

DR 78-22 - Amendment to the Transportation Plan Deleting McLean Blvd. from 31st to 47th Streets.

ACTION

DATE

COMMITTEE _____

M.A.P.C. defer 60 days 7-20-78

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

M.A.P.C. _____

DR 78-22 - Amendment to the Transportation Plan Deleting McLean Blvd. from 31st to 47th Streets.

Cross Reference: DR 80-7 (Addition of McLean Blvd
to Trans Plan)

Note: for Design Public Hearing & prior information
(1977), see files in Transportation section

HARTING, INC. 107 ANGLES
LOGAN OH - ANDERSON, TX U.S.A.

Sinard
No. 2153C

WICHITA - SEDGWICK COUNTY



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

January 18, 1979

TO: All Interested Legislative and Administrative Groups
and Agencies

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

SUBJECT: DR 78-22, 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 Plan Amendment deleting McLean Boulevard from 29th Street South to 47th Street South 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 19, 1978, acting under K.S.A. 12-704a, directed that McLean Boulevard from 29th Street South to 47th Street South 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

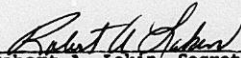
RAL:AWL:rh

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 McLean Boulevard from 29th Street South to 47th Street South complies with the action of the Wichita Board of City Commissioners, who, on December 19, 1978, acting under K.S.A. 12-704a, directed that McLean Boulevard from 29th Street South to 47th Street South 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 18th day of January, 1979.



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 June 29, 1978, of a public hearing to be held on the amendment to delete McLean Boulevard from 31st Street South to 47th Street South from the Transportation Plan Element of the Comprehensive Plan for Wichita and Sedgwick County; and

WHEREAS, the Planning Commission on July 20, 1978, at 3:00 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 defer action and request further discussion with the City Commission on the matter; and

WHEREAS, the Wichita Board of City Commissioners, in meeting with the Planning Commission on October 17, and again at its meeting on October 31, 1978, reaffirmed its position in support of deleting entirely the extension of McLean Boulevard from the Transportation Plan; and

WHEREAS, the Metropolitan Area Planning Commission gave notice by publication in the official city and county newspapers on November 6, 1978, of a public hearing to be held on an amendment to delete McLean Boulevard from 29th Street South to 47th Street South from the Transportation Plan; and

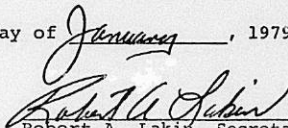
WHEREAS, the Metropolitan Area Planning Commission on December 7, 1978, at 3:00 p.m. in the City Commission Room of City Hall did hold the public hearing, at which hearing the Planning Commission considered said amendment and voted not to delete McLean Boulevard from 29th Street South to 47th Street South from the Transportation Plan; and

WHEREAS, the Wichita Board of City Commissioners on December 19, 1978, by a three-fourths majority vote, overruled the Planning Commission's decision to not delete McLean Boulevard by adopting the plan amendment which was considered by the Planning Commission at the hearing of December 7, 1978.

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 therefrom on revised Map 13A, dated February 3, 1966, that portion of McLean Boulevard from 29th Street South to 47th Street South.

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 18th day of January, 1979.


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

(SEAL)

WICHITA-SEDGWICK COUNTY

DATE 1/23/79

METROPOLITAN AREA PLANNING DEPARTMENT

TO E. H. Denton, City Manager
FROM Monroe L. Funk, Principal Planner, Advance Plans Division
SUBJECT PLAN AMENDMENT DELETING McLEAN BOULEVARD FROM THE TRANSPORTATION PLAN

Attached are copies of the Plan Amendment adopted by the Board of City Commissioners on December 19, 1978, removing the section of McLean Boulevard from 29th Street South to 47th Street South from the Transportation Plan.

A copy is provided for each of the City Commissioners. You may wish to schedule an item on the Clerk's agenda for official recognition and filing of the amendment. Copies are being provided to the Sedgwick County Commissioners as well.

Monroe L. Funk
Principal Planner
Advance Plans Division

MLF:AWL:rh
Attachments

COMMISSIONERS PROCEEDINGS

4852

December 19, 1978

REPORT ON RESULTS OF
PUBLIC HEARING

Report on results of public hearing to delete McLean Boulevard from the transportation plan.

On December 7, 1978, the Metropolitan Area Planning Commission held its legally advertised public hearing on the question of deleting McLean Boulevard from 29th Street South to 47th Street South from the Transportation Plan.

Following the public hearing a motion to delete McLean Boulevard from the transportation Plan was defeated on a 3 to 4 vote. A subsequent vote not to delete McLean Boulevard from the Transportation Plan carried on a 4 to 3 vote.

The Director of Law will be prepared to report as to what next step will be legally required in this matter.

John Dekker

The City Attorney reviewed the requirements of deleting a boulevard from the Transportation Plan and informed the Commission that it took a 3/4 majority vote to do so, which would be a four affirmative vote requirement on this item.

Motion--

Porter moved that the item be deferred until later for a full Commission.

--carried

Motion carried 4 to 0.

Later in the meeting with Mayor Peters present, the Commission returned to this item. Mayor Peters inquired if there was anyone present to speak on this item.

Phyllis Biggerstaff
M. Gates

Phyllis Biggerstaff, a resident of the area, and Mr. M. Gates, a resident of the area, both stated they were confused. They thought the City Commission had abandoned this project, and needed to be straightened out in regard to the processes involved of abandoning a project from the Transportation Plan. The City Commission explained to Ms. Biggerstaff and Mr. Gates that a Metropolitan Area Planning Commission vote is required on this item, and since they turned it down, it is up to the City Commission now to take the final step of abandoning the project.

Motion--

Porter moved that the McLean Boulevard project be deleted from the Transportation Plan.

--carried

Motion carried, 4 to 1. Casado "no".

PROPOSED POLICY FOR
ISSUE OF INDUSTRIAL
REVENUE BONDS FOR
MULTIPLE FAMILY
HOUSING PROJECTS

Proposed policy for issue of industrial revenue bonds for multiple family housing projects.

Carried over from December 12, 1978, for consideration by a full Commission. On December 12 a motion to receive and file the report and take no further action was found moot. Casado, Donnell voting "aye", Peters, Porter voting "no".

On November 14, 1978, the City Commission adopted an amended resolution establishing the policy for the issuance of industrial revenue bonds. At that time the Commission deferred further consideration of the issuance of industrial revenue bonds for construction of multiple family housing for four weeks for further study and with the request that the following information be provided:

- (1) A written recapitulation of the pros and cons as were brought out during the November 14 discussion.
- (2) Alternate draft statements providing for the issue of bonds based upon the preferences expressed by the various City Commissioners.

Motion--

Porter moved that the item be deferred until later for a full Commission.

--carried

Motion carried 4 to 0.

John Dekker

Later in the meeting with the full Commission, this item was considered. The City Manager reviewed the history of this item and answered questions of the Commission, especially Commissioner Shanahan.

Motion--

Casado moved that the report be received and filed and take no further action.

Mayor Peters

Mayor Peters inquired if anyone would like to be heard.

WICHITA-SEDGWICK COUNTY

DATE 12/11/78

METROPOLITAN AREA PLANNING DEPARTMENT

TO The Honorable Board of City Commissioners
FROM Robert A. Lakin, Director of Planning
SUBJECT REPORT ON RESULTS OF PUBLIC HEARING TO DELETE MCLEAN BOULEVARD FROM THE TRANSPORTATION PLAN


The legally advertised public hearing by the Metropolitan Area Planning Commission to delete McLean Boulevard, from 29th Street South to 47th Street South, from the Transportation Plan was held December 7, 1978.

A motion by Cole and seconded by Barrier to delete McLean Boulevard from the Transportation Plan was defeated by a vote of 3 in favor: Cole, Barrier and May; and 4 opposed: Bell, Savina, Bayouth, and Hennessy.

A second motion by Bayouth and seconded by Bell to not delete McLean Boulevard from the transportation plan as advertised was approved by a vote of 4 in favor: Bell, Bayouth, Savina, and Hennessy; and 3 opposed: Cole, Barrier, and May.

The Department of Law has been asked to rule on the next step in the disposition of this matter.

Consideration of this item should be scheduled for the City Commission agenda for December 19, 1978.


Robert A. Lakin
Director of Planning

RAL:MLF: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 November 6, 1978, 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 December 7, 1978, at 3:00 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 deleting thereto on Revised Map 13A, dated February 3, 1966, that portion of McLean Boulevard from 29th Street South to 47th Street South.

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 Jerry Greider, 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 7th day of December, 1978.

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

ATTEST:

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

(SEAL)

from: JLS

date: ○

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remarks: David Higgins
and the lady who
called when this item
goes to BCC

December 8, 1978

Larry S. Wiggins
3217 Gold
Wichita, Kansas 67217

Re: McLean Boulevard Public Hearing

Dear Mr. Wiggins:

The Metropolitan Area Planning Commission at its regular meeting of December 7, 1978 considered the above captioned matter. The action of the Planning Commission was to recommend that McLean Boulevard not be deleted from the Transportation Plan as advertised. This is to advise you that the Board of City Commissioners will consider this matter at their regular meeting of December 19, 1978. Said meeting will be held in the City Commission Meeting Room, First Floor, City Hall, 455 North Main, Wichita, Kansas.

If you have any questions concerning this matter, please contact our office.

Sincerely yours,

Jack H. Galbraith
Chief Planner

JHG:bbc

cc: Ms. Phyllis Biggerstaff, 3035 S. McLean Blvd., 67217

WICHITA-SEDGWICK COUNTY

DATE 11/27/78

METROPOLITAN AREA PLANNING DEPARTMENT

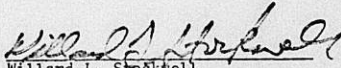
TO Metropolitan Area Planning Commission
FROM Willard L. Stockwell, Chief Planner, Advance Plans Division
SUBJECT McLEAN BOULEVARD PUBLIC HEARING

Attached is a copy of the advertisement published in the Wichita Beacon and the Daily Record on November 6, 1978 announcing a Public Hearing on the deletion of McLean Boulevard from 29th Street South to 47th Street South as an arterial from the transportation plan.

As you will recall, the Board of City Commissioners at its October 31, 1978 meeting restated its position to delete McLean Boulevard from 29th Street to 47th Street from the Transportation Plan. The public hearing is a necessary part of the process to remove the street from the transportation plan.

A public hearing was held on July 20, 1978 which called for the deletion of McLean Boulevard from 31st to MacArthur. The Planning Commission at that time voted to request a joint meeting with the City Commission to discuss the matter. This meeting was held October 17, 1978 at 1:30 p.m. Several issues were raised at this meeting with the City Commission deferring action until October 31, 1978.

Recommended Action: That the Metropolitan Area Planning Commission remove McLean Boulevard from 29th Street South to 47th Street South from the transportation plan.


Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:MLF:rh
Enclosure: Copy of newspaper notice
cc: Robert A. Lakin, Director of Planning

NOTICES CONCERNING PUBLIC HEARING ON
McLEAN BLVD. AMENDMENT TO
TRANSPORTATION PLAN

88676 (Published in the Daily Record November 6, 1978)11

ADVERTISEMENT FOR PUBLIC HEARING ON
PROPOSED AMENDMENT TO TRANSPORTATION
PLAN OFFICIAL NOTICE

TO WHOM IT MAY CONCERN AND ALL PERSONS
INTERESTED:

PUBLIC NOTICE IS HERBY GIVEN that the Wichita-Sedgwick County Metropolitan Area Planning Commission (MAPC) will hold a public hearing for the purpose of approving an amendment 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 Chambers on the main floor of City Hall, 455 N. Main, Wichita, Kansas, on Thursday, December 7, 1978, during the regular MAPC meeting. This item will not be discussed prior to 3 p.m. 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 amendment to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as readopted and previously amended: deletion of McLean Boulevard from 29th Street South to 47th Street South.

The amendment to be discussed will include the necessary revisions to Volume II of the "Transportation Study for the Wichita-Sedgwick County Metropolitan Area," as previously amended.

The amendment 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 are available for 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 2nd day of November, 1978.

ROBERT A. LAKIN, Secretary Wichita-Sedgwick County Metropolitan Area Planning Commission
(43)

LEGAL PUBLICATION

Published in the Wichita Beacon, November 6, 1978

ADVERTISEMENT FOR PUBLIC HEARING
ON
PROPOSED AMENDMENT TO TRANSPORTATION
PLAN

OFFICIAL NOTICE
TO WHOM IT MAY CONCERN AND ALL PERSONS
INTERESTED:

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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 amendment to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as readopted and previously amended: deletion of McLean Boulevard from 29th Street South to 47th Street South.

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WITNESS my hand and seal this 2nd day of November, 1978.

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

11/8/78

C. Robert Bell, Chairman, Advance Plans Committee, Metropolitan Area Planning
Commission
Willard L. Stockwell, Chief Planner, Advance Plans Division

TRANSPORTATION PLAN AMENDMENT TO DELETE MCLEAN BOULEVARD

The matter of deleting McLean Blvd. from 29th St. South to 47th St. South from the Transportation Plan was reaffirmed by the City Commission on October 31, 1978. As a result, it will be returning to the MAPC agenda on December 7. I feel it should be brought to the particular attention of the Advance Plans Committee since this is a long-range planning matter.

Copies of the advertisement for the public hearing and the exact language of the resolution adopting the revision are attached for your information. If you desire a meeting to discuss this matter, please advise.

Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:AWL:rh
Attachments

cc: John Hennessy, Advance Plans Committee, Metropolitan Area Planning
Commission
Marjorie L. Taylor, Advance Plans Committee, Metropolitan Area
Planning Commission

(58676) Published The Daily Record, November 6, 1978

ADVERTISEMENT FOR PUBLIC HEARING ON
PROPOSED AMENDMENT TO TRANSPORTATION PLAN
OFFICIAL NOTICE

TO WHOM IT MAY CONCERN AND ALL PERSONS INTERESTED:

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WITNESS my hand and seal this 2nd day of November, 1978.

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

(SEAL)

the Daily Record

218 North Main
Wichita, Kansas 67202
316-263-6277

AFFADAVIT OF PUBLICATION

68676 (Published in the Daily Record November 6, 1978)11

ADVERTISEMENT FOR PUBLIC HEARING ON PROPOSED AMENDMENT TO TRANSPORTATION PLAN OFFICIAL NOTICE TO WHOM IT MAY CONCERN AND ALL PERSONS INTERESTED:

PUBLIC NOTICE IS HERBY GIVEN that the Wichita-Sedgwick County Metropolitan Area Planning Commission (MAPC) will hold a public hearing for the purpose of approving an amendment 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 Chambers on the main floor of City Hall, 455 N. Main, Wichita, Kansas, on Thursday, December 7, 1978, during the regular MAPC meeting. This item will not be discussed prior to 3 p.m.

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WITNESS my hand and seal this 2nd day of November, 1978.
ROBERT A. LAKIN, Secretary Wichita-Sedgwick County Metropolitan Area Planning Commission (43)

STATE OF KANSAS, SEDGWICK COUNTY, SS.

MARGARET PHILLIPS, 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 _____ consecutive _____ as follows:

NOV 6 1978

- 1st _____
- 2nd _____
- 3rd _____
- 4th _____
- 5th _____
- 6th _____

Margaret Phillips
Business Manager

Subscribed and sworn to before me this 7th day of November, 1978

William V. Krause
Notary Public

My commission expires NOV 29 1981

Publication Fees

\$ 8.07

WILLIAM V. KRAUSE
STATE NOTARY PUBLIC
Marion County, Kansas
My Appt. Expires NOV 29 1981



the Daily Record

211 North West
Avenue, Topeka, Kansas 66602
Tel. 263-1177

AFFIDAVIT OF PUBLICATION

88676 (Published in the Daily Record November 6, 1978)

**ADVERTISEMENT FOR PUBLIC HEARING ON
PROPOSED AMENDMENT TO TRANSPORTATION
PLAN OFFICIAL NOTICE
TO WHOM IT MAY CONCERN AND ALL PERSONS
INTERESTED:**

PUBLIC NOTICE IS HERBY GIVEN that the Wichita-Sedgwick County Metropolitan Area Planning Commission (MAPC) will hold a public hearing for the purpose of approving an amendment 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 Chambers on the main floor of City Hall, 455 N. Main, Wichita, Kansas, on Thursday, December 7, 1978, during the regular MAPC meeting. This item will not be discussed prior to 3 p.m. Said public hearing will be held pursuant to the provisions of K. S. A. 1976 Supp. 12-703 at which time it is proposed to make the following amendment to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as readopted and previously amended: deletion of McLean Boulevard from 29th Street South to 47th Street South.

The amendment to be discussed will include the necessary revisions to Volume II of the "Transportation Study for the Wichita-Sedgwick County Metropolitan Area," as previously amended. The amendment 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 are available for 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 2nd day of November, 1978.
ROBERT A. LAKIN, Secretary Wichita-Sedgwick County Metropolitan Area Planning Commission (43)

STATE OF KANSAS, SEDGWICK COUNTY, 56

MARGARET THURPE, 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) times 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 _____ consecutive _____ as follows:

- 1st NOV 6 1978
- 2nd _____
- 3rd _____
- 4th _____
- 5th _____
- 6th _____

Margaret Thurpe
Business Manager

Subscribed and sworn to before me this 7th day of Nov 19 78

William V. Krause
Notary Public

My commission expires NOV 29 1981

Publication Fees \$ 8.07

WILLIAM V. KRAUSE
STATE NOTARY PUBLIC
Marion County, Kansas
My Appt. Expires NOV 29 1981

11/6/78

Robert A. Lakin, Director of Planning

Monroe Funk, Principal Planner, Advance Plans Division

MCLEAN BOULEVARD PUBLIC HEARING

The attached advertisement for the above has been sent to the Wichita Beacon and Daily Record for today's publishing. Copies are also being sent to members of the Technical Advisory Committee and Coordinating Committee, the CPO Office, and the Public Affairs Office.

M.F.

Monroe Funk
Principal Planner
Advance Plans Division

MF:JAS:rh
Attachment

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

ADVERTISEMENT FOR PUBLIC HEARING ON
PROPOSED AMENDMENT 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 (MAPC) will hold a public hearing for the purpose of approving an amendment 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 Chambers on the main floor of City Hall, 455 N. Main, Wichita, Kansas, on Thursday, December 7, 1973, during the regular MAPC meeting. This item will not be discussed prior to 3 p.m.

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 amendment to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as readopted and previously amended: deletion of McLean Boulevard from 29th Street South to 47th Street South.

The amendment to be discussed will include the necessary revisions to Volume II of the "Transportation Study for the Wichita-Sedgwick County Metropolitan Area," as previously amended.

The amendment 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 are available for 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 2nd day of November, 1973.

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

(SEAL)

McLean Boulevard Extension

Estimated Costs to Date:

The Consultant has been paid \$91,000 to date of a \$150,134 contract for design and environmental evaluations.

City Staff, Planning, Public Works have spent many hours on the project. No record is available since hours are assigned only to jobs with assigned project numbers. Time spent by staff could be 1½ to 2 man years.

City purchased the abandoned R.R. R/W from 500' south of 31st Street to 55th Street for \$178,968.70.

City acquired R.R. R/W from north to 500' south of 31st Street. Condemnation case No. C-22636. Value from 29th to 500' south of 31st is estimated at approximately \$25,000.

City paid for relocation of R. R. track between Pawnee and 31st Street, \$16,750.

It is estimated that the City has spent approximately \$325 to \$400,000 in the McLean Blvd. corridor. The majority in the 29th to MacArthur Rd. section.

neighborhood

cost

traffic to nowhere -

Subdivision -

Smith - sufficient relocation funds

Patrol - 160,000 - 190,000

90,000
/ 100,000

50,000
/ 200,000

from: *Sabin* da. *11/1/78*

admin. adv. plans cur. plans social graphics

- | | | | | |
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| <input type="checkbox"/> note & return | <input type="checkbox"/> signature |
| <input type="checkbox"/> handle | <input type="checkbox"/> library |
| <input type="checkbox"/> all staff | <input type="checkbox"/> information |
| <input type="checkbox"/> comment | <input type="checkbox"/> files |

remarks: _____

WICHITA-SEDGWICK COUNTY

DATE

November 1, 1978

METROPOLITAN AREA PLANNING DEPARTMENT

TO Monroe Funk, Principal Planner
Advance Plans Division
FROM Robert A. Lakin, Director of Planning
SUBJECT McLean

Please advertise for the first possible public hearing date, the amendment to the Transportation Plan on McLean. For advertising purposes use 29th Street to 47th Street, which I think is the furthest point that McLean is on the Plan.



Robert A. Lakin
Director of Planning

RAL:rme

cc: Jack H. Galbraith, Chief Planner
Current Plans Division

City Commission reaffirmed its position to delete the McLean extension from 29th to MacArthur on Tue October 31, 1978.

Pawnee - 31st 12,000 12

	<u>76</u>	<u>Estimate</u>
Hay - Pawnee	12,900	<u> </u>
Pawnee - 31st	5,000	<u> </u>
31st -		

WICHITA-SEDGWICK COUNTY

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

November 1, 1978

TO Jack H. Galbraith, Chief Planner
Current Plans Division
FROM Robert A. Lakin, Director of Planning

SUBJECT McLean

Please have someone obtain the ownership list from Public Works and/or from our microfiche file and initiate a vacation case of McLean Boulevard from 75 foot south of 31st Street South to 35th Street South. I am not quite sure what precise exact limits should be used at 35th Street South, but look at the map and make a judgment. Of course, notices are to go to all abutters based on the most up-to-date list we have. If it looks like we can not get a good list, let's order one.

I am also going to request Dekker and/or Linn to have available for that meeting their impressions of how reversions will work in that linkage. As soon as we have that I think we could go ahead and initiate the case. This case is to be headed "City Commission by me as authorized agent", and me for signature.

COPY


Robert A. Lakin
Director of Planning

RAL:rme

cc: ✓ Willard L. Stockwell, Chief Planner, Advance Plans Division
Monroe Funk, Principal Planner, Advance Plans Division

Finch
File

THE CITY OF WICHITA

OFFICE OF CITY MANAGER

DATE October 31, 1978

TO John Belker, Director of Law
FROM Robert G. Finch, Deputy City Manager

SUBJECT Vacation of Right-of-way
Acquired for Proposed McLean
Boulevard Extension

On October 31, 1978, the City Commission considered the reports prepared by the Law Department and Planning Department regarding possible disposition of the right-of-way acquired for the proposed extension of McLean Boulevard.

The Commission then:

1. Reaffirmed its decision to delete entirely the McLean Boulevard extension from the Transportation Plan.
2. Directed the administrative staff to take the appropriate action to vacate the right-of-way north of 35th Street.
3. Directed the administrative staff to take the appropriate action to vacate that portion of the right-of-way south of 35th Street that is not necessary for lesser uses.

Please work with the Directors of Planning and Public Works to perfect the vacation proceedings as directed by the Commission.

Robert G. Finch
Robert G. Finch
Deputy City Manager

RGF/sw
cc: Robert A. Lakin, Director of Planning
Ray W. Bruggeman, Director of Public Works



Larkin

THE CITY OF WICHITA
OFFICE OF LAW DEPARTMENT

DATE October 26, 1978



TO Robert G. Finch, Deputy City Manager
FROM Thomas R. Powell, Assistant City Attorney

SUBJECT McLean Boulevard Extension

It is my understanding that the City Commission has requested advice in regard to what type of action needs to be taken to abandon the land that has been previously acquired by eminent domain for the McLean Boulevard extension. The City Commission in this regard is also interested in determining whether retention for right-of-way for drainage purposes is possible. At this point, the City Commission has directed that the McLean Boulevard extension be deleted from the Capital Improvement Program and from the Transportation Plan. There are several alternatives that the City Commission can take in regard to abandoning the right-of-way previously acquired.

The first alternative would be to, by motion, formally abandon all right-of-way that was previously acquired. This alternative probably has the disadvantage of resulting in the loss of a right to use the land for any purpose, including drainage. On the other hand, the status of owners of land adjacent to the abandoned right-of-way would be somewhat in question under Kansas law, i.e., there would be some question as to whether or not the land would automatically revert to the adjacent landowners. In addition, a complete abandonment of right-of-way previously acquired could result in landowners of tracts of land that presently have the right of access to the proposed roadway and who are now using the dirt roadway that presently exists between 33rd Street and 35th Street South bringing an action in inverse condemnation to recover for loss of access.

*2/28/79
McLean Blvd
33rd St - 35th St
St. R/W extension
See memo
Mc-4-1
Donnell
in return
Frank P.S.
Wichita*

The second alternative that is available to the City Commission would be to vacate the previously condemned property by the enactment of an ordinance pursuant to K.S.A. 13-443. Under this method, the City would be able to retain uses that are lesser uses of street rights-of-way that were being used at the time the ordinance was enacted, i.e., the City could reserve any drainage easements or public utility easements that were located in the street and in use at the time the ordinance was enacted. There is a possibility also that the City would be able to reserve lesser uses that were not in effect at the time the ordinance was enacted. The City, in addition, could, in areas where owners of adjacent land now have access to the dirt road, vacate the roadway in a manner that would narrow the roadway to an appropriate width for the purpose of preserving the access to the adjacent landowners now have. Under this method, the land

*Write letter to
CPD + take
over on
proceedure
to remove
plan.
Contact all
utilities
for improvement
or future needs.*

Robert G. Finch
page 2
October 26, 1978

would revert to the owner of the land adjacent thereto in the same proportion as it was taken. However, the City would have a right to reopen the street without expense to the City at a later date. The City, if the street were reopened, would have to pay the owners for improvements that were placed on the land subsequent to the vacation proceedings.

The third alternative would be to follow up the enactment of the ordinance to vacate the right-of-way pursuant to K.S.A. 13-443 with a vacation proceeding through the Sedgwick County Commission. This proceeding is set out at K.S.A. 12-504, et seq. If this proceeding is followed, the City's right to reopen the street right-of-way at a later date would be lost. Under these proceedings it would be possible, again, to retain lesser uses of street right-of-way for such purposes as drainage and placement of public utilities. However, such reservations could be made only for uses that are in effect at the time the vacation is approved by the County Commission. It would also be possible under the vacation proceedings before the County Commission to narrow the roadway in locations where a roadway is now in existence.


The fourth alternative would be to take no action to formally vacate or abandon the land, other than deleting the McLean Boulevard extension from the Capital Improvement Program and from the Transportation Plan. Under this alternative, the City could probably develop the area for uses that are lesser included street uses, i.e., drainage right-of-way and public utility easements. The City might also, under this alternative, have the right to reopen the extension of McLean Boulevard at a later date in the future. This alternative would leave the right to use the land somewhat in limbo; however, it might result in the owners of adjacent property bringing action to quiet title in order to determine what right they have to use the land. The possibility also exists that the landowners would bring an inverse condemnation action if the City uses the land for other than street purposes under the theory that the land was abandoned at the time the extension was deleted from the Transportation Plan.

Lastly, it is my understanding that there have been some suggestions that the land could be used for other purposes, such as a linear park or for a bicycle path and/or walkways. The land could not be used for purposes of a linear park unless a new condemnation proceeding was instituted to condemn the land for park purposes. The use of land for park purposes is not a lesser included street use. It could be argued that bikeways and walkways are lesser included use of a street and that, therefore, it might be possible under alternative 2 to reserve such uses under vacation proceedings. Under alternative 3, it might be possible to reserve such uses if such uses were in effect at the time the vacation proceedings were approved. Under

Robert G. Finch
page 3
October 26, 1978

alternative 4, it might also be possible to develop the area with bike paths and walkways.

In conclusion, I think it is clear that the City could, under alternative 2 or 3, vacate the street right-of-way and reserve all lesser included street uses that were in use at the time of the vacation proceedings. Under alternative number 2, it might be possible to reserve certain uses that are not in use at the time the vacation proceedings are completed; however, that is somewhat questionable. If alternative number 4 is followed, there is some question in regard to whether the City can abandon the street use and reserve other uses.



Thomas R. Powell
Assistant City Attorney

TRP:ch:cr

cc: John Dekker, Director of Law
Robert A. Lakin, Director of Planning
Willard L. Stockwell, Chief Planner-Advance Plans
Dean Sellers, Assistant City Engineer

WICHITA-SEDGWICK COUNTY

DATE 10/25/78

METROPOLITAN AREA PLANNING DEPARTMENT

TO Wichita Board of City Commissioners
FROM Robert A. Lakin, Director of Planning
SUBJECT POSSIBLE PUBLIC USES OF THE FORMER RAILROAD RIGHT-OF-WAY (McLEAN BOULEVARD CORRIDOR) 29TH STREET SOUTH TO MACARTHUR ROAD

On May 2, 1978 the City Commission directed that McLean Boulevard from 29th Street South to MacArthur Road be dropped from the Capital Improvement Program and be deleted from the Transportation Plan.

On July 20, 1978 the MAPC held a public hearing to delete McLean Boulevard from 29th to MacArthur Road as ordered by the City Commission. The MAPC as a result of the hearing deferred action and requested further discussion with the City Commission on this matter. This discussion was held October 17 commencing at 1:30 p.m. After considerable discussion the City Commission voted to defer further action until legal opinions could be researched as to the possible public uses and/or disposition of the City owned former railroad right-of-way from 29th Street South to MacArthur Road. This memo explores possible public uses. A memo from the Legal Department presents the legal opinions.

The Planning Department and Public Works Department have reviewed the McLean Boulevard corridor to determine if possible non-arterial usage of the former railroad right-of-way is practical. Several possible public uses were initially considered. These included:

1. Linear Park
2. Bike Path
3. Pedestrian Path
4. Drainage right-of-way
5. Local access (alley type facility)
6. Combinations of the above

The idea of a Linear Park does not appear feasible from a practical or legal viewpoint. (See memo dated 10/26/78 from Legal Department).

The area south of the Interstate is short of good recreational facilities. Although a park is to be located near 47th Street South and Seneca, access to it and to areas north of I-235 (such as Watson and Herman Hill Parks and the entire River Bikeway system) are extremely limited due to the Interstate and the patterns of internal circulation of local neighborhood streets south of I-235. This problem will be further compounded as Seneca and Broadway are used to handle the automobile traffic. Although not detailed at this time; nor without funding or departmental responsibility assigned, an opportunity exists to create pedestrian paths and bike trails separate from the street system. These could be used to link activity center and parks within this southern portion of the city.

Wichita Board of City Commissioners -2-
POSSIBLE PUBLIC USES OF THE FORMER RAILROAD
RIGHT-OF-WAY (McLEAN BOULEVARD CORRIDOR)
29th STREET SOUTH TO MACARTHUR ROAD)

October 25, 1978

29th Street South to MacArthur Road

A Bike Path within the former railroad right-of-way could tie into the existing Bike Path at Watson Park near 29th Street and connect to South High School and southward to 47th Street South to tie into a proposed park to be located in the vicinity of 47th Street between Seneca & Meridian. When 47th Street South is built, it could be designed to continue this separation of bike/automobile. Thus the concept of connecting the park system with Bicycle Paths would be continued. (See memo from Legal Department concerning possible use for Bike Path)

A Pedestrian Walkway could also be built to connect the activity center of Watson Park with Sin Elementary School (possible Knight Elementary School) and South High School.

The City failed to condemn one parcel of railroad right-of-way on the south side of 31st Street and is owned by a private individual for a distance of approximately 100 feet. Therefore if a Bike Path were to be constructed this parcel or part thereof would have to be acquired by the City. A strip of sufficient width to accommodate a Bike Path could be purchased or even dedicated by the owner. The owner of the property is currently developing plans for use of the lot. Therefore if the property or part thereof is to be used for a Bike Path action by the City should be taken soon.

At least a part of the railroad right-of-way is needed for drainage purposes from 33rd Street South to MacArthur Road. This drainage would be provided in underground conduits or an open drainage way.

Many of the residents whose property backs into the former railroad right-of-way from 29th to 33rd now use the right-of-way for access to their rear yards. The right-of-way provides access so the rear yards can be used for the storage of boats and campers. When a bikeway is constructed, it could be designed to be used as an "alley" for access to these yards for storage of RV's and boats.

It is therefore possible to use the former right-of-way for non-street uses which might be in the interests of the local community and the city-at-large.

At the present time an unpaved street exists from 35th Street South to MacArthur Road. The street right-of-way (varies in width from 30 feet to 100 feet) runs alongside the former railroad right-of-way. The street serves as a local access street to a Mobile Home Park, a truck terminal and South High School. There is also the possibility of medium development south of 35th Street and adjacent to existing sandpit. This area would be used for local service, drainage and if the option of bike/pedestrian way is accepted as a continuation southward.

Wichita Board of City Commissioners -3-
POSSIBLE PUBLIC USES OF THE FORMER RAILROAD
RIGHT-OF-WAY (McLEAN BOULEVARD CORRIDOR)
29th STREET SOUTH TO MACARTHUR ROAD)

October 25 1978

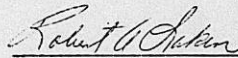
MacArthur - 55th Street South

A question was raised by Mr. Mike Savina, MAPC Member, concerning platting activities in the McLean Boulevard corridor from MacArthur Road to 55th Street South.

At this time we see no need for a through collector or arterial street from MacArthur Road to 47th Street South. The right-of-way here is needed for drainage. It is also likely the C.U.P. to the west of the former railroad right-of-way will want to develop a local street to serve the C.U.P. in lieu of MacArthur only access. Again the continuation of separate pedestrian/bike paths should be pursued.

Between 47th Street South and 55th Street South the former right-of-way is to be used for drainage and a residential collector street for a distance of approximately 1,600 ft. southward from 47th Street. From that point and southeasterly to the flood control, the former railroad right-of-way is to be used for drainage. From the 1,600 ft. point and southward to 55th Street South developers have been and are being requested to allow right-of-way for a collector type street to serve the residents of the area

The above concepts will be illustrated graphically at the October 31 Commission meeting.



Robert A. Lakin
Director of Planning

RAL:MLF:rh

cc: R. W. Bruggeman, Director of Public Works
John Dekker, Director of Law
Dick Linn, City Engineer
Metropolitan Area Planning Commission Members
Office of Citizen Participation Organization

WICHITA-SEDGWICK COUNTY

DATE 10/20/78

METROPOLITAN AREA PLANNING DEPARTMENT

TO Willard L. Stockwell, Chief Planner, Advance Plans Division
FROM Monroe L. Funk, Principal Planner, Advance Plans Division
SUBJECT MCLEAN BLVD. CORRIDOR

The City Commission ordered the removal of McLean Blvd. from 29th Street South to MacArthur Road from the Transportation Plan. This removal of McLean from the Transportation Plan raises several issues which will need to be resolved:

McLean is shown on the Transportation Plan as an arterial from the Arkansas River to 47th Street South. The removal of McLean from 29th Street to MacArthur Road leaves a 1½ mile gap in the arterial. Likewise, McLean is a Federal-Aid Urban System Arterial eligible for federal aid funding. The FAU System is to be a connected system which is now being disrupted by the removal of McLean as an arterial from 29th to MacArthur.

Questions which need to be addressed are as follows:

1. Should we recommend the removal of McLean Blvd. from the Transportation Plan between MacArthur and 47th Street South?
2. If McLean is removed as an arterial as described in 1. above should we recommend a collector in its place? (We now show a collector from 47th Street to 55th and from 55th to 63rd)
3. A question must be raised as to what alignment of McLean was removed from the Transportation Plan between 29th and 31st. Was it along the abandon railroad right-of-way or was it along the existing paved roadway which aligns with Gold at 31st?
4. Should we recommend the removal of McLean from the Transportation Plan as an arterial from Pawnee to 29th Street? (This was done to maintain a connected system of arterials)
5. Alternative - should we recommend that McLean from 29th to 31st (or from Pawnee to 31st) be designated a collector?
6. Should McLean from 35th to MacArthur be designated a collector or simply be allowed to exist as a local street serving adjacent land uses?
7. What should be done with respect to platting activities that are going on between MacArthur and 55th Street? Should developers be requested to dedicate land for a collector? or arterial? What about the areas already platted where it was assumed an arterial would be located?

Willard L. Stockwell

-2-

October 20, 1978

Attached are reproductions of an overlay map which illustrates the above recommendations. Exhibit 1 is a portion of Map 13A, the Transportation Plan. Shown on Overlay 1 is the removed arterial. Shown on Overlay 2 is a suggestion as to how the streets in the McLean Blvd. corridor might be handled. Of particular importance is the collector streets from MacArthur Road to 55th Street south.

Current Plans is preparing an aerial photo map showing plats that have been approved which were designed with the arterial as part of the street system. Also shown are plats currently being reviewed which will need to consider either an arterial, a collector, a local street, or nothing.

Monroe L. Funk

Monroe L. Funk
Principal Planner
Advance Plans Division

MLF:rh

Attachments: 3

cc: Robert A. Lakin, Director of Planning
Jack Galbraith, Chief Planner, Current Plans
R. W. Bruggeman, Director, Public Works
Dick Linn, City Engineer



Part of Map 13A
Transportation Plan

Exhibit 1



PROJECT	SLIDE #		PROJECT	SLIDE #	
PRJ 01		MOO 13A	PRJ 41	SLD	7 FACTORS CONSIDERED
PRJ 02		N.F. CIRCUMFERENTIAL	PRJ 42	SLD	—
PRJ 03		APPROVED ALIGNMENT	PRJ 43	SLD	"
PRJ 04		MAJOR HIWAY PROJECTS	PRJ 44	SLD	"
PRJ 05	SLD	PROJECT STATUS	PRJ 45	SLD	"
PRJ 06	SLD	PROJECT COST ESTIMATES	PRJ 46	SLD	"
PRJ 07	SLD	—	PRJ 47	SLD	"
PRJ 08	SLD	—	PRJ 48	SLD	"
PRJ 09	SLD	MCLEAN CLOSE-UP	PRJ 49	SLD	"
PRJ 10	SLD	MCLEAN TO DOWNTOWN	PRJ 50	SLD	"
PRJ 11	SLD	ALTERNATIVE ALIGNMENTS	PRJ 51	SLD	A-1
PRJ 12	SLD	DISLOCATIONS	PRJ 52	SLD	"
PRJ 13	SLD	COST ESTIMATES	PRJ 53	SLD	"
PRJ 14	SLD	PROPOSED EXTENSION	PRJ 54	SLD	"
PRJ 15	SLD	RECOMMENDED REVISIONS	PRJ 55	SLD	"
PRJ 16	SLD	—	PRJ 56	SLD	"
PRJ 17	SLD	[UNKNOWN]	PRJ 57	SLD	PROPOSED EXTENSION
PRJ 18	SLD	NOISE BARRIER	PRJ 58	SLD	—
PRJ 19	SLD	COST A-1	PRJ 59	SLD	GEOMETRIC DESIGN
PRJ 20	SLD	COST A-1, B-1	PRJ 60	SLD	"
PRJ 21	SLD	COST: A-1, B-1, C-1	PRJ 61	SLD	"
PRJ 22	SLD	—	PRJ 62	SLD	"
PRJ 23	SLD	DETAILED COSTS	PRJ 63	SLD	"
PRJ 24	SLD	"	PRJ 64	SLD	"
PRJ 25	SLD	"	PRJ 65	SLD	"
PRJ 26	SLD	"	PRJ 66	SLD	B-1
PRJ 27	SLD	"	PRJ 67	SLD	"
PRJ 28	SLD	"	PRJ 68	SLD	"
PRJ 29	SLD	NOISE CONTOURS	PRJ 69	SLD	"
PRJ 30	SLD	"	PRJ 70	SLD	"
PRJ 31	SLD	"	PRJ 71	SLD	"
PRJ 32	SLD	"	PRJ 72	SLD	C-1
PRJ 33	SLD	"	PRJ 73	SLD	"
PRJ 34	SLD	"	PRJ 74	SLD	"
PRJ 35	SLD	"	PRJ 75	SLD	"
PRJ 36	SLD	7 FACTORS CONSIDERED	PRJ 76	SLD	"
PRJ 37	SLD	"	PRJ 77	SLD	GEOMETRIC DESIGN
PRJ 38	SLD	"	PRJ 78	SLD	"
PRJ 39	SLD	"	PRJ 79	SLD	ROAD SECTION

McLean Boulevard Extension

Estimated Costs to Date:

The Consultant has been paid \$91,000 to date of a \$150,134 contract for design and environmental evaluations.

City Staff, Planning, Public Works have spent many hours on the project. No record is available since hours are assigned only to jobs with assigned project numbers. Time spent by staff could be 1½ to 2 man years.

City purchased the abandoned R.R. R/W from 500' south of 31st Street to 55th Street for \$178,968.70.

City acquired R.R. R/W from north to 500' south of 31st Street. Condemnation case No. C-22636. Value from 29th to 500' south of 31st is estimated at approximately \$25,000.

City paid for relocation of R. R. track between Pawnee and 31st Street, \$16,750.

It is estimated that the City has spent approximately \$325 to \$400,000 in the McLean Blvd. corridor. The majority in the 29th to MacArthur Rd. section.

MCLEAN BOULEVARD EXTENSION

<u>CITY COMMISSION ACTION</u>	<u>DATE</u>	<u>COSTS EXPENDED</u>
(1) Adopted resolution to acquire abandoned R.R. R/W for controlled access street purposes (500' south of 3kst Street South to 55th Street South)	9/30/1969	\$ 178,968.70
(2) Adopted resolution to acquire abandoned R.R. R/W for street purposes (31st Street South to 500' south of 31st Street South)	3/30/1971	4,253.25
(3) Amended Transportation Element of Comprehensive Plan to extend McLean Blvd. from MacArthur to 47th South	3/27/1973	--
(4) Adopted resolution and approved agreement between MoPac RR and City for relocation of track facilities to permit abandonment of R.R. R/W between 31st South and Pawnee	6/12/1973	16,750.00
(5) Authorized initiation of McLean Blvd. project, MacArthur to 29th South and designated staff screening committee for selection of consulting engineer	5/21/1974	--
(6) Approved contract for Consulting Engineer	8/20/1974	78,270.00 (to date)
(7) City Commission statement at public hearing in favor of McLean project	10/8/1975	approx 90,000 as of 10/17/78
(8) Resolution published in paper requiring City Engineer to submit plans and specifications for McLean	12/20/1976	--

*Attached to Memo from the City Manager
to the City Commission, dated 2-18-1977.*

Attachment No. 1

10/18/78
WICHITA
EAGLE

McLean Extension Plan Down for 2nd Time

By JACK MCNEELY
Staff Writer

The Wichita City Commission kept the lid on a proposed extension of McLean Boulevard from 31st Street South to 47th Tuesday.

Members of the Metropolitan Area Planning Commission had asked the City Commission to take another look at the project, which the city commissioners killed on a 4-1 vote in May.

On another road project, the commission unanimously voted to try to revive the long-dormant Northeast Circumferential, a proposed highway

to connect K-254 northeast of Wichita with U.S. 54. The circumferential, 10.7 miles long and expected to cost \$70 million, would complete a highway loop around the city.

Plans for the highway had languished since 1975, when the Kansas Department of Transportation declined to pay for a design study.

Tuesday, the commission passed a resolution asking the state to spend \$300,000 on a design study, which would set right-of-way limits and list construction options. The Sedgwick County Commission is to consider the resolution today.

THE \$300,000 would come from \$550,000 the state has said it would spend for a design study on improvements to U.S. 54 west of Wichita from Seville to Garden Plain. Bill Stockwell of the Metropolitan Area Planning Department said the design study on U.S. 54 could be shortened and the \$300,000 better spent on a study of the Northeast Circumferential.

The design study must be completed before planners can begin looking for money to construct the circumferential, Stockwell said.

On the McLean Boulevard issue, while declining to give new life to the

extension plan, the commission did tell its staff to return Oct. 31 with information on whether rights-of-way obtained for the roadway should be held for possible drainage projects.

City Commissioners Jack Shanahan and Garry Porter restated their opposition to extending McLean Boulevard, a four-lane arterial road, into a residential area south of 31st. McLean currently ends at 31st and turns into Gold, a two-lane residential street.

SOME MEMBERS of the Metropolitan Area Planning Commission told

the city commissioners that the project should not be killed. They said a high-speed road will be needed as the southwest Wichita area develops.

The City Commission voted May 2 to kill the extension and delete it from the city's transportation plan, which had included the project since 1973.

However, members of the MAPC, which had approved the extension, questioned the City Commission's decision and asked for a joint meeting for the city commissioners to explain their objections to the extension.

"What is the benefit?" Shanahan asked. "It presently leads to nowhere."

Planning Commissioner C. Robert Bell said McLean leads into an area that is becoming more developed.

"As it does that, the demand for traffic movement will greatly accelerate," Bell said.

"There is no way to put that road through that neighborhood without taking houses on both sides," Shanahan said to the applause of about 30 residents of the area who attended the City Commission meeting.

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City to Cut Quail Meadows Traffic

By FRANK GAROFALO
Staff Writer

Residents near Zimмерly and Rock Road won their battle Tuesday to cut off through traffic in the densely populated Quail Meadows addition in east Wichita.

The City Commission voted 4-0 to close Zimмерly at Dalton to prevent motorists traveling on Zimмерly from Rock Road to continue east into the Quail Meadows area.

Deputy City Manager Bob Finch

told residents that a barricade would be erected and the closing would be in effect in 30 to 45 days.

Finch said it might be possible to erect a barricade that could be removed only by emergency personnel or vehicles.

The fire department and the county's Emergency Medical Service opposed the closing and said it would extend their departments' response time in the area by at least two or three minutes.

Residents on Zimмерly and adjoining streets successfully argued that the stretch between Rock Road and Dalton has become congested and hazardous and has destroyed what once was a quiet residential area.

THEY CARRIED with them the support of the Area II Citizen Participation Organization board, the Traffic Commission and the traffic engineering staff.

Bruce Landsberg, 1029 Eastmoor, was the spokesman for those seeking the closing.

He said almost all of the residents along Zimмерly supported the closing because of the increasing traffic and hazards. "The noise and pollution is aggravating and destroying the quality of life of the neighborhood."

He said there are several other routes into the area from Harry Street to the south and Webb Road to the east. He also argued that emergency vehicle response times would not be significantly increased if the other routes were used.

In another traffic case, the commissioners voted to keep a medial opening on Rock Road north of Kellogg to allow southbound traffic to enter Peach Tree Shopping Center across from Towne East.

The commissioners voted 3-2 against the traffic engineering de-

partment's recommendation to close the medial.

Commissioners Garry Porter, Jack Shanahan and Tony Casado voted to keep the medial opened. Mayor Connie Peters and Commissioner Jim Donnell voted to close it.

TRAFFIC ENGINEER Paul Graves said 60 percent of motorists using the opening made improper or illegal turns, including U-turns and crossing the northbound Rock Road lanes to turn left into southbound traffic.

Graves said there have been three non-injury accidents at the opening since it was opened in August 1977.

However, Eugene Coombs, attorney for the shopping center's lessee and tenants, argued that Graves had presented "no comparative evidence" on accidents at other similar medial cuts or crossings.

Commissioners also voted 5-0 to keep a crosswalk on Douglas between McLean Boulevard and Sycamore. The Traffic Commission recommended that a request to remove it be denied.

Ex-City Worker Is Arrested

4 From Page 1C

KLOSE SAID city officials probably wouldn't have discovered the missing funds had the customers not come in to protest their bills. He urged citizens to keep their monthly receipts to show that they have paid their bills in full.

For the other 15 customers who haven't protested their bills, notices are being mailed asking them to verify the amount they paid with the amount on the treasurer's office records. The notice says the office is conducting a "random check" of last month's water payments.

If your water bill this month shows that you didn't pay the full September amount, and you have a receipt proving you did, call the treasurer's office at 288-4109.

Water Department accountants ran a computer check of the bills paid in September, and found the 19 altered bills, Klose said. Sixteen bills were rechecked to show that the customers owed \$5 from September service, and three showed the customers owing \$1.

Here's an example of how the scheme worked, as outlined by Klose:

A customer with a \$20 water bill paid cash, and his receipt bill stamped "Paid." But the bill, printed on a computer card, was rechecked to show that he had paid only \$15. The missing \$5 was pocketed by the clerk.

Important Notice R
IMPORTANT Notice Regarding Montgomery
in Today's Pa

We regret that the items listed below and which were in this paper are not available as advertised. We intend to have every item we advertise available in our sale. If an advertised item other than a quantity, "Clearance", or "Special Buy" item is our option offer you a substitute item of equal advertised price or place "Raincheck" order for future sale price.

Work gloves on page 1.
The 10x9 Building on page
be available by customer o
only.
3805 East Harry • Wichita Mall
681-4704

Get on the Road to Financial Security

YEARS	\$10 per mo.	\$25 per mo.	\$50 per
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THE CITY OF WICHITA

OFFICE OF CITY MANAGER DATE October 18, 1978

TO Robert A. Lakin, Director of Planning Eugene Pirtle, Senior Assistant City Attorney Dick Linn, City Engineer

FROM Robert G. Finch, Deputy City Manager

SUBJECT McLean Boulevard Extension

On October 17, 1978, the City Commission discussed the captioned matter with members of the MAPC. The City Commission reaffirmed its previous action to delete entirely the McLean extension from 29th Street south.

The Commission deferred for two weeks only the question of possible retention of right-of-way for drainage purposes. For further consideration, the Commission has requested a report on the current right-of-way along the now deleted McLean extension and an identification of the purpose for which it was condemned or dedicated (road and/or drainage purposes). The report is also to address what action can be taken for the City to legally retain all or a portion of the right-of-way for drainage or other public purposes.

Advocate Pirtle is requested to assume responsibility for coordinating with the City Engineer the production of the requested report. The report should be provided to this office by Tuesday, October 24, 1978.

On a related item, MAPC member Mike Savina suggested a report on what guidelines should be provided by the City Commission to the HAPC on further requirements for platting dedications on McLean, Broadway and Seneca. The Planning staff is requested to prepare a separate report to address Mr. Savina's concern. It should also be submitted to this office by October 24, 1978.

Rick Linn says that from 31st street to 33rd street, the R-O-W is not needed for drainage RGF/TSV purposes. However, from 33rd street on South, R-O-W needs to be retained for drainage purposes.

[Signature] Robert G. Finch Deputy City Manager

10-20-78
w/ Lakin
Lakin
Barnes
Stockwell
Finch
Pirtle



12-507

THE CITY OF WICHITA

OFFICE OF CITY MANAGER **DATE** October 18, 1978

✓ Robert A. Lakin, Director of Planning
Eugene Pirtle, Senior Assistant City Attorney
TO Dick Linn, City Engineer

FROM Robert G. Finch, Deputy City Manager

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Robert G. Finch
Deputy City Manager

RGF/tsw



COMMISSIONERS PROCEEDINGS

6631

October 17, 1978

and directed that:

- (1) The project be deleted from the current Capital Improvement Program.
- (2) The project be deleted from the Transportation Plan
- (3) The right-of-way for roadway purposes be released.

The project has been deleted from the CIP, and the State has been advised to remove the project from the State Transportation Program.

When the proposed deletion of the project from the Transportation Plan was presented to the Metropolitan Area Planning Commission on July 20, several members voiced concern about the matter and requested that a joint meeting be held with the City Commission to more fully discuss the proposed plan amendment. The Planning Commission requested staff to research two additional alternatives for extending McLean Boulevard south to MacArthur. Information on these alternatives will be available at the joint meeting.

Bill Stockwell

Chief Planner, Advance Plans, presented the request to meet with the Commission in considering the McLean Boulevard Extension and stated that some of the Metropolitan Area Planning Commissioners had requested this meeting in order to clarify some of the City Commission's action.

Joann May

Joann May, a Metropolitan Area Planning Commissioner, stated that the Chairman, Marjorie Taylor, was ill, and she was speaking in her behalf. Ms. May stated that she personally was in favor of the project but she was willing to have it withdrawn from the Traffic Plan if it were the wishes of the Commission.

Jerry Coe

Jerry Coe, Member of the MAPC, stated that he was willing to have it taken from the Traffic Plan if it were the desire of the Commission.

The following members of MAPC spoke in favor of retaining the extension of McLean Boulevard, pointing out the benefits derived from a traffic system with this included and informed the Commission that something had to be done in the area of the southern flow of traffic in Wichita:

C. Robert Bell
David Bayouth

Mike Savine, stated that he was also a member of the Subdivision Committee, and the Subdivision Committee needs directions down in that area because when a plat is submitted in the area of the extension of McLean Boulevard, from MacArthur to 47th Street, the Subdivision Commission has been requiring that right-of-way for the extension of McLean be dedicated for that purpose and the Commission has never requested that it be deleted from MacArthur South.

Gene Pirtle

Senior Attorney excused and Tom Powell, Assistant City Attorney present.

Gene Pirtle

Gene Pirtle spoke as an interested citizen reminding the Commission of the \$400,000 already spent on the extension of McLean, the problems involved in acquiring the right-of-way and the problems involved in reverting back to the former owner or the present owner in abandoning the project.

Tom Powell

Assistant City Attorney excused and Gene Pirtle, Senior Attorney present.

Mayor Peters

Mayor Peters excused for a portion of the discussion and Vice Mayor Shanahan in the Chair.

William Bell

William Bell of Walter Morris & Sons, asked the Commission to make a decision in this regard because his company had submitted a plat to be approved by the Subdivision Committee first and that plat had five acres of land dedicated for right-of-way purpose for the extension of McLean Boulevard South, which is south of MacArthur.

Discussion

Considerable discussion was had on the retention of the right-of-way for something other than street purposes.

Gene Pirtle

Senior Attorney stated that since the right-of-way was condemned and acquired for street purpose, he would have to make a determination if it could be held for some other purpose.

Motion--

Porter moved that the decision on this be deferred two weeks in order for staff to research and determine if the right-of-way can be held without being held for street purposes for public use. Motion carried 5 to 0.

--carried

COMMISSIONERS PROCEEDINGS

6633

October 17, 1978

Paul Graves

Traffic Engineer reviewed the request for closing the median, he showed a time lapsed photography movie of the area throughout one day showing the number of illegal uses of the median cut, also other supposedly dangerous uses it was put to, not necessarily illegal in nature. Mr. Graves answered questions of the Commission.

Eugene Coombs

Eugene Coombs, attorney representing Phil Ruffin of the Town and Country and other merchants of the Peach Tree Shopping Center objected to the closing of the median. Mr. Coombs read an agreement that Mr. Ruffin had with the City at the time it was opened and he agreed that the City could close whenever they wished and that Mr. Ruffin would be obligated to pay for it, but he stated that they estimated that 40% of their business comes from the north and needs the left turn cut in order to get into the shopping center.

RECESS

The Commission recessed at 10:42 A.M. and reconvened at 11:01 A.M.

The Commission continued their discussion of the median opening for Peach Tree Shopping Center.

Gary Snider

Gary Snider, Director of Real Estate for Town and Country Markets, requested that the curb cut for the left turn remain open.

Terry Burris

Terry Burris, Manager Radio Shack in Peach Tree Shopping Center, stated that the majority of his customers come from the north and requested that the curb cut remain in place.

Doug Horstman

Doug Horstman, Chairman of the Traffic Commission, spoke clarifying their position on the curb cut at the Peach Tree Shopping Centers.

Motion--

--carried

Porter moved that the opening be left as it is. Motion carried 3 to 2. Donnell and Peters "No".

(3) Public Hearing re: Citizen Input to the Possible Closing of Zimmerly East of Dalton - The Traffic Commission recommends that Zimmerly east of

Dalton be closed. The Traffic Commission also recommends that the busing of the school children from that area be continued throughout the remainder of the school year in view of the dangerous traffic situation at the present time in Sunnybrook II. The Chairman of the Traffic Commission has been authorized to write to the Board of Education to request reconsideration of eliminating busing as of January 1, 1979.

Paul Graves

Traffic Engineer reviewed the area and showed the Commission the maps and aerial views of the exact spot where Zimmerly would be closed. He informed the Commission of the increase in traffic count on Zimmerly after the development to the east was occupied. Mr. Graves answered questions of the Commission.

The following persons spoke in opposition to the closing of Zimmerly:

Chief Tom Page, Deputy Fire Chief, in regard to emergency vehicle access to the development to the east.

Major Reymos, Director of the Emergency Medical Service, for the same reason of Chief Page.

Linda Hoobler, 9219 Lincoln Court

The following persons spoke in support of the closing of Zimmerly:

Joanne May, Area H CPO Chairman
Bruce Landsburg, 1029 E. Eastmoore
Everett Suer, 1033 Capri

Mayor Peters

Mayor Peters announced that due to the lateness of the hour and the fact that there was another hearing at 1:30 P.M., that the Commission would recess for lunch and return to this item immediately after hearing item 5 on the agenda. (Continued on page 6635)

LUNCH RECESS

The Commission recessed for lunch at 12:30 P.M. and reconvened at 1:34 P.M. with Mayor Peters in the Chair. Commissioners Casado, Donnell, Porter, Shanahan, present.

JOINT MEETING OF
COMMISSION & METRO.
AREA PLANNING COMM.
TO CONSIDER SOUTH
MCLEAN BLVD PROJECT

Joint meeting of City Commission and Metropolitan Area Planning Commission to consider the South McLean Boulevard Project, presented.

Earlier this year the City Commission considered several alternatives for extending McLean Boulevard south from 31st Street South to MacArthur Road. At that time the Commission decided not to proceed with the extension project

• WICHITA-SEDGWICK COUNTY

DATE 10/16/78

METROPOLITAN AREA PLANNING DEPARTMENT

TO E. H. Denton, City Manager
FROM Willard L. Stockwell, Chief Planner, Advance Plans Division
SUBJECT LEGAL OPINIONS PERTAINING TO SOUTH MCLEAN BOULEVARD PROJECT

Attached is a package of correspondence dealing with legal aspects of the McLean Boulevard Extension project. This is additional information for the joint meeting Tuesday between the MAPC and the City Commission.



Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:VCS:rh
Attachment

WICHITA-SEDGWICK COUNTY

DATE 10/10/78

METROPOLITAN AREA PLANNING DEPARTMENT

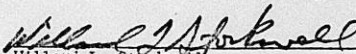
TO E. H. Denton, City Manager
FROM Willard L. Stockwell, Chief Planner, Advance Plans Division
SUBJECT JOINT MEETING OF CITY COMMISSION AND MAPC TO CONSIDER SOUTH MCLEAN BLVD. PROJECT

On July 20th, the Metropolitan Area Planning Commission asked staff to arrange a meeting between the City Commission and the MAPC to discuss the South McLean Blvd. Project. Earlier this year the City Commission had considered several alternatives for extending McLean south from 31st South to MacArthur Road. At that time the City Commission decided not to proceed with the extension project and further directed the Manager to (1) omit the project from the current Capital Improvements Program; (2) delete the project from the Transportation Plan; and (3) release the ROW for roadway purposes.

On receipt of the City Manager's instructions the MAPD staff undertook to have the Transportation Plan amended in accordance with the wishes of the City Commission. The matter was considered and approved by both the Transportation Technical Advisory Committee and the Transportation Coordinating Committee. It should be noted, however, that the Coordinating Committee slightly altered the proposed deletion by also deleting the one mile section from MacArthur Road to 47th Street South and by holding the two block section from 29th Street to 31st Street. It was felt that this was a more logical adjustment.

When the proposed deletion was presented to the MAPC on July 20th, several members of that Commission voiced concern about the matter and recommended that a joint meeting be held with the City Commission to more fully discuss the proposed plan amendment. In addition the MAPC asked staff to research two additional alternatives for extending McLean Blvd. south to MacArthur. These alternatives have now been examined, and this information will be made available at the joint meeting.

If possible the MAPC would like to meet with the City Commission Tuesday, October 17th at 1:00 p.m. Following this meeting the MAPC will again consider the deletion of McLean Blvd. from the Transportation Plan.


Willard L. Stockwell
Chief Planner
Advance Plans Division

APPROVED:


Robert A. Lakin, Director of Planning

WLS:VCS:rh

cc: Marjorie L. Taylor, Chairman, Metropolitan Area Planning Commission

WICHITA-SEDGWICK COUNTY

DATE 10/10/78

METROPOLITAN AREA PLANNING DEPARTMENT

TO Wichita-Sedgwick County Metropolitan Area Planning Commission
FROM Willard L. Stockwell, Chief Planner, Advance Plans Division
SUBJECT JOINT MEETING OF CITY COMMISSION AND MAPC TO CONSIDER SOUTH MCLEAN BLVD. PROJECT

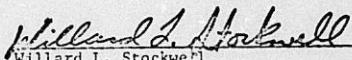
A joint meeting of the City Commission and MAPC to consider the McLean Boulevard Extension Project has been arranged. The meeting will be held on Tuesday, October 17th at 1:30 p.m. in the City Commission meeting room.

On July 20th, the Metropolitan Area Planning Commission asked staff to arrange a meeting between the City Commission and the MAPC to discuss the South McLean Blvd. Project. Earlier this year the City Commission had considered several alternatives for extending McLean south from 31st South to MacArthur Road. At that time the City Commission decided not to proceed with the extension project and further directed the Manager to (1) omit the project from the current Capital Improvements Program; (2) delete the project from the Transportation Plan; and (3) release the ROW for roadway purposes.

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It is hoped that as many MAPC members as possible can be present for this meeting.


Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:VCS:rh
cc: Robert A. Lakin, Director of Planning

WICHITA-SEDGWICK COUNTY

DATE 9/5/78

METROPOLITAN AREA PLANNING DEPARTMENT

WLS

TO John Dekker, Director of Law
FROM W. L. Stockwell, Chief Planner, Advance Plans Division
SUBJECT MCLEAN BOULEVARD EXTENSION PROJECT

With reference to the memo from Bob Lakin to the City Manager on August 23, 1978 regarding the McLean Boulevard project, would you please investigate the legality of such a process of land acquisition and resale. Primarily, we are interested in those houses located outside the right-of-way area as required by the proposed project. A hypothetical situation is whether the City can legally purchase properties such as Houses A and B as shown on the attached overlay and resell to someone else. For illustration purposes only, House A is outside the right-of-way area but partially within the noise impact area and House B is totally outside the affected area. If the answer is positive, then what source of funds can be used.

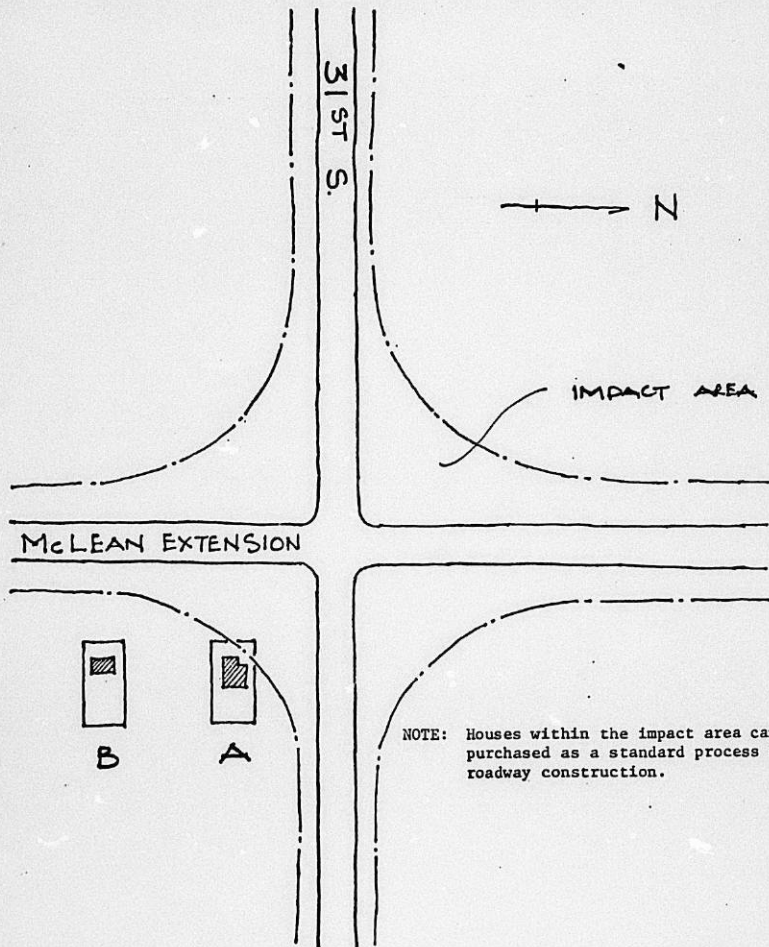
This ruling is needed prior to scheduling of a meeting between the Metropolitan Area Planning Commission and the City Commission. If possible we would like to have this meeting towards the end of September. Please call me if you need additional clarification in this matter.

WLS

W. L. Stockwell
Chief Planner
Advance Plans Division

WLS:VCS:rh
Attachment
cc: V Robert A. Lakin, Director of Planning
R. W. Bruggeman, Director of Public Works

A HYPOTHETICAL SITUATION



THE CITY OF WICHITA
OFFICE OF LAW DEPARTMENT

DATE October 12, 1978



TO W. L. Stockwell, Chief Planner, Advance Plans Division

FROM Gary E. Rebenstorf, Assistant City Attorney

SUBJECT McLean Boulevard Extension
Project

In your memorandum of September 5th, you requested our legal opinion on a proposal of the Planning Commission in relation to the above project. As I understand it, the proposal is for the City to acquire the property of landowners outside of the right-of-way area required for the project who wish to move and who do not wish to reside near McLean if the project is completed. Subsequently, such property acquired by the City would be resold to persons who would not object to residing near McLean if the project is completed. Further, there is a suggestion of involving the Urban Renewal Agency through its property acquisition powers. There is also a question as to the source of funds for such land acquisition.

Your memorandum of September 19th related that based upon inquiries to the Kansas Department of Transportation and the regional office of the Federal Highway Administration, the City would have to pay for the entire cost, including relocation costs if any, for such property the City might purchase.


In relation to the facts you have presented, the law in this area is well settled that a municipal corporation has no authority to purchase and hold property for a purpose disconnected with a public use, for that would amount to expending public funds for a purpose which is not public. Thus, the determining factor of the proposal in question is whether the acquisition and resale by the City of the non-right-of-way property is a public use or is for a public purpose.

Generally, at least in Kansas, public use or purpose means there is a duty upon the public entity acquiring property to furnish the public with the use intended, and the public must be entitled, as of right, to use or enjoy the property taken. Under this view the public use may be limited to the inhabitants of a small or restricted locality; however, the use must be in common and not for a particular individual. The resale of such property may properly be incidental or ancillary to a public project, but it cannot be the primary purpose of the acquisition of property.

W. L. Stockwell, Chief Planner, Advance Plans Division
October 12, 1978
Page 2

In light of the above, it is my opinion that the land acquisition and resale proposal is not a proper public use or purpose, in fact there does not appear to be a public use connected therewith. Therefore, the City does not have the authority to acquire and sell such property or to expend public funds in such a manner.

As to the Urban Renewal Agency, the exercise of its acquisition and resale powers requires a finding that a blighted area exists and the rehabilitation, conservation or redevelopment, or a combination thereof, of such area is necessary in the interest of the public health, safety, morals or welfare of the residents of the municipality. Based upon the information presented, there does not appear to be a sufficient set of conditions to invoke a finding of blight in the area in question or a threat to the public health, safety, morals or welfare. I have discussed this with legal counsel for the Urban Renewal Agency and he is in agreement with this position.


Gary E. Rebenstorf
Assistant City Attorney

GER:rg
cc: John Dekker, Director of Law


John Dekker, Director of Law

1025

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION SEVEN
444 S. E. Quincy
Topeka, Kansas 66683



September 22, 1978

IN REPLY REFER TO:

Mr. Willard L. Stockwell
Chief Planner, Advance Plans Division
Metropolitan Area Planning Department
455 North Main Street
Wichita, Kansas 67202

Dear Mr. Stockwell:

Reference is made to your letter of September 7, 1978 exploring the possibility of utilizing Federal Urban System Funds for the acquisition of residential properties in the vicinity of McLean Boulevard extension. You would acquire the properties at owner's request and sell after the roadway is completed.

Federal funds can only be utilized for the acquisition of right-of-way needed to construct the project. Therefore the funds cannot be utilized for the acquisition of adjacent property. Federal-aid Program Manual does provide an alternate provision to reimburse the State when a portion of tract is needed for construction and the State elects to acquire the total property.

We would be glad to discuss this policy with you and KDOT. Please let us know if we can be of further assistance.

Sincerely yours,

Robert W. Morrissey
Robert W. Morrissey
Division Administrator

Attachment

444 S. E. Quincy
Topeka, Kansas 66683

September 22, 1978

Mr. Willard L. Stockwell
Chief Planner, Advance Plans Division
Metropolitan Area Planning Department
435 North Main Street
Wichita, Kansas 67202

Dear Mr. Stockwell:

Reference is made to your letter of September 7, 1978 exploring the possibility of utilizing Federal Urban System Funds for the acquisition of residential properties in the vicinity of McLean Boulevard extension. You would acquire the properties at owner's request and sell after the roadway is completed.

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We would be glad to discuss this policy with you and KDOT. Please let us know if we can be of further assistance.

Sincerely yours,

Robert W. Morrissey
Division Administrator

Attachment

KANSAS DEPARTMENT OF TRANSPORTATION

STATE OFFICE BUILDING—TOPEKA, KANSAS 66612



O. D. TURNER, Secretary of Transportation

ROBERT F. BENNETT, Governor

September 15, 1978

McLean Boulevard Extension
City of Wichita
Sedgwick County

Mr. Willard L. Stockwell
Chief Planner, Advance Plans Division
City Hall, Tenth Floor
455 North Main
Wichita, Kansas 67202

Dear Mr. Stockwell:

In response to your letter of September 7, 1978, requesting information concerning land acquisition and resale, we are attaching a copy of a memorandum from Mr. R. Jordan Seitz, Chief, Right of Way Department. Mr. Seitz has checked this out with Mr. Earl White, Right of Way Officer for the Federal Highway Administration.

If there is any question or we can be of further assistance, please let us know.

Very truly yours,

F. J. Reid, P. E.
Engineer of Urban Highways

John L. Meyer
John L. Meyer, P. E.
Urban Systems Engineer-Urbanized Areas

FJR:JLM:lkx

Attach.

cc: Mr. Glen M. Koontz, Director of Engineering and Design



Kansas Department of Transportation

September 12, 1978

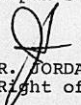
MEMORANDUM TO: MR. JOHN L. MEYER, P. E.
URBAN SYSTEMS ENGINEER-
URBANIZED AREAS

SUBJECT: MCLEAN BOULEVARD EXTENSION
CITY OF WICHITA
SEDGWICK COUNTY

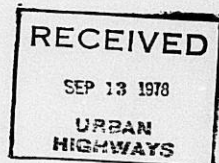
This is in response to your September 12th memo.

Earl White, FHWA, advises that:

1. If the project were a Federally approved one, FHWA would participate in right of way required land acquisition costs - a normal procedure. The city would have to pay 100% of the costs for any property outside the right of way.
2. If a loss were sustained on resale, FHWA would participate in the loss; they would not, on the other hand, expect to be reimbursed for a gain.
3. No relocation costs could be participated in as regards occupants of "A" and "B".


R. JORDAN SEITZ, CHIEF
Right of Way Department

RJS:mah



September 7, 1978

Mr. Wayne McCollom
District Engineer
District B
U. S. Dept. of Transportation
Federal Highway Administration
Region VII
444 S. E. Quincy
Topeka, Ks. 66683

Dear Mr. McCollom:

The Wichita Sedgwick County Metropolitan Area Planning Commission has requested the planning staff to investigate the feasibility of a process of land acquisition and resale. For the McLean Boulevard extension project, the Planning Commission believes that there may be some opportunity to provide a level of equity to the homeowners, satisfactory both to them and the City Commission by offering to purchase those homes adjacent to McLean Boulevard for those owners who wish to move and who do not wish to be near a road such as McLean. These houses would be purchased by the City and then resold to others who do not have the problem with McLean or to those who do not wish to have a large backyard. Through appreciation of housing, such a proposal on housing might be accomplished with no cost to the City.

We are currently seeking a ruling from our Law Department to see if the City can legally purchase properties adjacent to the roadway improvement project but outside the required right-of-way area, and resell these properties to someone else (see the attached memo from me to John Dekker, Director of Law, City of Wichita, dated on September 5, 1978). If the City were to acquire Houses A and B, as shown on the attached map, our question, then, is whether the Federal Urban System funds can be used to purchase properties for resale purposes after the roadway is completed. Your opinion on this subject will be greatly appreciated.

Sincerely,

Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:VCS:rh
Attachment

September 7, 1978

Mr. John Meyer
Urban Planning Engineer
Kansas Department of Transportation
State Office Building
Topeka, Ks. 66612

Dear Mr. Meyer:

The Wichita Sedgwick County Metropolitan Area Planning Commission has requested the planning staff to investigate the feasibility of a process of land acquisition and resale. For the McLean Boulevard extension project, the Planning Commission believes that there may be some opportunity to provide a level of equity to the homeowners, satisfactory both to them and the City Commission by offering to purchase those homes adjacent to McLean Boulevard for those owners who wish to move and who do not wish to be near a road such as McLean. These houses would be purchased by the City and then resold to others who do not have the problem with McLean or to those who do not wish to have a large backyard. Through appreciation of housing, such a proposal on housing might be accomplished with no cost to the City.

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Sincerely,

Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:VCS:rh
Attachment

65

THE CITY OF WICHITA



OFFICE OF THE CITY MANAGER
CITY HALL - THIRTIETH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4351



August 29, 1978

Mr. F. J. Reid, P.E.
Mr. John L. Meyer, P.E.
Kansas Department of Transportation
State Office Building
Topeka, Kansas 66612

Dear Sirs:

This will acknowledge your letter of June 12, 1978, to City Engineer R. W. Linn requesting a certified copy of the May 2, 1978, Wichita City Commission meeting minutes pertaining to the extension of McLean Boulevard from MacArthur Road to 29th Street South. The certified minutes as requested are attached.

The action of the City Commission at that time was to delete the extension of McLean Boulevard from the City's Capital Improvement Program. Accordingly, the project should also be deleted from the State Federal-aid Highway Program.

*and from the
TIP - Annual
Element*

Sincerely,

E. H. Denton
City Manager

EHD/tsw
Attachment

cc: Robert A. Lakin, Director of Planning
Ray W. Bruggeman, Director of Public Works
R. W. Linn, City Engineer

from: Wes

date: 8-25

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remarks: _____

8-25

Bob

Re: McLean Blvd. Extension

- ① Dick Jinn says that the alignment south of 33rd does not have any ROW requirements of the residents to the east and that there was no substantial opposition from people in this area.
- ② Jinn further says that the alternative of buying the homes on the west side of 30th was considered — and dismissed with FHWA and that FHWA "ruled out buying any properties not necessary to the construction of the roadway. I have asked John Myers of KDOT to check into this concept and report back promptly — he promised an answer by next week.
- ③ I see no reason to involve Decker — if KDOT - FHWA say it can't be done. At

least we know it can't
be done with Fed money.
Dick Finn (and John Myers)
says that using Fed
money for the part that
has to be condemned and
using local money for the rest
would not be acceptable to
the Feds - and would
jeopardize the use of the Fed
funds. In other words, if
you use any Fed funds
for ROW + Construction, it
becomes a "Fed Project" and
you must abide by their
rules.

- (4) As to the idea of having WRA
declare the roadway as
a blighting influence - and
then use WRA powers to
acquire, doesn't sound too
promising to me. I've asked
WRA to investigate and
report back early next week.

In summary - I've talked
to Public Works, KDOT, and
WRA - I have held up
any conversation with Jan
or the BOE pending other
info from KDOT and WRA.
Comments?

WES

NOTE:

Stockwell, please be responsible for writing a request to Law and taking it up and discussing it with Dekker as well as conferring with the Board of Education/Linn on the alignment problem relative to the school board's properties. Talk to Curfman, he also heard that discussion. See if there is anything else I have left out.

RAL

from: Lakin date: 9/23/78

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remarks:

Question was raised as to legality of condemning School Board property.

Also what about viability of Urban System funds, if proposed method of acquisition used.

WICHITA-SEDGWICK COUNTY

DATE

August 23, 1978

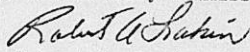
METROPOLITAN AREA PLANNING DEPARTMENT

TO E. H. Denton, City Manager
FROM Robert A. Lakin, Director of Planning
SUBJECT McLean Boulevard

The Planning Commission, at their last regular meeting, by unanimous vote (Hennessy and Savina absent) asked that the City Commission defer the scheduled meeting of August 29 with the Planning Commission on McLean Boulevard. The purpose of such deferral would be to provide an opportunity for the full City Commission to be present to discuss another idea concerning the McLean project.

The Planning Commission believes that there may be some opportunity to provide a level of equity to the homeowners, satisfactory both to them and the City Commission by offering to purchase those homeowners adjacent to McLean Boulevard who wish to move and who do not wish to be near a road such as McLean. These houses would be purchased by the City and then resold to others who do not have the problem with McLean or to those who do not wish to have a large backyard. Such program might still allow the road to be built with the additional sound protection devices. Through appreciation of housing, such a proposal on housing might be accomplished with no cost to the City.

The Planning Commission has also requested that we investigate the relationship of the road to the school property to see if the road could be moved closer to the high school and elementary site without affecting adjacent property owners to the east. We will work on this with Public Works. In addition, we will inquire of the Law Department as to the feasibility of such a process of land acquisition and resale. It may be appropriate to involve the Urban Renewal Agency through their acquisition powers; if so, I assume there would have to be a finding of blighting due to the roadway and then some corrective action taken to eliminate the blighting effect for the resale purposes. We will make inquiries to Urban Renewal and Law, as well as Public Works on the items indicated. As soon as we have a response, we will advise your office and set it so that a date may be established as soon as possible. I would hope that we might be able to do this sometime in Mid-September or a meeting date wherein we have a full City Commission.


Robert A. Lakin
Director of Planning

RAL:rme

E. H. Denton, City Manager
August 23, 1978
Page 2

cc: John Dekker, Director of Law
R. W. Bruggeman, Director of Public Works
Kenneth Kitchen, Executive Director, Urban Renewal Agency
✓ Willard L. Stockwell, Chief Planner, Advance Plans Division

Majorie - Marje - Mayje

Marje -

We're attempting to set up a meeting for the McLean discussion. It looks like August 22 at 5 p.m. or 7 p.m., but we haven't received confirmation on that yet. We will keep you informed,

WLS.

7/31 Called Ray Train
He will know by
Wed. morn. 4353
Met Oct. 17

from: *WLS*

to: _____

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remarks:

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Marje Taylor
WSU
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Wichita, KS 67208

7/25/78

Wichita Board of City Commissioners

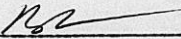
Robert A. Lakin, Secretary, Metropolitan Area Planning Commission

REQUEST FOR SPECIAL MEETING

At their regularly scheduled meeting of July 20, 1978, the Metropolitan Area Planning Commission (MAPC) held a public hearing to consider amending the official Transportation Plan to delete the proposed McLean Boulevard extension from 31st Street South to 47th Street South.

After considerable discussion, the MAPC voted unanimously to defer final action on the McLean Boulevard matter for sixty days and directed staff to arrange a meeting with the City Commission to more fully discuss the ramifications of deleting McLean Boulevard from the Transportation Plan. The MAPC asked that the meeting not be scheduled during the Tuesday lunch break of the City Commission as they thought the time would be inadequate in order to conclude these discussions. It was felt that this special meeting should take place next month if at all possible.

If I can provide additional information, please advise.



Robert A. Lakin
Director

RAL:WLS:rh

cc: E. H. Denton, City Manager
Marjorie L. Taylor, Chairman, Metropolitan Area Planning Commission

WICHITA-SEDGWICK COUNTY

DATE 7/12/78

METROPOLITAN AREA PLANNING DEPARTMENT

TO Metropolitan Area Planning Commission
FROM Willard L. Stockwell, Chief Planner, Advance Plans Division
SUBJECT TRANSPORTATION PLAN AMENDMENT TO DELETE MCLEAN BOULEVARD FROM
31ST TO 47TH STREET

On July 20, 1978, the Planning Commission will hold a public hearing to consider the approval of the attached resolution, which proposes an amendment to the Transportation Plan deleting McLean Boulevard from 31st Street to 47th Street. The hearing will be held sometime after 3 p.m.

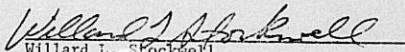
Official notice of the hearing was published in the Wichita Beacon and the Daily Journal on June 29, 1978, 20 days prior to the hearing.

Background

As you recall, on May 2, 1978, the City Commission directed that the McLean Blvd. extension, from 29th Street to MacArthur, be deleted from the Transportation Plan. The item was brought before the Technical Advisory Committee (TAC) on June 5, 1978, as the first step in the plan amendment process. The Technical Advisory Committee agreed to the proposed revision, with the exception that McLean should be deleted from 31st to MacArthur rather than 29th to MacArthur. In this way, a gap would not be left in the interconnected system of arterial streets. (31st Street is an arterial street; 29th Street is not.)

The item was then brought before the Coordinating Committee on June 26, 1978, as the second step in the amendment process. The Coordinating Committee concurred in the recommendations of TAC and further recommended that McLean be removed all the way south to the end of the arterial (at 47th Street).

RECOMMENDED ACTION: That the Planning Commission approve the attached resolution, which would amend the Transportation Plan by deleting McLean Boulevard as an arterial from 31st Street South to 47th Street South.


Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:JAS:rh
Attachment

R E S O L U T I O N

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

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

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

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

WHEREAS, having made and caused to be made careful and comprehensive surveys and studies of present conditions and trends of future growth of the municipality, the Wichita-Sedgwick County Metropolitan Area Planning Commission determined that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area should be readopted as previously amended and further amended thereto as set forth within this Resolution; and

WHEREAS, pursuant to the 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 June 29, 1978, 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 July 20, 1978, at 1:30 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 deleting thereto on Revised Map 13A, dated February 3, 1966, that portion of McLean Boulevard from 31st Street South to 47th Street South.

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 20th day of July, 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)

7-3-78

Joyce Schaefer

67883 (Published in the Daily Record June 29, 1978)11
ADVERTISEMENT FOR PUBLIC HEARING ON
PROPOSED AMENDMENT 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 (MAPC) will hold a public hearing for the
purpose of approving an amendment 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 Chambers on the
main floor of City Hall, 455 N. Main, Wichita, Kansas, on
Thursday, July 20, 1978, during the regular MAPC
meeting. This item will not be discussed prior to 3 p.m.
Said public hearing will be held pursuant to the
provisions of K.S.A. 1978 Supp. 12-704 at which time it is
proposed to make the following amendment to the
Transportation Plan Element of the Comprehensive Plan
for the Wichita-Sedgwick County Metropolitan Area, as
readopted and previously amended: deletion of McLaen
Boulevard from 31st Street to 47th Street.

The amendment to be discussed will include the
necessary revisions to Volume II of the "Transportation
Study for the Wichita-Sedgwick County Metropolitan
Area," as previously amended.

The amendment 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 are available for
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 29th day of June, 1978.
ROBERT A. LAKIN, Secretary Wichita-Sedgwick
County Metropolitan Area Planning Commission
429

6-2-78 Joyce Schaefer

LEGAL PUBLICATION

Published in the Wichita Beacon, June 29, 1978
ADVERTISEMENT FOR PUBLIC HEARING

ON
PROPOSED AMENDMENT 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 (MAPC) will hold a public hearing for the purpose of approving an amendment 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 Chambers on the main floor of City Hall, 455 N. Main, Wichita, Kansas, on Thursday, July 20, 1978, during the regular MAPC meeting. This item will not be discussed prior to 3 p.m.

Said public hearing will be held pursuant to the provisions of K.S.A. 1978 Supp. 13-704 at which time it is proposed to make the following amendment to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgewick County Metropolitan Area, as readopted and previously amended: deletion of McLean Boulevard from 31st Street to 47th Street.

The amendment to be discussed will include the necessary revisions to Volume II of the "Transportation Study for the Wichita-Sedgewick County Metropolitan Area," as previously amended.

The amendment 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 are available for 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 29th day of June, 1978.

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

(SEAL)

WICHITA-SEDGWICK COUNTY

DATE 6/27/78

METROPOLITAN AREA PLANNING DEPARTMENT

TO Metropolitan Area Planning Commission
FROM Robert A. Lakin, Director of Planning
SUBJECT TRANSPORTATION PLAN AMENDMENT TO DELETE MCLEAN BOULEVARD FROM 31ST TO 47TH STREET

Upon your request and that of the City Commission, efforts have been made to expedite the Transportation Plan amendment to delete the southern portion of McLean Blvd.

Following the prescribed procedures for amending the Plan, the item was brought before the Technical Advisory Committee on June 5, 1978. Discussion centered around the impact that the deletion of McLean from 29th Street to MacArthur would have on other links of the transportation network. If the amendment were to be approved without any other changes to the Plan, a gap would be left between 29th and 31st Street South on McLean Blvd. It was generally agreed that the arterial system should be an interconnected system of streets if it is to function properly. The Technical Advisory Committee approved the motion to:

Consider the amendment to the Transportation Plan to delete McLean Blvd., from 31st to MacArthur; investigate the impact on 31st, Seneca, and Broadway; change the alignment of McLean from 29th to 31st; consider a cul de sac north of 30th on existing McLean (become residential), investigate improvement for McLean, 35th to MacArthur (possible termination or cul de sac at 35th); and investigate abandonment of railroad right-of-way between 31st and 35th.

The next step of the amendment process was to bring the item before the Coordinating Committee, which met on June 26, 1978. The Coordinating Committee suggested that McLean be removed all the way to the end of the arterial (at 47th St.) rather than leave a gap in the network. Their recommendation was to:


Consider the amendment to the Transportation Plan to delete McLean Boulevard from 31st to 47th Street, investigate the abandonment of railroad right-of-way between 31st and 35th, and to explore alternative methods for improving traffic on nearby arterial streets in consultation with CPO Council C.

A public hearing to discuss this matter has been scheduled during your regular meeting on July 20, 1978. The proposed amendment will be to delete McLean Blvd., from 31st to 47th Street. (Attached is a copy of the official notice published in the Wichita Beacon and

Metropolitan Area Planning Commission -2-
TRANSPORTATION PLAN AMENDMENT TO DELETE
MCLEAN BOULEVARD FROM 31ST to 47TH STREET

June 27, 1978

and Daily Journal.



Robert A. Lakin
Director of Planning

RAL:JAS:rh

Attachment

ADVERTISEMENT FOR PUBLIC HEARING ON
PROPOSED AMENDMENT 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 (MAPC) will hold a public hearing for the purpose of approving an amendment 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 Chambers on the main floor of City Hall, 455 N. Main, Wichita, Kansas, on Thursday, July 20, 1978, during the regular MAPC meeting. This item will not be discussed prior to 3 p.m.

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 amendment to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as readopted and previously amended: deletion of McLean Boulevard from 31st Street to 47th Street.

The amendment to be discussed will include the necessary revisions to Volume II of the "Transportation Study for the Wichita-Sedgwick County Metropolitan Area," as previously amended.

The amendment 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 are available for 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 29th day of June, 1978.

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

(SEAL)

ADVERTISEMENT FOR PUBLIC HEARING ON
PROPOSED AMENDMENT 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 (MAPC) will hold a public hearing for the purpose of approving an amendment 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 Chambers on the main floor of City Hall, 455 N. Main, Wichita, Kansas, on Thursday, July 20, 1978, during the regular MAPC meeting. This item will not be discussed prior to 3 p.m.

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 amendment to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as readopted and previously amended: deletion of McLean Boulevard from 31st Street to 47th Street.

The amendment to be discussed will include the necessary revisions to Volume II of the "Transportation Study for the Wichita-Sedgwick County Metropolitan Area," as previously amended.

The amendment 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 are available for 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 29th day of June, 1978.

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

(SEAL)

*Sent copies to Beacon, Daily, Journal &
Atlas on list 6/28/78.*

WICHITA - SEDGWICK COUNTY



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

June 16, 1978

NOTICE OF MEETING

There will be a meeting of the Coordinating Committee for Transportation Planning on Monday, June 26, 1978. The meeting will be held at 1:30 p.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 the April 10, 1978 meeting.
2. Consideration of an Amendment to the Transportation Plan Deleting the Extension of McLean Blvd. from 29th Street South to MacArthur Rd.

On May 2, 1978, the City Commission directed that the McLean Blvd. extension from 29th Street South to MacArthur be deleted from the Transportation Plan. On June 5, 1978, the proposed amendment was brought before the Technical Advisory Committee. The Committee will discuss the item again on June 26, 1978. (See Attachment A.)

RECOMMENDED ACTION: That the Coordinating Committee take what action it deems appropriate.

3. Consideration of the Northeast Circumferential as a High Priority Highway Project.

The Highway Study Committee of Wichita-Sedgwick County has recommended that the Northeast Circumferential be considered the highest priority project at this time and that the design study be funded and activated in 1978. (See Attachment B.) Keith Anderson will be in attendance to present the Highway Committee's recommendations.

RECOMMENDED ACTION: That the Coordinating Committee take whatever action it deems appropriate.

WICHITA - SEDGWICK COUNTY

AGENDA

-2-

June 16, 1978

Coordinating Committee for Transportation Planning

4. Status Report by MAPD and KDOT on the Maple Street Interchange.

On June 8, 1978, the MAPC approved the proposed addition of the Maple Street Interchange to the Transportation Plan. A draft EIS for the project should be completed by July 1, 1978, and a location hearing will probably be held in the fall of 1978. A break in access at Maple was approved by the FHWA, but the use of federal-aid-interstate funds was not. The project is still eligible for federal-aid primary or urban system funds on a 70-30 basis. More information will be provided at the meeting.

NO ACTION REQUIRED.

5. Slide-Tape Show on Urban Travel Forecasting.

This slide-tape presentation entitled "An Introduction to Urban Travel Demand Forecasting," is designed so that one may learn the language of the travel demand forecasting process. Items which are described in this presentation include trip generation, trip distribution, mode usage, and network assignment.

6. Other Business.

Respectfully submitted,

Robert A. Lakin
Secretary

WICHITA-SEDGWICK COUNTY

DATE 6/16/76

METROPOLITAN AREA PLANNING DEPARTMENT

ATTACHMENT A

TO Coordinating Committee for Transportation Planning
FROM Willard L. Stockwell, Chief Planner, Advance Plans Division
SUBJECT TRANSPORTATION PLAN AMENDMENT TO DELETE MCLEAN BLVD., FROM 29TH STREET
TO MACARTHUR RD.

On May 2, 1976, the City Commission directed that the McLean Blvd. extension, from 29th Street South to MacArthur, be deleted from the Transportation Plan and the Capital Improvement Program. The Commission also directed that recommendations be returned for improvements to South Seneca and Broadway and for the disposition of the railroad right-of-way which had been acquired for street purposes.

On June 5, 1976, the proposed amendment was brought before the Technical Advisory Committee. Discussion centered around the impact this would have on other links of the transportation network. If the amendment were to be approved without any other changes to the Plan, a gap would be left between 29th and 31st St. South on McLean Blvd. It was generally agreed that the arterial street system should be an interconnected system of streets if it is to function properly.

The Technical Advisory Committee approved the motion to:

Consider the amendment to the Transportation Plan to delete McLean Blvd., from 31st to MacArthur; investigate the impact on 31st, Seneca, and Broadway; change the alignment of McLean from 29th to 31st; consider a cul de sac north of 30th on existing McLean (become residential), investigate improvement for McLean, 35th to MacArthur (possible termination or cul de sac at 35th); and investigate abandonment of railroad right-of-way between 31st and 35th.

The Technical Advisory Committee will meet again on June 26 to discuss the issue and make a recommendation.

RECOMMENDED ACTION: That the Coordinating Committee take whatever action it deems to be appropriate.

Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:JAS:rh

COORDINATING COMMITTEE
FOR
TRANSPORTATION PLANNING

Minutes of Meeting
June 26, 1978

Attendance:

Members Present:

Marjorie Taylor, Chairman, Coordinating Committee; Chairman, Metropolitan Area Planning Commission.
Verne Craig, Engineer of Planning and Development, Kansas Department of Transportation.
Eugene Denton, City Manager, City of Wichita.
Graham Hatfield, Chairman, Metropolitan Transit Authority.
Gerald Jasper (ex-officio), representing Robert Morrissey, Division Administrator, FHWA.
Robert Lakin (ex-officio), Secretary, Coordinating Committee; Director, MAPD.

Others Attending:

Willard Stockwell, Chief Planner, MAPD.
Mike Lindebak, Principal Planner, MAPD.
Joyce Schafer, Planning Analyst, MAPD.
Mike Limon, Wichita-Eagle.
Deborah Harker, KTVH-TV.
Bill Armstrong, KDOT.
Keith Anderson, Highway Study Committee.
G. C. McLure, Sedgwick County Department of Public Works.
Ray Bruggeman, Director of Public Works, City of Wichita.
Dick Linn, City Engineer
Vince Moore, Kansas Highway Advisory Commission, 5th District.

Members Absent:

Everett Patrick, Vice-Chairman, Coordinating Committee; Chairman, Sedgwick County Board of Commissioners.
Lee Waddleton (ex-officio), Regional Chief, Urban Mass Transportation Administration.

COORDINATING COMMITTEE FOR TRANSPORTATION PLANNING
Minutes of Meeting, June 26, 1978
Page Two

Minutes

Chairman Marjorie Taylor called the meeting to order on Monday, June 26, 1978, at 1:30 p.m. in the Metropolitan Area Planning Commission Conference Room on the tenth floor of City Hall, 455 N. Main, Wichita, Kansas.

1. Approval of minutes of the April 10, 1978 meeting.

The minutes were approved as distributed.

2. Status Report by MAPD and KDOT on the Maple Street Interchange.

Bob Lakin briefed the Committee on the status of the proposed Maple Street Interchange. Lakin said he had received a letter from Bob Morrissey, FHWA, informing him that a break in access had been approved but that no federal-aid-interstate funds had been approved. Lakin said that when he and Denton met with Morrissey earlier in the year, Morrissey indicated that there were three funding alternatives: (1) we could use local funds, (2) we could wait for Kansas Interstate funds--after 1983 probably, and (3) we could obtain interstate funds from other states in which they were unable to spend their allocated share. Lakin said that Morrissey indicated at that time that alternate #3 was the most likely. Lakin went on to say that a letter has been written to Morrissey from Denton asking for further explanation on the recent denial of FAI funds.

It was reported by Lakin that the EIS would probably be completed in October and that a public hearing would be held sometime later.

Dick Linn told the Committee that he will go ahead and schedule an item on the City Commission agenda for selecting the consultants to do the design study.

✓ 3. Consideration of an Amendment to the Plan Deleting McLean Blvd. from 29th to MacArthur.

Lakin introduced this item by informing the Committee that both the City Commission and the Planning Commission have asked that this matter be resolved as soon as possible. He then said that the MAPD recommends that McLean be deleted from 31st instead of 29th so as not to leave a gap in the arterial network. Mike Lindebak then went through a brief description of the proposed project as discussed and recommended by the Technical Advisory Committee.

Marge Taylor asked if the E + C traffic assignments (which have not been made yet) considered the effect on residential streets. Mike said it only considered arterials.

Denton commented that the residents in the area want the railroad right-of-way to be reverted to them and that Seneca should be upgraded to handle the traffic.

COORDINATING COMMITTEE FOR TRANSPORTATION PLANNING
Minutes of Meeting, June 26, 1978
Page Three

Dick Linn then mentioned that the reason the proposed amendment originally read--"29th to MacArthur"--is because that is how the project is listed in the CIP.

Denton then made the following motion to:

Consider the amendment to the Transportation Plan to delete McLean Blvd. from 31st to 47th Street, investigate abandonment of railroad right-of-way between 31st and 35th and to explore alternative methods for improving traffic on nearby arterial streets in consultation with CPO Council C.

Graham Hatfield seconded the motion, and the motion carried unanimously.

4. Consideration of the Northeast Circumferential as a High Priority Project.

Lakin told the Committee that in the past he has gotten no encouragement from the State on proceeding with the Northeast Circumferential. Keith Anderson was then asked to present the Highway Study Committee's recommendation concerning this matter. (The Highway Study Committee of Wichita-Sedgwick County consists of representatives of the Chamber of Commerce, Greater Downtown Wichita, Wichita 21, Labor and other community leaders familiar with highways.)

Keith Anderson, Chairman of the Highway Study Committee, said that his Committee does not want the Northeast Circumferential to take away from the other projects. He said that originally they wanted Alternate #2 (as listed in the attachment to the Coordinating Committee's agenda), which says that KDOT should add the design phase of the Northeast Circumferential to the current program using state freeway and expressway bonds or federal-aid primary dollars. But he did not know at that time that Alternate #3 was a possibility. Alternate #3 suggests that the \$550,000 programmed in the State Freeway Program for preliminary engineering in FY 1979 for U. S. 54, Seville to Garden Plain, be used to fund the design study for the Northeast Circumferential. Anderson said he favors Alternate #3 at this time because it is the most practical.

Anderson went on to say that Comotara has set aside land specifically for the Northeast Circumferential. He added that the entire area will have to be purchased at higher prices if there is too much delay. He wants to see the Northeast Circumferential started.

Lakin suggested that perhaps a "super 2-lane" would be better to start with rather than an expressway because it would be less expensive.

Anderson agreed that if a 4 or 6 lane facility is not needed at this time, fine. But he said enough right-of-way should be purchased for whatever they might want to build in the future. He also said that he believes the public can be convinced of the importance and need for the Northeast Circumferential.

Lakin said that if local funds were used for right-of-way, then most likely no other federal or state funds could be obtained later for construction.

COORDINATING COMMITTEE FOR TRANSPORTATION PLANNING
Minutes of Meeting, June 26, 1978
Page Four

Bill Stockwell said that because only about \$300,000 would be needed for a design study for the Northeast Circumferential, the rest of the \$550,000 programmed for U. S. 54, Seville to Garden Plain, could be used to fund a design study from Seville to 119th Street. Coordinating Committee members endorsed this concept.

Verne Craig told the Committee that without a change in federal legislation, there would be no further State Freeway funds available. He said that these funds will probably never be used for the Northeast Circumferential because there won't be any left. He said that there is no money left in the freeway system.

Lakin further elaborated on the possibility of a "super 2 highway." He said that a Super 2 would be a no-access highway not necessarily with interchanges. The details would have to be looked at in the design study.

Stockwell said that if a design study was completed, then we would be ready if new funds become available. Lakin concurred. He said that if there is a way to do it, it should be done because it is an important project.

Deaton stated that the east-west freeway is critical and that it is important to close the freeway gap. He agreed that the idea of using the \$550,000 for two design studies is an excellent idea. He also felt that it is important to make sure the community is with us from the beginning. Interstate funding should also be sought.

Hatfield then raised the question, "It is probably true that the Northeast Circumferential will bring in more industry, but do we want the City to grow? Why not use Greenwich Road?"

Stockwell answered that Greenwich is an option, but it is not as good as the Northeast Circumferential.

Taylor said that it is important to take care of what we have.

Vince Moore then expressed his feelings for the need for a solid front among the City Government, County Government, and the State Legislators. Only through a united front can the project succeed.

McLure said that he would be in favor of the design study. He also said that Greenwich should be considered. There are ways to serve the area in the Northeast without the Circumferential, but at a much lower level of service.

Taylor then made the motion to:

Recognize Kellogg as the community's highest priority but also recognize the validity and importance of the Highway Study Committee's request to begin the design study for the Northeast Circumferential. Therefore, it is requested that the \$550,000 programmed in the State

COORDINATING COMMITTEE FOR TRANSPORTATION PLANNING
Minutes of Meeting, June 26, 1978
Page Five

Freeway Program for preliminary engineering in FY 1979 for U. S. 54, Seville to Garden Plain, be used instead to fund the design study for the Northeast Circumferential and the design study for U. S. 54, Seville to 119th Street.

Denton seconded the motion. Taylor and Denton voted for the motion, Hatfield voted against, and Craig abstained. The motion carried.

With no further business, the meeting was adjourned.

Robert A. Lakin, Secretary
Coordinating Committee



METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 254-4581

May 30, 1978

NOTICE OF MEETING

There will be a meeting of the Technical Advisory Committee for Transportation Planning on Monday, June 5, 1978. The meeting will be held at 10:00 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 April 10, 1978, meeting.
- ✓ 2. Amendment to the Transportation Plan deleting the extension of McLean Blvd. from 29th Street South to MacArthur Rd.

On May 2, 1978, the City Commission directed that the McLean Blvd. extension, from 29th Street South to MacArthur be deleted from the Transportation Plan. TAC approval is the first step in amending the Plan. Consideration should be given to the impact on other links of the transportation network prior to making a recommendation. (See Attachment A.)

RECOMMENDED ACTION: That the Technical Advisory Committee consider the subject Plan amendment and also the possible addition of Gold Street from 29th to 31st.

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

As has been done annually in the past, Mr. Seibel will provide the Committee with updated information on highway projects in Butler, Harvey, and Sedgwick Counties. Following the meeting, the presentation will be summarized in a hand-out and distributed to the TAC members.

NO ACTION REQUIRED.

Notice of Meeting
May 30, 1978
Page 2

4. Status Report by MAPD and KDOT on the Maple Street Interchange.

On March 30, 1978, the MAPC approved the proposed addition of the Maple Street Interchange to the Transportation Plan. The proposal will be up for adoption June 8, 1978. Further information will be provided at the meeting.

NO ACTION REQUIRED.

5. Status Report by MAPD on Air Quality Planning.

On May 25, 1978, the MAPC authorized the Chairman to sign a Memo of Understanding, which outlines the responsibilities of the MAPC (as the designated lead air quality planning agency) and the various other local and state agencies in updating the SIP. Official commencement of work will begin after the memo is signed by the Governor. Staff will review key work activities and the schedule.

NO ACTION REQUIRED.

6. Other business.

Respectfully submitted,

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

WLS:JAS:ch
Attachment

WICHITA-SEDGWICK COUNTY

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

May 30, 1978
Attachment A

TO Technical Advisory Committee for Transportation Planning
FROM Willard L. Stockwell, Chief Planner, Advance Plans Division
SUBJECT Transportation Plan Amendment to Delete McLean Blvd. from 29th Street South to MacArthur Rd.

On May 2, 1978, the City Commission directed that the extension of McLean Blvd from 29th Street South to MacArthur Rd be deleted from the Transportation Plan and the Capital Improvement Program. The Commission also directed that recommendations be returned for improvements to South Seneca and Broadway and for the disposition of the railroad right of way which had been acquired for street purposes.

The first step in amending the Transportation Plan is to obtain TAC approval. Prior to making a recommendation, consideration should be given to the impact on other links of the transportation network. It is important to note that if the amendment is approved without any other changes to the Plan, a gap would be left between 29th and 31st Street South on McLean Blvd. The arterial street system should be an interconnected system of streets if it is to function properly. As a minimum, Gold Street from 29th to 31st should be added to the Plan as an arterial.

RECOMMENDED ACTION: That the Technical Advisory Committee consider the subject Plan amendment and also the addition of Gold Street.

Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:JAS:ch

TECHNICAL ADVISORY COMMITTEE

FOR

TRANSPORTATION PLANNING

Minutes of Meeting

June 5, 1973

ATTENDANCE:

Members Present:

Myron Siefken, Metropolitan Planning Engineer, KDOT, representing E. D. Landman, TAC Vice-Chairman, Urban Transportation Engineer, KDOT;
Willard L. Stockwell, TAC Secretary, Chief Planner, Advance Plans Division, MAPD
Paul Graves, Traffic Engineer, City of Wichita.
Dick Linn, City Engineer, City of Wichita.
Elmer Karstensen, Director of the MTA, City of Wichita.
Floyd Roedell, Wichita Airport Authority, representing Jay Setter, Director of WAA.
James Foster, Mid-Kansas Valley Development Association, Chamber of Commerce.
John Meyer, Urban Planning Engineer, KDOT.
Brent Remsberg, Sedgwick County Department of Public Works, representing Grover McLure, Director, Sedgwick County Public Works Department.
Jim Myers, Energy Coordinator, City of Wichita.
Jim Clark (ex-officio), Economics Department, Wichita State University.
Ray Bruggeman, Director of Public Works, City of Wichita.
M. G. Seibel, Fifth District Engineer, KDOT .

Others Attending:

Bill Armstrong, Planning and Development, KDOT.
Al Cathcart, KDOT.
Mike Lindebak, Principal Planner, Advance Plans Division.
Don Losew, Junior Planner, MAPD.
Phil Nelson, Planning Analyst, MAPD.
Joyce Schafer, Planning Analyst, MAPD.

Members Absent:

Robert A. Lakin, TAC Chairman, Director of Planning, MAPD.
Ted Farmer, Director of Public Works, Butler County.
Gerald Jasper, FHWA, representing W. T. Jordan (ex-officio), Planning & Research Engineer, FHWA.
Lloyd D. Gilworth (ex-officio), Airports Division, FAA.
Chuck Donald (ex-officio), UMTA Regional Office.

TECHNICAL ADVISORY COMMITTEE FOR TRANSPORTATION PLANNING
Minutes of Meeting, June 5, 1978
Page Two

Minutes

The meeting was called to order by Myron Siefken, representing E. D. Landman, Monday, June 5, 1978, at 10 a.m. in the Metropolitan Area Planning Conference Room on the tenth floor of City Hall.

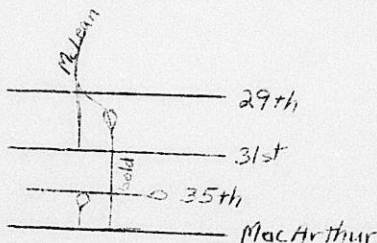
1. Approval of minutes of the April 10, 1978, meeting.

The minutes were approved as distributed.

2. Amendment to the Transportation Plan deleting the extension of McLean Blvd. from 29th Street South to MacArthur Rd.

Mike Lindebak, MAPD, briefed the Committee on the McLean extension project and explained that the City Commission asked for its deletion and for possible alternatives. A major concern, as described by Mike, is that this deletion would leave a gap in the arterial street system. Mike suggested that the Committee at least consider leaving in 29th to 31st.

Dick Linn, City Engineer, raised a question about the use of the two names "McLean" and "Gold". Graves then suggested that perhaps a T-intersection could be used along with the railroad right-of-way to 31st Street. In other words, delete only 31st to MacArthur and not 29th to 31st. The following drawing was used for discussion purposes.



Bruggeman suggested that they cul de sac 35th St. and vacate the right-of-way between 31st and 35th. Stockwell mentioned that this should be discussed with the area CPO council.

Dick Linn then made the motion to consider the amendment to the Transportation Plan to delete McLean Boulevard from 31st to MacArthur; investigate the impact on 31st, Seneca, and Broadway; change the alignment of McLean from 29th to 31st; consider a cul de sac north of 30th on existing McLean (become

TECHNICAL ADVISORY COMMITTEE FOR TRANSPORTATION PLANNING
Minutes of Meeting, June 5, 1978
Page Three

residential); investigate improvement for McLean, 35th to MacArthur (possible termination or cul de sac at 35th); and investigate abandonment of railroad right-of-way between 31st and 35th. Elmer Karstensen seconded the motion.

There was some discussion in the use of FAU funds. The motion was then voted on. The motion carried, with Jim Foster voting against the motion.

3. 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.

4. Status Report by MAPD and KDOT on the Maple Street Interchange.

Mike Lindebak explained that the proposed amendment to the Transportation Plan adding an interchange at I-235 and Maple Street would be up for adoption on June 8, 1978. Myron Siefken said that a draft EIS for the project is being prepared and that it should be completed by July 1, 1978. He added that a location hearing would most likely be held in the fall of 1978. Siefken told the Committee that although the FHWA has approved the break in access at Maple, funds other than federal-aid-interstate would have to be used. There was some discussion by members about the project being dead because of the disapproval of FAI funds. Mike Lindebak advised the group that other federal aid funds could possibly be used--such as urban funds or federal-aid primary.

5. Status Report by MAPD on Air Quality Planning.

Mike Lindebak updated the Committee on the status of the air quality planning process. He said that a memo of understanding has been signed by the MAPD Chairman and that the memo is being sent on to the Governor for his signature. This memo outlines the duties and responsibilities of the MAPC (as the designated lead planning agency) and the various other local and state agencies in updating the SIP.

Mike also mentioned that he had met with KDOT and KDHE on preparing an estimate total of vehicle emission. Vehicle miles traveled are being used to determine total pollutants from mobile sources. In 1976 it was estimated that in the urbanized area, the total vehicle miles traveled on freeways, arterials, and local streets was 4,137,000 VMT's.

Estimates for 1982 and 1987 must also be made, Mike explained. We must show how we can comply by 1982 or possibly, with an extension, by 1987 (a vehicle inspection and maintenance program must be implemented if an extension is obtained). Mike summed up the presentation with the following VMT estimates:

4.1 million in 1976
4.3 million in 1982
4.7 million in 1987

TECHNICAL ADVISORY COMMITTEE FOR TRANSPORTATION PLANNING
Minutes of Meeting, June 5, 1978
Page Four

He then added that transportation is probably about 40% of the problem.

6. Other Business

The following items were discussed:

a. Mike Lindebak told the Committee that a request had been made by Sedgwick County to fund rail cross improvements on Rock Rd. near 17th with FAU dollars. As was discussed, the first thing to do is to check with the County to find out where this crossing ranks in terms of priority for using safety funds. The County will check with KDOT in this matter. This could be considered at a later TAC meeting or in next year's TIP.

b. NE Circumferential - Bill Stockwell said that Keith Anderson has requested that a design study be done as soon as possible. Efforts are now being made to see how the study can be funded (approximately \$300,000). The item will be discussed at the next Coordinating Committee meeting.

c. U. S. 54 - Roosevelt to Turnpike - Paul Graves said that this is a current problem that should be considered now. Stockwell agreed and said that it would be placed on the next TAC agenda.

d. Transit Center - Bill Stockwell mentioned that the MAPC Transit Center Committee had selected Oblinger and Smith to do the Transit Center Study. It will be brought before the MAPC June 8, 1978. The study will probably be done in 4 to 6 months.

e. South Seneca Project - Brent Remsberg requested that this county project be placed on the next TAC agenda. Half of the project will use FAU funds. The County would like to use more of these funds.

f. Energy Study - Jim Myers told the Committee that his department is submitting a request for funding of an energy study. Part of the study is on transportation.

Willard L. Stockwell, Secretary
Technical Advisory Committee

THE CITY OF WICHITA

*10/15
Inche L*



BOARD OF CITY COMMISSIONERS
CITY HALL—FIRST FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4351

May 10, 1978

Mr. Richard G. Evans
347 Benway
Wichita, Kansas 67217

Dear Mr. Evans:

Thank you for your letter to me of May 4, 1978, and your suggestion for the routing of traffic from 29th Street South and McLean to the Kansas Turnpike south of Broadway.

The City Manager is being asked to refer a copy of your letter to the Director of Public Works so that your suggestion can be evaluated along with the study for the improvement of South Seneca and Broadway.

I am sorry you interpreted my remarks regarding the extension of McLean as not caring about the neighborhood's feelings as that was not the case. My note was indicative of that which I thought would be best for the majority of the citizens of Wichita, and I still feel that the project could have been approved with adequate provisions for the protection of those homeowners abutting the proposed extension.

Sincerely,

Tony Casado

Tony Casado
City Commissioner

TC/fpd

cc: E. H. Denton, City Manager (w/a)
R. W. Bruggeman, Director of Public Works (w/a)
Dick Linn, City Engineer (w/a)
✓ Robert A. Lakin, Director of Planning (w/a)



Mr. Tony Acosta
Wichita City Commissioner
Wichita City Bldg.
Wichita, Kansas

5-4-78

RICHARD G. EVANS
347 BEDDWAY
WICHITA, KANSAS 67207

Dear Mr. Acosta,

Having read the Wichita Bureau report of Mr. May ^{of} dealing with your view of the McLeon Blvd. project. I would like to tell you a few reasons why we of the extension project are against the plan. But - as I understand from your article you don't care about "our" feelings, so we can skip the reasons.

And vice: If you are interested in relief for Seneca & Broadway - maybe you would appreciate my plan - and recognize it as the plan which should have been studied all along.

If you will locate a city map:

Start your McLeon extension approx. 29th St. on McLeon - follow the river along the north edge of Watson Park - you will run into Broadway and the John Mack bridge - we are on over pass over Broadway and continue to follow the south side of the river until you run into the Rock Island railroad. Here you will require another over pass - then you continue on along the river -

RECEIVED

MAY 6 8 1978

ROUTE

and will not run into any other streets.
you may wish to "tie" your McLean
into the Canal Route 135 - where it makes
its river crossing - or continue another half
mile to tie into the Canal Route at its
junction with the 235 by Pass.

- See - this would allow access to
1. KANSAS TURN PIKE
 2. 135 - Canal Route
 3. 235 By Pass.
 4. MacArthur Pl.
 5. Broadway - South.

I believe it would be a very beneficial plan
which would take the area between Broadway
and the river out of its slum type development
and make this area very desirable for
improvement.

as it is - Dolse cement co. is working a
new sand pit on the east side of Broadway
east of the South Broadway Railroad overpass,
which will someday be used for apartment
development - with no access.

I really think this is an answer to your
concern for Broadway & Seneca - and is
a very wise plan for traffic which could
take traffic to any section in town.

Recently - I would like to suggest that one
problem with Broadway - is the 2 lane
John Mark Bridge -

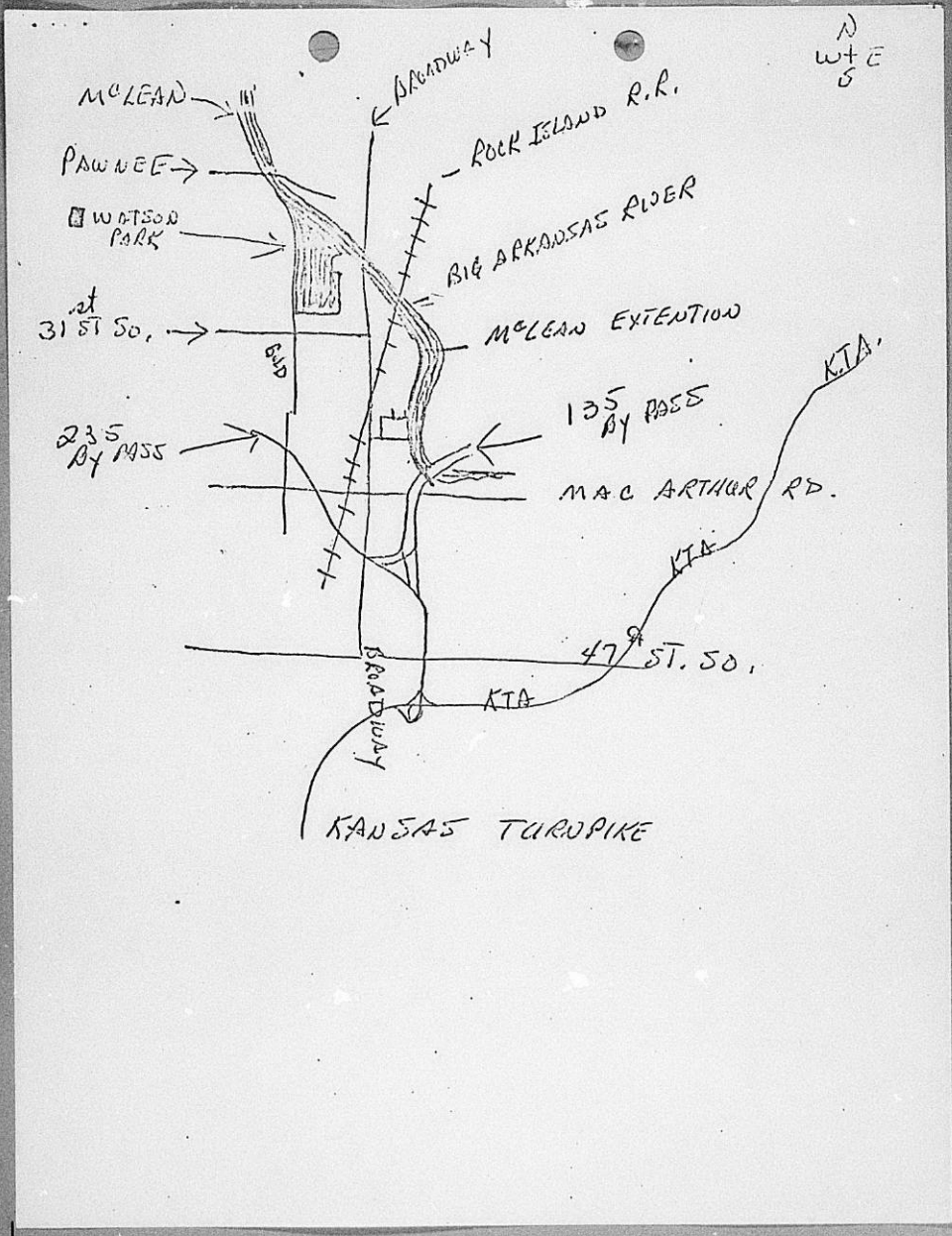
Turn lanes should be required along
Broadway from Paine south to the north
end of the John Mark Bridge - for traffic turning
into the Paine Shopping Center - and a cluster
of apartments south of the shopping center -

also - Broadway - from the River - to the
railroad over pass - is so rough to drive
(and not from last winter) it is in need of
black top very much.

Well - that's all I have - I hope you understand
my route - if not I would be very happy to
meet with you to further its explanation - and
if you are in favor of it I would be able to
generate support for the plan.

Thank you for your time

Sincerely
Richard D. Cross



WICHITA-SEDGWICK COUNTY

DATE 5/9/78

METROPOLITAN AREA PLANNING DEPARTMENT

TO R. W. Bruggeman, Director, Public Works
FROM Robert A. Lakin, Director of Planning
SUBJECT TRANSPORTATION PLAN AMENDMENT - DELETION OF McLEAN BLVD. FROM
29th STREET SOUTH TO MACARTHUR ROAD

The administrative procedures required to amend the Transportation Plan takes from four to five months. The following is a tentative schedule for making the subject amendment:

*Tri Co.
Meeting
Schedule
for 2 PM
Wichita
the same
day.*

Technical Advisory Committee - for Transportation Planning	June 5, 1978
Coordinating Committee for - Transportation Planning	June 12, 1978
Advertise MAPC Public Hearing - (minimum 20 days in advance)	June 15, 1978
MAPC Public Hearing - (approval)	July 6, 1978
Distribute Resolution for Comments - (minimum 60 days to respond)	July 13, 1978
MAPC Public Hearing - (adoption)	September 14, 1978
City Commission Concurrence -	September 26, 1978
County Commission Concurrence -	September 27, 1978

This schedule assumes that approvals will be obtained at the first meeting each step in the process. I have a feeling the Technical Advisory Committee will want to evaluate the impact on other links of the transportation network prior to making a recommendation. If this is the case the schedule given above would be moved back one month. The Technical Advisory Committee's assessment would also be useful in preparing recommendations for improvements to South Seneca and Broadway. Therefore, the one month delay would only be a delay in amending the Transportation Plan and should not delay making recommendations for South Seneca and Broadway.

If this amendment is approved without any other changes to the Plan, a gap would be left between 29th and 31st Street South on McLean Boulevard. The arterial street system should be an interconnected system of streets

R. W. Bruggeman

-2-

May 9, 1978

if it is to function properly. As a minimum, Gold Street from 29th to 31st should be added to the Plan as an arterial.

A Technical Advisory Committee meeting will be scheduled for June 5, 1978 to consider the subject plan amendment. This will be the first step in the amendment process.

Robert A. Lakin
Director of Planning

RAL:MEL:rh

cc: Willard L. Stockwell, Chief Planner, Advance Plans Division
Robert G. Finch, Deputy City Manager

3035 S. Mr. Jean Blouf WLS

THE CITY OF WICHITA

OFFICE OF CITY MANAGER

DATE May 5, 1978

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

FROM Robert G. Finch, Deputy City Manager

SUBJECT McLean Boulevard Extension

On May 2, 1978, the City Commission directed that:

- 1) The extension of McLean Boulevard from 29th Street South to MacArthur Road be deleted from the transportation plan.
- 2) The extension of McLean Boulevard from 29th Street South to MacArthur Road be deleted from the Capital Improvement Program.
- 3) Recommendations be returned for improvements to South Seneca and Broadway.
- 4) Recommendations be returned for the disposition of the railroad right-of-way which had been acquired for street purposes.

Mr. Lakin is asked to accept responsibility for initiating the actions necessary for the amendment to the transportation plan (item 1).

Mr. Bruggeman is asked to accept responsibility for coordinating the actions required in (2), (3), and (4) above.

Mr. Bruggeman is asked to provide a report to reach this office by May 24, 1978, which will provide the following information:

- 1) A listing of the administrative procedures required and timetable to accomplish the City Commission's directives in (1), (2), and (3) above.
- 2) A report and recommendation as to the disposition/use of the right-of-way (to be coordinated with MAPU and the Department of Law).


Robert G. Finch
Deputy City Manager

RGF/pd

cc: John Dekker, Director of Law
Russell L. Brenner, Director of Administration
Bill Stockwell, Chief Planner-Advance Plans
Glen Dockery, Research and Budget Office



Kansas, USA, offering congratulations and best wishes to the people of Israel on the 30th Anniversary of the birth of their nation

Whereas on May 11, 1978, the people of Israel will celebrate the 30th Anniversary of the birth of their nation, and;

Whereas the president of the United States, Harry S. Truman, announced diplomatic recognition of the State of Israel only ten minutes after that country's declaration of independence, and;

Whereas the United States of America was the first nation in the world to grant diplomatic recognition to Israel, and;

Whereas the people of Israel have steadfastly defended their right to exist as a nation through four wars, and;

Whereas Israel has made great strides in the fields of agriculture, education, chemical production, reforestation and conversion of sea water to fresh water, and;

Whereas Israel remains the only democracy in the Middle East;

Now Therefore Be It Resolved, that the Board of City Commissioners of Wichita, Kansas, USA, does hereby offer its congratulations and best wishes to the three and a half million citizens of Israel on the 30th anniversary of independence.

Be It Further Resolved that these congratulations and best wishes are offered with the hope that the next 30 years will be less turbulent than the first 30 years and that all the nations of the world will learn to live together in peace. Shalom

Motion--
--carried

Donnell moved that the resolution be approved and the Commissioners be authorized to sign. Motion carried 5 to 0.

The Commission recessed at 3:46 P.M. and reconvened at 4:07 P.M.

RECESS

PROPOSED EXTENSION
OF MC LEAN FROM 29TH
S TO MAC ARTHUR RD

Proposed extension of McLean Boulevard from 29th Street South to MacArthur Road, presented.

*
On March 1, 1977, the City Commission held a public hearing to consider the scheduling and design of the proposed extension of McLean Boulevard from 29th Street South to Mac Arthur Road.

The recommended design provided for a four-lane undivided roadway channelized intersections at MacArthur Road and 31st Street South. Noise barriers and traffic management were proposed to conform to noise level regulations. One total taking and approximately thirty-five partial takings of right-of-way would be necessary in the vicinity of 31st Street South to provide sufficient right-of-way for the recommended intersection geometrics.

The Commission expressed concern that the proposed design placed the roadway too close to residences and appropriate buffering or protection from the environmental concerns of sight and should be accommodated in some manner, possibly through acquisition of some of the properties. The Commission approved the extension of McLean Boulevard for 1979 with the understanding that proper accommodations for the adjoining and adjacent property owners be made even if it means the acquisition of houses on one side or the other, with appropriate buffering or protection from noise and sight.

Representatives of City staff and the consulting engineer, P.O.E. and Associates, will present a review of the project history and actions to date; a review of the traffic problems and transportation planning; a review of design alternates; a social-economic impact report; and a summary of the study.

Mr. Al Stallard, Chief of Environmental Support, Engineering Services of the Kansas Department of Transportation, presented a noise study of the affect of the alternate alignments and an analysis of combined noise and safety barriers.

The necessary action by the Commission will be to designate the design alternate for submission to the Kansas Department of Transportation and the Federal Highway Administration with the request for design approval.

Dick Linn City Engineer, introduced the speakers to make the presentation on the extension of McLean Boulevard. He introduced Paul Graves, Traffic Engineer; Mike Thompson, P.O.E. and Associates; Mike Lindebak, Senior Planner; Mr. Al Stallard, Chief of Environmental Support, Kansas Engineering Services of the Department of Transportation.

Paul Graves Traffic Engineer, stated that the Traffic Engineering Department recommends the extension of McLean Boulevard, relieving some of the traffic on Broadway and on Seneca. He stated that the designs A1, B1, and C1 are acceptable to Traffic Engineering, explaining that the difference in the A1 and A2, B1 and B2, and C1 and C2 the 1 designates closing of 33rd Street and putting a pedestrian overpass for the students at the Elementary and High School in the area.

Mike Thompson Mike Thompson, P.O.E. & Associates, reviewed the design for the Commission showing for each design the partials to be taken and the left turn channelized traffic of the design on each alternate. Mr. Thompson answered questions of the Commission.

Mayor Peters *Mayor Peters excused briefly during Mr. Thompson's presentation. Vice Mayor Shanahan in the Chair.

Mike Lindebak Senior Planner, presented the social and economic impact the extension of McLean would have on the area and answered questions of the Commission.

Al Stallard Al Stallard, Chief of Environmental Support, Engineering Services of the Kansas Department of Transportation, presented the environmental impact, especially as it had to do with noise pollution in the area. Mr. Stallard explained the national standard for noise pollution is measured in decibels and how its measured and to what extent it is found acceptable. He explained that the maximum acceptable is 70 decibels 10% of the time. He stated that alternate A1 would require a six foot screening wall made of concrete along most of the area of the extension of McLean. B1 would require a six foot concrete screening wall from 15th to 33rd Streets on the east side and about the same position on the west side at the schools. Alternate C1 would not require any screening wall, there would be enough property taken to move McLean to the east and the space itself would be buffer to leave an acceptable noise level. Mr. Stallard answered questions of the Commission.

Comm. Porter *Commissioner Porter excused briefly during Mr. Lindebak's presentation.

Mayor Peters Mayor Peters asked if there were any members of the public to be heard.

Bill Shook Bill Shook, presenting the CPO Area Council "C", spoke reviewing the history of the extension of McLean and he asked the Commission to put a high priority on up-grading of Seneca and Broadway and delete the extension of McLean Boulevard from the C.I.P. He stated this was the desire of that area CPO Council.

Dave Ritchie Dave Ritchie, Developer on Mac Arthur where the extension of McLean will end, stated that he has plans and work to add 600 families to that area down there and spoke in favor of the extension of McLean which would help his residents and all the residents of that area get to that area a better and quicker way and asked the Commission to look with favor upon the extending of McLean Boulevard.

The following persons spoke against the extension of McLean Boulevard:

Frank Waggoner, 5160 S. Seneca
Mrs. Ollie Hillman, 3261 Gold
Larry Wiggins, 3217 Gold
Derwin Biggerstaff, 3035 S. McLean Boulevard
Connie Herdt, 834 David Drive
Phyllis Biggerstaff, 3035 S. McLean Boulevard
Clyde Williams 3011 S. McLean Boulevard
Irene Tucker, 3125 S. McLean Boulevard
Doris Horn, 3411 S. Walnut
Robert Gorea, 3429 S. Gold
Mrs. Gary Robinson, 3203 S. Gold

Discussion Considerable discussion was had in regard to the traffic plan in the southwest area.

Paul Graves Traffic Engineer, informed the Commission that the extension of McLean Boulevard to 47th Street South is in the traffic plan for that area.

COMMISSIONERS PROCEEDINGS

6013

May 2, 1978

Comm's Porter,
Donnell & Peters
Commissioners Porter, Donnell and Peters all expressed the feeling
that this project should be dropped from the C.I.P.

Motion--
Porter moved that the extension of McLean Boulevard be deleted from
the C.I.P. and the City Manager be instructed to return with alternate plans.
--carried Motion carried 4 to 1. Casado "No".

DISCUSSION OF SALARY
INCREASE FOR
COMMISSIONERS
Discussion of salary increase for City Commissioners, appeared on the
agenda.
Requested by Ms. Noon Nulan, 1109 East 13th.

Noon Nulan
Noon Nulan, interested citizen, spoke in favor of giving the City
Commissioners a raise. She stated that since the Commissioners have not received
even a cost-of-living raise for sometime and she felt that they were doing a
very good job that they deserved more money. She recommended that the following
raise be submitted, that the City Manager included in his budget and that it be
put on a ballot for the public to vote on in November, 1978 election. Ms. Nulan
recommended Commissioners \$18,000 to \$24,000 a year, Vice Mayor, \$24,000 to
\$28,000 a year, Mayor, \$28,000 to \$32,000 a year.

Comm. Porter
Commissioner Porter stated that he felt that the Mayor and Vice Mayor
should have a substantial raise. He further stated that they are the most
demanding of the jobs and it is usually a great sacrifice to any professional or
working person to accept that position.

Motion--
Porter moved that the matter concerning a raise for the City Commissioner
--carried be placed on the agenda for a public hearing in four weeks. Motion carried
5 to 0.

Motion--
Peters moved that the rules be suspended and two matters be discussed
--carried off the agenda. Motion carried 5 to 0.

WSU PHD Program
Commissioner Donnell stated that when the Puerto Ricans caused WSU to
loose their PHD program in Chemistry, the Community lost a great deal and he
would like to see what steps can be taken by the City to help support WSU's
attempts to maintain its PHD program.

Hutchinson Police
Academy
Commissioner Donnell stated he felt the Hutchinson Police Academy that
Wichita taxpayers pay for and do not utilize, directly represents taxation
without representation. He further stated that, as a taxpayer member of the
public in Wichita, he resented paying for a Police Training School outside of
the City that our Policemen do not use and felt there should be some legal
recourse available and requested the Legal Department make a report and return
it to the Commission at a later date.

ADJOURN
The Commission meeting adjourned at 6:33 P.M.

Donald C. Gisick
City Clerk

WICHITA PUBLIC SCHOOLS

Unified School District No. 259
ADMINISTRATION BUILDING
428 South Broadway
WICHITA, KANSAS 67202

PRESIDENT
Board of Education

November 6, 1975

Mayor Connie Peters
City of Wichita
204 South Main
Wichita, Kansas 67202

McLean



Dear Connie:

It is my understanding that administrators for Unified School District No. 259 have been working closely with the City of Wichita staff on the proposed extension of McLean Boulevard along the east side of the school site that includes Wichita High School South and Sim Elementary School. Unified School District No. 259 has been involved in the project in order to assess the effects, beneficial or adverse, that might result from the construction of the street.

We know that virtually no land will be required for right of way purposes from Board of Education property. The administration did request for the Board of Education that we have driveway access to McLean Boulevard when it is constructed. Such a driveway would facilitate the daily movement of staff and student cars on and off the site. The McLean Boulevard extension would also be beneficial in carrying vehicular traffic to and from the new lighted game field for competitive athletics to be constructed on the south end of the Wichita High School South site. The stadium should be available for use by September, 1976, and will seat a minimum of 3,000 spectators.

The Board of Education is quite interested in the McLean Boulevard project. The agenda for the Board meeting on October 6, 1975, contained an item concerning McLean Boulevard. After considerable discussion by Board members and residents of Wichita, the Board of Education directed the administration to provide additional information about the proposal. At a committee-of-the-whole meeting held on October 27, 1975, the Board of Education had a second opportunity to review the McLean Boulevard proposal. Mr. Richard W. Linn, your city engineer, made a factual presentation of the historical developments and current recommendations regarding the project. Several citizens from the South High School area addressed the Board and expressed their support for the project, or their reservations or rejection of the proposal.

The Board of Education, as a major property owner affected by the proposal to extend McLean Boulevard, has thoroughly studied the project to determine its effect on the Wichita Public Schools. The following items describe our principal concerns about the project:

1. The Board of Education will be interested in points of access to the South High School and Sim and Knight Elementary School properties.
2. The entrances and exits from the school parking areas will need to be studied to determine how the proposed Boulevard extension will affect parking conditions.
3. The Board of Education will be vitally interested in the streets intersecting the McLean Boulevard extension and leading into our school property.
4. If pedestrian bridges are proposed to enable school children living in the area east of McLean Boulevard to walk safely to school, we will be interested in this portion of the project. Of course, we will be interested in all facets of the project which involve the safety of our school children.

At the regular meeting of the Board of Education on November 3, 1975, the McLean Boulevard project was again reviewed by the Board; several citizens addressed the Board about their personal concerns. The Board officially approved the following recommendation:

"The Board of Education supports the extension of McLean Boulevard along the route formerly utilized as right-of-way by the Midland Valley Railroad."

As president of the Board of Education, I wish to bring the Board of City Commissioners some additional concerns expressed by members of the Board. The Board is completely aware that these concerns are within the jurisdiction of the Board of City Commissioners to consider and are not issues that are within the governmental authority of the Board of Education. However, as a public body ourselves, we believe we have an obligation to relate to you all of our thoughts on the proposed project. If the McLean Boulevard project is approved for the design phase and is eventually approved for construction as a capital improvement for the City, we hope you will give sufficient attention to the following issues:

1. Implementation of environmental controls which meet the standards of the Environmental Protection Agency.

Mayor Connie Peters

-3-

November 6, 1975

2. Enactment of acceptable financial settlements for private property taken by the City for construction of the project.
3. Maintenance of property values comparable to present-day valuations of property held by persons residing adjacent to the proposed Boulevard extension.

We thank you very much for your cooperation with the Wichita Public Schools and for the assistance you provide us in our operation of the public school system.

Yours truly,



Daniel R. Glickman, President
Board of Education
Unified School District No. 259

DG:cg

cc: Board of City Commissioners
Mr. Ralph Wulz, City Manager
Mr. Richard W. Linn, City Engineer
Metropolitan Area Planning Commission
Members of the Board of Education
Alvin E. Morris, Superintendent of Schools
Richard Holstead, Director of School
Plant Planning and Operation

BOARD OF EDUCATION
Administration Bldg.
428 S. Broadway
WICHITA, KANSAS 67202



lll

Metropolitan Area Planning Commission
City Annex Building
104 South Main
Wichita, Kansas 67202

STATEMENT OF SUPPORT
BY THE WICHITA AREA CHAMBER OF COMMERCE
IN THE MATTER OF THE EXTENSION OF MCLEAN BOULEVARD

The Wichita Area Chamber of Commerce thanks you for the opportunity to appear in support of the extension of McLean Boulevard from 29th Street South to MacArthur Road.

After reviewing the proposed project and discussing it thoroughly, our Highway Committee and Board of Directors believe that the best possible extension of McLean can be achieved by using the recently acquired right-of-way of the Midland Valley Railroad. We believe this alignment would create the fewest hardships on the citizens of the area. The alternative, the Gold Street alignment is a 30 foot street and would have to be widened to meet major arterial specifications as previously approved in the City's master transportation plan. We believe this would create more hardships for those citizens whose property would be purchased by right-of-way along the Gold Street alignment.

We understand use of the Midland Valley right-of-way would place all traffic behind rather than in front of the homes and would provide an excellent entrance into the proposed new sports facility at South High School. A cross walk can be provided for the safety of students in elementary schools in the area.

We believe that the Department of Public Works and all others involved with the acquisition of this right-of-way should be commended for the savings of tax money that the utilization of the old railroad right-of-way provides.

Again, we thank you for the opportunity to express our support of a project which is in the master traffic plan of the City of Wichita. We believe that this proposal serves the interest of safety of those citizens who live in the immediate area as well as serving the need of expediting traffic for all the citizens of Wichita.

STATEMENT BY METROPOLITAN AREA PLANNING COMMISSION
MCLEAN BOULEVARD, 29TH STREET TO MACARTHUR
PUBLIC HEARING
OCTOBER 8TH 1975

GOOD AFTERNOON. MY NAME IS DAVE BAYOUTH .. B-A-Y-O-U-T-H ..
CHAIRMAN OF THE WICHITA-SEDGWICK COUNTY METROPOLITAN AREA PLANNING
COMMISSION.

THE PLANNING COMMISSION HAS HAD THE OPPORTUNITY TO REVIEW THE
ALTERNATIVES CONSIDERED FOR THE PROPOSED MCLEAN BOULEVARD EXTENSION
TO MACARTHUR ROAD. IN ADDITION, STAFF HAS REVIEWED IN DETAIL THE
DRAFT ENVIRONMENTAL IMPACT STATEMENT.

IT IS OUR OPINION THAT THE PROPOSED IMPROVEMENT IS CONSISTENT
WITH LOCAL PLANS AND OBJECTIVES. THE COMPREHENSIVE PLAN FOR WICHITA
AND SEDGWICK COUNTY HAS CONSIDERED MCLEAN BOULEVARD AS A MAJOR
ARTERIAL SOUTH TO MACARTHUR ROAD SINCE THE 1955 MASTER PLAN. THIS
WAS AGAIN INCLUDED IN THE TRANSPORTATION PLAN ADOPTED IN 1966.
SINCE THAT TIME THE MAPC DESIGNATED THIS ROUTE AS A PART OF THE AREA'S
FEDERAL AID URBAN SYSTEM IN OCTOBER 1971, AND IN MAY 1973, AN
AMENDMENT TO THE TRANSPORTATION PLAN WAS ADOPTED WHICH EXTENDED

MCLEAN AS A MAJOR ARTERIAL TO 47TH STREET SOUTH.

IT IS IN KEEPING WITH THESE LONG-RANGE PLANS, AS WELL AS WITH THE CURRENT NEEDS, THAT THE PLANNING COMMISSION CONCURS IN THE RECOMMENDED IMPROVEMENT. THE OBJECTIVES OF THE URBAN SYSTEM OF ROADS IS TO PROVIDE ACCESS TO MAJOR CENTERS OF ACTIVITY, TO SERVE THE HIGHEST TRAFFIC VOLUME CORRIDORS AND TO SERVE THE LONGEST TRIP DESIRES. THE PROPOSED IMPROVEMENT WOULD ACCOMMODATE A PROJECTED 14,000 TRIPS BY 1995 NORTH OF MACARTHUR AND 19,000 NORTH OF 31ST STREET IN WHAT IS NOW A CAPACITY-RESTRICTED NORTH-SOUTH CORRIDOR.

OF THE ALTERNATIVES CONSIDERED IN THE DRAFT ENVIRONMENTAL IMPACT STATEMENT, THE MAPC WOULD RECOMMEND THE A-1/A-2 ALTERNATIVE. IN OUR OPINION, THIS ALTERNATIVE WOULD BEST SERVE PROJECTED TRAFFIC IN TERMS OF BOTH THROUGH TRIPS AND ACCESS TO SOUTH HIGH SCHOOL AND THE PROPOSED SPORTS COMPLEX. IN ADDITION, THIS ALTERNATIVE UTILIZES THE ABANDONED MIDLAND VALLEY RAILROAD, WHICH IS HIGHLY DESIRABLE IN TERMS OF MITIGATING RIGHT-OF-WAY ACQUISITION COSTS AND ADVERSE ENVIRONMENTAL IMPACT. THUS, INSTEAD OF A ROADWAY THAT WOULD TRAVERSE A NEIGHBORHOOD OF SINGLE-FAMILY RESIDENCES WITH THE CONCOMITANT NUMBER OF CURB CUTS AND DRIVES, WE HAVE THE OPPORTUNITY TO PUT TO

GOOD USE AN EXISTING BUT ABANDONED TRANSPORTATION CORRIDOR.

WE URGE THE SPEEDY APPROVAL OF THE LOCATION STUDY AS INDICATED
ABOVE.