership.
Presentation will also include information on budget proposals and recommendations.
7. Slide-tape show presenting KDOT's transportation programs.
This promotional film was developed by KDOT for use by the State's Secretary of Transportation. The film discusses KDOT's 1976-1977 transportation programs with special emphasis on the state 3-R program.
8. Other business.

Respectfully submitted,

Willard L. Stockwell, Secretary
Technical Advisory Committee
for Transportation Planning

WICHITA-SEDGWICK COUNTY

DATE

June 16, 1977


METROPOLITAN AREA PLANNING DEPARTMENT

TO Bill Stockwell, Chief Planner
Advance Plans
FROM Jack H. Galbraith, Chief Planner
Current Plans
SUBJECT Amendments to the Transportation Plan

During M.A.P.C. consideration of two recent plats, recommendations were made that certain streets be designated as collector streets. These streets are as follows:

1. Clarence Avenue between 45th Street South and 47th Street South;
2. Sagebrush Lane and Zimmerly from the east line of Timber Lakes Estates 2nd Addition to the north line of Timber Lakes Estates 2nd Addition (generally located in the south half of 25-27S- 2E).

Please keep these recommendations in mind when you next revise the Transportation Plan.


Jack H. Galbraith
Chief Planner

JHG:LO:rme

cc: Mike Lindebak, Principal Planner, Advance Plans
Caldwell's First Addition plat file (S/D 76-105)
Timber Lakes Estates 2nd Addition plat file (S/D 76-50)

TECHNICAL ADVISORY COMMITTEE

FOR

TRANSPORTATION PLANNING

Minutes of Meeting

June 6, 1977

ATTENDANCE:

Members present:

Vic Moser, Urban Transportation Planning Engineer, KDOT, representing
E. D. Landman, Vice-Chairman, Urban Transportation Engineer, KDOT.
Willard L. Stockwell, Secretary, Chief Planner, Advance Plans Division,
Metropolitan Area Planning Department.
Ray Bruggeman, Director of Public Works, City of Wichita.
Elmer Karstensen, Director, MTA.
Grover McLure, Director, Sedgwick County Public Works Department.
C. Gerald Jasper, Federal Highway Administration, representing W. T. Jordan,
Planning and Research Engineer, FHWA.
M. G. Seibel, Fifth Division Engineer, KDOT.
J. O. Foster, Wichita Area Chamber of Commerce.
Floyd Roedell, Director of Engineering, Mid-Continent Airport, representing
Jay Setter, Director of Aviation, Wichita Airport Authority.

Others Attending:

Mike Lindebak, Principal Planner, Advance Plans Division, MAPD.
Brent Remsberg, Sedgwick County Department of Public Works.
Bob Finkbiner, Urban Renewal Agency.
Don Losew, Junior Planner, MAPD.
Phil Nelson, Planning Analyst, MAPD.
Joyce Schafer, Planning Analyst, MAPD.
Jim York, Graphics, MAPD.

Members Absent:

Robert A. Lakin, Chairman, Technical Advisory Committee and Director of Planning,
MAPD.
E. D. Landman, Urban Transportation Engineer, KDOT.
W. T. Jordan, Planning and Research Engineer, FHWA.
Chuck Donald, UMTA, Regional Office.
L. D. Gilsworth, Airports Division, FAA.
John Meyer, Urban Planning Engineer, KDOT.
Dick Linn, City Engineer, City of Wichita.

TECHNICAL ADVISORY COMMITTEE FOR TRANSPORTATION PLANNING
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Paul Graves, Traffic Engineer, City of Wichita.
R. D. Fogo, Chief Engineer, Kansas Turnpike Authority.
Ted Farmer, Director of Public Works, Butler County.
M. P. Zobkiw, County Engineer, Harvey County.
Jay Setter, Director of Aviation, City of Wichita.
Dr. R. Holstead, Director, School Plant Planning and Operations Service,
U.S.D. #259.
John Smith, Union Terminal Association.

The meeting was called to order by Vic Moser, representing Vice-Chairman E. D. Landman, on Monday, June 6, 1977, at 10 a.m. in the Metropolitan Area Planning Commission Conference Room on the tenth floor of City Hall.

1. Approval of minutes of the March 28, 1977 meeting.

The minutes were approved as distributed.

2. Presentation by Grover McLure, Sedgwick County Director of Public Works, on the County's Bridge Replacement Program.

As stated by McLure, a total of 234 bridges in Sedgwick County must be brought up to standards under the new program. The breakdown is as follows:

<u>System</u>	<u>Total</u>	<u>Replace</u>
FAS	146	17
County	106	12
Township	<u>318</u>	<u>205</u>
	570	234

McLure explained that one of the problems now facing the County is that of financing the bridge improvements. Formerly, bonding was used and supplemented with FAS funds (when applicable). But now, due to such projects as the Coliseum and the Old County Courthouse, the County is reaching its bond indebtedness limit. McLure is proposing that a separate fund be established for financing bridge improvements (those costing \$160,000 or more). With a 2 mil limit, such a fund could generate as much as \$2 million for bridge replacement in Sedgwick County. Smaller counties could benefit from such a program, too, by using it as a method of obtaining emergency funds.

Mike Lindebak asked McLure how long it would take to replace the 29 FAS and County bridges. McLure said it would probably take 2 to 4 years but that this was a very tentative estimate because of the many variables involved. The program could not even begin until next July because a decision on the funding legislation would not be made until then. McLure added that all of the bridges were now operable on a small ton limit.

3. Slide-tape program on Urban Transportation Planning

Mike Lindebak, MAPD, introduced the film "Overview of Urban Transportation Planning," developed by the Federal Highway Administration. The film was intended to provide general background information on transportation planning. The film discussed the planning process--including organization, work programs, short and long ranged planning, and the continuous aspect of the process. It also discussed planning in terms of goals and objectives, inventories, analysis of existing conditions, and forecasting.

* 4. Briefing by the MAPD on the status of the Inner Loop.

Bill Stockwell, MAPD, explained that a request had been received from the Urban Renewal Agency and supported by the City Manager to delete the Inner Loop from the current Transportation Plan. The request is based upon a land transfer agreement made between the Agency and Unified School District 259. The property in question is currently owned by the URA and was to have been used as right-of-way for the proposed Inner Loop Freeway. However, on August 17, 1976, the Board of City Commissioners voted to abandon the Inner Loop project. Stockwell went on to explain that TAC review is necessary in order to comply with URA's request. The following discussion ensued:

Ray Bruggeman suggested that the total system be studied before removing any one individual item.

Stockwell explained that there is land being reserved for the inner loop which is needed not only by the Board of Education but also by certain developers in the city for Section 8 housing. Finkbinder concurred.

Vic Moser stated that if the inner loop were removed, forecasts on other arterials would have to be changed. Air quality and noise analysis would also have to be done.

Stockwell suggested that Moser provide the Committee with a letter identifying the problems that would result from early removal of the inner loop. It would then be discussed with the City Manager and Urban Renewal.

Moser said he would and added that travel forecasts on U. S. 54 would have to be updated. He said he supported Bruggeman's suggestion on "systematic removal."

Foster stated that the Chamber of Commerce has been and continues to be in favor of the Inner Loop.

Karstensen asked whether or not U. S. 54 could handle the traffic without the Inner Loop.

Moser said it probably could, but at a lower level of service.

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Finkbinder then questioned the feasibility of getting the City Commissioners and the public to change their minds about the Inner Loop.

Lindebak asked whether or not there was some way of eliminating the "reserve" status of the land that is being held without removing the Inner Loop from the Plan.

Stockwell suggested that at the next TAC meeting, Urban Renewal identify specifically what land is desired by the Board of Education, developers, etc.

Jasper then added that FHWA would like to see the Inner Loop not removed until the whole system is reviewed and updated.

Unscheduled Item - Public Attitude Survey

Vic Moser received a call from Bill Jordan saying that the FHWA would be willing to help with the public attitude survey, if so desired.

5. Level III Update - 1973 Traffic Assignment

Comparisons between the 1973 model-predicted traffic volumes and the actual (counted) volumes were presented by Mike Lindebak. Results indicated that overall vehicle miles of travel were overassigned by 4 percent and traffic counts along the river cutline were underassigned by 2 percent for 150,000+ trips. In general, it was felt that the models were sufficient for forecasting travel.

6. Presentation by M. G. Seibel, KDOT, on the status of highway projects in the Tri-County area.

The attached report was delivered by M. G. Seibel.

With no further business, the meeting was adjourned.

Willard L. Stockwell
Secretary
Technical Advisory Committee

WICHITA-SEDGWICK COUNTY

DATE

June 16, 1977

METROPOLITAN AREA PLANNING DEPARTMENT

TO Bill Stockwell, Chief Planner
Advance Plans
FROM Jack H. Galbraith, Chief Planner
Current Plans
SUBJECT Amendments to the Transportation Plan

During M.A.P.C. consideration of two recent plats, recommendations were made that certain streets be designated as collector streets. These streets are as follows:

1. Clarence Avenue between 45th Street South and 47th Street South;
2. Sagebrush Lane and Zimmerly from the east line of Timber Lakes Estates 2nd Addition to the north line of Timber Lakes Estates 2nd Addition (generally located in the south half of 25-27S- 2E).

Please keep these recommendations in mind when you next revise the Transportation Plan.


Jack H. Galbraith
Chief Planner

JHG:LO:rme

cc: Mike Lindebak, Principal Planner, Advance Plans
Caldwell's First Addition plat file (S/D 76-105)
Timber Lakes Estates 2nd Addition plat file (S/D 76-50)

WICHITA-SEDGWICK COUNTY

DATE
June 16, 1977

METROPOLITAN AREA PLANNING DEPARTMENT


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WICHITA-SEDGWICK COUNTY

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METROPOLITAN AREA PLANNING DEPARTMENT

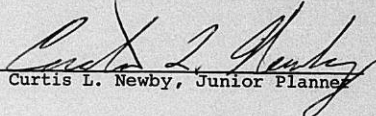
April 14, 1976

TO Willard L. Stockwell, Chief Planner
Advance Plans Division
FROM Curtis L. Newby, Junior Planner
Current Plans Division
SUBJECT Transportation Plan Amendment.

At their regular meeting of March 18, 1976, the Planning Commission approved the final plat of The Park Addition, which is generally located at the southeast corner of Pawnee and Maize Road. One of the conditions of the approval was that Yosemite Drive be designated as a collector street and that the Transportation Plan be amended accordingly.

Attached herewith is a copy of the plat for your information and it is requested that the designation of Yosemite Drive as a collector street be included in the amendments to the Transportation Plan when next updated.

If you have any questions concerning this matter, contact me.


Curtis L. Newby, Junior Planner

CLN:rme
Attachment

cc: Bruce Curfman, Junior Planner