

DR 73-7 Amendments to the Transportation Plan

ACTION

DATE

COMMITTEE

3.8.73

M.A.P.C.  
MAPC

*Approved*  
*Adopt the Resolution*

3.24.73

~~R.C.C./B.C.C.~~ received and 3.27.73

DR 73-7 Amendments to the Trans-  
portation Plan

# ACTION

COMMITTEE		DATE
M.A.P.C.	<i>Approved</i>	<i>3.8.73</i>
MAPC	<i>Adopt this Resolution</i>	<i>5.24.73</i>
B.C.C./ <del>B.C.C.</del>	<i>Received and filed.</i>	<i>3.27.73</i>

October 5, 1977

**TO:** All Interested Legislative and Administrative Groups  
and Agencies

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

**SUBJECT:** DR 77-23, Adoption of an Amendment to the Transporta-  
tion Plan Element of the Comprehensive Development  
Plan of the Wichita-Sedgwick County Metropolitan  
Area.

Attached for your information and files is a certified copy of the Resolution approving the proposed adoption of an amendment to the Transportation Plan Element of the Comprehensive Development Plan of the Wichita-Sedgwick County Metropolitan Area. The approval action was taken by the Metropolitan Area Planning Commission on September 29, 1977.

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

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

Sincerely,

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

RAL:ms  
Attachments:  
1. Certificate  
2. Resolution

WICHITA-SEDGWICK COUNTY

DATE  
March 13, 1973

**METROPOLITAN AREA PLANNING DEPARTMENT**

TO Willard L. Stockwell, Chief Planner, Advance Plans Division  
FROM Bruce A. Curfman, Planning Analyst, Advance Plans Division  
SUBJECT Mailout of "approved" Resolution for Amending the Transportation Plan Element.

Now that the Resolution amending the Transportation Element of the Comprehensive Plan has been approved by the MAPC (March 8, 1973), it is necessary to send certificates of approval action and requests for comment to interested administrative and legislative agencies. Judging by the North Wichita Thruway amendment as an example, the mailout should consist of a Certificate on MAPC letterhead signed by Robert A. Lakin, a copy of the signed Resolution and a memorandum also on MAPC letterhead and signed by Robert A. Lakin.

The agencies will be given 60 days from receipt of approval to submit comments and recommendations to the Planning Commission. This would put the public hearing for "adoption" on May 24, 1973.

The following is a proposed mailing list; please note any additions:

- Earl Rush, Chairman of the Board of County Commissioners  
Grover McLure, County Engineer
- \* \* Glenn Sutton, Urban Planning, Highway Department 34 26
  - Glenn J. Shannahan, Mayor *DONNELLY*
  - Ralph Wulz, City Manager
  - John Dekker, Director of the Law Department
  - Jay Setter, Director of the Park Board
  - Ray Bruggeman, Director of Public Works
  - Dick Linn, City Engineer
  - Paul Graves, Traffic Engineer
  - Grover McKee, Director of Community Development
  - Glen E. Dockery, Budget
  - Kenneth Kitchen, Urban Renewal
  - \* \* James O. Foster, Highway Committee, Chamber of Commerce
  - Bruce McClure, Greater Downtown Wichita
  - Ken Stowell, Ken Stowell Company (*see atch.*)

BAC:jl

- Chom*
- ✓ PC's + Mayor of small cities nearby, on or near FAS Road.
  - ✓ TAC committee if not on list above.
  - ✓ Twp Trustees of ~~two~~ twps involved
  - ✓ \* Dennis McCartney State Planning -
  - ✓ \* Lynn Brewer - \*W/mah

TAC members

E.D. Landman

William T. Jordan

John Meyer

Ted Farmer

Ralph D. Smith

Paul F. McGinnis, ~~MEM~~

Dr. Richard Holstead

John L. Smith

Ken Stowell

Ken Stowell Company

6018 Oneida

Wichita, Ks 67208

\*\* Dennis McCartney (see Aqpt. Syst)

\*\* Lynn Burris, Jr., Director  
 Kansas State Park and Resources Authority  
 501 Harrison  
 Topeka, Ks. 66612

\*\* both maps  
 \* County map only

\* Allen Webb, Mayor  
 City of Clearwater  
 201 West Ross  
 Clearwater, Kans. 67026

\* Gordon Mikesell, Chairman  
 Clearwater Planning Comm.  
 280 S. Byers  
 Clearwater, Ks. 67026

\* Wilbur R. Floyd, Mayor  
City of Goddard  
328 N. Pine  
Goddard, Ks. 67052

\* Harold Ocobock, Chairman  
Goddard Planning Comm.  
527 Craig  
Goddard, Ks. 67052

\* Don Pauly, Trustee  
Illinois Twp  
R.R. 1, Clearwater, Ks. 67026

\* Clarence A. Blumenshine, Trustee  
Minnescah Twp  
Rt. 2, Box 52  
Clearwater, Ks. 67026

\* Clarence A. Parker, Trustee  
Ohio Twp  
Clearwater, Ks., 67026

~~Dean A. Spencer, Trustee  
Waco Twp  
R.R. 1, Clearwater, Ks. 67026~~

\* Carl Stephens, Trustee  
Waco Twp  
3247 S. Maize Rd.  
Wichita, Ks. 67215

WICHITA-SEDGWICK COUNTY

DATE  
March 1, 1973

*C. J. ...*  
*7/2*

**METROPOLITAN AREA PLANNING DEPARTMENT**

TO Wichita-Sedgwick County Metropolitan Area Planning Commission  
FROM Willard L. Stockwell, Chief Planner, Advance Plans Division

SUBJECT DR 73-7 Amendments to the Transportation Element of the Comprehensive Plan.

Advertisement has been made the required 20 days in advance for a public hearing on March 8, 1973 to approve several amendments to the Transportation Element of the Comprehensive Plan. The public hearing will be conducted as part of your regular meeting agenda.

The Technical Advisory and Coordinating Committees for transportation planning, at their respective meetings on February 5, 1973, reviewed and recommended the amendments as listed below, and a memo dated February 7, 1973 informed the Planning Commission of the recommendations for their review and comments.

A Resolution is provided which would make the necessary changes to the existing transportation element text and maps. The recommended amendments are as follows:

COPY

- 1) The deletion of 1st and 2nd Streets from Grove to Oliver as arterials, reclassifying them as residential.
- 2) The addition of McLean Boulevard as an arterial from MacArthur Road to 47th Street South.
- 3) The realignment of the 2nd Street Bridge to reflect the proposed new location, from 2nd Street west of the Arkansas River directly east to 1st Street east of the River.
- 4) The addition of Goddard Road (FAS 114) as an arterial from MacArthur Road south 5 miles to K-42 Highway; at the same time deleting the 4 mile section of arterial road lying one mile east of FAS 114, from MacArthur Road south to FAS 601.
- 5) The addition of Maize Road as an arterial from MacArthur Road south 8 miles to 103rd Street South (Clearwater Road).
- 6) The addition of Ridge Road as an arterial from MacArthur Road north one mile to the K-42 Highway.
- 7) The addition of the proposed Municipal Airport runway extensions as outlined in the Airport Master Plan; with written text noting that when runway 1-L is extended

Page 2 - Wichita Sedgwick County Metropolitan Area Planning  
Commission  
March 1, 1973

to the southwest, consideration will be given to the  
deletion or relocation of Tyler Road.

Recommended Action

Approve the Resolution to amend the Transportation Element of  
the Comprehensive Plan, and set May 10, 1973 as the date to  
consider the final adoption of the amendments to the plan.

WLS:BAC:j1

May 18, 1973

Wichita-Sedgwick County Metropolitan  
Area Planning Commission

Robert A. Lakin, Director of Planning

DR 73-7 - Amendments to Transportation Plan

On March 8, 1973, the MAPC approved the attached Resolution proposing to amend the Transportation Plan. The statutes require that 60 days notice of the proposal to adopt be given all interested agencies and that they be invited to comment on the proposed changes. The above has been done. No recommendations from those notified have been received.

Recommended Action: Adopt the Resolution.

RAL:ber

Attachment

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING  
COMMISSION

AMHERST 2-0511 — AREA CODE 316  
CITY BUILDING ANNEX  
104 S. MAIN ST.  
WICHITA, KANSAS 67202

M E M O R A N D U M

TO: All interested Legislative and Administrative Groups  
and Agencies

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

SUBJECT: DR 73-7, <sup>75-8</sup> Adoption of an Amendment to the Transportation  
Plan Element of the Comprehensive Development Plan of  
the Wichita-Sedgwick County Metropolitan Area

Attached for your information and files is a certified copy of  
the Resolution approving the proposed adoption of an amendment  
to the Transportation Plan Element of the Comprehensive Develop-  
ment Plan of the Wichita-Sedgwick County Metropolitan Area. The  
approval action was taken by the Metropolitan Area Planning Com-  
mission on March 8, 1973.

*Share blank*  
In fulfilling the requirements prescribed by law, the Planning  
Commission is now distributing certified copies of the approved  
Resolution to interested governmental and administrative agencies,  
and will in its meeting of May 24, 1973, having then waited the  
sixty (60) days prescribed by law, consider the comments and  
recommendations on the proposed Amendment and consider adopt-  
ing the Amended Plan Element.

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

Sincerely,

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

RAL:jl

Attachments:

1. Certificate
2. Resolution

WICHITA — SEDGWICK COUNTY



METROPOLITAN AREA PLANNING  
COMMISSION

AMHERST 2-2611 — AREA CODE 316  
CITY BUILDING ANNEX  
104 S. MAIN ST.  
WICHITA, KANSAS 67202

C E R T I F I C A T E

I, Robert A. Lakin, duly elected, authorized and acting as Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Sedgwick County, Kansas do hereby certify that the attached Resolution was approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission on March 8, 1973, leading toward the adoption of an Amendment to the Transportation Plan Element of the Comprehensive Development Plan of the Wichita-Sedgwick County Metropolitan Area.

Given under my hand and seal this 15th day of March, 1973. *April, 1975*

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

(SEAL)

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING  
COMMISSION

262-0611 — AREA CODE 316  
CITY BUILDING ANNEX  
104 S. MAIN ST.  
WICHITA, KANSAS 67202

M E M O R A N D U M

TO: All interested Legislative and Administrative Groups  
and Agencies

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

SUBJECT: DR 73-7, Adoption of an Amendment to the Transportation  
Plan Element of the Comprehensive Development Plan of  
the Wichita-Sedgwick County Metropolitan Area

Attached for your information and files is a certified copy of the Resolution adopting the amended Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area. The amendment to the Comprehensive Plan was approved by the Metropolitan Area Planning Commission on March 8, 1973.

In fulfilling the requirements prescribed by law, the Planning Commission did distribute certified copies of the approved Resolution to interested governmental and administrative agencies, and in its meeting of May 24, 1973 having waited the sixty (60) days prescribed by law, and having considered the comments and recommendations, did adopt the attached Resolution.

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

Sincerely,

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

RAL:MM:jl

Attachments:

1. Certificate
2. Resolution

WICHITA— SEDGWICK COUNTY




METROPOLITAN AREA PLANNING  
DEPARTMENT

262-0611 — AREA CODE 316  
CITY BUILDING ANNEX  
104 S. MAIN ST.  
WICHITA, KANSAS 67202

C E R T I F I C A T E

I, Robert A. Lakin, duly elected, authorized and acting as Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Sedgwick County, Kansas do hereby certify that the attached Resolution was adopted by the Wichita-Sedgwick County Metropolitan Area Planning Commission on May 24, 1973, as a portion of the Transportation Plan Element of the Comprehensive Development Plan of the Wichita-Sedgwick County Metropolitan Area.

Given under my hand and seal this 15th day of June, 1973.

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

(S E A L)

RESOLUTION

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

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

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

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

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

WHEREAS, pursuant to the provisions of K.S.A. 1970 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official City and County newspapers on February 15, 1973 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 March 8, 1973 at 1:30 p.m. in Room 401 of the City Building Annex, 104 South Main, Wichita, Kansas, did hold the public hearing at which hearing more than a majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission were present; and

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

NOW, THEREFORE, BE IT RESOLVED by the majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission, in meeting duly assembled, that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area be readopted as previously amended and be further amended by deleting therefrom on Revised Map 13A, dated February 3, 1966:

1st and 2nd Streets, from Grove to Oliver as  
"arterials", reclassifying them as "residential";

and

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

The 2nd Street Bridge, from a point on 2nd Street east of the Arkansas River thence southwesterly to the intersection of 2nd Street and Sycamore west of the River as an "arterial"; and

by deleting therefrom on Map 13B, dated February 3, 1966:

The four mile section or roadway lying one mile east of FAS 114, from MacArthur Road south to FAS 601 as an "arterial"; and

BE IT FURTHER RESOLVED that Revised Map 13A dated February 3, 1966 be further amended by adding thereto:

(1) McLean Boulevard, from MacArthur Road to 47th Street South as an "arterial"; and

(2) Ridge Road, from MacArthur Road north one mile to K-42 Highway as an "arterial";  
and

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

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

by adding thereto on Map 13B and Revised Map 13A, dated February 3, 1966:

Maize Road, from MacArthur Road south eight miles to 103rd Street South (Clearwater Road) as an "arterial"; and

by adding thereto on Map 13B, dated February 3, 1966:

Goddard Road (FAS 114) from MacArthur Road  
south five miles to K-42 Highway as an  
"arterial"; and

BE IT FURTHER RESOLVED that the Transportation Plan  
Element of the Comprehensive Plan for the Wichita-Sedgwick County  
Metropolitan Area be further amended by deleting from the paragraph  
"1. Municipal Airport:" under the section titled "Development  
Program for Existing Airports", at Chapter 7, on pages 55 and 56:

"The western portion of the airport should be  
developed to fully serve commercial air  
carrier operations."

and;

by adding to said paragraph the following:

"The western portion of the airport should  
be further developed to fully serve commercial  
air carrier operations by incorporating those  
proposed runway extensions indicated on the  
same Airport Layout Plan. At such time that  
consideration is given to the extension of  
runway 1-L to the southwest, consideration  
should be given to the deletion or reloca-  
tion of Tyler Road."

and;

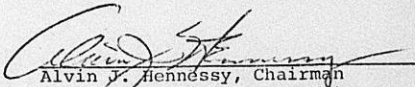
by amending in the same manner the same paragraph as a part of  
recommendation 1 on page 58, column 2; and by revising Map 13A,  
dated February 3, 1966, to include the proposed runway extensions  
to the Wichita Municipal Airport, as indicated on the Board of  
Park Commissioner's Airport Layout Plan, last revised on August 20,  
1970; and

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

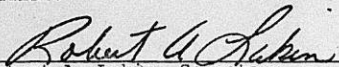
BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal, that Alvin J. Hennessy, Chairman, and Robert A. Lakin, Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, record on the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick 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 8th day of March, 1973.

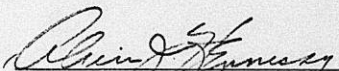
  
Alvin J. Hennessy, Chairman  
Wichita-Sedgwick County Metro-  
politan Area Planning Commission

ATTEST:

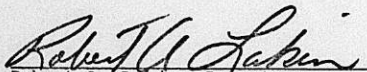
  
Robert A. Lakin, Secretary  
Wichita-Sedgwick County Metro-  
politan Area Planning Commission

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

Adopted by at least a majority of all the Metropolitan Area Planning Commissioners at Wichita, Kansas, this 24th day of May, 1973.

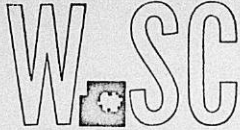
  
Alvin J. Hennessy, Chairman  
Wichita-Sedgwick County Metro-  
politan Area Planning Commission

ATTEST:

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

(SEAL)

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING  
COMMISSION

262-0611 — AREA CODE 316  
CITY BUILDING ANNEX  
104 S. MAIN ST.  
WICHITA, KANSAS 67202

MEMORANDUM

TO: All interested Legislative and Administrative Groups  
and Agencies

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

SUBJECT: DR 73-7, Adoption of an Amendment to the Transportation  
Plan Element of the Comprehensive Development Plan of  
the Wichita-Sedgwick County Metropolitan Area

Attached for your information and files is a certified copy of the Resolution adopting the amended Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area. The amendment to the Comprehensive Plan was approved by the Metropolitan Area Planning Commission on March 8, 1973.

In fulfilling the requirements prescribed by law, the Planning Commission did distribute certified copies of the approved Resolution to interested governmental and administrative agencies, and in its meeting of May 24, 1973 having waited the sixty (60) days prescribed by law, and having considered the comments and recommendations, did adopt the attached Resolution.

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

Sincerely,

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

RAL:MM:jl

Attachments:

1. Certificate
2. Resolution

WICHITA — SEDGWICK COUNTY



METROPOLITAN AREA PLANNING  
DEPARTMENT

262-0611 — AREA CODE 316  
CITY BUILDING ANNEX  
104 S. MAIN ST.  
WICHITA, KANSAS 67202

C E R T I F I C A T E

I, Robert A. Lakin, duly elected, authorized and acting as Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Sedgwick County, Kansas do hereby certify that the attached Resolution was adopted by the Wichita-Sedgwick County Metropolitan Area Planning Commission on May 24, 1973, as a portion of the Transportation Plan Element of the Comprehensive Development Plan of the Wichita-Sedgwick County Metropolitan Area.

Given under my hand and seal this 15th day of June, 1973.

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

( S E A L )

RESOLUTION

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

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

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

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

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

WHEREAS, pursuant to the provisions of K.S.A. 1970 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official City and County newspapers on February 15, 1973 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 March 8, 1973 at 1:30 p.m. in Room 401 of the City Building Annex, 104 South Main, Wichita, Kansas, did hold the public hearing at which hearing more than a majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission were present; and

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

NOW, THEREFORE, BE IT RESOLVED by the majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission, in meeting duly assembled, that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area be readopted as previously amended and be further amended by deleting therefrom on Revised Map 13A, dated February 3, 1966:

1st and 2nd Streets, from Grove to Oliver as  
"arterials", reclassifying them as "residential";  
and

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

The 2nd Street Bridge, from a point on 2nd Street east of the Arkansas River thence southwesterly to the intersection of 2nd Street and Sycamore west of the River as an "arterial"; and  
by deleting therefrom on Map 13B, dated February 3, 1966:

The four mile section or roadway lying one mile east of FAS 114, from MacArthur Road south to FAS 601 as an "arterial"; and

BE IT FURTHER RESOLVED that Revised Map 13A dated February 3, 1966 be further amended by adding thereto:

(1) McLean Boulevard, from MacArthur Road to 47th Street South as an "arterial"; and

(2) Ridge Road, from MacArthur Road north one mile to K-42 Highway as an "arterial";  
and

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

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

by adding thereto on Map 13B and Revised Map 13A, dated February 3, 1966:

Maize Road, from MacArthur Road south eight miles to 103rd Street South (Clearwater Road) as an "arterial"; and

by adding thereto on Map 13B, dated February 3, 1966:

Goddard Road (FAS 114) from MacArthur Road  
south five miles to K-42 Highway as an  
"arterial"; and

BE IT FURTHER RESOLVED that the Transportation Plan  
Element of the Comprehensive Plan for the Wichita-Sedgwick County  
Metropolitan Area be further amended by deleting from the paragraph  
"1. Municipal Airport:" under the section titled "Development  
Program for Existing Airports", at Chapter 7, on pages 55 and 56:

"The western portion of the airport should be  
developed to fully serve commercial air  
carrier operations."

and;

by adding to said paragraph the following:

"The western portion of the airport should  
be further developed to fully serve commercial  
air carrier operations by incorporating those  
proposed runway extensions indicated on the  
same Airport Layout Plan. At such time that  
consideration is given to the extension of  
runway 1-L to the southwest, consideration  
should be given to the deletion or reloca-  
tion of Tyler Road."

and;

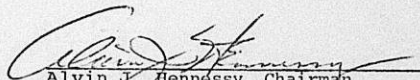
by amending in the same manner the same paragraph as a part of  
recommendation 1 on page 58, column 2; and by revising Map 13A,  
dated February 3, 1966, to include the proposed runway extensions  
to the Wichita Municipal Airport, as indicated on the Board of  
Park Commissioner's Airport Layout Plan, last revised on August 20,  
1970; and

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

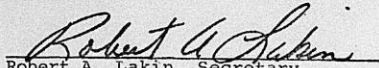
BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal, that Alvin J. Hennessy, Chairman, and Robert A. Lakin, Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, record on the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick 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 8th day of March, 1973.

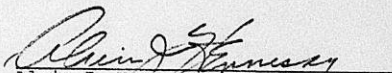
  
Alvin J. Hennessy, Chairman  
Wichita-Sedgwick County Metropolitan Area Planning Commission

ATTEST:

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

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

Adopted by at least a majority of all the Metropolitan Area Planning Commissioners at Wichita, Kansas, this 24th day of May, 1973.

  
Alvin J. Hennessy, Chairman  
Wichita-Sedgwick County Metro-  
politan Area Planning Commission

ATTEST:

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

(SEAL)

WICHITA-- SEDGWICK COUNTY



METROPOLITAN AREA PLANNING  
COMMISSION

262-0611 -- AREA CODE 316  
CITY BUILDING ANNEX  
104 S. MAIN ST.  
WICHITA, KANSAS 67202

MEMORANDUM

TO: All interested Legislative and Administrative Groups  
and Agencies

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

SUBJECT: DR 73-7, Adoption of an Amendment to the Transportation  
Plan Element of the Comprehensive Development Plan of  
the Wichita-Sedgwick County Metropolitan Area

Attached for your information and files is a certified copy of the Resolution adopting the amended Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area. The amendment to the Comprehensive Plan was approved by the Metropolitan Area Planning Commission on March 8, 1973.

In fulfilling the requirements prescribed by law, the Planning Commission did distribute certified copies of the approved Resolution to interested governmental and administrative agencies, and in its meeting of May 24, 1973 having waited the sixty (60) days prescribed by law, and having considered the comments and recommendations, did adopt the attached Resolution.

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

Sincerely,

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

RAL:MM:jl

Attachments:

1. Certificate
2. Resolution

WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING  
DEPARTMENT

262-0611 — AREA CODE 316  
CITY BUILDING ANNEX  
104 S. MAIN ST.  
WICHITA, KANSAS 67202

C E R T I F I C A T E

I, Robert A. Lakin, duly elected, authorized and acting as Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Sedgwick County, Kansas do hereby certify that the attached Resolution was adopted by the Wichita-Sedgwick County Metropolitan Area Planning Commission on May 24, 1973, as a portion of the Transportation Plan Element of the Comprehensive Development Plan of the Wichita-Sedgwick County Metropolitan Area.

Given under my hand and seal this 15th day of June, 1973.

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

( S E A L )

RESOLUTION

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

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

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

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

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

WHEREAS, pursuant to the provisions of K.S.A. 1970 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official City and County newspapers on February 15, 1973 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 March 8, 1973 at 1:30 p.m. in Room 401 of the City Building Annex, 104 South Main, Wichita, Kansas, did hold the public hearing at which hearing more than a majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission were present; and

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

NOW, THEREFORE, BE IT RESOLVED by the majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission, in meeting duly assembled, that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area be readopted as previously amended and be further amended by deleting therefrom on Revised Map 13A, dated February 3, 1966:

1st and 2nd Streets, from Grove to Oliver as  
"arterials", reclassifying them as "residential";

and

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

The 2nd Street Bridge, from a point on 2nd Street east of the Arkansas River thence southwesterly to the intersection of 2nd Street and Sycamore west of the River as an "arterial"; and

by deleting therefrom on Map 13B, dated February 3, 1966:

The four mile section or roadway lying one mile east of FAS 114, from MacArthur Road south to FAS 601 as an "arterial"; and

BE IT FURTHER RESOLVED that Revised Map 13A dated February 3, 1966 be further amended by adding thereto:

(1) McLean Boulevard, from MacArthur Road to 47th Street South as an "arterial"; and

(2) Ridge Road, from MacArthur Road north one mile to K-42 Highway as an "arterial";  
and

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

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

by adding thereto on Map 13B and Revised Map 13A, dated February 3, 1966:

Maize Road, from MacArthur Road south eight miles to 103rd Street South (Clearwater Road) as an "arterial"; and

by adding thereto on Map 13B, dated February 3, 1966:

Goddard Road (FAS 114) from MacArthur Road south five miles to K-42 Highway as an "arterial"; and

BE IT FURTHER RESOLVED that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area be further amended by deleting from the paragraph "1. Municipal Airport:" under the section titled "Development Program for Existing Airports", at Chapter 7, on pages 55 and 56:

"The western portion of the airport should be developed to fully serve commercial air carrier operations."

and;

by adding to said paragraph the following:

"The western portion of the airport should be further developed to fully serve commercial air carrier operations by incorporating those proposed runway extensions indicated on the same Airport Layout Plan. At such time that consideration is given to the extension of runway 1-L to the southwest, consideration should be given to the deletion or relocation of Tyler Road."

and;

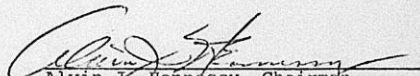
by amending in the same manner the same paragraph as a part of recommendation 1 on page 58, column 2; and by revising Map 13A, dated February 3, 1966, to include the proposed runway extensions to the Wichita Municipal Airport, as indicated on the Board of Park Commissioner's Airport Layout Plan, last revised on August 20, 1970; and

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

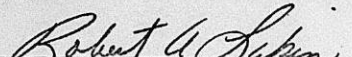
BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal, that Alvin J. Hennessy, Chairman, and Robert A. Lakin, Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, record on the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick 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 8th day of March, 1973.


  
Alvin J. Hennessy, Chairman  
Wichita-Sedgwick County Metropolitan Area Planning Commission

ATTEST:

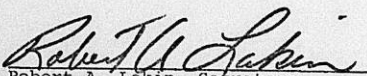
  
Robert A. Lakin, Secretary  
Wichita-Sedgwick County Metro-  
politan Area Planning Commission

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

Adopted by at least a majority of all the Metropolitan Area Planning Commissioners at Wichita, Kansas, this 24th day of May, 1973.

  
Alvin J. Hennessy, Chairman  
Wichita-Sedgwick County Metro-  
politan Area Planning Commission

ATTEST:

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

(SEAL)

*File Transp. Plan amendments*

May 11, 1973

Richard Nierman, Mayor  
Halstead, KS 67056

Dear Mr. Nierman:

The purpose of this letter is to confirm our telephone conversation of May 10, 1973 regarding your interest in redesignating and improving the road south out of Halstead, lying one mile west of existing FAS 307 and FAS 700. I first discussed this matter with you, your City Engineer and the Harvey County Engineer, Kurt Booe at a meeting in November of 1972, and at that time I indicated my general agreement. I asked however that the matter be discussed with Sedgwick County Engineer Grover McLure.

In subsequent meetings to discuss considerations for amending the Transportation Plan for Sedgwick County, McLure also expressed general agreement over the proposed change to redesignate the two miles of FAS 700, as it comes into Sedgwick County from the north, to lie one mile to the west of existing FAS 700 in accordance with your plans. He said, however, that he would have to discuss the matter with Kurt Booe and had not done so. We therefore did not consider the proposal for amendment at that time.

I believe the proposed change would make more sense than the present FAS 700 alignment, as it would provide direct access to Bentley and a more direct route south to K-96, utilizing an existing bridge over the Arkansas River. Any change in FAS designation would have to be done through our County Engineer,

May 11, 1973  
Page 2

but the MAPD would be glad to consider amending our Transportation Plan to reflect this change at the next opportunity, providing this is acceptable to Grover McLure.

Sincerely,

Willard L. Stockwell,  
Chief Planner  
Advance Plans Division

WLS:BC:vp

cc: Grover McLure, Sedgwick County Engineer

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING  
COMMISSION

AMHERST 2-0511 — AREA CODE 316  
CITY BUILDING ANNEX  
104 S. MAIN ST.  
WICHITA, KANSAS 67202

M E M O R A N D U M

TO: All interested Legislative and Administrative Groups  
and Agencies

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

SUBJECT: DR 73-7, Adoption of an Amendment to the Transportation  
Plan Element of the Comprehensive Development Plan of  
the Wichita-Sedgwick County Metropolitan Area

Attached for your information and files is a certified copy of the Resolution approving the proposed adoption of an amendment to the Transportation Plan Element of the Comprehensive Development Plan of the Wichita-Sedgwick County Metropolitan Area. The approval action was taken by the Metropolitan Area Planning Commission on March 8, 1973.

In fulfilling the requirements prescribed by law, the Planning Commission is now distributing certified copies of the approved Resolution to interested governmental and administrative agencies, and will in its meeting of May 24, 1973, having then waited the sixty (60) days prescribed by law, consider the comments and recommendations on the proposed Amendment and consider adopting the Amended Plan Element.

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

Sincerely,

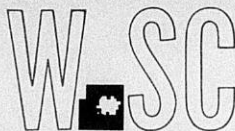
Robert A. Lakin, Secretary  
Wichita-Sedgwick County Metro-  
politan Area Planning Commission

RAL:jl

Attachments:

1. Certificate
2. Resolution

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING  
COMMISSION

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

C E R T I F I C A T E

I, Robert A. Lakin, duly elected, authorized and acting as Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Sedgwick County, Kansas do hereby certify that the attached Resolution was approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission on March 8, 1973, leading toward the adoption of an Amendment to the Transportation Plan Element of the Comprehensive Development Plan of the Wichita-Sedgwick County Metropolitan Area.

Given under my hand and seal this 15th day of March, 1973.

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

(SEAL)

RESOLUTION

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

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

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

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

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

WHEREAS, pursuant to the provisions of K.S.A. 1970 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official City and County newspapers on February 15, 1973 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 March 8, 1973 at 1:30 p.m. in Room 401 of the City Building Annex, 104 South Main, Wichita, Kansas, did hold the public hearing at which hearing more than a majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission were present; and

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

NOW, THEREFORE, BE IT RESOLVED by the majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission, in meeting duly assembled, that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area be readopted as previously amended and be further amended by deleting therefrom on Revised Map 13A, dated February 3, 1966:

1st and 2nd Streets, from Grove to Oliver as  
"arterials", reclassifying them as "residential";  
and

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

The 2nd Street Bridge, from a point on 2nd Street east of the Arkansas River thence southwesterly to the intersection of 2nd Street and Sycamore west of the River as an "arterial"; and

by deleting therefrom on Map 13B, dated February 3, 1966:

The four mile section or roadway lying one mile east of FAS 114, from MacArthur Road south to FAS 601 as an "arterial"; and

BE IT FURTHER RESOLVED that Revised Map 13A dated February 3, 1966 be further amended by adding thereto:

(1) McLean Boulevard, from MacArthur Road to 47th Street South as an "arterial"; and

(2) Ridge Road, from MacArthur Road north one mile to K-42 Highway as an "arterial";  
and

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

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

by adding thereto on Map 13B and Revised Map 13A, dated February 3, 1966:

Maize Road, from MacArthur Road south eight miles to 103rd Street South (Clearwater Road) as an "arterial"; and

by adding thereto on Map 13B, dated February 3, 1966:

Goddard Road (FAS 114) from MacArthur Road south five miles to K-42 Highway as an "arterial"; and

BE IT FURTHER RESOLVED that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area be further amended by deleting from the paragraph "1. Municipal Airport:" under the section titled "Development Program for Existing Airports", at Chapter 7, on pages 55 and 56:

"The western portion of the airport should be developed to fully serve commercial air carrier operations."

and;

by adding to said paragraph the following:

"The western portion of the airport should be <sup>further</sup> developed to fully serve commercial air carrier operations by incorporating those proposed runway extensions indicated on the same Airport Layout Plan. At such time that consideration is given to the extension of runway 1-L to the southwest, consideration should be given to the deletion or relocation of Tyler Road."

and;

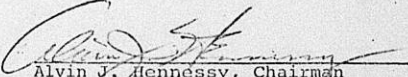
by amending in the same manner the same paragraph as a part of recommendation 1 on page 58, column 2; and by revising Map 13A, dated February 3, 1966, to include the proposed runway extensions to the Wichita Municipal Airport, as indicated on the Board of Park Commissioner's Airport Layout Plan, last revised on August 20, 1970; and

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

BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal, that Alvin J. Hennessy, 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 8th day of March, 1973.

  
Alvin J. Hennessy, Chairman  
Wichita-Sedgwick County Metropolitan Area Planning Commission

ATTEST:

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

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

Adopted by at least a majority of all the Metropolitan Area Planning Commissioners at Wichita, Kansas, this 24th day of May, 1973.

Alvin J. Hennessy, Chairman  
Wichita-Sedgwick County Metro-  
politan Area Planning Commission

ATTEST:

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

(SEAL)

RESOLUTION

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

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

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

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

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

WHEREAS, pursuant to the provisions of K.S.A. 1970 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official City and County newspapers on February 15, 1973 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 March 8, 1973 at 1:30 p.m. in Room 401 of the City Building Annex, 104 South Main, Wichita, Kansas, did hold the public hearing at which hearing more than a majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission were present; and

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

NOW, THEREFORE, BE IT RESOLVED by the majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission, in meeting duly assembled, that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area be readopted as previously amended and be further amended by deleting therefrom on Revised Map 13A, dated February 3, 1966:

1st and 2nd Streets, from Grove to Oliver as  
"arterials", reclassifying them as "residential";  
and

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

The 2nd Street Bridge, from a point on 2nd Street east of the Arkansas River thence southwesterly to the intersection of 2nd Street and Sycamore west of the River as an "arterial"; and  
by deleting therefrom on Map 13B, dated February 3, 1966:

The four mile section or roadway lying one mile east of FAS 114, from MacArthur Road south to FAS 601 as an "arterial"; and

BE IT FURTHER RESOLVED that Revised Map 13A dated February 3, 1966 be further amended by adding thereto:

(1) McLean Boulevard, from MacArthur Road to 47th Street South as an "arterial"; and

(2) Ridge Road, from MacArthur Road north one mile to K-42 Highway as an "arterial";  
and

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

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

by adding thereto on Map 13B and Revised Map 13A, dated February 3, 1966:

Maize Road, from MacArthur Road south eight miles to 103rd Street South (Clearwater Road) as an "arterial"; and

by adding thereto on Map 13B, dated February 3, 1966:

Goddard Road (FAS 114) from MacArthur Road  
south five miles to K-42 Highway as an  
"arterial"; and

BE IT FURTHER RESOLVED that the Transportation Plan  
Element of the Comprehensive Plan for the Wichita-Sedgwick County  
Metropolitan Area be further amended by deleting from the paragraph  
"1. Municipal Airport:" under the section titled "Development  
Program for Existing Airports", at Chapter 7, on pages 55 and 56:

"The western portion of the airport should be  
developed to fully serve commercial air  
carrier operations."

and;

by adding to said paragraph the following:

"The western portion of the airport should  
be <sup>further</sup> developed to fully serve commercial air  
carrier operations by incorporating those  
proposed runway extensions indicated on the  
same Airport Layout Plan. At such time that  
consideration is given to the extension of  
runway 1-L to the southwest, consideration  
should be given to the deletion or reloca-  
tion of Tyler Road."

and;

by amending in the same manner the same paragraph as a part of  
recommendation 1 on page 58, column 2; and by revising Map 13A,  
dated February 3, 1966, to include the proposed runway extensions  
to the Wichita Municipal Airport, as indicated on the Board of  
Park Commissioner's Airport Layout Plan, last revised on August 20,  
1970; and

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

BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal, that Alvin J. Hennessy, 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 8th day of March, 1973.

---

Alvin J. Hennessy, Chairman  
Wichita-Sedgwick County Metro-  
politan Area Planning Commission

ATTEST:

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

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

Adopted by at least a majority of all the Metropolitan Area Planning Commissioners at Wichita, Kansas, this 10th day of May, 1973.

Alvin J. Hennessy, Chairman  
Wichita-Sedgwick County Metro-  
politan Area Planning Commission

ATTEST:

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

(SEAL)

March 13, 1973

Willard L. Stockwell, Chief Planner, Advance Plans Division

Bruce A. Curfman, Planning Analyst, Advance Plans Division

Mailout of "approved" Resolution for Amending the Transportation Plan Element.

Now that the Resolution amending the Transportation Element of the Comprehensive Plan has been approved by the MAPC (March 8, 1973), it is necessary to send certificates of approval action and requests for comment to interested administrative and legislative agencies. Judging by the North Wichita Thruway amendment as an example, the mailout should consist of a Certificate on MAPC letterhead signed by Robert A. Lakin, a copy of the signed Resolution and a memorandum also on MAPC letterhead and signed by Robert A. Lakin.

The agencies will be given 60 days from receipt of approval to submit comments and recommendations to the Planning Commission. This would put the public hearing for "adoption" on May 24, 1973.

The following is a proposed mailing list; please note any additions:

Earl Rush, Chairman of the Board of County Commissioners  
Grover McLure, County Engineer  
Glenn Sutton, Urban Planning, Highway Department  
Glenn J. Shannahan, Mayor  
Ralph Wulz, City Manager  
John Dekker, Director of the Law Department  
Jay Setter, Director of the Park Board  
Ray Bruggeman, Director of Public Works  
Dick Linn, City Engineer  
Paul Graves, Traffic Engineer  
Grover McKee, Director of Community Development  
Glen E. Dockery, Budget  
Kenneth Kitchen, Urban Renewal  
James O. Foster, Highway Committee, Chamber of Commerce  
Bruce McClure, Greater Downtown Wichita  
Ken Stowell, Ken Stowell Company

BAC:jl

C E R T I F I C A T E

I, Robert A. Lakin, duly elected, authorized and acting as Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Sedgwick County, Kansas do hereby certify that the attached Resolution was approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission on March 8, 1973, leading toward the adoption of an Amendment to the Transportation Plan Element of the Comprehensive Development Plan of the Wichita-Sedgwick County Metropolitan Area.

Given under my hand and seal this 15th day of March, 1973.

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

(SEAL)

MEMORANDUM

**TO:** All interested Legislative and Administrative Groups  
and Agencies

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

**SUBJECT:** DR 73-7, Adoption of an Amendment to the Transportation  
Plan Element of the Comprehensive Development Plan of  
the Wichita-Sedgwick County Metropolitan Area

Attached for your information and files is a certified copy of the Resolution approving the proposed adoption of an amendment to the Transportation Plan Element of the Comprehensive Development Plan of the Wichita-Sedgwick County Metropolitan Area. The approval action was taken by the Metropolitan Area Planning Commission on March 8, 1973.

In fulfilling the requirements prescribed by law, the Planning Commission is now distributing certified copies of the approved Resolution to interested governmental and administrative agencies, and will in its meeting of May 24, 1973, having then waited the sixty (60) days prescribed by law, consider the comments and recommendations on the proposed Amendment and consider adopting the Amended Plan Element.

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

Sincerely,

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

RAL:jl

Attachments:

1. Certificate
2. Resolution

*file*  
March 1, 1973

Wichita-Sedgwick County Metropolitan Area Planning Commission  
Willard L. Stockwell, Chief Planner, Advance Plans Division

DR 73-7 Amendments to the Transportation Element of the Comprehensive Plan.

Advertisement has been made the required 20 days in advance for a public hearing on March 8, 1973 to approve several amendments to the Transportation Element of the Comprehensive Plan. The public hearing will be conducted as part of your regular meeting agenda.

The Technical Advisory and Coordinating Committees for transportation planning, at their respective meetings on February 5, 1973, reviewed and recommended the amendments as listed below, and a memo dated February 7, 1973 informed the Planning Commission of the recommendations for their review and comments.

A Resolution is provided which would make the necessary changes to the existing transportation element text and maps. The recommended amendments are as follows:

- 1) The deletion of 1st and 2nd Streets from Grove to Oliver as arterials, reclassifying them as residential.
- 2) The addition of McLean Boulevard as an arterial from MacArthur Road to 47th Street South.
- 3) The realignment of the 2nd Street Bridge to reflect the proposed new location, from 2nd Street west of the Arkansas River directly east to 1st Street east of the River.
- 4) The addition of Goddard Road (FAS 114) as an arterial from MacArthur Road south 5 miles to K-42 Highway; at the same time deleting the 4 mile section of arterial road lying one mile east of FAS 114, from MacArthur Road south to FAS 601.
- 5) The addition of Maize Road as an arterial from MacArthur Road south 8 miles to 103rd Street South (Clearwater Road).
- 6) The addition of Ridge Road as an arterial from MacArthur Road north one mile to the K-42 Highway.
- 7) The addition of the proposed Municipal Airport runway extensions as outlined in the Airport Layout Plan; with written text noting that when runway 1-L is extended

Page 2 - Wichita-Sedgwick County Metropolitan Area Planning  
Commission  
March 1, 1973

to the southwest, consideration will be given to the  
deletion or relocation of Tyler Road.

Recommended Action

Approve the Resolution to amend the Transportation Element of  
the Comprehensive Plan, and set May 10, 1973 as the date to  
consider the final adoption of the amendments to the plan.

WLS:BAC:jl

*files.*

RESOLUTION

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

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

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

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

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

WHEREAS, pursuant to the provisions of K.S.A. 1970 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official City and County newspapers on February 15, 1973 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 March 8, 1973 at 1:30 p.m. in Room 401 of the City Building Annex, 104 South Main, Wichita, Kansas, did hold the public hearing at which hearing more than a majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission were present; and

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

NOW, THEREFORE, BE IT RESOLVED by the majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission, in meeting duly assembled, that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area be readopted as previously amended and be further amended by deleting therefrom on Revised Map 13A, dated February 3, 1966:

1st and 2nd Streets, from Grove to Oliver as  
"arterials", reclassifying them as "residential";

and

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

The 2nd Street Bridge, from a point on 2nd Street east of the Arkansas River thence southwesterly to the intersection of 2nd Street and Sycamore west of the River as an "arterial"; and  
by deleting therefrom on Map 13B, dated February 3, 1966:

The four mile section or roadway lying one mile east of FAS 114, from MacArthur Road south to FAS 601 as an "arterial"; and

BE IT FURTHER RESOLVED that Revised Map 13A dated February 3, 1966 be further amended by adding thereto:

(1) McLean Boulevard, from MacArthur Road to 47th Street South as an "arterial"; and

(2) Ridge Road, from MacArthur Road north one mile to K-42 Highway as an "arterial";  
and

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

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

by adding thereto on Map 13B and Revised Map 13A, dated February 3, 1966:

Maize Road, from MacArthur Road south eight miles to 103rd Street South (Clearwater Road) as an "arterial"; and

by adding thereto on Map 13B, dated February 3, 1966:

Goddard Road (FAS 114) from MacArthur Road south five miles to K-42 Highway as an "arterial"; and

BE IT FURTHER RESOLVED that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area be further amended by deleting from the paragraph "1. Municipal Airport:" under the section titled "Development Program for Existing Airports", at Chapter 7, on pages 55 and 56:

"The western portion of the airport should be developed to fully serve commercial air carrier operations."

and;

by adding to said paragraph the following:

"The western portion of the airport should be developed to fully serve commercial air carrier operations by incorporating those proposed runway extensions indicated on the same Airport Layout Plan. At such time that consideration is given to the extension of runway 1-L to the southwest, consideration should be given to the deletion or relocation of Tyler Road."

and;

by amending in the same manner the same paragraph as a part of recommendation 1 on page 58, column 2; and by revising Map 13A, dated February 3, 1966, to include the proposed runway extensions to the Wichita Municipal Airport, as indicated on the Board of Park Commissioner's Airport Layout Plan, last revised on August 20, 1970; and

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

BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal, that Alvin J. Hennessy, 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 8th day of March, 1973.

\_\_\_\_\_  
Alvin J. Hennessy, Chairman  
Wichita-Sedgwick County Metro-  
politan Area Planning Commission

ATTEST:

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

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

Adopted by at least a majority of all the Metropolitan Area Planning Commissioners at Wichita, Kansas, this 10th day of May, 1973.

Alvin J. Hennessy, Chairman  
Wichita-Sedgwick County Metro-  
politan Area Planning Commission

ATTEST:

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

(SEAL)

THE CITY OF WICHITA



OFFICE OF THE CITY MANAGER  
252-0611 — AREA CODE 316  
CITY BUILDING — 204 S. MAIN ST.  
WICHITA, KANSAS 67202

February 16, 1973

Mr. Ken Stowell  
Ken Stowell Company  
6018 Oneida  
Wichita, Kansas 67208

Dear Mr. Stowell:

Mr. Wulz has asked that I thank you for your patience in awaiting further word from this office concerning amendments to the Master Transportation Plan as it would effect extension of McLean Boulevard to 47th Street South.

The Planning Department has now announced the public hearing on the amendment to the Master Transportation Plan to be held March 8, 1973, at 1:30 p. m., in the Planning Commission meeting room on the fourth floor of the City Building Annex, 104 South Main.

Plan amendment proposals would be available for your review at the Planning Department offices at any time.

Sincerely,

  
Elmer Karstensen  
Executive Assistant

EK:mp

cc: Robert A. Lakin, Director of Planning ✓

76357 (Published in The Daily Record  
February 15, 1973)

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

**OFFICIAL NOTICE**

**TO WHOM IT MAY CONCERN AND ALL  
PERSONS INTERESTED:**

PUBLIC NOTICE IS HEREBY GIVEN that the Wichita-Sedgwick County Metropolitan Area Planning Commission will hold a public hearing for the purpose of approving amendments to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area. The hearing will be held in the Planning Commission meeting room, 401 City Building Annex, 104 South Main, Wichita, Kansas, at 1:30 p.m. on Thursday, March 8, 1973. Said public hearing may be recessed and continued from time to time without further notice.

Said public hearing will be held pursuant to the provisions of K.S.A. 1970 supp. 12-704 at which time it is proposed to make the following amendments to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as redrafted and previously amended on February 24, 1972:

- (1) The deletion of 1st and 2nd Streets from Grove to Oliver as "arterials", reclassifying them as "residential";
- (2) The addition of McLean Boulevard as an "arterial" from MacArthur Road to 47th Street South;
- (3) The realignment of the 2nd Street Bridge to reflect the proposed new location, from the intersection of Waco and 1st Street east of the Arkansas River running directly west to 2nd Street west of the River;
- (4) The addition of Goddard Road (FAS 124) as an "arterial" from MacArthur Road south five miles to K-42 Highway; at the same time deleting the four mile section of "arterial" lying one mile east of FAS 114, from MacArthur Road south to FAS 601;
- (5) The addition of Maize Road as an "arterial" from MacArthur Road south eight miles to 103rd Street South (Clearwater Road);
- (6) The addition of Ridge Road as an "arterial" from MacArthur Road north one mile to the K-42 Highway; and
- (7) The addition of the proposed Municipal Airport runway extensions as indicated on the Board of Park Commissioner's Airport Layout Plan, noting that at such time that consideration is given to the extension of runway 1-L to the southwest, consideration will also be given to the deletion or relocation of Tyler Road.

The amendments to be discussed will include the necessary revisions of portions of Chapters 5 and 7 of volume II of the "Transportation Study for the Wichita-Sedgwick County Metropolitan Area" and of Revised Maps 13A and 13B dated February 3, 1966 and page 8, Volume I of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967.

The amendments described above shall be discussed and considered for approval by the said Wichita-Sedgwick County Metropolitan Area Planning Commission, and all persons interested in said matter will be heard at this time concerning their views and wishes in the premises as by law provided. Copies of the detailed language proposed to be changed and copies of the maps are available for display and reading in the office of the Wichita-Sedgwick County Metropolitan Area Planning Department during business hours. The office is located in Room 402, City Building Annex, 104 South Main Street, Wichita, Kansas.

WITNESS my hand and seal this  
fourteenth day of February, 1973.

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

(SEAL)

*Stockwell*

*Stockwell*

Brown  
File

**LEGAL PUBLICATIONS**

(Published in The Wichita Beacon  
on February 15, 1972.)  
**ADVERTISEMENT FOR PUBLIC  
HEARING ON PROPOSED  
AMENDMENTS  
TO TRANSPORTATION PLAN  
OFFICIAL NOTICE  
TO WHOM IT MAY CONCERN AND  
ALL PERSONS INTERESTED:**

**PUBLIC NOTICE IS HEREBY GIVEN** that the Wichita-Sedgewick County Metropolitan Area Planning Commission will hold a public hearing for the purpose of approving amendments to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgewick County Metropolitan Area. The hearing will be held in the Planning Commission meeting room, 401 City Building Annex, 1st South Main, Wichita, Kansas, at 1:30 p.m. on Thursday, March 2, 1972. Said public hearing may be recessed and continued from time to time without further notice. Said public hearing will be held pursuant to the provisions of K.S.A. 1910 Supp. 12-204 at which time it is intended to make the following amendments to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgewick County Metropolitan Area, as re-adopted and previously amended on February 24, 1972.

- (1) The deletion of 1st and 2nd Streets from Grove to Oliver as "arterials", reclassifying them as "residential";
- (2) The addition of McLean Boulevard as an "arterial" from MacArthur Road to 47th Street South;
- (3) The realignment of the 2nd Street bridge to reflect the proposed new location from the intersection of Meaco and 1st Street east of the Arkansas River running directly west to 2nd Street west of the River;
- (4) The addition of Goddard Road (FAS 114) as an "arterial" from MacArthur Road north five miles to K42 Highway at the same time deleting the half mile section of "arterial" lying one mile east of FAS 114 from MacArthur Road south to FAS 80;
- (5) The addition of Maize Road as an "arterial" from MacArthur Road south eight miles to 13rd Street South (Clearwater Road);
- (6) The addition of Ridge Road as an "arterial" from MacArthur Road north one mile to the K-42 Highway; and
- (7) The addition of the proposed Municipal Airport runway extensions as indicated on the Board of Park Commissioners' Airport Layout Plan, noting that at such time that consideration is given to the extension of runway 1-L to the southwest, consideration will also be given to the deletion of relocation of Tyler Road.

The amendments to be discussed will include the necessary revisions of portions of Chapters 5 and 7 of volume II of the Transportation Study for the Wichita-Sedgewick County Metropolitan Area and of Revised Maps 12A and 12B dated February 3, 1966 and page 2, Volume I of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967.

The amendments described above shall be discussed and considered for approval by the said Wichita-Sedgewick County Metropolitan Area Planning Commission, and all persons interested in said matter will be heard at this time concerning their views and wishes in the proceedings as by law provided. Copies of the detailed language proposed to be changed and copies of the maps are available for display and reading in the office of the Wichita-Sedgewick County Metropolitan Area Planning Department during business hours. The office is located in Room 402, City Building Annex, 1st South Main Street, Wichita, Kansas.

WITNESS my hand and seal this fourteenth day of February, 1972.  
**ROBERT A. LAKIN,**  
Secretary, Wichita-Sedgewick  
County Metropolitan Area  
Planning Commission.

(SEAL)

(Published in The Daily Record on February 15, 1973.)

ADVERTISEMENT FOR PUBLIC  
HEARING ON PROPOSED AMENDMENTS  
TO TRANSPORTATION PLAN

OFFICIAL NOTICE

TO WHOM IT MAY CONCERN AND ALL PERSONS INTERESTED:

PUBLIC NOTICE IS HEREBY GIVEN that the Wichita-Sedgwick County Metropolitan Area Planning Commission will hold a public hearing for the purpose of approving amendments to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area. The hearing will be held in the Planning Commission meeting room, 401 City Building Annex, 104 South Main, Wichita, Kansas, at 1:30 p.m. on Thursday, March 8, 1973. Said public hearing may be recessed and continued from time to time without further notice.

Said public hearing will be held pursuant to the provisions of K.S.A. 1970 supp. 12-704 at which time it is proposed to make the following amendments to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as readopted and previously amended on February 24, 1972:

- (1) The deletion of 1st and 2nd Streets from Grove to Oliver as "arterials", reclassifying them as "residential";
- (2) The addition of McLean Boulevard as an "arterial" from MacArthur Road to 47th Street South;
- (3) The realignment of the 2nd Street Bridge to reflect the proposed new location, from the intersection of Waco and 1st Street east of the Arkansas River running directly west to 2nd Street west of the River;
- (4) The addition of Goddard Road (FAS 114) as an "arterial" from MacArthur Road south five miles to K-42 Highway; at the same time deleting the four mile section of "arterial" lying one mile east of FAS 114, from MacArthur Road south to FAS 601;
- (5) The addition of Maize Road as an "arterial" from MacArthur Road south eight miles to 103rd Street South (Clearwater Road);
- (6) The addition of Ridge Road as an "arterial" from MacArthur Road north one mile to the K-42 Highway; etc.

(7) The addition of the proposed Municipal Airport runway extensions as indicated on the <sup>Board of Park Commissioner's</sup> ~~Municipal~~ Airport Layout Plan, noting that at such time that consideration is given to the extension of runway 1-L to the southwest, consideration will also be given to the deletion or relocation of Tyler Road.

The amendments to be discussed will include the necessary revisions of portions of Chapters 5 and 7 of volume II of <sup>the</sup> "Transportation Study for the Wichita-Sedgwick County Metropolitan Area" and of Revised Maps 13A and 13B dated February 3, 1966 and page 8, Volume I of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967.

The amendments described above shall be discussed and considered for approval by the said Wichita-Sedgwick County Metropolitan Area Planning Commission, and all persons interested in said matter will be heard at this time concerning their views and wishes in the premises as by law provided. Copies of the detailed language proposed to be changed and copies of the maps are available for display and reading in the office of the Wichita-Sedgwick County Metropolitan Area Planning Department during business hours. The office is located in Room 402, City Building Annex, 104 South Main Street, Wichita, Kansas.

WITNESS my hand and seal this fourteenth day of February, 1973.

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

(SEAL) \_\_\_\_\_

Published in The Wichita Beacon, on February 15, 1973.

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Said public hearing will be held pursuant to the provisions of K.S.A. 1970 supp. 12-704 at which time it is proposed to make the following amendments to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as readopted and previously amended on February 24, 1972:

- (1) The deletion of 1st and 2nd Streets from Grove to Oliver as "arterials", reclassifying them as "residential";
- (2) The addition of McLean Boulevard as an "arterial" from MacArthur Road to 47th Street South;
- (3) The realignment of the 2nd Street Bridge to reflect the proposed new location, from the intersection of Waco and 1st Street east of the Arkansas River running directly west to 2nd Street west of the River;
- (4) The addition of Goddard Road (FAS 114) as an "arterial" from MacArthur Road south five miles to K-42 Highway; at the same time deleting the four mile section of "arterial" lying one mile east of FAS 114, from MacArthur Road south to FAS 601;
- (5) The addition of Maize Road as an "arterial" from MacArthur Road south eight miles to 103rd Street South (Clearwater Road);
- (6) The addition of Ridge Road as an "arterial" from MacArthur Road north one mile to the K-42 Highway; and

(7) The addition of the proposed Municipal Airport runway extensions as indicated on the <sup>Board of Park Commissioner's</sup> ~~Municipal~~ Airport Layout Plan, noting that at such time that consideration is given to the extension of runway 1-L to the southwest, consideration will also be given to the deletion or relocation of Tyler Road.

The amendments to be discussed will include the necessary revisions of portions of Chapters 5 and 7 of volume II of <sup>the</sup> "Transportation Study for the Wichita-Sedgwick County Metropolitan Area" and of Revised Maps 13A and 13B dated February 3, 1966 and page 8, Volume I of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967.

The amendments described above shall be discussed and considered for approval by the said Wichita-Sedgwick County Metropolitan Area Planning Commission, and all persons interested in said matter will be heard at this time concerning their views and wishes in the premises as by law provided. Copies of the detailed language proposed to be changed and copies of the maps are available for display and reading in the office of the Wichita-Sedgwick County Metropolitan Area Planning Department during business hours. The office is located in Room 402, City Building Annex, 104 South Main Street, Wichita, Kansas.

WITNESS my hand and seal this fourteenth day of February, 1973.

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

(SEAL) \_\_\_\_\_

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PUBLIC NOTICE IS HEREBY GIVEN that the Wichita-Sedgwick County Metropolitan Area Planning Commission will hold a public hearing for the purpose of approving amendments to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area. The hearing will be held in the Planning Commission meeting room, 401 City Building Annex, 104 South Main, Wichita, Kansas, at 1:30 p.m. on Thursday, ~~March 8, 1973~~. Said public hearing may be recessed and continued from time to time without further notice.

Said public hearing will be held pursuant to the provisions of K.S.A. 1970 supp. 12-704 at which time it is proposed to make the following amendments to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as readopted and previously amended on <sup>May 24,</sup> ~~February 24,~~ 1972:

- (1) The deletion of 1st and 2nd Streets from Grove to Oliver as "arterials", reclassifying them as "residential";
- (2) The addition of McLean Boulevard as an "arterial" from MacArthur Road to 47th Street South;
- (3) The realignment of the 2nd Street Bridge to reflect the proposed new location, from the intersection of Waco and 1st Street east of the Arkansas River running directly west to 2nd Street west of the River;
- (4) The addition of Goddard Road (FAS 114) as an "arterial" from MacArthur Road south five miles to K-42 Highway; at the same time deleting the four mile section of "arterial" lying one mile east of FAS 114, from MacArthur Road south to FAS 601;
- (5) The addition of Maize Road as an "arterial" from MacArthur Road south eight miles to 103rd Street South (Clearwater Road);
- (6) The addition of Ridge Road as an "arterial" from MacArthur Road north one mile to the K-42 Highway; and

(7) The addition of the proposed Municipal Airport runway extensions as indicated on the <sup>Board of Park Commissioner's</sup> ~~Municipal~~ Airport Layout Plan, noting that at such time that consideration is given to the extension of runway 1-L to the southwest, consideration will also be given to the deletion or relocation of Tyler Road.

The amendments to be discussed will include the necessary revisions of portions of Chapters 5 and 7 of volume II of <sup>the</sup> "Transportation Study for the Wichita-Sedgwick County Metropolitan Area" and of Revised Maps 13A and 13B dated February 3, 1966 and page 8, Volume I of the "Preliminary Study of the Inner Loop Expressway", dated May, 1967.

The amendments described above shall be discussed and considered for approval by the said Wichita-Sedgwick County Metropolitan Area Planning Commission, and all persons interested in said matter will be heard at this time concerning their views and wishes in the premises as by law provided. Copies of the detailed language proposed to be changed and copies of the maps are available for display and reading in the office of the Wichita-Sedgwick County Metropolitan Area Planning Department during business hours. The office is located in Room 402, City Building Annex, 104 South Main Street, Wichita, Kansas.

WITNESS my hand and seal this fourteenth day of February, 1973.

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

(SEAL) \_\_\_\_\_

Bruce

February 7, 1973

Metropolitan Area Planning Commission

Willard L. Stockwell, Chief Planner, Advance Plans Division

Proposed Amendments to the Transportation Element of the Comprehensive Plan.

The Technical Advisory and Coordinating Committees for transportation planning, at their respective meetings on February 5, 1973, did review and recommend the following amendments to the Transportation Element of the Comprehensive Plan as shown on revised Map 13A:

- 1) The deletion of 1st and 2nd Streets from Grove to Oliver as arterials, reclassifying them as residential.
- 2) The addition of McLean Boulevard as an arterial from MacArthur Road to 47th Street South.
- 3) The realignment of the 2nd Street Bridge to reflect the proposed new location, from 2nd Street west of the Arkansas River directly east to 1st Street east of the River.
- 4) The addition of old U.S. 54 as an arterial from 2 miles east of Garden Plain, west 9 miles to the County line.
- 5) The addition of Goddard Road (FAS 114) as an arterial from MacArthur Road south 5 miles to K-42 Highway; at the same time deleting the 4 mile section of arterial road lying one mile east of FAS 114, from MacArthur Road south to FAS 601.
- 6) The addition of Maize Road as an arterial from MacArthur Road south 8 miles to 103rd Street South (Clearwater Road).
- 7) The addition of Ridge Road as an arterial from MacArthur Road north one mile to the K-42 Highway.
- 8) The addition of the proposed Municipal Airport runway extensions as outlined in the Airport Master Plan; with written text noting that when runway 1-L is extended to the southwest, consideration will be given to the deletion or relocation of Tyler Road.

omit,  
change  
amended

Page 2 - Metropolitan Area Planning Commission  
February 7, 1973

This list of amendments, as recommended by the Technical and Coordinating Committees, is for your review, and we would appreciate having any comments or additions you may wish to suggest by Monday, February 12th. We intend to begin advertising for a public hearing by February 14th or 15th, the required 20 days prior to the hearing, and we will schedule the public hearing for approval of the amendments as a part of the regular MAPC agenda for March 8, 1973. After the 60 day waiting period a public hearing will again be held for formal adoption in May.

WLS:BAC:jl

February 8, 1973

Bob Blakey  
Austin Rising

Bill Stockwell

Memo to Planning Commissioners

The attached memo was handed out to the other Commissioners at the Planning Commission meeting today, Thursday, February 8, 1973.

If you have any questions, please call me.

WLS:rw

January 30, 1973

Coordinating Committee for Transportation Planning

Willard L. Stockwell, Chief Planner, Advance Plans Division

Recommendations for Amendments to the Transportation Element of the Comprehensive Plan (Agenda Item 3).

The City Commission recently determined that 1st and 2nd Streets should be reclassified as residential streets between Grove and Oliver, and the Planning Department was requested to amend the transportation Plan accordingly. The procedure for amending the Transportation Plan is quite lengthy and involves two Planning Commission public hearings. We felt that it would therefore be desirable to include in the same procedure any other needed changes in the Plan that could be made at this time.

The Planning Department staff has met with the County Engineer and with the Department of Public Works to discuss possible recommendations for amendment. The following recommendations were arrived at and will be brought before the Technical Advisory Committee for concurrence and the Coordinating Committee for approval.

- 1) 1st and 2nd Streets from Grove to Oliver should be reclassified as residential streets, as recommended by the Traffic Commission and concurred in by the City Commission.
- 2) McLean Boulevard should be extended as an arterial from MacArthur Road to 47th Street South. McLean is presently designated on the Plan as an arterial south to MacArthur Road. The extension to 47th Street, along with improvements to McLean Boulevard north of MacArthur Road, would provide a good alternative for north-south traffic, thereby relieving the traffic load on South Seneca and Broadway. Also, good east-west access would be available on 47th Street and from there to the interchange on I-235. The City has purchased the required right-of-way.
- 3) Realignment of the 2nd Street Bridge. The proposed new bridge would connect 1st Street East of the River to 2nd Street West of the River, and would improve traffic flow and capacity across the River. This improvement has been programmed in the CIP, but is not reflected on the Transportation Plan.

- 4) The addition of old U.S. 54 as an arterial from 2 miles east of Garden Plain, west 9 miles to the County line. Since the completion of the U.S. 54 Freeway in that area the original highway has been added to the County system. It still carries as much as 1,000 to 1,500 vehicles per day in some areas.
- 5) The addition of Goddard Road (FAS 114) as an arterial from MacArthur Road south 5 miles to K-42 Highway; at the same time deleting the 4 mile section of arterial road lying 1 mile west of FAS 114, from MacArthur Road south to FAS 601. Goddard Road is already an arterial south to MacArthur Road and is on the FAS System from there south to K-42. It would therefore be more reasonable to improve this route with Federal aid and provide a continuous north-south arterial from Goddard to the K-42 Highway.
- 6) The addition of Maize Road as an arterial from MacArthur Road south 8 miles to 103rd Street South (Clearwater Road). Maize Road is one of the more heavily traveled north-south arterials in the County, and it is on the Plan as an arterial south to MacArthur Road. The proposed addition would provide a continuous north-south arterial from Maize south to the Clearwater Road which is the main east-west arterial in the southern most part of the County. It is hoped that this section of Maize Road will eventually be designated as an FAS route.
- 7) The addition of Ridge Road as an arterial from MacArthur Road north one mile to the K-42 Highway. This addition is a logical one in that Ridge Road is currently on the arterial system between MacArthur Road and 71st Street South, and the additional mile to the north would tie this arterial into K-42 Highway which is designated on the Plan as an expressway. This mile of Ridge Road is presently on the FAS System.

Other possible changes to the Transportation Plan have been considered, but it was determined that further justification and study would be required and that any additional changes should be made at some future date. The above listed changes in the Transportation Plan will be discussed and recommended for TAC concurrence at the upcoming Technical Advisory Committee meeting on February 5th, and will then be brought before the Coordinating Committee for approval at their meeting also on February 5th.

WLS:BAC:jl

January 24, 1973

Technical Advisory Committee

Willard L. Stockwell, Chief Planner, Advance Plans Division

Recommendations for Amendments to the Transportation Element of the Comprehensive Plan.

The City Commission recently determined that 1st and 2nd Streets should be reclassified as residential streets between Grove and Oliver, and the Planning Department was requested to amend the Transportation Plan accordingly. The procedure for amending the Transportation Plan is quite lengthy and involves two Planning Commission public hearings, as discussed at our previous TAC meeting. We felt that it would therefore be desirable to include in the same procedure any other needed changes in the Plan that could be made at this time.

The Planning Department staff has met with the County Engineer and with the Department of Public Works to discuss possible recommendations for amendment. The following recommendations were arrived at and will be brought before the Technical Advisory Committee for concurrence:

- 1) 1st and 2nd Streets from Grove to Oliver should be reclassified as residential streets, as recommended by the Traffic Commission and concurred in by the City Commission.
- 2) McLean Boulevard should be extended as an arterial from MacArthur Road to 47th Street South. McLean is presently designated on the Plan as an arterial south to MacArthur Road. The extension to 47th Street, along with improvements to McLean Boulevard north of MacArthur Road, would provide a good alternative for north-south traffic, thereby relieving the traffic load on South Seneca and Broadway. Also, good east-west access would be available on 47th Street and from there to the interchange on I-235. The City has purchased the required right-of-way.
- 3) Realignment of the 2nd Street Bridge. The proposed new bridge would connect 1st Street East of the River to 2nd Street West of the River, and would improve traffic flow and capacity across the River. This improvement has been programmed in the CIP, but is not reflected on the Transportation Plan.

- 4) The addition of old U.S. 54 as an arterial from 2 miles east of Garden Plain, west 9 miles to the County line. Since the completion of the U.S. 54 Freeway in that area the original highway has been added to the County system. It still carries as much as 1,000 to 1,500 vehicles per day in some areas.
- 5) The addition of Goddard Road (FAS 114) as an arterial from MacArthur Road south 5 miles to K-42 Highway; at the same time deleting the 4 mile section of arterial road lying 1 mile west of FAS 114, from MacArthur Road south to FAS 601. Goddard Road is already an arterial south to MacArthur Road and is on the FAS System from there south to K-42. It would therefore be more reasonable to improve this route with Federal aid and provide a continuous north-south arterial from Goddard to the K-42 Highway.
- 6) The addition of Maize Road as an arterial from MacArthur Road south 8 miles to 103rd Street South (Clearwater Road). Maize Road is one of the more heavily traveled north-south arterials in the County, and it is on the Plan as an arterial south to MacArthur Road. The proposed addition would provide a continuous north-south arterial from Maize south to the Clearwater Road which is the main east-west arterial in the southern most part of the County. It is hoped that this section of Maize Road will eventually be designated as an FAS route.
- 7) The addition of Ridge Road as an arterial from MacArthur Road north one mile to the K-42 Highway. This addition is a logical one in that Ridge Road is currently on the arterial system between MacArthur Road and 71st Street South, and the additional mile to the north would tie this arterial into K-42 Highway which is designated on the Plan as an expressway. This mile of Ridge Road is presently on the FAS System.

Other possible changes to the Transportation Plan have been considered, but it was determined that further justification and study would be required and that any additional changes should be made at some future date. The above listed changes in the Transportation Plan will be discussed and recommended for TAC concurrence at the upcoming Technical Advisory Committee meeting on February 5th.

WLS:BAC:j1

January 22, 1973

Transportation Files

Bruce A. Curfman, Planning Analyst, Advance Plans Division

Proposed Amendments to the Transportation Plan.

On Friday, January 12th, Bill Stockwell and I met with Ray Bruggeman, Director of Public Works, and Paul Graves, City Traffic Engineer to discuss possible amendments to the transportation element of the Comprehensive Plan. City Engineer Dick Linn was out of town and not able to attend. The following areas were briefly discussed:

- 1) 1st and 2nd Streets from Grove to Oliver. It was agreed that 1st and 2nd Streets from Grove to Oliver should be reclassified as residential streets as recommended by the Traffic Commission and concurred in by the City Commission.
- 2) The extension of McLean Boulevard south of MacArthur Road. It was generally agreed that an extension of McLean Boulevard would be justified in terms of traffic at least south to 47th Street South. It was felt that this extension along with improvements to McLean Boulevard north of MacArthur Road would provide a good alternative for southbound traffic, thereby relieving the traffic load on Seneca and Broadway. Also, good east-west access would be available on 47th Street and from there to the interchange on I-235. However, it was felt that it would be difficult to justify extending McLean beyond 47th Street South without further determination of the location and unless a great deal more platting activity was anticipated in the area. It was also pointed out that the State is underway with designs for proposed improvements for Broadway, between 47th Street South and Haysville which should improve Broadway's capacity south of 47th Street. Ray Bruggeman and Paul Graves stated that they had thought the right-of-way along the tracks south of 47th Street had been purchased by the City for drainage purposes only.
- 3) The proposed 2nd Street Bridge Alignment. It was agreed that the CBD Circulation Plan should be amended to reflect the proposed 2nd Street Bridge realignment.

- 4) Greenway Boulevard between 2nd Street and 1st Street. Paul Graves pointed out that the extension of Greenway Boulevard from 2nd Street to 1st Street as shown on the Transportation Plan map in the Commission Room should be deleted. Upon further investigation, however, it was found that this link was not included in the circulation plan of the Inner Loop Report which was adopted as part of the Transportation Plan in lieu of the original CBD Circulation Plan. Therefore, no change is needed. However, the circulation in this area is currently being studied and any changes should be deferred, pending results of that study. Bill Stockwell also pointed out that other anticipated changes in the CBD Circulation Plan should wait until the entire CBD Plan is firmed up and approved.
- 5) Windmill Road from Zoo Boulevard to 21st Street. Ray Bruggeman and Paul Graves felt that this link could not be justified in that it parallels and therefore duplicates movement on I-235. They felt that it should at least be questioned, though it need not be deleted at the present time since Grover McLure had expressed the desire to leave it on the plan. Therefore, it will not be recommended for deletion at the present time.
- 6) Tyler Road from U.S. 54 South to MacArthur Road. Possible changes in this road have been considered in conjunction with proposed expansion of Municipal Airport across the existing right-of-way. Paul Graves felt that Tyler Road should be left on the plan as is, and if at some future date, Municipal Airport does expand in that direction something could be worked out with the Park Board or the road could be modified accordingly. It was agreed that Tyler Road should be left unchanged and considered separately in the future pending Airport expansion.

Based on the above discussion three recommendations will be made to amend the Transportation Plan as follows:

- 1) reclassification of 1st and 2nd Streets from Grove to Oliver as residential.
- 2) extension of McLean Boulevard as an arterial to 47th Street South.
- 3) realignment of 2nd Street Bridge.

Additional recommendations will be made for amending the County Arterial System, and all recommendations will be presented for concurrence at the TAC meeting on Monday, February 5.

BAC:jl

cc: Robert A. Lakin, Director of Planning  
Ray Bruggeman, Director of Public Works  
Dick Linn, City Engineer  
Paul Graves, Traffic Engineer  
Willard L. Stockwell, Chief Planner, Advance Plans Division

January 19, 1973

Mr. Grover C. McLure  
Sedgwick County Engineer  
1015 Stillwell  
Wichita, Kansas 67213

Dear Mr. McLure,

At our recent meetings on January 8 and January 16 we discussed possible changes to the County Arterial Plan and the Federal Aid Secondary System, with the intention of amending the Transportation Plan where needed. As a result of our discussion we will include in our recommendations to amend the Transportation Plan the following changes in the County Arterial System:

- (1) the addition of old U.S. 54 from two miles east of Garden Plain west nine miles to the County line.
- (2) the addition of Goddard Road (FAS 114) from MacArthur Road south five miles to K-42; at the same time deleting the four mile section of arterial road lying one mile west of FAS 114, from MacArthur Road south to FAS 601.
- (3) the addition of Maize Road from MacArthur Road south eight miles to 103rd Street South (Clearwater Road).
- (4) the addition of Ridge Road from MacArthur Road north one mile to K-42 Highway.

Other routes discussed included Tyler Road south of U.S. 54, Windmill Road from 100 Boulevard to 21st Street, Hoover Road from 55th Street South to 71st Street South, extension of the Sedgwick-Harvey County line road, Bently Road north into Harvey County and others. These routes will be further considered and amended, if necessary, at some future date.

The amendments to the Transportation Plan will be recommended and discussed at the next Technical Advisory Committee meeting scheduled for Monday, February 5 at 10:00 a.m. We hope you can be present for that discussion.

Page 2 - Grover C. McLure  
January 19, 1973

If you should have any questions or further comment, please feel free to let us know prior to the TAC meeting.

Sincerely,

Bruce A. Curfman  
Planning Analyst  
Advance Plans Division

BAC:jl

cc: Bill Stockwell, Chief Planner, Advance Plans Division

*Bruce*

January 9, 1973

Ray Bruggeman, Director of Public Works  
Dick Linn, City Engineer  
Paul Graves, Traffic Engineer

Willard L. Stockwell, Chief Planner, Advance Plans Division

Amendments to the Transportation Element of the Comprehensive Plan.

You will recall that at the TAC meeting of December 18, some possible amendments to the Transportation Plan were briefly discussed. Some of the possible changes discussed include (within the City):

- (1) reclassification of 1st and 2nd Streets from Grove to Oliver as ~~collector~~ <sup>residential</sup> streets,
- (2) extension of McLean Boulevard to 47th Street South,
- (3) realignment of the second street bridge,
- (4) the alignment of Greenway Boulevard.

Some other possibilities mentioned, such as the Maple - Lewis - Waterman combination and changes in the Sycamore - McLean pair may be premature at this time.

As you know the Manager is anxious to have the Plan amended regarding 1st and 2nd Streets, and it is our intention to make any other needed changes with the same resolution. However, I felt that some of the changes require additional discussion and justification. We met with Grover McLure to discuss possible amendments to the County arterial system, and I thought it would be helpful to get with you for your input and suggestions for the City. It is for that reason, as per our phone conversation, that I arranged a meeting for Friday at 3:00 p.m. in our Conference Room. Your assistance in this matter will be appreciated.

WLS:BAC:j1

*Bruce*

December 18, 1972

Willard L. Stockwell, Chief Planner, Advance Plans Division

Bruce A. Curfman, Planning Aide III, Advance Plans Division

Possible Amendments to the Transportation Plan.

I was unable to get in touch with Dick Linn last week, but I finally did talk with Grover McLure Friday. McLure had very few suggestions, but said he would be at the TAC meeting Monday, December 18 and would bring his maps. The following is a list of possible changes in the Transportation Plan:

1. The extension of McLean Boulevard to 47th Street South.
2. The deletion of 1st and 2nd Streets as arterials from Grove to Oliver.
3. The realignment of 2nd Street Bridge.
4. The Greenway Boulevard alignment.
5. Sycamore - McLean deleted as one-way pair, eliminating McLean from Inner Loop to Kellogg except as local access and making Sycamore a two-way principal arterial.
6. Combining Maple, Lewis and Waterman as an arterial.
7. Delete Windmill Road as an arterial from Zoo Boulevard to 21st Street.
8. Halstead Road/FAS 700 (Grover McLure didn't know about this).
9. Add Maize Road as a County arterial from MacArthur Road to 103rd Street South.
10. Add Ridge Road as County arterial from MacArthur Road north to K-42.
11. Realignment of Tyler Road in connection with Municipal Airport expansion.

Discussion of the Tyler Road realignment may be premature at this time, and Jon Coleman felt that the amendments reflecting the Center City Plan may also be premature in the light of your recent meetings with Paul Graves.

BAC:jl

*Bruce*

December 4, 1972

Willard L. Stockwell, Chief Planner, Advance Plans Division  
Bruce A. Curfman, Planning Aide III, Advance Plans Division  
Time Schedule for Amending Transportation Plan

The approximate time schedules for amending the Transportation Plan, comparing the maximum and minimum possible time lags, would be as follows:

<u>Required Action</u>	<u>Latest Date</u>	<u>Earliest Date</u>
1. Discussion and Recommendations by TAC.	12-18-72	12-18-72
2. Concurrence by Coordinating Committee.	2-19-73	--
3. Permission from Planning Commission to advertise for Public Hearing.	2-22-73	1-11-73
4. Advertise 20 days prior to hearing.	2-28-73	1-12-73
5. MAPC Public Hearing (approved).	4-12-73	2-8-73
6. Mail certified copies of amendment allowing 60 days for comment.	4-18-73	2-9-73
7. MAPC Public Hearing (adoption).	6-28-73	4-12-73
8. Mail certified copies of amendment.	6-29-73	4-13-73

BAC:jl

memo to : Transportation Files DRAFT Draft  
from: BAC  
subject: Possible amendments to the County Arterial System in the  
Transportation Plan

On ~~at~~ our meeting of January 8th, with Grover McLure, Sedgwick County Engineer, ~~we discussed~~ <sup>Bill Blockwell and I met to discuss</sup> various problems with the existing FAS system and possible deficiencies in the County arterial element of the transportation plan. The main intention of the meeting was to locate the needed changes in the County arterial system that could be amended immediately on the transportation plan. Changes that will require a separate public hearing, more policy input or detailed additional planning were discussed to a lesser degree. The following areas were briefly discussed:

1. Maize Road from K-96 to Clearwater Road (103rd Street South) to be added to FAS System and County arterial system the entire length: ~~FAS 644~~. Changes in FAS require a public hearing.
2. FAS 644 could come off system.
3. FAS 81 out of Derby (Derby-Haysville). *(Correct on Plan)*
4. Ridge Road should be arterial to K-42, but not on Plan south.
5. Tyler Road from U.S. 54 south to MacArthur in regard to proposed improvements to Wichita Municipal. Graves wants to keep it, McLure doesn't care if it goes.
6. Extension of FAS 612 two miles from FAS 817 to 821 (Broadway to Meridian).
7. Move FAS 700 one mile west to run directly north from Bently to Halstead in conjunction with proposed Harvey County improvement. McLure was agreeable to this, and also suggested extending FAS 307 west on the County line.

8. 47th Street South from Rock Road to I-235 should be added to FAS.
9. South Seneca: discussed drainage problems and needed improvements requiring R.O.W.
10. Windmill Road from Zoo Boulevard to 21st Street. McLure explained rationale for leaving it on arterial system, and proposal to extend south to MacArthur along drainage canal dike.
11. Discussed ingress and egress problems on North Broadway. McLure stressed need for both City and County to approve access permits within 3 mile limit. It was suggested that this be brought up at the TAC meeting. North Broadway from 61st Street north <sup>should be placed on FAS.</sup> ~~is on~~ FAS.
12. Extension of McLean Boulevard south to 40th Street. The possibility of extending it to 55th Street was discussed and McLure suggested that it follow the trucks approximately  $\frac{1}{2}$  mile then go east to connect with U.S. 81 at approximately half mile line.

In our discussion with McLure, Stockwell suggested that we would produce a larger map ~~with~~ the County arterial system and add the FAS system on the same base for the purpose of ~~notifying~~ the discrepancies between the two systems. McLure provided us with a 1972 traffic count for the County, and we stated that we would color code the traffic count map and use it to help justify any changes to be made.

Stockwell emphasized that many of the changes needed would require a great deal more time, and could not be considered for amendment

in the immediate future. However, it is hoped that any adjustments that could be made immediately will be amended as soon as possible. We will continue to work with the County on the long range needs as well.

from:

date:

admins.

adv. plans

com.dev.

graphics

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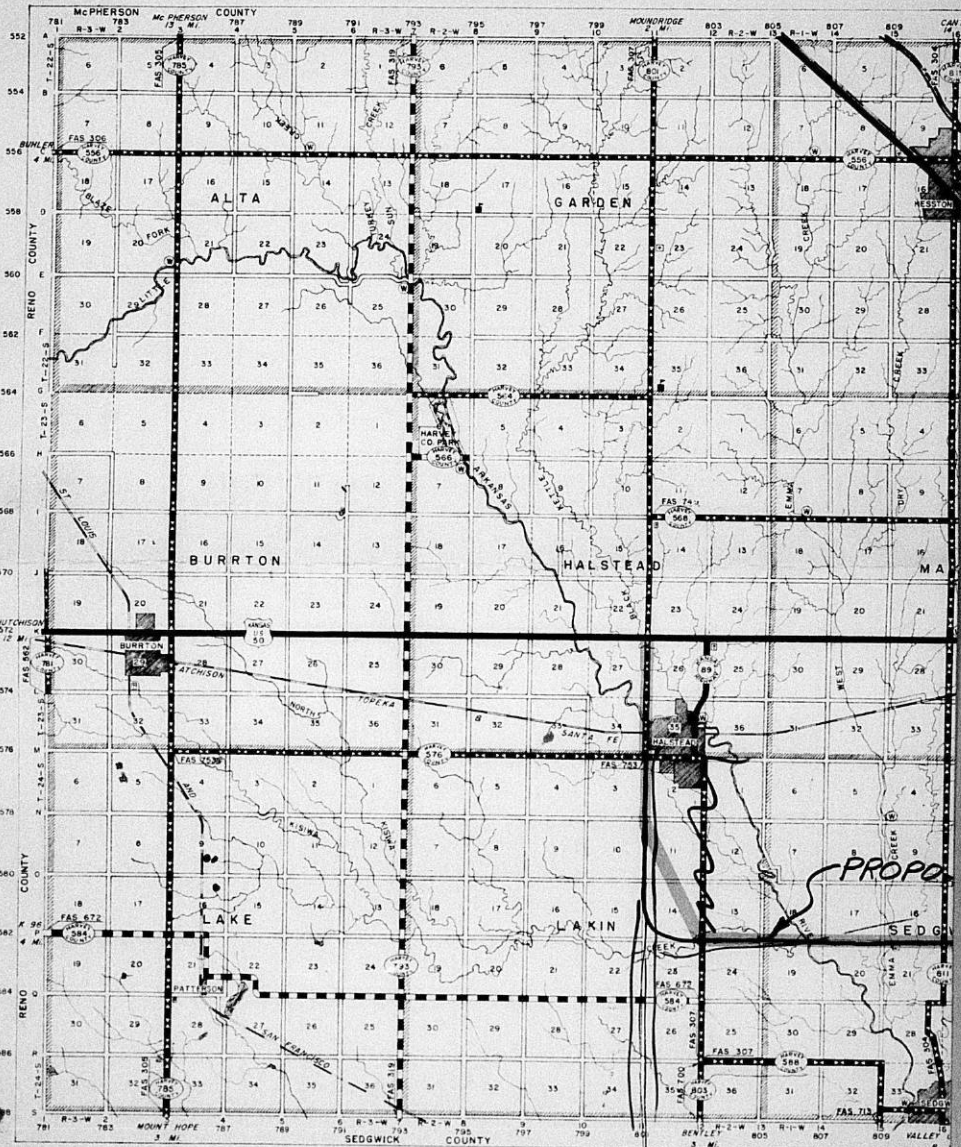
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remarks: 11/24/72 - meeting with  
 Carl Bove & Halstead officials re  
 water access to Halstead  
 and I-35 W <sup>6 W</sup> <sup>5 W</sup> <sup>3 miles</sup>  
 south of Halstead. looks good.  
 Told them to check with <sup>John</sup> <sup>Smith</sup>

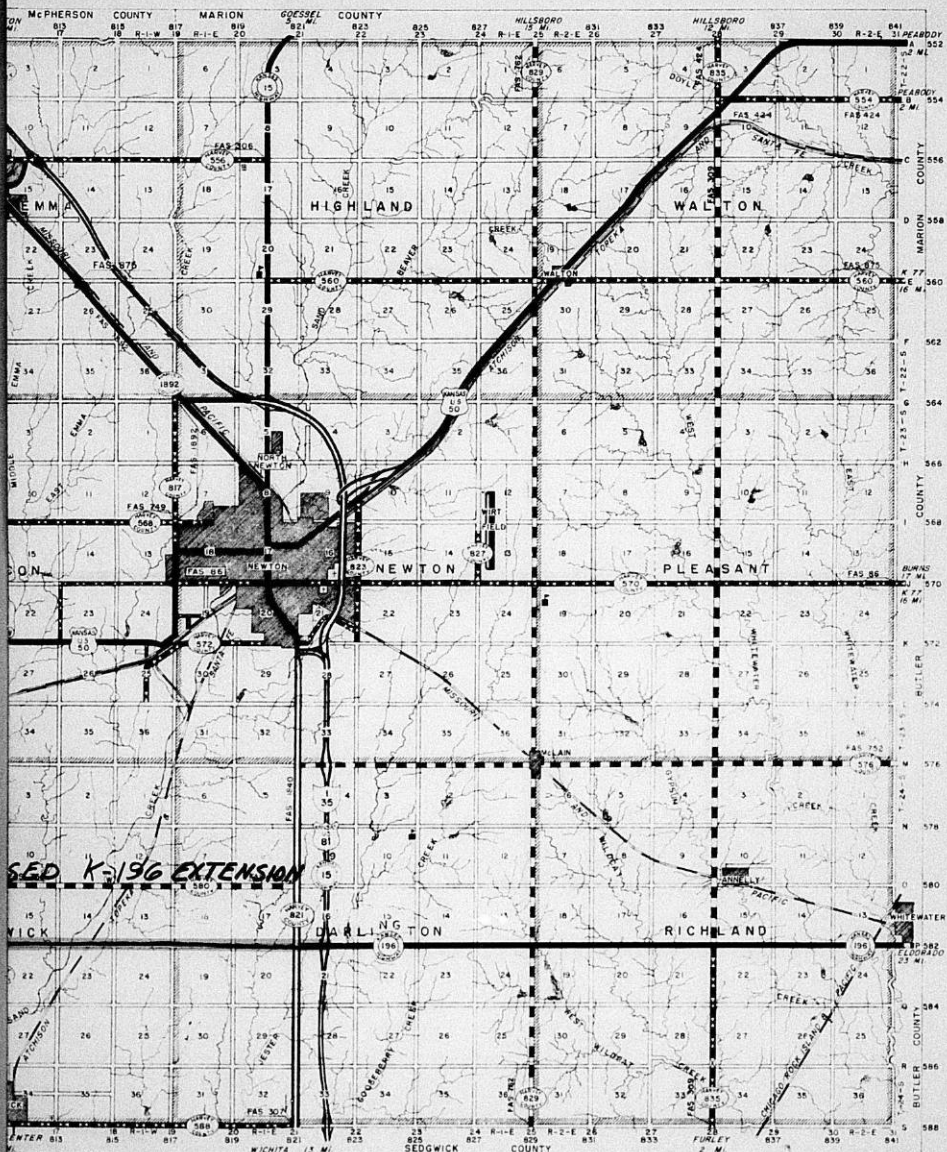
# HARVEY COUNTY



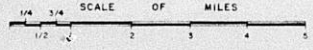
 STATE AND FEDERAL ROADS	 COUNTY ROADS	 SECTION LINES	 RAILROADS
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	 SAND-GRAVEL SURFACE		 LAKES AND PONDS
			 WATER GAUGE

Your Copy

# COUNTY KANSAS



PLATTED TOWNS AND CITIES  
 CEMETERIES  
 SCHOOLS



CORRECT TO DATE  
 JULY 1, 1972  
 COUNTY ENGINEER

NO.	DATE	REVISIONS
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May 30, 1972

Willard L. Stockwell, Chief Planner, Advance Plans Division  
Erik H. East, Senior Planner, Advance Plans Division  
Amendments to the Transportation Plan

There are number of instances where the Transportation Plan needs to be amended. Among them are:

1. Adding extension of South McLean Blvd. to 47th or 55th Street.
2. Deletion of the North Wichita Thruway alignment for the arterial system and replacement of portions of that on the collector street system.
3. Deletion of East 1st and 2nd Street from Grove to Oliver.
4. Future Beechcraft runway.
5. Removal of 2nd Street Bridge and add new 2nd Street Bridge alignment.
6. Addition of Greenway Blvd. from Central to 2nd Street.
7. Changes in the county road network.

Except for perhaps the 1st and 2nd Streets none are expected to raise a great deal of controversy. It is thus suggested that the others be bundled up and processed as one amendment for adoption in accordance with the attached schedule.

EHE:bh

Attachment

Schedule for Transportation Plan Amendments

<u>Required Action</u>	<u>Earliest Possible Date</u>
1. Secure permission from Planning Commission to advertise for public hearing	June 8
2. Advertise 20 full days prior to hearing	June 12
3. Send copies or notices to those who may be interested	
4. "Approval" Public Hearing.	July 13
5. Mail certified copies of amendment allowing 60 days for comment	July 21
6. "Adoption" Public Hearing	September 28
7. Mail Certified copies of amendment	September 29

WLS  
fjh

May 5, 1972

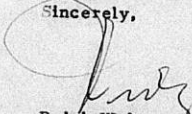
Mr. Ken Stowell  
Ken Stowell Company  
6018 Oneida  
Wichita, Kansas 67208

Dear Ken:

The Metropolitan Area Planning Department is currently evaluating your request for an amendment to the Master Plan to include the extension of McLean Boulevard to 47th Street South.

I will provide you with the schedule for public hearing in this matter when it becomes available.

Sincerely,

  
Ralph Wulz  
City Manager

RW:fjh

cc: Robert A. Lakin, Director of Planning ✓



May 4, 1972

Willard L. Stockwell, Chief Planner

Robert A. Lakin, Director of Planning

Amendment to Transportation Plan -  
Extension of McLean Boulevard South

Attached is a memorandum from the City Manager concerning amending the Transportation Plan. As you know, we have acquired the right-of-way from 47th Street South to 55th Street South for both street and drainage purposes. This presumed an extension of McLean at least to that point. It still leaves open the question of what should happen beyond that point and what type of extension, if any should be added south of 55th Street.

It's been sometime since we have done an annual review for the Transportation Plan to see if there are any amendments that need to be made. I would suggest that you evaluate this request in light of lack of annual amendments and plan on bringing the entire subject before the TAC Committee and then scheduling it on through all interested groups, with ultimate public hearing before the Planning Commission. There are some things, such as your CBD plan, which might necessitate some amendments, particularly in the area of St. Francis and Emporia and also the First Street area. The McLean Boulevard item would be another item and also the addition of certain of the County road systems, such as Mac's Maize Road/54 to K-42, etc., all of which should probably be brought up to date. Incidentally, we probably ought to do the same type of annual evaluation for the open space plan and make a quick check on libraries and fire.

Please give me a schedule as to when you believe these items can be brought up for discussion, together with preliminary research and evaluation.

RAL:ber

May 4, 1972

Ralph Wulz, City Manager

Robert A. Lakin, Director of Planning

Extension of McLean Boulevard South

I have asked Bill Stockwell to evaluate Ken Stowell's request in light of the need to do an annual review and amendment of our Transportation Plan. As soon as he provides me with his reply, I will give you a time schedule as to when we might be able to schedule this particular request for public hearings. I don't see any real problem of extending McLean Boulevard south, at least on the plan.

RAL:ber

cc: Willard L. Stockwell  
Chief Planner

WICHITA-SEDGWICK COUNTY

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

May 4, 1972

TO Ralph Wulz, City Manager  
FROM Robert A. Lakin, Director of Planning  
SUBJECT Extension of McLean Boulevard South

I have asked Bill Stockwell to evaluate Ken Stowell's request in light of the need to do an annual review and amendment of our Transportation Plan. As soon as he provides me with his reply, I will give you a time schedule as to when we might be able to schedule this particular request for public hearings. I don't see any real problem of extending McLean Boulevard south, at least on the plan.

RAL:ber

cc: X Willard L. Stockwell  
Chief Planner

COPY

WICHITA-SEDGWICK COUNTY

DATE

**METROPOLITAN AREA PLANNING DEPARTMENT**

May 4, 1972

TO Willard L. Stockwell, Chief Planner  
FROM Robert A. Lakin, Director of Planning *RL*  
SUBJECT Amendment to Transportation Plan -  
Extension of McLean Boulevard South

Attached is a memorandum from the City Manager concerning amending the Transportation Plan. As you know, we have acquired the right-of-way from 47th Street South to 55th Street South for both street and drainage purposes. This presumed an extension of McLean at least to that point. It still leaves open the question of what should happen beyond that point and what type of extension, if any should be added south of 55th Street.

It's been sometime since we have done an annual review for the Transportation Plan to see if there are any amendments that need to be made. I would suggest that you evaluate this request in light of lack of annual amendments and plan on bringing the entire subject before the TAC Committee and then scheduling it on through all interested groups, with ultimate public hearing before the Planning Commission. There are some things, such as your CBD plan, which might necessitate some amendments, particularly in the area of St. Francis and Emporia and also the First Street area. The McLean Boulevard item would be another item and also the addition of certain of the County road systems, such as Mac's Maize Road/54 to K-42, etc., all of which should probably be brought up to date. Incidentally, we probably ought to do the same type of annual evaluation for the open space plan and make a quick check on libraries and fire.

Please give me a schedule as to when you believe these items can be brought up for discussion, together with preliminary research and evaluation.

RAL:ber

**THE CITY OF WICHITA**

**OFFICE OF** CITY MANAGER

**DATE** May 1, 1972



**ON SAFETY  
PHASE II**

**TO** Robert A. Lakin, Director of Planning

**FROM** Ralph Wulz, City Manager

**SUBJECT** Extension of McLean  
Boulevard South

I believe that the request contained in the attached letter from Ken Stowell is consistent with the City's acquisition of railroad right-of-way.

Please handle.

Ralph Wulz  
City Manager

RW;jh  
Attachment



X  
6/1

**ken stowell company**

CORPORATE BROKERS / DEVELOPERS

6018 ONEIDA • WICHITA, KANSAS 67208 • 316 / 682-5528

April 24, 1972

Mr. Ralph Wulz  
City Manager  
204 South Main Street  
Wichita, Kansas 67202

Re: Extension of McLean Boulevard  
to 47th Street South.

Dear Ralph:

As a follow up to our discussion and your request this letter is directed to you asking that the Master Plan for McLean Boulevard be ammended to include its extension to 47th Street South.

We have discovered that poor access routes to downtown Wichita have been a major detriment to the development of Rock Island Industrial Park. The extension of McLean Boulevard would alleviate this problem.

Any assistance you and the Planning Commission can give to the granting of this request will be most appreciated.

Sincerely,

*Ken Stowell*  
Ken Stowell

ROUTINE:	
<input checked="" type="checkbox"/> RW	<i>SW</i>
<input type="checkbox"/> <i>Ma</i>	
APR 25 1972	
<input type="checkbox"/> EK	
<input type="checkbox"/> FILE	<input type="checkbox"/>

TRANSPORTATION PLAN ELEMENT OF COMPREHENSIVE  
AND AMENDMENTS THERETC

May 19, 1966 - Adopted Volume II Transportation Study for the Wichita-Sedgwick County Metropolitan Area including Revised Maps 5J, 13A, 13B dated February 3, 1966, subject to inclusion of 13th Street, Bickel to Windmill as an "arterial" and subject to deletion of proposed railroad overpass at 9th Street.

November 10, 1966 - Adding to Revised Map 13A, dated February 3, 1966, 63rd Street South between Hydraulic and Oliver as an "arterial".

January 25, 1968 - Deleting Revised Map 5J, dated February 3, 1966; beginning page 39 through 40 and part of page 41, subtitled "Northeast Diagonal and Inner Loop" amended; Table 5E, page 44 "Estimated Costs of Thorofare Improvements" amended and contents of "Preliminary Study of Inner Loop Expressway" Volumes I and II, May 1967, adopted subject to replacement of Sheet 7, Volume II, with Revised Sheet 7R, dated January 25, 1968.

January 25, 1968, Adding to Revised Map 13A dated February 3, 1966:

- (1) 21st Street North, from Amidon to West Street as an "arterial".
- (2) West Street from 21st Street North to 13th Street North as an "arterial".
- (3) Extension of 25th Street North from I-235 to West Street as an "arterial".

June 26, 1969 - Deleting from Revised Map 13A, dated February 3, 1966:

13th Street, from Windmill Road to Bickel Avenue as an "arterial".

Deleting from Revised 13B dated February 3, 1966:  
Existing U.S. 54, from the Kingman County line to F.A.S. Route 599 as an "expressway"; and

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

- (1) Seneca Street from Central Avenue to McLean Boulevard as an "arterial".
- (2) Relocated Central Avenue from Waco Avenue to Seneca Street as an "arterial".

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

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

January 15, 1970 - Adopted Collector Street System Study

February 12, 1970 - Deleting from Revised Map 13A dated Feb 3, 1966:

River Boulevard, Douglas to Lewis as an "arterial".

November 12, 1970 - Adding to Revised Map 13A, dated February 3, 1966:

Additional runways for the Wichita Municipal Airport to serve the general aviation function; and Revising those portions of Chapter 7 reflecting this change.

MEMORANDUM

*Master plan amendments*  
Bruce  
October 12, 1965

TO: All Staff  
FROM: Robert A. Lakin, Assistant Planning Director  
SUBJECT: Master Plan Amendments

In amending any existing "Master Plan" or adopting a new Plan, use the following procedure:

1. Secure permission from the Planning Commission to advertise for a public hearing.
2. Advertise public hearing, once, in official paper at least 28 full days prior to Planning Commission public hearing. *of date to both*
3. Send copies of notice or letter, to those you think may be interested in the hearing. *(not counting day of ad or day of hearing)*
4. At Planning Commission public hearing, have the Commission approve the proposed amendment by Resolution. An affirmative vote of the majority of all of the Commission (5) is needed to approve.
5. A certified copy of such resolution must be sent to all interested or affected agencies, departments or units of government by the Planning Commission. A copy of the "Plan" is also to be sent when applicable, i.e., a new park plan. Send by cover letter or memo to have proof for the files, advising them they have 60 days in which to submit their comments and recommendations to the Planning Commission.
6. After the 60-day waiting period has expired; or after all agencies notified have replied, resubmit to the Planning Commission for final action. Be sure you notify all possible interested agencies if you try to proceed before the 60 days are up. Best policy is to wait out the 60 days. Check with Dekker before trying any "quick procedure."
7. Draw up Resolution for Planning Commission to adopt. Check and get approval of Legal Department. We may be able to devise a counter-signed Resolution with both approve and adopt signature lines.
8. Have Planning Commission adopt Resolution amending Plan at one of its regular meetings (after 60 days are up).
9. Have Secretary of Planning Commission certify a conformed copy to all interested agencies for their files and information. Use same distribution as for Item 5.

Before proceeding read Chapter 131, Kansas Session Laws, 1965. When in doubt, check with Dekker.

RAL:lbr

Suggested interested official agencies for various elements.  
These are not all-inclusive. Add to them and notify Foster and  
myself.

Transportation, Schools and Fire

Board of City Commissioners, City of Wichita  
Board of County Commissioners, Sedgwick County  
Boards of City Commissioners of Haysville, Derby, Mulvane,  
Valley Center, Eastborough, and Kechi  
Board of County Commissioners, Sumner County  
State Highway Department - Frank Virr  
City Manager  
Director of Public Works  
County Engineer  
City Engineer  
Traffic Engineer  
Board of Education - Lawrence Shepoiser - Robert Saft  
Fire Chief - City  
Fire Chief - County  
Planning Commissions of Haysville, Derby, Mulvane and  
Valley Center

Parks

Add Park Board

Public Buildings

Director of Administration

Subdivision Regulations

All of above

Adoption Procedure

Comprehensive Plan Elements/Amendments  
as Required by KSA 1970 Supp 12-704

Date X            Notice of public hearing official newspapers

20 days or more

Date X + 20            Hearing for approval held. Approved and signed  
by Chairman and Secretary of P.C. Certificates  
of approval action and requests for comment sent  
(as soon as possible)            to interested administrative and legislative  
agencies. Agencies given 60 days from receipt  
of approval to submit comments and recommenda-  
tions to the Planning Commission.








60 days (plus allowance for mailing)

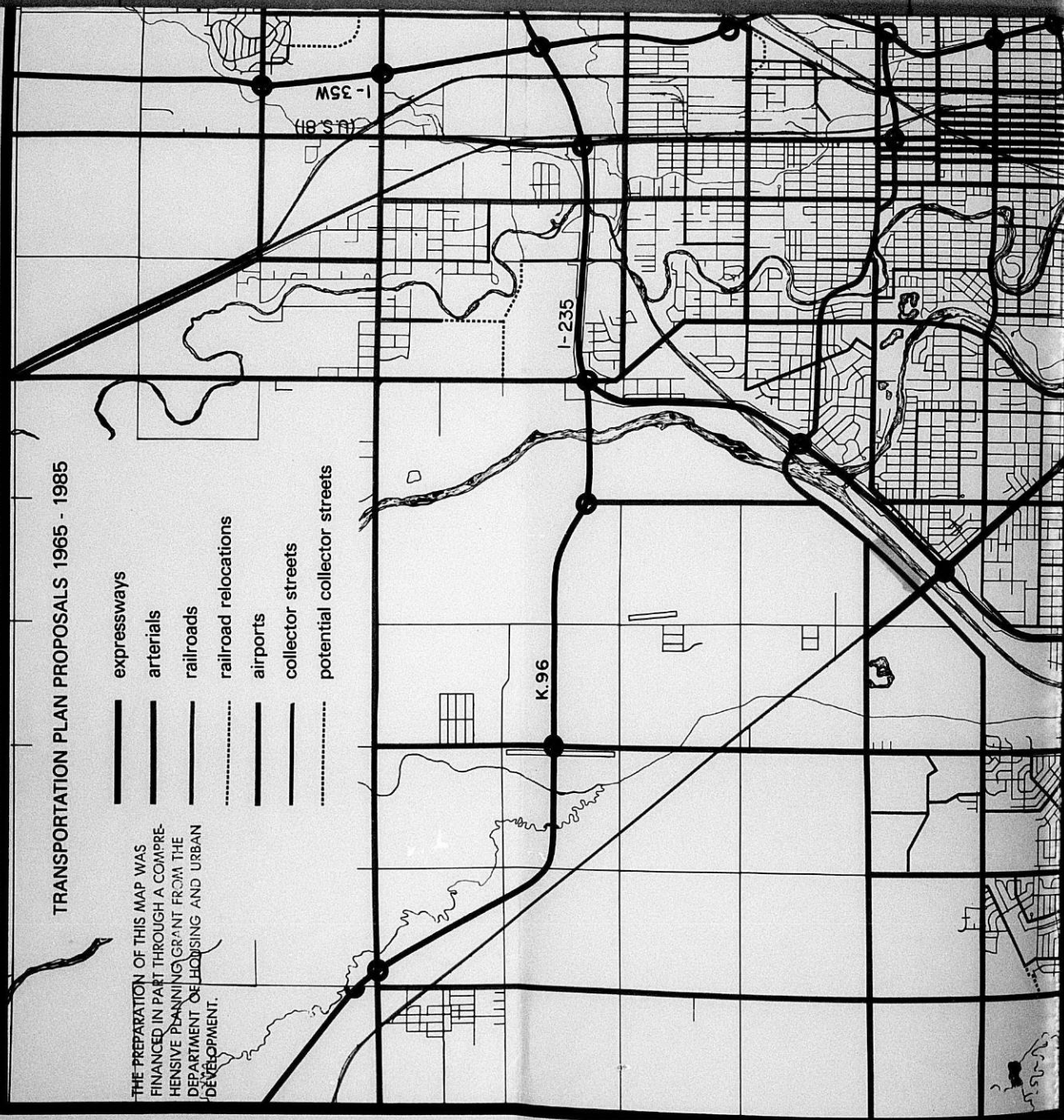
Date X + 20 +            Planning Commission reconsiders the matter and  
60 (plus            may then adopt the Plan Element. Chairman and  
allowance            Secretary of Planning Commission sign. Attested  
for mailing)            copies of same are certified and notices of  
adoption are sent to interested legislative and  
administrative agencies. City and County may  
also adopt.

Total notification,  
approval, adoption time  
80+ days

# TRANSPORTATION PLAN PROPOSALS 1965 - 1985

THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH A COMPREHENSIVE PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT.

-  expressways
-  arterials
-  railroads
-  railroad relocations
-  airports
-  collector streets
-  potential collector streets



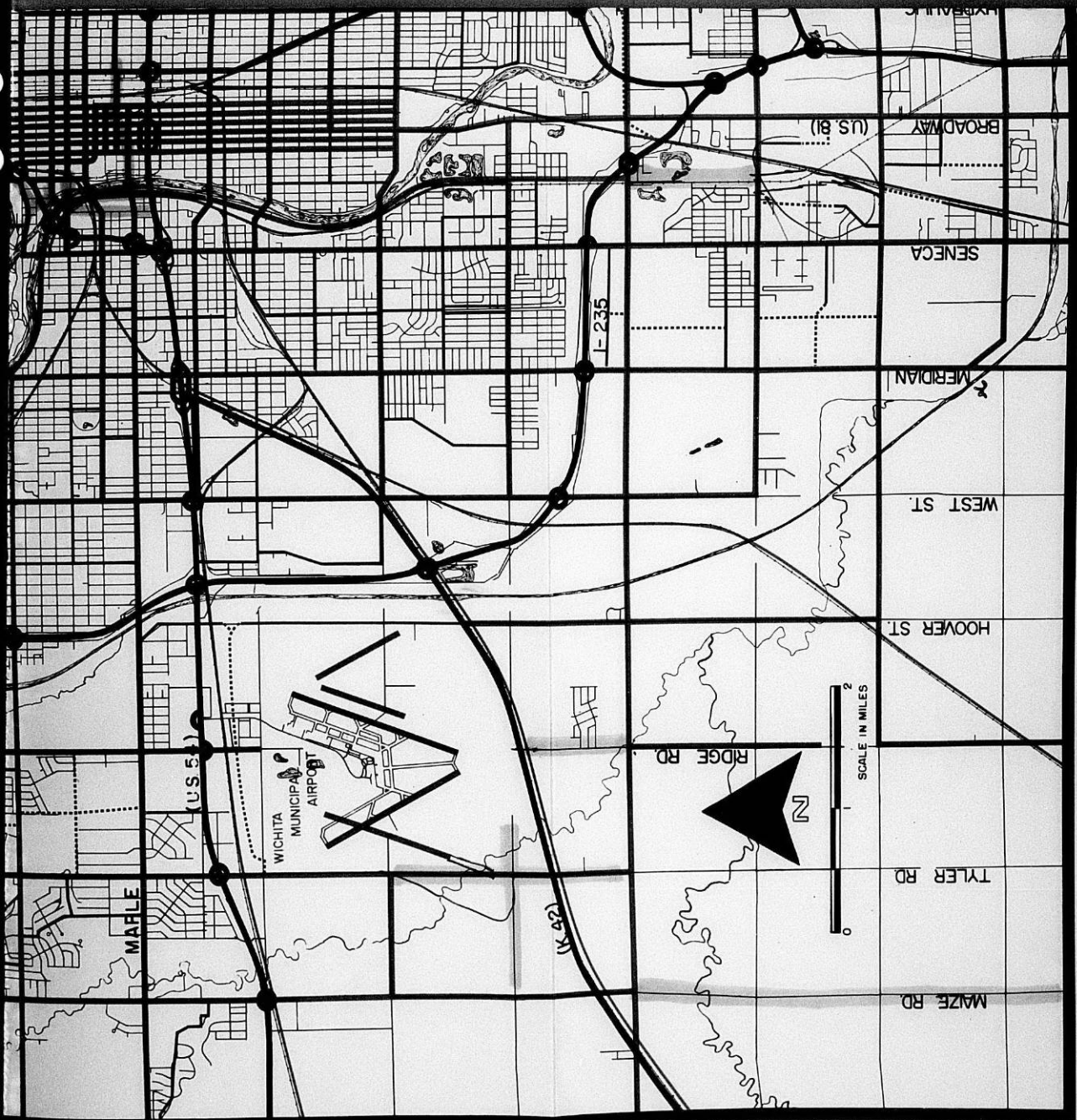


MAPLE

(U.S. 50)

WICHITA  
MUNICIPAL  
AIRPORT

(K-52)



(US 81)

BROADWAY

SENECA

MERIDIAN

WEST ST.

HOOVER ST.

RIDGE RD

TYLER RD

MAIZE RD

WICHITA MUNICIPAL AIRPORT

(US 54)

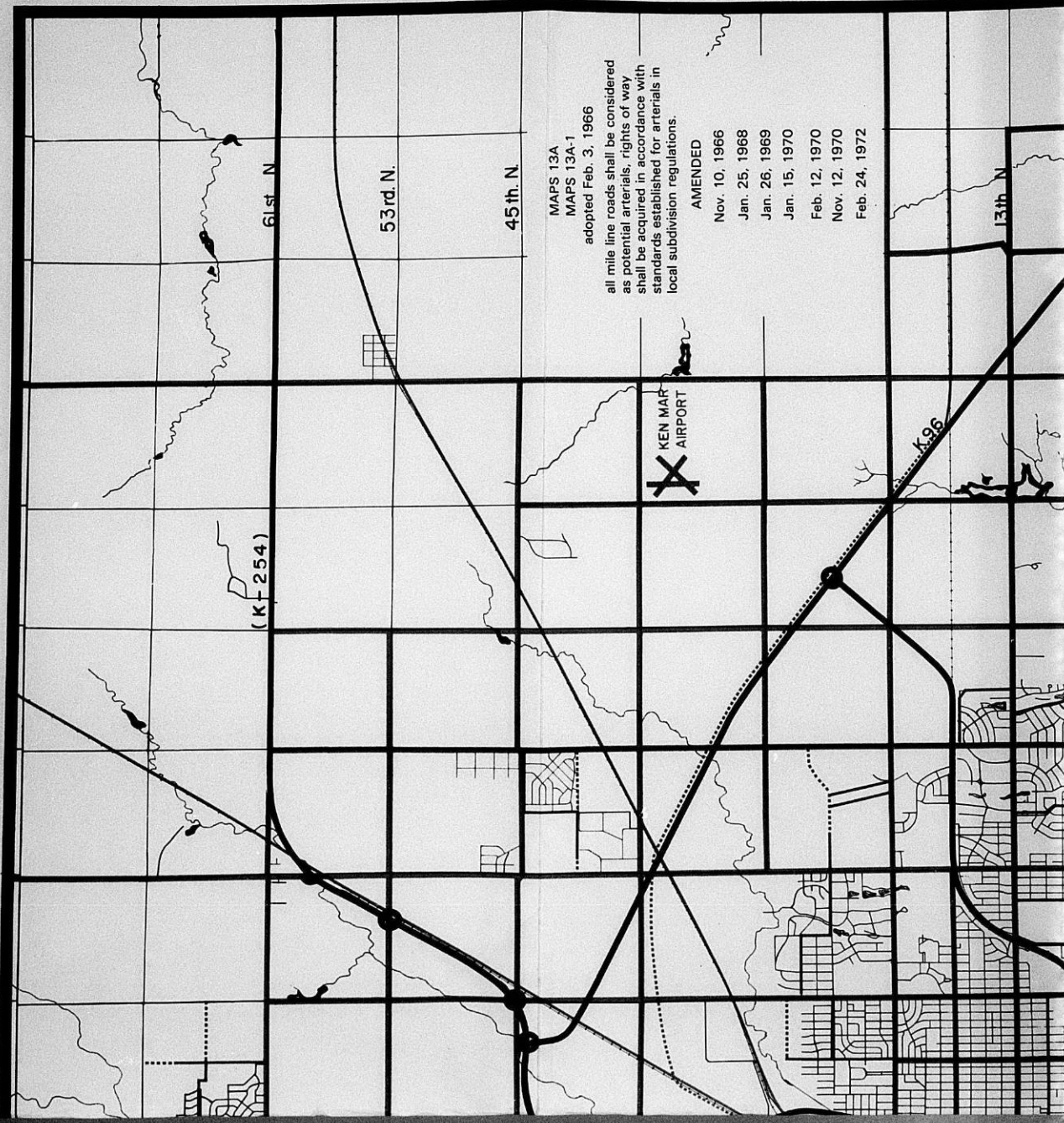
MARLE

(K 42)

I-235

SCALE IN MILES  
0 1 2





MAPS 13A  
 MAPS 13A-1  
 adopted Feb. 3, 1966

all mile line roads shall be considered  
 as potential arterials, rights of way  
 shall be acquired in accordance with  
 standards established for arterials in  
 local subdivision regulations.

AMENDED

- Nov. 10, 1966
- Jan. 25, 1968
- Jan. 26, 1969
- Jan. 15, 1970
- Feb. 12, 1970
- Nov. 12, 1970
- Feb. 24, 1972

shall be acquired in accordance with standards established for arterials in local subdivision regulations.

AMENDED

- Nov. 10, 1966
- Jan. 25, 1968
- Jan. 26, 1969
- Jan. 15, 1970
- Feb. 12, 1970
- Nov. 12, 1970
- Feb. 24, 1972

KEN MAR AIRPORT

K-96

BEECH AIRPORT

KANSAS TURNPIKE

CESSNA AIRPORT

13th N

CENTRAL

KELLOGG (US 54)

HARRY

PAWNEE

31st S.

MacARTHUR RD.

