1999 Update

CITY OF WICHITA

SEDGWICK COUNTY KANSAS

The Wichita-Sedgwick County Comprehensive Plan

Preparing for Change

Table of Contents

Page

Section 1. Plan Update Overview 5

Section 2. Goals, Objectives, Strategies 9

Section 3. Wichita Land Use & Sedgwick County Development Guides 31

Section 4. Wichita Residential Area Enhancement Strategy 41

Section 5. Facilities Plan Update 47

Section 6. Transportation Plan Update ..... separate attachment

Maps

Map 1. Wichita Land Use Guide 37

Map 2. Sedgwick County Development Guide 39

Map 3. Wichita Residential Area Enhancement Strategy 43

Map 4. Facilities Plan Update 49

Tables

Table 1. Wichita Residential Area Enhancement Strategy:
Implementation Matrix 44

After several months of debate and discussion, the Metropolitan Area Planning Commission completed its review of the Comprehensive Plan, adopted in 1993 and amended in 1996, and the Transportation Plan adopted in 1994. On March 16, 2000, the Commission voted (8-3) to adopt amendments to these plans and recommend them to the Wichita City Council and the Sedgwick County Commission. This decision followed over 2 years of study that included community surveys, technical analyses, comparisons of "trends" and "conservation" growth scenarios, numerous community stakeholder meetings and public meetings.

The updated Comprehensive Plan anticipates 114,500 additional people and 67,900 new jobs over the next 30 years in Wichita-Sedgwick County. In planning for this growth, the recommendations of the Planning Commission reflect the view that current, low density development/growth patterns on the edges of Wichita are desirable, are justified by marketplace factors, and should be encouraged into the future. This will require significant continued extension of municipal infrastructure and services. However, the Commission also desires to encourage infill and redevelopment opportunities in central Wichita, and stabilize older residential neighborhoods throughout the City, which will require additional investment in incentives and enhanced services to these areas.

The Transportation Plan was last adopted in 1994 and must be updated within five years to conform to the planning guidelines of the U.S. Department of Transportation. As the designated "Metropolitan Planning Organization (MPO)", the MAPC's update of the Transportation Plan was needed to maintain the community's eligibility for over $30 million per year in federal transportation funds. This updated element identifies over $2 billion in federal programs for highway, transit and airport improvements. The Commission recommends: urgent priority on improving the Kellogg/I-235 interchange; immediate right-of-way acquisition and eventual construction of the Northwest Bypass; study of future transportation needs in the southeast quadrant of the County; and, the preparation of a new transit development plan.

This 1999 Comprehensive Plan/Transportation Plan Update supplements the original 1993 and 1994 Plan documents. Several of the Plan revisions adopted by the Planning Commission attempt to fine tune, clarify and improve upon existing objectives and strategies. Major changes or new initiatives include the following:

Major Plan Revisions Proposed

Land Use

- Accommodate the bulk of the County's expected population growth for the next 30 years at the edges of Wichita. This growth would follow the same directions and densities as today's trends, within areas that can be served by existing and planned (northwest) sewer plants. Substantial growth is also proposed for most of the small cities and for large residential lots in rural areas.

- Replace the “urban growth” and “urban reserve” area concept with 10 and 30 year “urban service” areas. The Plan de-emphasizes language that would guide or limit growth to areas where municipal services and infrastructure are readily accessible. The “urban service” area simply designates the areas where developers can expect future extensions of public services and infrastructure.
- Maintain the objective of encouraging agricultural activities, but eliminate a number of strategies from the 1993 Plan that emphasized preserving prime agricultural lands in Sedgwick County. Combine the current “suburban” and “agricultural” categories in the Sedgwick County Land Use Guide into a single “rural” category, which allows agricultural uses while accommodating marketplace demand for 5-10 acre lots.
- Provide for MAPC review of any new methods of funding infrastructure in urban service areas of Wichita.
- Strengthen efforts to encourage infill and redevelopment opportunities in central Wichita, and stabilize older residential neighborhoods throughout the City. Develop technical design assistance, setback flexibility and financial incentives to encourage revitalization and modernization of older residential neighborhoods throughout Wichita. Encourage the concentration of multi-family residential and mixed use commercial development activity centers within the central Wichita area.
- Eliminate the references to a rental housing inspection program, but call for stronger enforcement of existing housing and premises codes.
- Allow smaller lot sizes (5,000 sq.ft.) and increased densities of residential housing types within the SF-6 Residential Zoning District.
- Consider County operation of community lagoons for certain large lot rural developments, to encourage cluster developments and future subdivision of these lots.
- Explore with neighboring small cities, the possibility of identifying and establishing community “green wedges” at strategic locations along major highways to establish a development-free, visual separation between the boundaries of Wichita and those of its neighboring small cities.

Public Facilities and Infrastructure

- Evaluate the effectiveness of current storm water and floodplain management policies.
- Amend the Sedgwick County Solid Waste Management Plan to allow the option of a new landfill site in the County.
- Add a Parks and Recreation sales tax to implement the Park and Open Space Master Plan and the Park and Recreation Facilities Study. These funds would supplement general revenue funds in order to build more parks and improve maintenance of existing recreation parks/facilities.
- Encourage the consolidation/relocation of branch libraries.

Environment

- Develop and adopt a special building rehabilitation code to encourage the rehabilitation of older structures in Wichita/Sedgwick County.
- Develop voluntary programs to reduce airborne pollutants and ground level ozone concentrations.

Economic Development

- Develop a downtown arena facility.
- Encourage development of a large scale, high quality, family amusement facility.
- Promote affordable housing to encourage economic development.
- Use information technology to attract and retain business, commerce and industry.

Transportation

- Study future transportation needs in the southeast quadrant of the County.
- Acquire the corridor for the Northwest Bypass between K-96 and US-54 as soon as possible, and eventually construct the highway facility.
- Construct the 13th Street and 25th Street Bridges over the Wichita-Valley Center Floodway, and improve the Kellogg/I-235 interchange and the Central/I-235 interchange.
- Complete the Access Management study.
- Prepare a new transit development plan that would include enhanced service (hours and frequency) and connectivity to major centers, park and ride facilities and small cities.
- Implement Intelligent Transportation System (ITS) solutions to ensure signal coordination, driver/traveler information and freeway incident/congestion management.
- Pursue improvements to rail passenger service and rail freight (intermodal) facilities.
- Evaluate impact of proposed street widening projects on adjacent neighborhoods.
- Protect key transportation corridors that link cities and highways, from driveway encroachments and excessive numbers of intersections, in order to maintain safe and efficient mobility.

Expected Growth: 2010 & 2030

Population

	Sedgwick County Population	All Wichita Population	Central Wichita Population	Small Cities Population
In 1997:	435,000	322,000	182,000	58,000
In 2010:	495,000	371,000	182,000	78,000
In 2030:	567,000	413,000	190,000	94,000

Population increases will be affected by a declining birth rate as the leading edge of the "baby boom" generation approaches age 55 in the year 2000, and 65 in the year 2010. Population forecasts for Sedgwick County were prepared using conventional cohort survival modeling in which birth, death and migration rates are applied to each of 36 groups in the population called age/sex cohorts. This involved using individual projection rates of fertility and mortality for each of the 36 age/sex cohorts within the population. The net migration component is distributed evenly as a rate across all age/sex cohorts.

These numbers assume a net migration into Sedgwick County comparable to the rate seen during the 1990's. This rate is applied through the year 2010 and then a tapering of that rate occurs for the following 20 years to 2030.

The numbers for Wichita are derived as a percentage of the County's total population. This percentage ranges from 76 percent in 1999 down to 72.9 percent in 2030, This reflects current trends of more development occurring in rural areas and the County's small cities. Central Wichita will see a stabilization of population during the first 10 years of the planning period and then some growth between 2010 and 2030.

A linear regression formula and percentage growth rates were applied to each small city population to account for each small city's growth pattern and share of total County growth.

Employment

	Sedgwick County Total Employment	Sedgwick County New Employment	All Wichita New Employment	Central Wichita New Employment
In 1997:	246,000	—	—	—
In 2010:	277,000	30,500	25,000	3,500
In 2030:	314,000	67,900	56,000	7,500

Increases in employment assume current labor participation rates that keep pace with the increase in population, plus a higher rate of employment among senior citizens.

Goals are general statements that represent the overall, long term end result desired within a particular planning issue area. Objectives are more refined and address specific aspects or elements of a goal statement. Strategies are specific courses of action that can be followed to help attain/implement aspects of an objective and its associated goal statement.

The goals, objectives and strategies contained in this update are intended to replace all goal, objective and strategy statements previously associated with the Wichita-Sedgwick County Comprehensive Plan. There are 12 goals, 35 objectives and 190 strategies contained in this 1999 update document, which relate to the following topic areas: land use; transportation; public utility facilities and services; public safety services; parks, open space and recreation; education and culture; environmental quality; housing and neighborhoods; and, economic development.

Land Use-General

I. GOAL: Encourage orderly growth in order to meet future demand while considering cost to tax payers, developers, the environment and the community as a whole.

A. OBJECTIVE: Guide future development through ongoing comprehensive planning.

Strategies:

I.A1. Utilize Comprehensive Plan "Goals, Policies, and Strategies", "Wichita Land Use Guide", "Sedgwick County Development Guide" and "Wichita Residential Area Enhancement Strategy Map" as guidelines for the development and redevelopment of Wichita-Sedgwick County.

I.A2. Prepare and adopt detailed land use plans for neighborhoods and subareas of the City and County in order to aid decision-makers involved with land use activities.

I.A3. Continue to modify future land use implementation tools (i.e. the CIP, zoning, subdivision and other ordinances) to ensure that they are consistent with the Comprehensive Plan.

I.A4. Establish an ongoing monitoring program to assist the Advance Plans Committee in evaluating the Comprehensive Plan annually for amendments and adjustments that reflect changes in the community.

I.A5. Undertake major updates and revisions to the Comprehensive Plan every five years.

I.A6. Coordinate all City and County departmental facility planning efforts to ensure consistency with the Comprehensive Plan.

I.A7. Implement and expand a comprehensive City/County geographic information system (GIS) in order to better coordinate land development, infrastructure, facility, environmental and demographic information for use in daily and long-range activities.

I.A8. Improve long-range planning efforts with small communities in Sedgwick County through the implementation of an information sharing and technical assistance network.

I.A9. Promote regional consolidation, coordination and cooperation to provide better public service; better address common concerns; and, evaluate development trends and growth issues, not only in Wichita/Sedgwick County, but also with appropriate public entities outside of Sedgwick County.

I.A10. Conduct community-wide surveys periodically using collective resources to establish planning priorities and satisfaction with public services.

I.A11. Develop a pro-active process to maximize public awareness and involvement regarding planning and land development issues, and maintain up-to-date listings of the interested individuals, organizations and news media which provide feedback on City and County issues.

I.A12. Explore with neighboring small cities, the possibility of identifying and establishing community "green wedges" at strategic locations along major arterials within the Metropolitan area, in order to establish a development-free, visual separation between the boundaries of Wichita and those of its neighboring small cities.

B. OBJECTIVE: Encourage future growth and development to areas that are served by existing public facilities and services, or which can be served economically and promote compact and contiguous development.

Strategies:

I.B1. Use the "Wichita Residential Area Enhancement Strategy Map", "Sedgwick County Development Guide" and "Wichita Land Use Guide" to guide future growth and public service decisions through the planning period.

I.B2. Amend the "Wichita Residential Area Enhancement Strategy Map" and "Wichita Land Use Guide" upon the findings of more detailed neighborhood and subarea plans or other acceptable studies, which indicate a change in circumstances.

I.B3. Develop future CIPs, facility plans, and service delivery policies consistent with the comprehensive plan, guiding future public investments into targeted areas at appropriate times as indicated by the "Wichita Residential Area Enhancement Strategy Map", the "Sedgwick County Development Guide" and the "Wichita Land Use Guide" which depicts desirable Year 2010 and Year 2030 urban service areas.

I.B4. Review future zoning and subdivision proposals for consistency with the comprehensive plan.

I.B5. Continue to require annexation or agreements to annexation before Wichita utilities or services will be provided to private properties in unincorporated areas outside the City of Wichita.

I.B6. Use the location guidelines which were utilized to develop the "Wichita Land Use Guide" to assess the appropriateness of future development proposals.

I.B7. Study for MAPC review, alternative revenue strategies in new growth areas outside the current City limits to help pay the costs associated with infrastructure extensions. Any such investigation should include a review of the long-term cost and revenue impacts on the community of different types of new developments

I.B8. Offer special assessment financing and public funding for neighborhood park improvements in connection with residential developments that are within the City of Wichita.

I.B9. Amend the zoning code to permit developments in older areas with most or all the required parking permitted on non-contiguous property.

I.B10. Consider establishing County-operated community lagoons in rural subdivisions in which lots are clustered so that significant open space is preserved.

C. OBJECTIVE: Enhance and encourage agricultural activities within Sedgwick County, recognizing that viable agricultural land exists within the County.

Strategies:

I.C1. Prepare and adopt a County resolution that mirrors the State right-to-farm legislation, and establish a notification program that will advise rural Sedgwick County residents of those agricultural-related activities that they must tolerate, living in an agricultural production area.

Land Use-Residential

II. GOAL: Provide for rural, suburban, and urban residential areas, which provide a variety of housing opportunities.

A. OBJECTIVE: Encourage residential redevelopment, infill and higher density residential development, that maximizes the public investment in existing and planned facilities and services.

Strategies

II.A1. Use Community Unit Plans, Planned Development Districts and zoning as tools to promote mixed use development, higher density residential environments and appropriate buffering.

II.A2. Develop new requirements for medium and high-density residential development, which would involve development plan and architectural review to ensure compatibility with surrounding low-density residential areas.

II.A3. Encourage infill development through reduced/waived fees, infrastructure assistance, public land assembly, selling land at no or low cost, providing an up-to-date inventory of available vacant lots, and other incentive programs.

II.A4. Obtain Kansas Department of Health and Environment permission to allow for cluster development on community lagoons as part of permanent cluster developments in rural areas or interim land uses in future growth areas.

II.A5. Consider amending the standards in the SF-6 district to allow more variety of lot sizes and residential housing types, subject to an overall density not exceeding one unit for every 5,000 square feet of lot area.

II.A6. Encourage the concentration of multi-family residential and mixed use commercial development to activity centers within the central Wichita area. These locations can be priority areas for financial incentives, beautification and amenity initiatives, transit points, land assembly and infill efforts, based upon opportunities for new residential/ commercial development.

B. OBJECTIVE: Minimize the detrimental impacts of higher intensity land uses and transportation facilities located near residential living environments.

Strategies:

II.B1. Design collector and local streets that distribute traffic more evenly and provide greater connectivity.

II.B2. After detailed study, and upon recommendation of the Planning Commission, residential land uses that are inappropriately zoned for higher intensity land uses should be rezoned to promote the residential character of an area as recommended in the "Wichita Land Use Guide".

II.B3. Evaluate the effectiveness of regulations aimed at reducing or preventing the detrimental impacts of land uses that produce excessive odors, noise or safety hazards upon residential areas.

II.B4. Evaluate and implement an effective development plan review process to ensure that building placement and height, circulation, signage, screening and lighting for non-residential land uses do not adversely impact residential areas.

II.B5. Acquire and relocate those nonconforming uses that are having a blighting effect on surrounding residential uses.

Land Use-Commercial/Office

III. GOAL: Ensure that an adequate supply of land is made available to promote successful commercial activity in appropriate areas throughout the County.

A. OBJECTIVE: Develop downtown Wichita as the prominent area of employment concentration in the region, with a focus for government, services, cultural and entertainment activities.

Strategies:

III.A1. Provide public assistance of various types (i.e. land assembly, financial incentives, infrastructure improvements) to encourage commercial redevelopment in downtown Wichita and along the Arkansas River adjoining the downtown core, beyond an appropriate zone reserved for public use.

III.A2. Improve the streetscape within the CBD through the use of landscaping, street furniture, public art and thematic elements that promote the importance of downtown Wichita.

III.A3. Through financial assistance to the private sector, increase the supply and convenience of parking generally throughout the downtown core, and provide public parking and streetscape improvements in support of mixed-use redevelopment in the Old Town Warehouse District

B. OBJECTIVE: Develop future retail/commercial areas which complement existing commercial activities, provide convenient access to the public and minimize detrimental impacts to other adjacent land uses.

Strategies:

III.B1. Regulate new strip commercial development to areas identified by the "Wichita Land Use Guide" and neighborhood/subarea plans for expansion.

III.B2. Integrate the development of out parcels in relation to planned retail centers through shared internal vehicular and pedestrian circulation, combined signage, similar landscaping and building materials, and combined ingress/egress locations.

III.B3. Work with property owners and businesses to reduce the number of access points along arterial streets, thus improving traffic safety and flow.

III.B4. In those portions of rural unincorporated Sedgwick County outside the projected urban growth area, limit commercial development to those activities that are agriculturally oriented or provide necessary convenience services to residents in the immediate area, or provide highway-oriented services at interchange areas.

III.B5. Confine highway-oriented uses, outdoor sales and non-retail commercial uses to highway corridors and established urban areas containing similar concentrations of uses (e.g. portions of Kellogg, Broadway, the CBD fringe).

III.B6. Channel traffic generated by commercial activities to the closest major thoroughfare with minimum impact upon local residential streets.

Land Use-Industrial

IV. GOAL: Promote the expansion of the industrial base through the provision of suitable industrial sites.

A. OBJECTIVE: Promote industrial activities and development in a manner that is compatible with the built and natural environment.

Strategies:

IV.A1. Protect areas identified as industrial in the Comprehensive Plan from encroachment or expansion of residential land uses, by requiring appropriate buffers for expansion of the residential use when a nuisance situation is likely to be created.

IV.A2. In those portions of rural unincorporated Sedgwick County outside the projected urban growth area, allow industrial development only when it is agriculturally oriented, dependent upon a natural resource, or, as part of an appropriate expansion of an existing industrial area.

IV.A3. Channel traffic generated by industrial uses to the closest major thoroughfare with minimum impact upon local residential streets.

Transportation

V. GOAL: Maintain a transportation system that provides a diverse set of convenient opportunities for travel to local, regional and national destinations.

A. OBJECTIVE: Coordinate the development of a comprehensive transportation and circulation system with future land use development.

Strategies:

V.A1. Implement the 2030 Transportation Plan to promote a transportation system of collectors, arterials and freeways that reflect the needs of area residents and businesses, and are consistent with the Comprehensive Plan.

V.A2. Coordinate transportation improvements with other infrastructure, service and facility improvements so that a full array of public improvements can be programmed to meet the needs of infill and development areas.

V.A3. Design residential streets to discourage traffic that does not have an origin or destination within the same mile section.

V.A4. Provide sidewalks along arterial and collector streets, or provide appropriate substitute off-street walks, throughout the urbanized areas of the County.

V.A5. Pursue opportunities for advanced acquisition of needed right-of-way in order to implement CIP projects that direct future growth at a lower cost to the community.

V.A6. Develop and update the functional classification system of streets and highways to provide a balanced transportation network that serves both the rural and the urban service areas.

V.A7. Protect key transportation corridors that link cities and highways, from the encroachment of driveways and excessive numbers of intersections, in order to maintain high levels of safe and efficient mobility.

V.A8. Evaluate the impact of street widening projects on the adjacent neighborhoods, including neighborhood input prior to designing the facility.

B. <u>OBJECTIVE:</u> Provide and maintain a roadway network that promotes safety, convenience and aesthetics.

<u>Strategies:</u>

V.B1. Generally provide the minimum level-of-service rating of "C" for non peak hours and the minimum level-of-service rating of "D" for peak hours. A level-of-service "E" may be allowed if a proposed street widening project negatively impacts established residential neighborhoods or downtown businesses, and provided that unsafe situations are mitigated.

V.B2. Eliminate or reduce rail/auto conflict points through abandonment, grade separation or realignment of rail corridors in the central areas of Wichita and along major arterials.

V.B3. Continue to implement plans for improving Kellogg/US-54 to freeway standards through Wichita and the County, including improvements to the Kellogg/I-235 interchange.

V.B4. Relieve the traffic demand over the Wichita-Valley Center Floodway by building the 13th Street Bridge, the 25th Street Bridge and by improving the Central and I-235 interchange.

V.B5. Preserve the corridor with immediate right-of-way acquisition and the eventual construction of the Northwest Bypass between K-96 and US-54.

V.B6. Implement the 1998 Strategic Deployment Plan for Intelligent Transportation Systems (ITS) to ensure signal coordination, provide driver/traveler information, and respond to freeway incident or congestion detection.

V.B7. Consider a new standard for arterials in new growth areas that include the use of landscaped medians to reduce the number of left turn conflicts.

V.B8. Develop a comprehensive directional sign program for major public and private attractions, points of interest and necessary transportation facilities.

V.B9. Connect adjacent subdivisions with local or collector streets, and walkways where logical, to provide greater access for emergency and service vehicles and for pedestrian/bicycle circulation.

V.B10. Develop a comprehensive policy on Access Management and Driveway Location that provides safety as well as an efficient use of the arterial street's capacity.

V.B11. Study future transportation needs in the southeast quadrant of the County.

C. <u>OBJECTIVE:</u> Provide a mass transit system that contributes to the economic development and quality of life of the community.

<u>Strategies:</u>

V.C1. Improve the quality of mass transit services by focusing on expanded service delivery and times to key employment, commercial and other activity centers.

V.C2. Periodically review demographic data to evaluate and consider service enhancements of the bus system.

V.C3. Continue to meet the transit needs of the elderly and physically disadvantaged through specialized transit services.

V.C4. Increase efforts to promote car-pooling to major employment areas and provide space for such activities in future parking lot designs.

V.C5. Continue to enhance the trolley/shuttle system in the downtown and surrounding central areas.

D. <u>OBJECTIVE:</u> Mitigate the operational impacts of airport activities within the community and at the same time, maximize the travel potential of general and commercial aviation.

<u>Strategies:</u>

V.D1. Continue improvements at Mid-Continent and Jabara to maintain them as the most modern air carrier and general aviation airports in the region.

V.D2. Prevent encroachment of incompatible development around airports through the implementation of land use regulations which minimize high concentrations of people in takeoff/landing zones; provide appropriate noise-reducing construction; and prevent excessive building heights, glare, smoke and other hazards to air traffic.

V.D3. Continue to coordinate the planning and operational functions of airports located in Sedgwick and the surrounding counties.

E. <u>OBJECTIVE:</u> Promote pedestrian/bicycle-oriented improvements to create alternative transportation networks to major destination points in the City and County.

<u>Strategies:</u>

V.E1. Implement the Park and Open Space Master Plan as an element of the Comprehensive Plan and future CIP documents.

V.E2. Increase the convenience of pedestrian/bicycle access to and within commercial and employment areas.

V.E3. Whenever possible, separate pedestrian/bicycle trails from motorized traffic through the use of landscape buffering and grade-separated crossings when practical.

V.E4. Monitor road improvements listed in the CIP to include paved shoulders and/or wider curb lanes to accommodate bicycling.

V.E5. Implement a procedure to ensure that non-motorized transportation opportunities are evaluated during the planning phase for major traffic corridors.

V.E6. Connect adjacent subdivisions with walkways to enhance pedestrian/bicycle coordination.

F. <u>OBJECTIVE:</u> Study and promote surface transportation linkages between Wichita-Sedgwick County and other large metropolitan areas.

V.F1. Study the feasibility of establishing intermodal freight facilities to serve regional, national and international shipment.

V.F2. Establish passenger rail service connections to Wichita.

V.F3. Support regional highway initiatives that link the Wichita area northwesterly toward Hays and southeasterly toward Winfield and Arkansas City.

Public Utility Facilities and Services

VI. <u>GOAL:</u> Provide the highest quality utility services to the public at a reasonable cost.

A. <u>OBJECTIVE:</u> Ensure the availability of water and electrical utilities to meet the future needs of the County through proper planning, education, management, and protection of our existing and future water and electrical resources.

Strategies:

VI.A1. Continue to implement the Local Integrated Water Supply Plan and the Equus Beds Recharge Program as the long-range water supply strategy to meet future needs to the year 2050.

VI.A2. Continue to implement a water conservation program that applies to all users, including wholesale and contractual entities such as other communities and rural water districts.

VI.A3. Continue to expand educational programs and create a water rate structure program to encourage water conservation, especially in residential districts.

VI.A4. Continue to reduce water loss through preventative maintenance and rehabilitation efforts, which detect system breaks and leaks.

VI.A5. Continue efforts to acquire additional water rights in the Equus Beds.

VI.A6. Continue the ongoing study of the effects of land use management practices in the Cheney Reservoir watershed to determine the rate of eutrophication and sedimentation impacting the usable life of the reservoir.

VI.A7. Periodically review Wichita City Council Policy #32, "Outside-the-City Utility Extensions Policy", for compliance with the "Wichita Land Use Guide".

VI.A8. Continue contractual development standards as part of water provision agreements in order to limit the use of water by rural water districts.

VI.A9. In the event of water shortages and where economically feasible, consider a groundwater remediation program and, explore the use of graywater for irrigation purposes on public lands and for industrial-type uses, such as cooling.

VI.A10. Develop a rural water resource management program through the Wichita/ Sedgwick County Health Department and a committee of agricultural, municipal and other users, to prevent usage conflicts and extend the life of water resources.

VI.A11. Develop a community-wide plan to promote no-water or low-water landscaping, and utilize no-water or low-water landscaping approaches on all public projects.

B. OBJECTIVE: Protect private and public sector property investment by decreasing the impacts of storm water drainage in the community.

Strategies:

VI.B1. In Wichita, use the Master Storm Water Drainage Plan to provide a reliable and equitable funding base for storm water utility capital improvements and maintenance that reduce the frequency and magnitude of localized flooding.

VI.B2. Initiate detailed studies of individual drainage basins throughout the City and

County, and revise FEMA base maps (e.g. Gypsum Creek, Dry Creek, etc.) to implement an effective comprehensive storm water management plan and include potential adaptive uses of storm water.

VI.B3. Promote the preservation of natural drainage courses, native vegetation and riparian habitats, consistent with maintaining their flood carrying capacities, as future greenways whenever possible by effectively planning the use of man-made facilities and treatments within the drainage channel.

C. OBJECTIVE: Promote the development of a comprehensive set of sanitary sewer systems that provide the most economic and efficient service possible.

Strategies:

VI.C1. Coordinate sewer facility planning on a metropolitan or countywide level to increase the cost effectiveness of providing sewer service.

VI.C2. Continue to increase efforts in the implementation of the industrial pretreatment program through regular inspections.

VI.C3. Continue funding for the maintenance, rehabilitation and replacement of existing sewer lines in the older portions of Wichita.

VI.C4. Utilize natural and man-made service area boundaries (i.e. major ridgelines and sewer district or urban service boundaries) to determine the economical and efficient extension of sewer services.

VI.C5. Continue the beneficial reuse of sludge and bio-solids within EPA guidelines.

D. OBJECTIVE: Minimize the potential for environmental contamination while maintaining cost efficiency by proper management of the solid waste generated or disposed of in Wichita-Sedgwick County.

Strategies:

VI.D1. Reduce the solid waste generated in the County through the implementation of education programs and specific community goals for recycling and composting.

VI.D2. Amend the Sedgwick County Solid Waste Management Plan in order to allow the option for the establishment of a new landfill site in Sedgwick County.

VI.D3. Encourage alternative waste management practices, promote economically viable, state-of-the art solutions and support environmentally sensitive methods of disposal in all solid waste management activities.

E. OBJECTIVE: Maximize the use of information technology to enhance the provision of government and institutional services.

Strategies

VI.E1. Establish a steering committee, comprised of private and public sector stakeholders, to oversee the development of a metropolitan wide, data communications and technology plan.

Public Safety Services

VII. GOAL: Provide residents of Wichita and Sedgwick County with the highest quality and most efficient public safety services available.

A. OBJECTIVE: Achieve maximum coordination and functional consolidation of emergency medical, fire, and disaster management and law enforcement services.

Strategies:

VII.A1. Coordinate/consolidate the planning, design and implementation of new and existing facilities to maximize cost efficiency and public safety.

VII.A.2.Support the development of joint training facilities between the various municipal, county and volunteer public safety service providers in Sedgwick County.

VII.A.3. Continue and expand the use of first response agreements between public safety providers.

VII.A.4. Coordinate correctional programs and plan new facilities as required to meet future needs for detention and transitional housing in the County.

B. OBJECTIVE: Provide responsive public safety services to meet the needs of existing residents and future new growth.

Strategies:

VII.B.1. Continue to utilize more education, public information and community involvement programs in support of professional emergency medical, fire, disaster management and law enforcement activities.

VII.B.2. Develop and implement service provision standards as a basis for the establishment of acceptable levels of public service.

VII.B.3. Continue to evaluate service demand, and implement planned emergency medical, fire, and disaster management and law enforcement facility relocations and development, in the context of changing technology and demographics.

Parks, Open Space and Recreation

VIII. GOAL: Enhance the quality of life and image of the City and County through the provision and proper maintenance of recreation facilities and programs, open space and natural resources.

A. OBJECTIVE: Develop and maintain a system of parkland, open space and recreational facilities which provide a diverse set of recreational opportunities for existing and future residents.

Strategies:

VIII.A1. Add a Parks and Recreation sales tax to the Park and Open Space Master Plan and the Park and Recreation Facilities Study. These funds would supplement general revenue funds in order to build more parks and improve maintenance of existing recreation parks/facilities

VIII.A2. Develop incentives and rewards for the involvement of residents and property owners in the design, improvement and maintenance of neighborhood parks and recreation facilities within their neighborhood.

VIII.A3. Identify land throughout the City and County with significant natural water and landscape features, and place a high priority on the acquisition of those lands with significant natural water or landscape features.

VIII.A4. Identify available vacant land and/or increase availability of facilities and activities in central Wichita to meet recreational needs in inner-city neighborhoods.

VIII.A5. Increase the visibility and use of existing and new parks through greater public safety and maintenance measures and other activities as indicated in the community surveys.

VIII.A6. Identify and explore areas of the Wichita-Valley Center Floodway and other associated drainage ways for use as natural habitat, and utilize the Wichita Valley-Center floodway for non-intensive recreational uses such as walking trails and bike paths.

VIII.A7. Enhance the recreational aspects of the Arkansas River corridor.

VIII.A8. Implement a policy of more fully using drainage corridors for re-establishment of riparian areas, open space and recreational areas, consistent with maintaining planned flood carrying capacities.

B. OBJECTIVE: Continue development of a system of greenways, natural areas and landscaped corridors linking people to places such as educational, residential, commercial, public areas and activity centers throughout the community.

Strategies:

VIII.B1. Provide public pedestrian/bicycle trails to create an overall network for travel from residential areas to commercial, employment, educational and recreational centers.

VIII.B2. Connect public pedestrian, equestrian and bicycle trails separate from the street system through public parks, drainage ways, and private open space reserves.

VIII.B3. Obtain public access easements utilizing land and water corridors (rail lines, water courses such as the Arkansas, Cowskin, Chisholm and Ninnescah Rivers, vacated streets) and develop them for greenway activities such as recreational hiking, bicycling, horse-back riding and canoeing.

Education and Culture

IX. GOAL: Enhance the opportunity for greater cultural and educational experiences.

A. OBJECTIVE: Provide a comprehensive set of library services and programs for all population segments within the County.

Strategies:

IX.A1. Explore the use of electronic transger, book mobile, nimi-branch, and mail services as alternative methods of library provision.

IX.A2. Continue implementing planned facility relocation and development activities, selecting highly visible locations for the placement or relocation of libraries to increase usage.

IX.A3. Coordinate library programs, services and activities among public, private and school libraries so as to eliminate duplication of services.

IX.A4. Implement the practice of resource sharing, both human and library materials, throughout Sedgwick County.

B. OBJECTIVE: Enhance facilities and programs offered by public museums, cultural organizations and educational entities.

Strategies:

IX.B1. Continue to pursue the strengthening of the museum/cultural district as part of the core area initiative.

IX.B2. Create a forum for the sharing of information between government and cultural/ educational organizations in order to coordinate future facility development with projected growth.

IX.B3. Increase the joint use of public facilities and improve the coordination of program development by cities, the County, various school boards, and universities in the area.

IX.B4. Encourage the Wichita School Board and other Sedgwick County school districts to adopt programs and policies which will make families feel more confident to move into or remain in homes in each school district. Concerns include the quality of education, safety of children, stability of the neighborhood school concept and recognition of schools as social institutions which can anchor and strengthen neighborhoods.

Environmental Quality

X. GOAL: Protect and preserve the man-made and natural elements which support human habitation, add to the community's quality of life and create a unique living environment.

A. OBJECTIVE: Preserve the community's identity as expressed in its buildings and landmarks of historical, cultural and architectural significance.

Strategies:

X.A1. Update and evaluate the effectiveness of the Wichita Historic Preservation Plan.

X.A2. Develop and adopt a building rehabilitation code in order to encourage the rehabilitation of existing older structures in Wichita/Sedgwick County.

X.A3. Increase historic preservation efforts through cooperation with the Historic Preservation Alliance to actively work on preservation activities.

X.A4. Develop a countywide program for identifying and preserving historic sites, buildings, and points of interest through the cooperative efforts of the City of Wichita, Sedgwick County, and the small communities in the County.

X.A5. Support state and federal legislative efforts to implement tax policies, such as state income tax credit for money spent on rehabilitation, which would provide additional incentives for encouraging the preservation of historic resources.

X.A6. Delineate public water supply wellhead areas, and evaluate the need for special land use and/or sanitation code requirements in those areas to protect the wells from contamination.

B. OBJECTIVE: Protect areas that provide significant wildlife habitat and are environmentally sensitive or unique.

Strategies:

X.B1. Develop and utilize a resource map, which identifies environmentally sensitive areas.

X.B2. Promote the protection of identified environmentally sensitive areas by the use of direct land acquisition, donation of land easements, and/or land dedication through the subdivision process.

X.B3. Evaluate the effectiveness of current stormwater and floodplain management policies to enhance water quality and provide adequate flood protection for existing and future development.

X.B4. Retain existing stands of trees and other native vegetation, as well as water and topographic features, through environmental reviews as part of the subdivision process.

C. OBJECTIVE: Approach environmentally hazardous situations proactively in order to prevent serious contamination problems from occurring or spreading.

Strategies:

X.C1. Continue to work with State and Federal agencies to identify, contain and clean up sites that contain hazardous materials or show evidence of environmental contamination.

X.C2. Coordinate a Hazardous Substance Management Program with property owners to ensure compatibility among proposed plans and programs, and existing or expected regulations.

X.C3. Maintain an ongoing information collection system to identify existing and proposed locations of hazardous substances and catalog the method of storage, handling, transportation, and disposal within Sedgwick County.

X.C4. Continue efforts to train and coordinate a countywide environmental hazard management team, which may utilize resources located throughout the County.

X.C5. Continue to regulate the use of private groundwater wells in Wichita/Sedgwick County in order to protect water resources.

D. OBJECTIVE: Ensure that Wichita-Sedgwick County continues to meet the federal National Ambient Air Quality Standards.

Strategies:

X.D1. Use local resources, such as the Local Air Quality Improvement Task Force, to develop voluntary strategies and programs to reduce airborne pollutants, with a particular emphasis on the reduction of ground level ozone concentrations.

E. OBJECTIVE: Improve the visual appearance of Wichita and Sedgwick County.

Strategies:

X.E1. Prepare detailed design and improvement plans to enhance the visual appearance of key nodal points, special resource or opportunity areas, and major travel corridors in the community, as initially identified on the Visual Form Map.

X.E2. Implement citizen input mechanisms to refine the identification of critical visual elements and suggest improvement strategies.

X.E3. Adopt new design review guidelines for land development in highly visible locations.

X.E4. Enhance the visual image of the community through closer attention to the design and manner of placement of elements along major streets, including public and private signage, tree planting, utility poles, wires and cabinets, and other street furniture.

X.E5. Implement the Wichita Public Art Plan, and maintain funding for the creation and acquisition of artworks in public places through the Art and Design Board.

X.E6. Expand the City's aesthetic review team to include the County and the review of County projects

X.E7. Continue the street tree-planting program along City arterial streets.

X.E8. Develop partnerships with property owners and neighborhood associations in planting or replanting trees on local streets in existing neighborhoods.

X.E9. Implement an ongoing environmental education program in cooperation with local design professionals.

X.E10. Continue to enhance and add to the collection of memorable elements along the Arkansas River through the downtown area, to strengthen the concept of the river as the unifying symbol for the local area.

Housing and Neighborhoods

XI. GOAL: Develop, conserve and revitalize housing and neighborhoods that will provide safe, decent, marketable and affordable conditions for all residents.

A. OBJECTIVE: Maintain the existing housing stock in a safe and sanitary condition.

Strategies:

XI.A1. Adopt and enforce minimum housing, safety and sanitary standards in the unincorporated areas of the County.

XI.A2. Enforce existing housing codes and statues that take into consideration the rights of property owners and tenants to ensure that all types of housing are kept in compliance with minimum housing, safety and sanitary standards. Pursue State statute changes that will provide more efficient and productive enforcement of existing housing codes.

B. OBJECTIVE: Provide greater access to greater affordable owner and renter occupied housing opportunities.

Strategies:

XI.B1. Expand supplementary programs, such as job training, housing and credit counseling services and other social service support systems designed to increase the level of education and income for residents.

XI.B2. Develop public/private cooperative housing programs consistent with the Consolidated Plan.

XI.B3. Promote methods to encourage mixed income residential developments.

XI.B4. Develop and implement effective programs that will encourage the rehabilitation and occupancy of vacant houses as part of an affordable, marketable housing initiative.

C. OBJECTIVE: Strengthen established neighborhoods and promote strong neighborhood pride.

Strategies:

XI.C1. Encourage private investment and the stabilization of neighborhoods through the use of improved neighborhood services (e.g. strong, systematic code enforcement, crime reduction measures, increased effectiveness of local schools, provision of parks and open space, cleanup programs and public improvements such as street/sidewalk repair and street tree planting).

XI.C2. Provide technical assistance for on-going neighborhood self-help programs, increased activities, identification of neighborhood boundaries, and the creation of neighborhood based associations, which build community identity and involvement**.**

XI.C3. Promote active citizen involvement in existing neighborhood planning activities**.**

XI.C4. Protect older neighborhoods through the use of rezoning, after detailed study and recommendation of the Planning Commission, where necessary to prevent encroachment of inappropriate development of a more intensive nature.

XI.C5. Develop and adopt neighborhood plans that reflect local conditions and priorities regarding land use infrastructure improvements and service goals.

XI.C6. Create a high-visibility neighborhood and property beautification award program.

XI.C7. Promote neighborhood identity through special treatment of edges and entries (re)design of local streets and other landscape elements.

XI.C8. Assist in revitalization of neighborhood shopping facilities in older neighborhoods, through technical assistance and financial incentives for rehabilitation and selected redevelopment projects.

XI.C9. Offer and market the availability of tax relief, fee waivers and low interest loan programs to encourage new housing construction and rehabilitation in older neighborhoods exhibiting signs of decline.

XI.C10. Develop technical/design assistance, setback flexibility and financial incentive programs that will encourage the revitalization, renovation and modernization of structurally sound, older housing neighborhoods.

XI.C11. Implement the recommendations and strategies as contained in the Redevelopment Incentives Task Force Report adopted by the Wichita City Council.

XI.C12. Broaden and expand City funding of revitalization incentives to include programs for all the older neighborhoods identified on the "Wichita Residential Area Enhancement Strategy Map".

XI.C13. Develop incentives to encourage middle and upper income households to remain in or move to older residential neighborhoods.

Economic Development

XII. GOAL: Increase economic wealth and opportunities for all Sedgwick County citizens.

A. OBJECTIVE: Expand governmental support for the establishment of new businesses and expansion/retention of existing businesses.

Strategies:

XII.A1. Maintain reasonable and stable tax rates on businesses through efficient planning and delivery of public services.

XII.A2. Support State legislation that creates a more competitive tax structure.

XII.A3. Continue judicious use of tax abatement and other financial incentives to encourage investment by businesses that bring new wealth into the community and/or arrest neighborhood decline.

XII.A4. Improve surface and air transportation services, with special attention to local highway improvements and more convenient, lower cost commercial air travel.

XII.A5. Expand educational programs and improve academic performance as a means to improve the quality of the local labor force.

XII.A6. Assist in expansion of convention/tourist business through support for new and improved downtown hotel accommodations and improved cultural and entertainment offerings. Support the activities of the Wichita Convention and Visitors Bureau in promoting Wichita as a visitor destination.

XII.A7. Provide improved service to businesses requiring development permits, licenses and/or information, through implementation of "one-stop" counters and other streamlined procedures, more "customer-oriented" service, more accessible databases, and periodic review of local regulations to determine which could be eliminated or made less burdensome.

XII.A8. Coordinate public and private economic development efforts in the City and County and maximize public involvement and education in the process.

XII.A9. Where appropriate, encourage privatization efforts in the delivery of public services.

XII.A10. Develop and promote auto and coach tours that connect unique historic, cultural, and natural resources of Wichita and Sedgwick County.

XII.A11. Encourage the development of a large scale, high quality, family amusement facility in Wichita.

XII.A12. Promote affordable housing within Wichita/Sedgwick County as an attraction for economic growth and development.

XII.A13. Develop a downtown arena facility as a means of encouraging the economic revival of downtown Wichita.

B. OBJECTIVE: Maximize the use of information technology to attract and retain business, commerce and industry.

Strategies:

XII.B1. Establish an advisory group comprised of private and public sector stakeholders to monitor/anticipate changes in information technology, as well as advise local government and industry leaders on the best proactive responses to these I.T. changes that will facilitate economic development in Wichita/Sedgwick County.

The Wichita Land Use and Sedgwick County Development Guides consist of maps with associated text describing anticipated growth patterns, land use categories and locational guidelines. These guides are intended to visually portray the land use, development and public improvement goals and policies of the Comprehensive Plan; and, to guide rezoning and development decisions in the future. These guides should be used with a sense of flexibility. Development proposals that do not exactly match these guides but reflect market place demands should be given reasonable consideration, if they do not present extra-ordinary new public service burdens on the community.

1. Land Use Categories

RURAL: This category encompasses land outside the 30 year Wichita urban service boundary and the small city growth areas. This category is intended to accommodate agricultural uses, rural based uses that are no more offensive than normal agricultural uses, and large lot residential subdivisions with provisions for future water and sewer services.

SMALL CITIES FUTURE GROWTH: The area designated for the small cities' future growth is generally located adjacent to their existing municipal boundaries, and indicates the direction and magnitude of growth these communities can expect to experience over the next 30 years. The determination of the direction and amount of growth is based upon anticipated population growth, current infrastructure limitations and environmental factors.

2010 URBAN SERVICE AREA: This category identifies Wichita's urban fringe areas that are partially developed or have the potential to be developed by the year 2010, based upon population growth projections and current market trends. This is the area in which City expansion and extension of municipal services and infrastructure should be focused over the next ten years.

2030 URBAN SERVICE AREA: This category identifies Wichita's urban fringe areas that are presently undeveloped but have the potential to be developed by the year 2030, based upon population growth projections and current market trends. This is the area in which City expansion and extension of municipal services and infrastructure should be focused during the period from 2010 to 2030.

LOW DENSITY RESIDENTIAL (1 to 6 dwelling units per acre): This residential category provides for the lowest density of urban residential land use and consists of single-family detached homes, zero lot line units, cluster subdivisions and planned developments with a mix of housing types that may include townhouse and multi-family units. Schools, churches and other similar uses are also found in this category.

MEDIUM DENSITY RESIDENTIAL (6 to 10 dwelling units per acre): This medium density residential category includes semi-detached dwelling units such as duplexes, townhomes and mobile home parks. Although mapped together with other housing types on the "Wichita Land Use Guide", mobile home parks may not be appropriate in all locations designated for medium density housing.

HIGH DENSITY RESIDENTIAL (11 plus dwelling units per acre): This category includes densities in excess of 10 units per acre, such as garden apartments, condominiums and special residential accommodations for the elderly (assisted living, congregate care and nursing homes).

PUBLIC/INSTITUTIONAL: Public land uses include government employment centers or facilities, libraries and educational facilities. Institutional uses include churches, hospitals, private schools and cemeteries.

COMMERCIAL: The "Wichita Land Use Guide" suggests the following principles to guide future commercial zoning and development:

Convenience centers; generally ranging from 2-4 acres in size, typically anchored by a mini-market with several other small-scale tenants, and containing up to 40,000 square feet of floor area. Convenience centers would typically be expected to develop at one or more corners of arterial intersections. They could also be appropriately located at the intersection of an arterial and collector street, where proper turn lanes are in place or planned, in order to be more accessible to the residents of the immediate neighborhood served by the collector street.

Neighborhood centers; generally ranging from 4-15 acres in size, typically anchored by a supermarket with a variety of other tenants, and containing up to 200,000 square feet of floor area. These centers would be permitted at one or two corners of any arterial intersection. This would allow for market competition, but avoid excessive concentration of commercial development and consequent traffic congestion at the intersection.

Large-scale retail areas generally restricted to frontage along Kellogg and near key interchanges of other highways. On the east side, the 21st Street North/Greenwich/K-96 interchange area and the 127th Street East/K-96/I-35/Kellogg interchange areas appear most appropriate for these uses. On the west side, there appears to be considerable zoning already available within the existing city limits for these uses, in areas such as Kellogg/Ridge Road and 21st Street North/Maize Road. New major commercial activity nodes appear likely in the future near the intersections of Ridge/K-96 and Colwich Road/Kellogg.

OFFICE: The office category provides for office developments that furnish business, finance, insurance, real estate, medical and other professional services usually permitted in office, office park and CBD zoning districts. It is anticipated that neighborhood-oriented office developments will take place as part of the planned commercial centers, while some new office developments may continue to be attracted towards Wichita's downtown area.

INDUSTRIAL: While the City/County zoning districts distinguish limited from unlimited industrial uses, the "Wichita Land Use Guide" makes no such distinction. The primary location determinants are the characteristics of the individual use, nature of any emissions, the surrounding uses and zoning districts, and the degree of compatibility with adjacent uses. New industrial development is anticipated along segments of K-96, from Tyler Road on the west to Kellogg/Turnpike/K-96 interchange area on the east.

TRANSPORATION/UTILITIES: This category designates areas such as airports, landfills and sewer and water plants. These types of uses generally require large amounts of land and generate specific conflicts associated with noise, odor and safety.

PARKLAND/OPEN SPACE: This category includes parks, open space and various recreational corridors (natural drainage channels, roadways, easements, abandoned rail lines, etc.). More detailed maps and policies are contained in the Parks and Open Space Plan, adopted in 1996.

DOWNTOWN PLAN: The Development Plan for Downtown Wichita was formally adopted in 1989 by the Metropolitan Area Planning Commission. This Plan is a conceptual guide for the downtown area. Since that time, other proposals such as the DeBoer Plan, were considered. The Wichita City Council has subsequently evaluated specific project proposals contained in both plans, and has adopted a list of preferred projects generally referred to as the "core area initiative". Work on these projects is in various stages of implementation. Since the downtown/core area has already received much detailed study from groups specifically established to study the downtown, this Comprehensive Plan does not address the downtown core in specific detail.

While the growth and development of the City of Wichita plays a major role in the transformation of Sedgwick County, from rural to urban, it is important that the integrity of the County is not lost to such growth. The rural, suburban and urban residents of Sedgwick County create a diverse and interdependent community. Each of these sets of residents is best served by coordinated planning and development activities undertaken by a cooperative partnership of public and private entities. These guides and the recommendations within the Comprehensive Plan are intended to promote that cooperative and coordinated environment.

2. Locational Guidelines:

The activity and intensity characteristics of various land uses can be categorized based upon the distinctive qualities and impacts of each land use type. "Locational Guidelines" associated with each land use category have been developed to be used as guiding principles in the allocation of future land uses. These guidelines are based upon factors that reflect "good" planning practice, encourage desirable patterns of development, strive for compatibility of land use, and promote attractive urban design principles.

Residential Locational Guidelines:

1. Low-density residential uses should be separated from adverse surrounding land use types such as major industrial and commercial areas. Appropriate buffering includes open space, water bodies, abrupt changes in topography and landscaping treatments (including berms and fences).

2. Low-density residential lots should not front directly onto arterial streets, but rather onto local and neighborhood streets in order to minimize the number of access points along major traffic corridors.

3. Medium-density residential use may serve as a transitional land use between low and high density residential uses, and may also serve to buffer low-density residential uses from commercial uses.

4. Medium and high-density residential uses should be allocated within walking distance of neighborhood commercial centers, parks, schools and public transportation routes. These uses should also be in close proximity to concentrations of employment, major thoroughfares and utility trunk lines.

5. Medium and high-density residential uses should be directly accessible to arterial or collector streets, in order to avoid high traffic volumes in lower density residential neighborhoods.

6. Medium and high-density residential uses should be sited where they will not overload or create congestion in existing and planned facilities/utilities.

7. Manufactured home parks (as distinguished from manufactured home subdivisions) should be located on larger tracts, buffered from single-family neighborhoods by physical barriers (e.g. freeways, drainageways, railways).

Public/Institutional Locational Guidelines:

1. Those public facilities (such as branch libraries, schools and post offices) that serve residential areas should be grouped together along with neighborhood commercial centers, and located near parks or along intersections of greenways/recreational corridors.

2. Public and institutional facilities should have convenient access to arterial streets, public transportation and major utility trunk lines.

3. Libraries and parks should be located in an equitable manner with placement based on population and distance standards established in adopted facility plans.

4. Fire and EMS stations should be located in accordance with response time standards established in adopted facility plans.

Commercial Locational Guidelines:

1. Commercial sites should be located adjacent to arterial streets or major thoroughfares that provide needed ingress and egress in order to avoid traffic congestion.

2. The location of major commercial uses should be coordinated with mass transit routes, high-density residential, employment and other intensive uses.

3. Commercial development should have required site design features that limit noise, lighting and other aspects of commercial activity that may adversely impact surrounding residential land uses.

4. Locate commercial uses in compact clusters or nodes versus extended strip developments.

5. Commercially-generated traffic should not feed directly onto local residential streets.

6. Commercial uses that are not located in planned centers or nodes (including large free-standing buildings, auto-related and non-retail uses) should be guided to other appropriate areas such as: the CBD fringe; segments of Kellogg; established areas of similar development; and, areas where traffic patterns, surrounding land uses and utilities can support such development.

Office Locational Guidelines:

1.Office uses should be generally located adjacent to arterial streets.

2. Large-scale office development should be encouraged to locate within the CBD.

3. Local, service-oriented offices should be incorporated within or adjacent to neighborhood and community scale, commercial development.

4. Low-density office use can serve as a transitional land use between residential uses and higher intensity uses.

Industrial Locational Guidelines:

1.Industrial areas should be located in close proximity to support services and be provided good access to major arterials, city truck routes, belt highways, utility truck lines, rail spurs, airports and as extensions of existing industrial uses.

2. Industrial traffic should not feed directly into local streets in residential areas.

3. Industrial uses should be generally located away from existing or planned residential areas, and sited so as not to generate industrial traffic through less intensive land use areas.

Transportation/Utilities Locational Guidelines:

1. Airports should be sited away from large water bodies, landfills and concentrations of people.

2. Utility facilities with significant noise, odor and other nuisance elements should be located away from residential areas.

The "Wichita Residential Area Enhancement Strategy Map" replaces the "Area Treatment Classification Map", prepared in 1993. This updated map targets those residential neighborhoods in the City of Wichita needing some level of special enhancement or improvement in order to ensure their future viability in terms of structural integrity, marketability, physical form and community cohesiveness. These neighborhoods have been placed into a "Conservation", "Revitalization" or "Re-establishment" area classification, based upon the extent of improvement and enhancement required.

It should be noted that the Enhancement Area classifications are meant to be generalizations only. Within each area, there will be individual residences or pockets of residential development with qualities not consistent with the area classification in which they fall. The classification criteria and general enhancement strategies are summarized below:

Conservation Area:

Classification criteria

- Residential neighborhoods that are still basically sound (structurally, socially and marketability), but need to be protected from future structural and market value decline.
- Typically, these neighborhoods have an average structure age of at least 30 years and lack some residential amenities/features commonly found in the newer home marketplace.

Enhancement strategies

- Zero-tolerance code enforcement.
- Technical/design assistance for homeowners, setback flexibility for building enhancements, and limited financial incentives programs to encourage renovation, remodeling and modernization of older housing stock.

Revitalization Area:

Classification criteria

- Residential neighborhoods that are experiencing structural and market decline, but market and development opportunities still exist. Typically, these neighborhoods. Have an average structure age of at least 40 years, plus an average valuation of less than $59,000 (1999).
- Neighborhoods that need to be stabilized (correction of housing deterioration), rehabilitated and made more attractive for private investment, including development of well designed, infill housing.
- Areas that need improvement of community services and infrastructure (lighting, sidewalks, parks, water/sewer).

Enhancement strategies

- Zero-tolerance code enforcement.
- Public investment in capital improvements and infrastructure,
- Financial incentives to encourage home acquisition and renovation. Examples include: Low interest mortgages, low interest rehabilitation loans, first-time home buyer assistance and other risk-sharing programs, waiving or reducing permit fees.
- Flexible regulations for physical improvements (varying parking standards and setback requirements).

Re-establishment Area:

Classification criteria

- Residential neighborhoods that are experiencing structural and market decline to a point where large scale interventions are needed to create economic and social stability.
- Neighborhoods that exhibit deteriorating social organizations and lack of private reinvestment.
- Neighborhoods are in transition from residential to non-residential land uses, but presently contain affordable housing for low income residents.

Enhancement strategies

- Code enforcement with sensitivity to ensure against undue hardships on residents.
- Job training, specialized education, community-oriented outreach programs for crime and code enforcement, counseling services and coordinated community and neighborhood improvement programs.
- Housing assistance for emergency repairs and winterization, building clearance and relocation effort, land acquisition and assembly for redevelopment.
- Priority commitment to significant levels of capital reinvestment in parks, schools and other public infrastructure improvements.
- Low interest mortgages, low interest rehabilitation loans, first-time home buyer assistance and other risk-sharing programs, waiving or reducing permit fees.
- Flexible regulations for physical improvements (varying parking standards and setback requirements).
- Financial incentives to encourage innovative housing types and mixed use infill developments.

Table 1: **Wichita Residential Area Enhancement Strategy: Implementation Matrix**

Implementing Body				Residential Enhancement Areas		
Public Sector	Not For Profit	Private Sector	Recommended Program or Action	Conservation	Revitalization	Establishment
			Financial Assistance:			
	X	X	High Risk Loan Pool		X	X
X		X	Mortgage Revenue Bond/Certification Prog.		X	X
X			Federal Home Loan Bank/AHP		X	X
X	X		Winterization/Home Maintenance Grants		X	X
		X	Compliance with Community Reinvestment Act	X	X	X
	X		Minor Home Repair Program		X	X
	X	X	Low Income Housing Tax Credits	X	X	X
X			Emergency Loans*		X	X
X	X	X	Low Interest Rehabilitation Loans		X	X
	X	X	Housing/Credit Counseling Assistance		X	X
X			Tax Increment Financing*			X
X			Waiver or Reduction of Permit Fees		X	X
X			First_Time Homebuyer Deferred Loans*		X	X
X			Downpayment Assistance*		X	X
X			Tax Rebate Program*		X	X
X		X	Special Assessment Districts	X	X	
X			Paint Grant Program*		X	X
			Service/Infrastructure Improvements:			
X			Code Enforcement	X	X	X
X		X	Water/Sewer Maintenance and Upgrading	X	X	X
X	X	X	Public Infrastructure/Facility Improvements	X	X	X
X			Expanded Recreation Programs	X	X	X
X			Improved Transit Service	X	X	X
X		X	Street Landscaping and Lighting	X	X	X
X	X	X	Park/Open Space Acquistion & Development	X	X	X
X			New/Improved Public School Faclitities	X	X	X
X			Systematic Street Maintenance	X	X	X
			Organizational/Program Support:			
X	X	X	Select Area/Neighborhood Planning	X	X	X
X	X		Revised Zoning Districts		X	X
X	X		Anti_Crime Programs	X	X	X
X			Technical/Design Assistance	X	X	X
X			Setback/Parking Flexibility	X	X	X
X	X		Neighborhood organization/association support*		X	X
X		X	Quasi_Public Development Corporations		X	X
X	X	X	Minority/Small Business Development Assist.		X	X
X			Land Acquisition/Assembly and Writedown		X	X
X	X		HOME Fund incentives for infill housing*		X	X

X = Implementation Role *restricted to NRA and/or Local Investment Areas X = Enhancement Program Applicable

As a community grows and expands, so does the need and demand for public services. At the same time, some existing areas of development may be deficient in service levels and need to be brought up to adequate levels. The 1993 Wichita-Sedgwick County Comprehensive Plan, *Preparing for Change*, contains thorough discussion and recommendation on the issue of future public facility requirements in the areas of transportation, water and sewer, stormwater, solid waste, law enforcement, fire protection, EMS, parks/recreation and libraries.

The 1999 Update to the Comprehensive Plan anticipates 114,500 additional people and 67,900 new jobs over the next 30 years in Wichita-Sedgwick County. The growth pattern encouraged by this Plan will see an extension of low density development on the fringes of Wichita, combined with infill and redevelopment opportunities in central Wichita. Amendments to the 1993 facilities plan elements must be made in order to ensure that the proper facilities and service levels will in place when needed. The Facilities Plan Update Map shows the general location of the additional fire stations, sewer plants, water treatment plans and park sites that will be needed over the next 30 years.

Additional Fire Stations:

A total of seven (7) new fire stations will be required. Four (4) stations will be located in the west and northwest areas of the City. Two (2) stations will be located in east-northeast Wichita. One new station will be located in south Wichita.

Additional Park Sites:

A total of twelve (12) new park sites have been identified throughout the Wichita area to accommodate the new growth expected over the next 30 years.

Additional Sewer Plants:

The Northwest sewer plant has been proposed to accommodate the sanitary sewer requirements associated with the growth expected in northwest Wichita. The new growth that is anticipated for east Wichita can be accommodated with existing facilities.

Additional Water Treatment Plants:

A new water treatment plant is already proposed in northwest Wichita in order to handle the City's future water treatment requirements.

1999 UPDATE

2030 TRANSPORTATION PLAN
FOR THE
WICHITA-SEDGWICK COUNTY METROPOLITAN AREA

Section 6. Transportation Plan Update

The 2030 Transportation Plan is an update to the 2020 plan that was adopted in December 1994. It is intended to serve as a tool for both public and private decisionmakers. It will help public policymakers to make cost effective transportation-related decisions, and will aid business owners and individuals in developing or selecting locations that are suitable for business or residence.

1. Introduction

The update process for this section of the Plan is guided by federal regulations on the development of plans and programs for metropolitan areas, with particular emphasis on public input, preservation of existing transportation facilities, the effect of transportation on land use and development, and fiscal constraints. While this is an update to the 2020 Plan, efforts are focussed not only on the ten-year increment but also on understanding the demographic and spatial changes observed within the past ten years. The 30 percent population increase between 1997 and 2030 considers factors such as the aging of population and realistic estimates of worker migration into the Metropolitan Statistical Area.

Public involvement in the Planning Process: The update process began in 1997 with work sessions of the Metropolitan Area Planning Commission, the designated Metropolitan Planning Organization (MPO) for transportation purposes. Representatives from transportation-related agencies initially identified trends and concerns at the Transportation Stakeholders meeting held in winter 1998. The results from this meeting and 18 other stakeholder meetings from a wide range of topics were then compiled together to identify new issues in the plan update. In the summer of 1998, a citizen survey was conducted to solicit community input regarding future growth, including transportation, priorities for public improvement, quality of life issues, and how to finance growth.

Following technical analysis, including matching future demands with public facilities and improvements, a series of over twenty community meetings were organized in the spring of 1999. These open meetings were held throughout Sedgwick County to explain the differences between alternative growth scenarios. The “trends” scenario reflected a continuation of outward growth expansion and a loss of population in the Center City, whereas the “conservation” scenario identified fiscal savings and strategies to reverse the out-migration trends from the Center City and limited the effect of sprawl. The community meetings were structured to provide breakout sessions of smaller groups in order to hear and respond to the concerns and the priorities of individuals. Similar opportunities for input was also provided to organized neighborhood groups, residents of small cities, and to members of organizations such as the Chamber of Commerce, the Wichita Area Builders Association, and residential and commercial realtors.

Study Methodology: Population and employment trends and projections were obtained from the Wichita State University in 1997. These estimates provided the basis of all technical analysis that followed. A detailed inventory of dwelling units and employment ws conducted with some asssistance from the Kansas Department of Transporta-

tion. All demographic analysis was based on the geographic unit of Traffic Analysis Zones (TAZ), and the street and highway computer network was revised and recalibrated to reflect both transportation improvements and shifts in travel patterns since 1994.

After extensive public input, the MPO and the two governing bodies directed the Planning Department to merge the two scenarios, allowing the existing growth patterns at the fringes of metropolitan area to continue, but also to focus on center city revitalization efforts. Population and employment projections were also updated for the development of this scenario. The Transportation Plan and the travel demand model reflect both these aspects of growth.

2. Transportation System Changes, 1994-1999

The 2020 Transportation Plan recommended over 175 miles of street and highway improvements in addition to bridges over rivers and streams, and railroad tracks. Map 5 reflects approximately 97 miles of street and highway improvements made during the first five years of that Plan, and include projects that are either under construction or are already let for construction.

3. Traffic Problem Areas in 1997

Congestion, as experienced by a vehicle driver, is measured in terms of levels of service. It is the MPO's objective to strive for a desired level-of-service "C" or better for average daily conditions but prefers not to see service levels exceeding "D" during peak travel times. Map 6 identifies those sections on major arterial streets that experienced high traffic demand beyond the desired service levels in 1997, and are consequently identified as areas of congestion.

In addition to the 38 miles of congested streets and highways shown on the map, there are a number of street intersections and railroad grade crossings that exhibit intermittent delays during certain times of the day.

4. Proposed 2030 Transportation Improvements

All alternative transportation scenarios were modeled using year 2030 population and employment assumptions and allocated to 378 Traffic Analysis Zones (TAZ). Over 100 separate incremental scenarios were explored and analyzed to satisfy future traffic demands with acceptable service level expectations. Map 7 illustrates all surface transportation improvements proposed between year 2000 and 2030. Map 11 shows the 2030 Transportation Plan for all arterial streets and highways in Wichita and surrounding areas.

Regional Highways: A Major Investment Study (MIS) that concluded in 1999 recommended preserving the right-of-way corridor for the Northwest Bypass, and to eventually

construct a freeway connecting K-96 to US-54. A Southeast Area Transportation Study, similar to the Northwest Wichita MIS, should be conducted to assess the mobility needs of the southeast quadrant and the region. The study should examine the linkages that are needed between Northeast Wichita and South Wichita and between the small cities south and east of Sedgwick County with the major employment centers in East Wichita. If the study recommendations are to eventually build a bypass/corridor, then it is necessary to protect the right-of-way of these future transportation facilities. A new interchange at I-35 (Turnpike) and Woodlawn/Pawnee is also recommended.

US-54 (Kellogg) from K-96 to the Northwest Bypass should be upgraded to freeway standards with interchanges linking it to the urban arterial street system. Adding two additional ramps should complete the partial interchange at K-96 and Greenwich, and geometric improvements are needed at the interchange of I-135, K-96 and K-254.

Bridges over the Wichita-Valley Center Floodway: A number of scenarios were tested to help reduce traffic congestion and delays over the Floodway. While some of the recommendations of the *Northwest Wichita Traffic Relief Study (MIS)* have been implemented by the City of Wichita, Sedgwick County and KDOT, additional improvements are still necessary. A new 13th Street bridge over the Floodway should be built to reduce future congestion on Zoo Boulevard. It is also recommended that a new West 25th Street Bridge be built over the Floodway linking 25th Street east of I-235 to West 29th and West Streets. However, this improvement is not justified until the later years of this plan.

Three additional improvements to resolve the Floodway crossing issues are (1) widening the West Central Bridge from four to six lanes, (2) improving the Central and I-235 interchange, and (3) improving the US-54 and I-235 system interchange. An interchange at Maple and I-235 was part of the previous 2020 Transportation Plan but is not being proposed in the 2030 update, due to geometric design constraints of the proposed US-54 and I-235 interchange improvements.

Railroad Separations: Ten separate railroad-street grade separations have been identified on Map 7. The four projects that are already under design and scheduled for construction are (1) the Central Rail Corridor (elevated railroad over Douglas, 1st, 2nd, Central, Murdock, 13th and 17th Streets); (2) elevating the Union Pacific (UP) rail line over Pawnee; (3) elevating the Burlington Northern Santa Fe (BNSF) rail line over Pawnee; and (4) elevating the UP rail line over Grand Avenue in Haysville.

A railroad-street separation of E. 21st Street over both the UP and BNSF tracks is being studied presently. All concepts consider elevating 21st Street, but an alternative concept provides an elevated bridge connecting 21st (west of I-135) to 25th Street (west of Broadway). Such an alternative alignment will also eliminate the need to widen 21st Street (west of Broadway) through an ethnically diverse, established neighborhood.

Arterial Street Widening: Over 250 miles of widening projects are recommended. Seven lanes are proposed on certain sections of Rock Road, East Pawnee, East Harry, and

west of the Floodway on West 21st and West Central. The most common improvement in the urban area is widening to four or five lanes. It should be noted that these recommendations are based on projected future traffic volumes, and details such as the length of the fifth lane and other turning lanes should be studied during the design phase of the project, to mitigate the impacts of driveways and commercial entrances on arterial streets.

While a level-of-service rating up to "D" is generally considered acceptable during peak times of the day, an "E" level-of-service has been accepted in this update for specific road segments where additional widening would result in negatively impacting established neighborhoods or downtown businesses. In such cases, it is recommended that alternatives such as consolidation of driveways and reducing the number of existing intersections should be explored, to improve safety, in lieu of continuous street widening.

New Arterial Streets in the Urban Service Area: Paved arterial streets are projected to replace nearly 75 miles of sand/gravel roads over the next 30 years. Traffic projections on these suburban facilities are generally low, justifying the minimum 2 lanes. Additional lanes may be considered during the design phase of these projects when additional information about adjacent land uses will be available.

Protecting Rural Corridors: As cities grow, inter-city traffic between them increases. Some section-line roads will experience higher usage and will consequently attract more businesses and residential uses along these roads. The roads proposed for "corridor protection," as shown on Map 8 shall ensure that the speeds and the traffic-carrying capacity on these key roads are preserved, by limiting the number and the location of intersecting streets and driveways.

Access to properties fronting these key transportation corridors generally can be provided from side streets. If it is necessary that the entrance to properties be facing the identified corridor, then frontage roads may be provided. This recommendation should not affect existing driveways and entrances.

Public Transit Improvements: Transit service in the City of Wichita is provided by Wichita Transit, with fixed-route bus service, and paratransit services for individuals with special mobility needs. The highest ridership level for fixed route service in the last decade was realized in 1995 with 2.3 million rides, but declined to approximately 2 million rides per year and has remained stagnant since then. The ridership loss is a consequence of cuts in frequency and coverage due to dramatic cuts in federal funding in 1996. Over the next 30 years, ridership on the fixed route system is estimated to increase by 30 percent due to the projected aging of the population.

On the other hand, paratransit van service, which is mandated by the Americans with Disabilities Act, has experienced approximately 50 percent increase in ridership in the last 5 years. Although this rate of increase is expected to slow down, demand for paratransit services is estimated to increase by 60% over the next 30 years.

The existing transit system operates as a pulse-transfer operation from the downtown area. As the city has grown, this has created problems with keeping service available at the fringe and maintaining efficient transfer between routes at the downtown Transit Center.

In order to address these problems, several measures are being considered to improve the transit service (as shown on Map 9). The first is to cut back the radial-pulse system to the central (base) area of Wichita. This would make the pulse at the Transit Center more manageable and provide better frequency headways in the core area.

The second measure is to create 7 connector/circulator routes to serve the fringe areas. This would provide more neighborhood type service to each of the fringe areas, provide connection to the main pulse system, and at the points where they connect to the main pulse system provide connection to other adjacent connector/circulator routes. One connector/circulator route has already been set up and is being monitored as a first step in implementing this type of system.

A third measure is to set up Park and Ride locations. These would provide express service to downtown and other employment centers. They would also offer opportunities for small city and rural area transit services in the region to connect with the Wichita Transit system.

Two other measures are under consideration to address problems with the existing system. First is a cross-town shuttle, that would provide more direct service to each end of the central area and allow more effective cross-town connection between some of the connector/circulator routes. The second is a downtown shuttle that would connect downtown destinations with the Transit Center.

A Transit Development Program will be developed in 2000 to refine these system concepts and more precisely evaluate the cost and effectiveness of this proposal.

5. Residual Traffic Problem Areas in 2030

The proposed transportation improvements greatly improve the level of service on the existing system and provide mobility linkages to the planned urban service areas. While Map 7 illustrates all planned improvements on the transportation system by 2030, some congestion problems are left unresolved, as illustrated on Map 10.

These 36-mile segments of residual congestion are for information only. Nearly 15 miles of “mild” congestion can be anticipated on the freeway system, whereas the 21 miles of city arterial streets will experience some levels of intermittent peak-hour congestion. These segments are not recommended for further widening because of the costs and severe negative impacts that would result on adjacent land uses. Alternatively, capacity-

preserving techniques such as access management on arterials and Intelligent Transportation Systems (ITS) on freeways could be implemented where feasible.

6. Financing the Transportation Plan

Federal planning guidelines require the Transportation Plan to be financially constrained. While there are many sources of funds available from different transportation programs, assumptions are made to reflect the continuation of those funding programs.

Street and Highway Improvements: The metropolitan area is estimated to have available over $2.1 billion for the street and highway program. Table 2 identifies Federal, State and Local funding sources. Over 32 percent will be available from ongoing federal and state programs. These funds will be used to implement the 2030 transportation improvements as shown on Map 7. Table 3 shows the expenditures of the City of Wichita's Road and Bridge Program, whereas Table 4 shows estimates of Sedgwick County's transportation related expenditures. The surplus/deficit shown in these tables is not considered significant, as these cost estimates are within the range for average contingency costs. Some projects may also be funded jointly by Wichita and Sedgwick County.

Table 5 shows KDOT projets that are either on the statewide transportation system, proposed to be added to the statewide system, or are locally initiated projects with partial state funding.

Table 6 shows that additional funding sources for railroad-street separation projects must be explored to implement all identified proposed projects.

Table 2 - Projected Available Funds (2000 to 2030) For Street and Highway Construction (in 1999 Dollars)

Funding Source	Wichita	Sedgwick County	Total
Federal			
Surface Transportation Program	$168,904,000	$63,598,000	$232,502,000
Bridge Replacement	$4,969,4000	$26,139,000	$75,833,000
Congestion Mitigation & Air Quality	$77,184,000		$77,184,000
Sub-Total for Federal Sources	$295,782,000	$89,737,000	$385,519,000
State			
System Enhancement			$300,000,000
Local			
Sales Tax	$661,790,360	$398,508,045	$1,060,298,405
Property Tax	$269,074,750	$106,152,000	$375,226,750
Sub-Total for Local Sources	$930,865,110	$504,660,045	$1,435,525,155
TOTAL	**$1,226,647,110**	**$594,397,045**	**$2,121,044,155**

Table 3 - Wichita Road and Bridge Project Costs (2000 to 2030)

Projects	Estimated Cost(1999 $)
Freeways/ Expressways/ Interchanges	
Kellogg: Edgemoor to K-96	$174,835,000
Kellogg: Mid-Continent to Northwest Bypass	153,050,000
Northwest Bypass	33,750,000
Southeast Bypass	37,500,000
Bridges/Overpasses	
13th Street Bridge over Floodway/I-235 (City Share 25%)	5,000,000
25/29th Street Bridge over Floodway (City Share 50%)	9,000,000
Arterial Road Widening (includes 3, 4, 5, 6 & 7-lane road improvements)	360,576,000
New Arterial	48,160,000
Arterial Bridges	135,000,00
Arterial Intersections/Widening	63,000,000
Road Reconstruction	76,245,000
TOTAL COST	$1,096,116,000
TOTAL FUNDING	$1,226,647,110
DIFFERENCE	$130,531,110

Table 4 - Sedgwick County Road and Bridge Project Costs (2000 to 2030)

Projects	Estimated Costs (1999 $)
Freeways/Expressways/Interchanges	
Kellogg Intersection Improvements	$30,000,000
Northwest Bypass	33,750,000
Southeast Bypass	37,500,000
Bridges/Overpasses	
13th Street Bridge over Floodway/I-235 (County Share 25%)	5,000,000
Arterial Roads	95,552,000
Bridges	62,000,000
New Arterials	48,160,000
Arterial Intersections	5,000,000
Road Reconstruction	206,000,000
TOTAL COST	522,962,000
TOTAL FUNDING	594,397,045
DIFFERENCE	$71,435,045

Table 5 - KDOT Road and Bridge Project Costs (2000 to 2030)

New Projects	Estimated Costs(1999 $)
Freeways/Expressways	
Kellogg – Edgemoor to K-96	$140,165,000
Kellogg – Mid-Continent to NW Bypass	61,525,000
Northwest Bypass	67,500,000
Southeast Bypass	75,000,000
Bridges/Overpasses	
13th Street Bridge over Floodway/I-235 (State Share 25%)	10,000,000
25/29th Street Bridge over Floodway (State Share 50%)	9,000,000
Interchanges	
Central/I-235	18,000,000
I-135/I-235/K-254	73,000,000
I-235/US 54	110,000,000
Sub-Total New Project Cost	$362,500,000
Projects in Existing TIP	$116,134,000
TOTAL COST	$680,324,,000

Projects and estimated costs listed in Table 5 are based on assumptions made by the MPO, and are not committed or approved by KDOT.

Table 6 - Wichita & Sedgwick County Railroad Separation Projects Cost and Available Funding (2000 to 2030)

Projects	**Estimated Costs (1999 $)**
City CIP Projects	
Pawnee/ UP	$6,680,000
Pawnee/ BNSF	$13,830,000
Central Rail Corridor underpass/ UP & BNSF	$64,480,000
Subtotal	$84,990,000
County CIP Project	
Seneca & Grand in Haysville	$11,300,000
Other Projects	
21st Street N. overpass/ UP & BNSF	$25,000,000
Harry/UP & BNSF	$23,000,000
47th Street S. underpass/ UP	$13,000,000
47th Street S./ BNSF	$9,000,000
63rd Street S. underpass/ BNSF	$10,000,000
Subtotal	$80,000,000
Total Cost	$176,290,000
Funding Sources	**Funds Available**
Union Pacific	$16,000,000
TEA-21 Rail Separations	$25,000,000
State Comprehensive Transportation Program	$50,000,000
Total Funds Available	$91,000,000
DIFFERENCE	$(85,290,000)

Public Transportation

CAPITAL PROJECTS

Expenditures

Bus & Van Replacement & Expansion	$75,992,848
Equipment & Facilities	$18,855,440
Maintenance Under Capital	$42,511,090
Planning, Admin. & ADA allowed under Capital	$44,345,548
Total Capital Expenditures	$181,704,926

Revenues

Fed allocation - Formula (5307)	$109,813,488
Fed allocation - Discretionary (5309)	$34,936,852
KS Comp. Transportation. Prog. - Funding for Capital	$20,200,760
Local	$12,423,887
Total Capital Revenues	$177,374,987
Total Surplus /Deficit	($4,329,939)

Capital Project Expenditure Assumptions:
Bus replacement and expansion assumes a 12-year replacement cycle. Van Replacement and expansion, equipment, facilities, and planning and administration assume an average of the 1999-2004 expenditures. Additional vans will be purchased after 2009 and replaced every three years. Maintenance under capital assumes a projection of the 2004 budgeted level through 2030. ADA expenses allowed under capital assume an 8% increase per year through 2030.

Capital Project Revenue Assumptions:
Funding levels from federal allocation formula (Section 5307) and the Kansas Comprehensive Transportation Program continue through the year 2030. Federal allocation discretionary funding will be available to expand the fleet and to replace transit coaches every 12 years. The 20 percent local share required to match federal funds will continue to be available from state funding sources.

OPERATING BUDGET

Expenditures

Existing Service	
Personnel	$104,476,532
Contract & Admin Services	$28,216,561
Materials & Supplies	$19,960,300
Debt Service & Interfund Transfers	$10,370,320
Subtotal of Existing Service Expenditures	$163,023,713
Major System Redesign and Expansion	$69,584,160
State Funded Service Expansion	$20,249,030
Total Operating Expenditures	$252,856,903

Revenues

Existing Service	
Fares	$58,644,712
General fund	$146,203,489
Rentals, Advertising, Reimbursements, Interest, Cash	$2,167,642
Subtotal of Existing Service Revenues	$193,099,011
KS Comp. Transp. Prog. Funds for Expansion/ Operating Exp	$16,013,440
Total Operating Revenues	$223,029,283
Total Surplus /Deficit	($29,827,620)

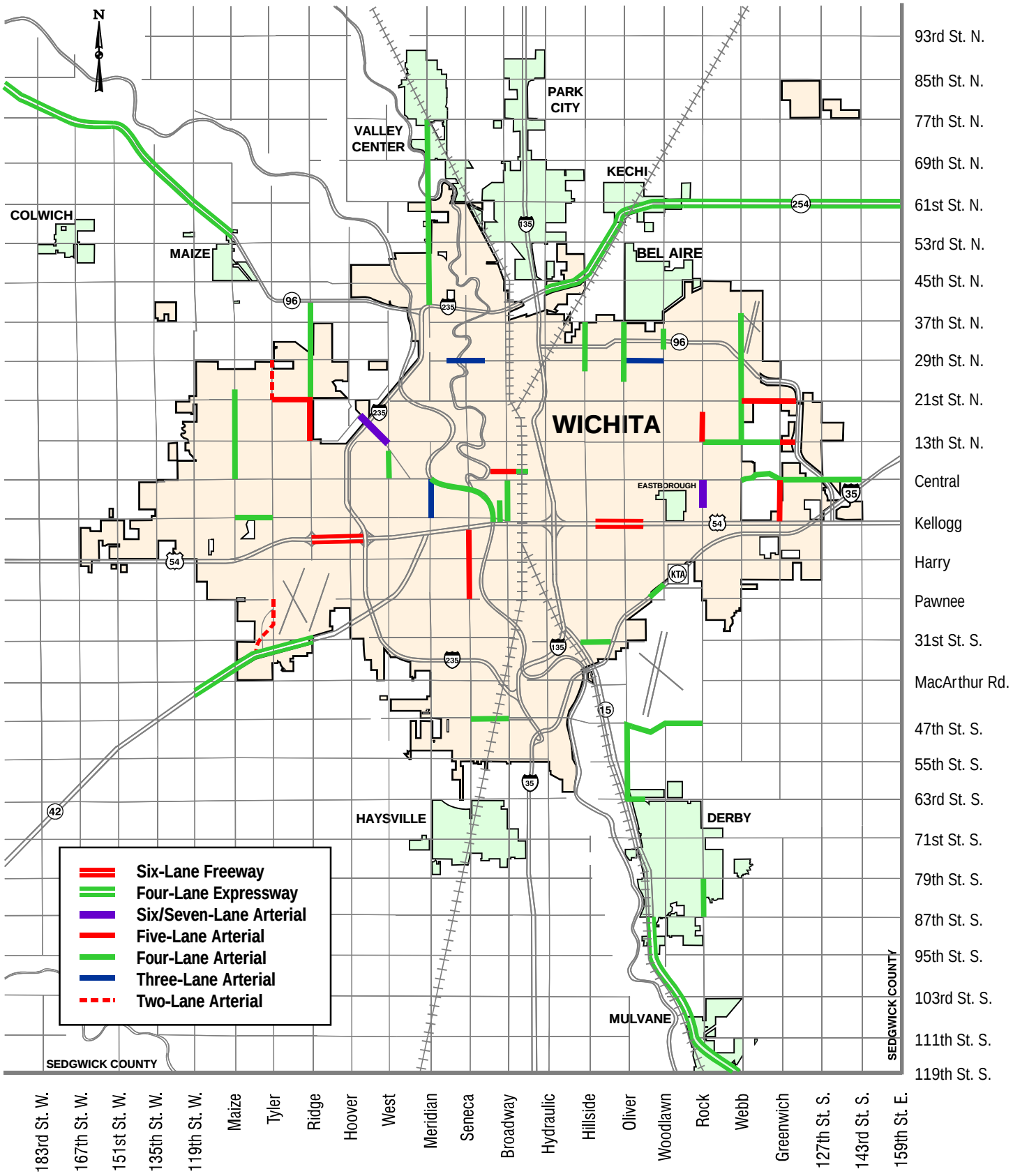
Operating Expenditure Assumptions:
All expenditures for the first five years (2000-2004) are based upon City of Wichita budgets. All expenditures after 2004 are projected from 2004 levels except for expansions. System expansions are based upon estimated hourly cost of service in the year 2000 and projected out to 2030.

Operating Revenue Assumptions:
Funding for the first five years (2000-2004) is based upon City of Wichita budgets. All funding, except fares and general fund, are projected from 2004 levels through 2030. Fare revenues are based upon two components; current service is projected using 2004 budget levels, and fares from service expansion are estimated as 20% of the cost of the expanded service. General fund revenues are derived from a 2-mil property tax. Increases in the valuation of property will generate additional revenues for the general fund.

While the financial tables above show a funding deficit in both Capital and Operating Budgets of Wichita Transit, the amounts are not considered significant over a period of 30 years. It is also realistic to assume that federal and state funding levels for public transportation will increase as a result of an increase in the aging population.

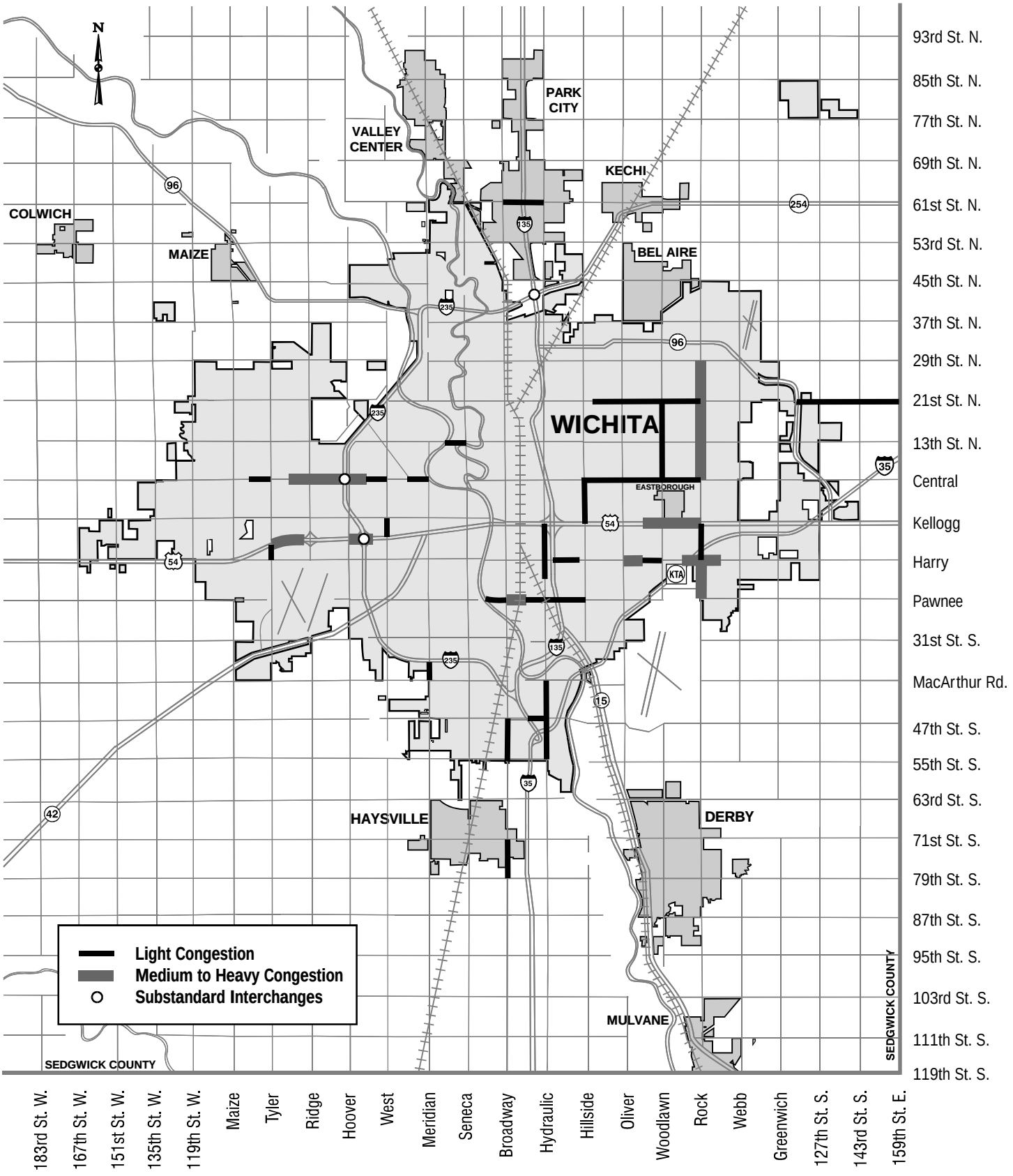
MAP 5

Transportation Improvements 1994-1999



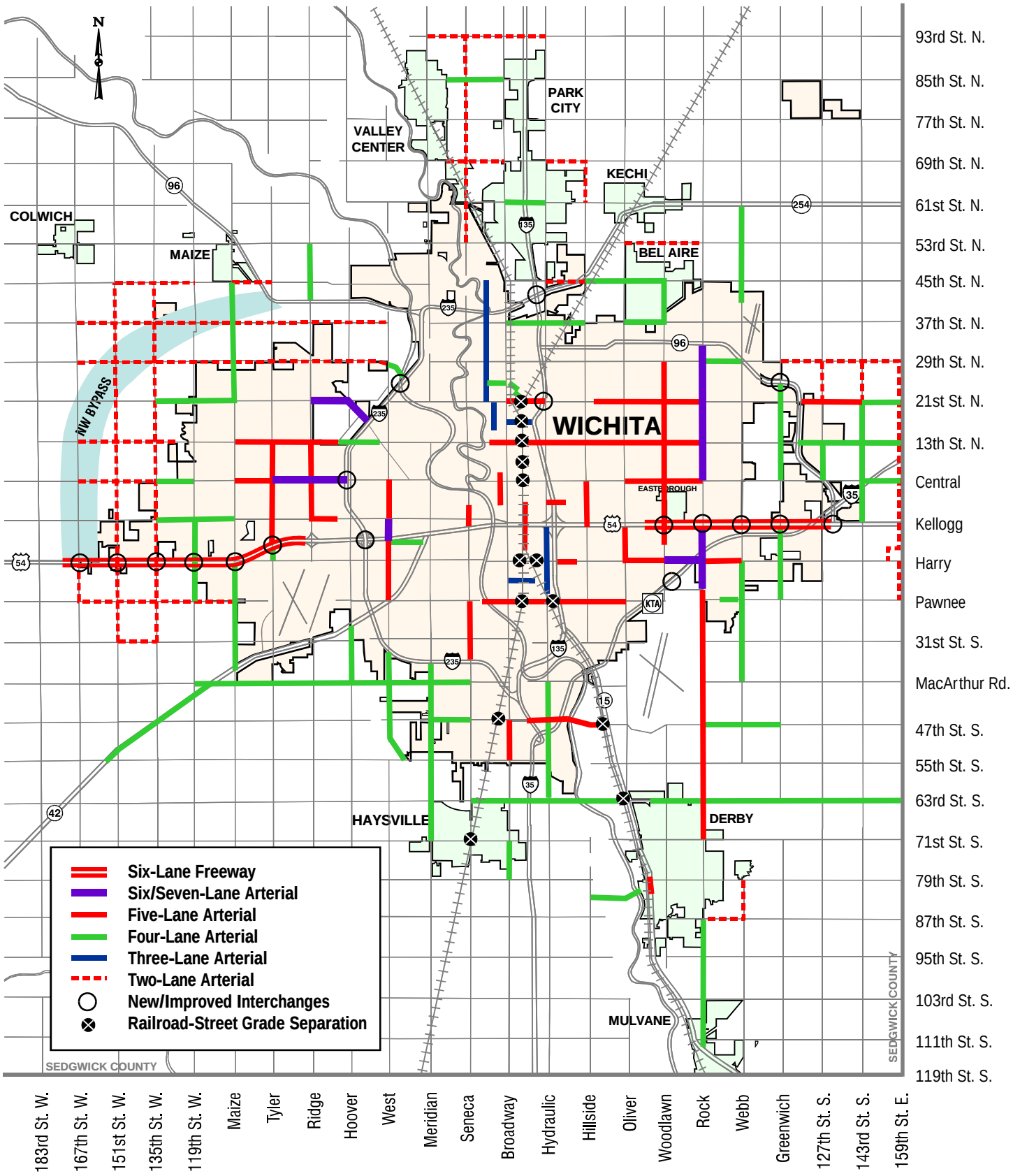
MAP 6

1997 Traffic Problem Areas



MAP 7

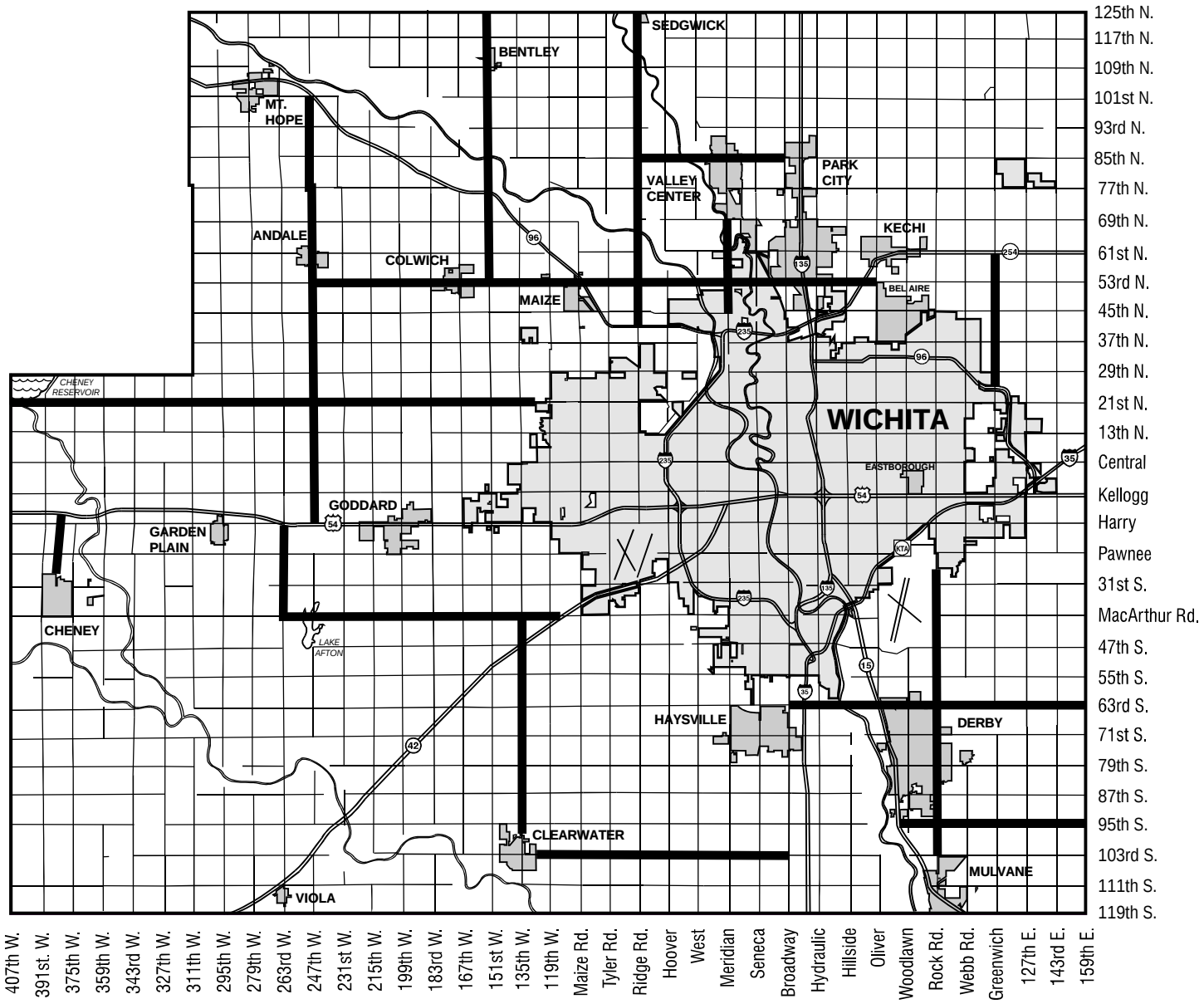
2030 Transportation System Improvements



MAP 8

Corridor Protection

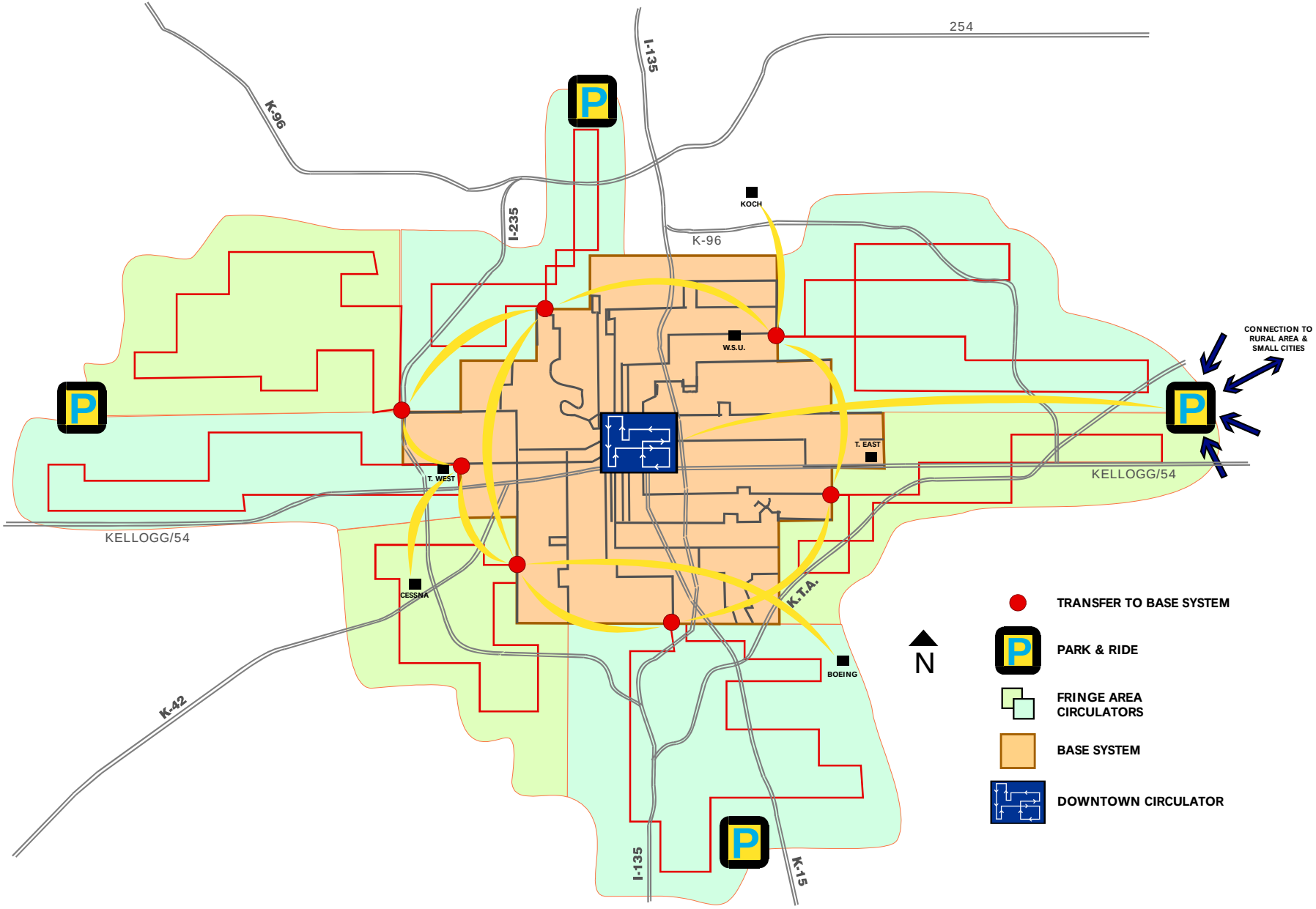
Using Partial Access Control (Proposed)



MAP 9

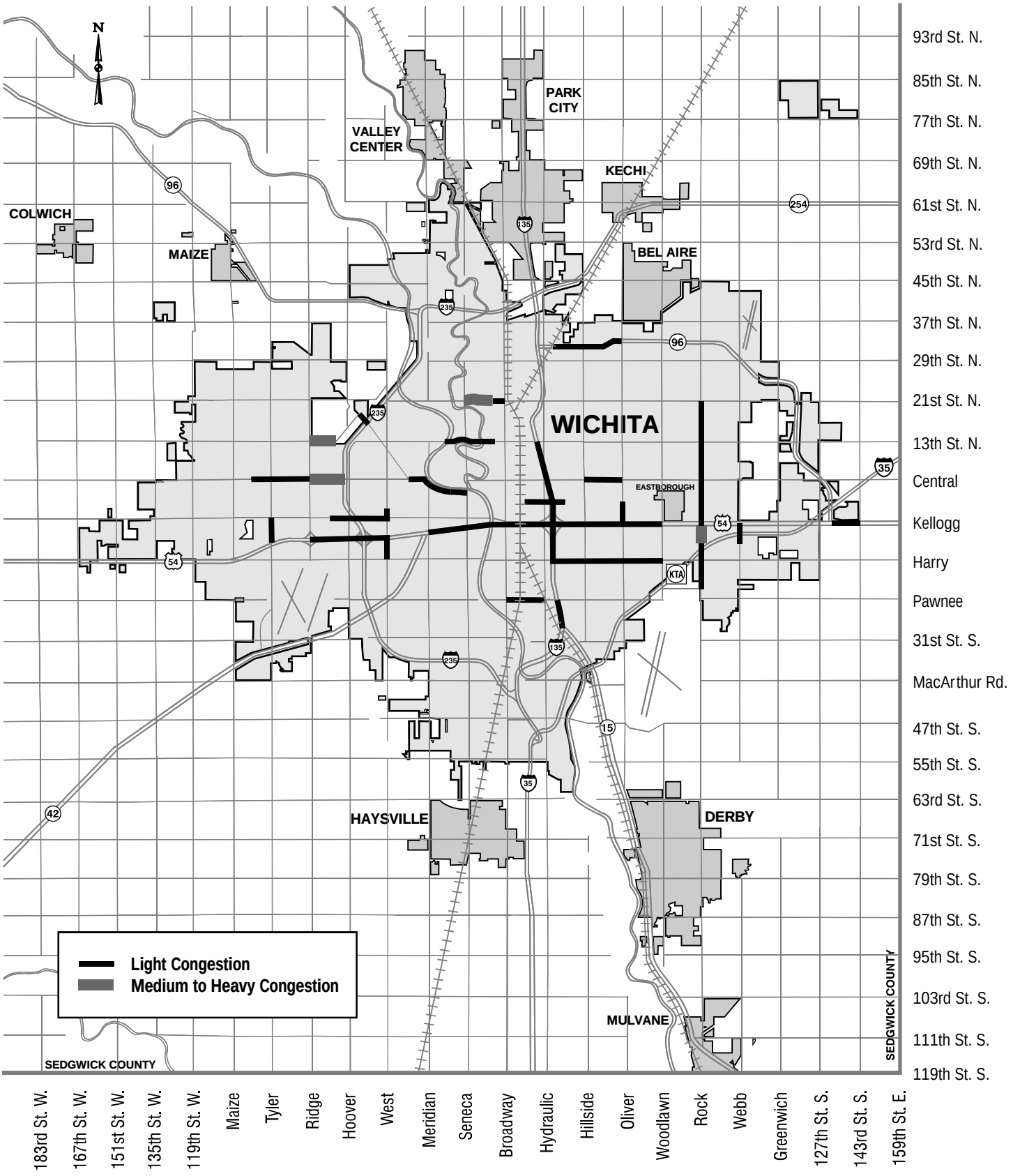
Public Transportation

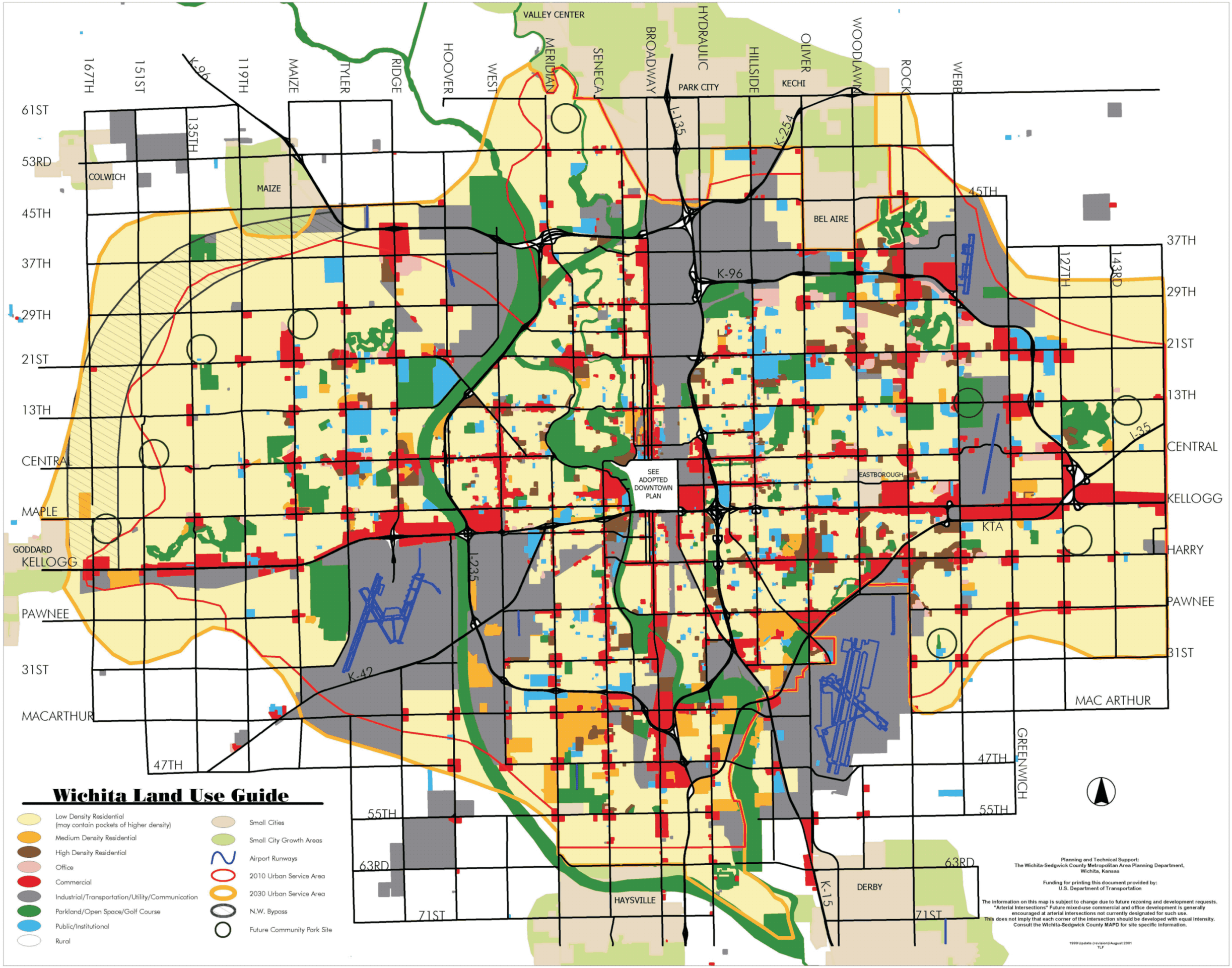
(Proposed 2030 Concept)



MAP 10

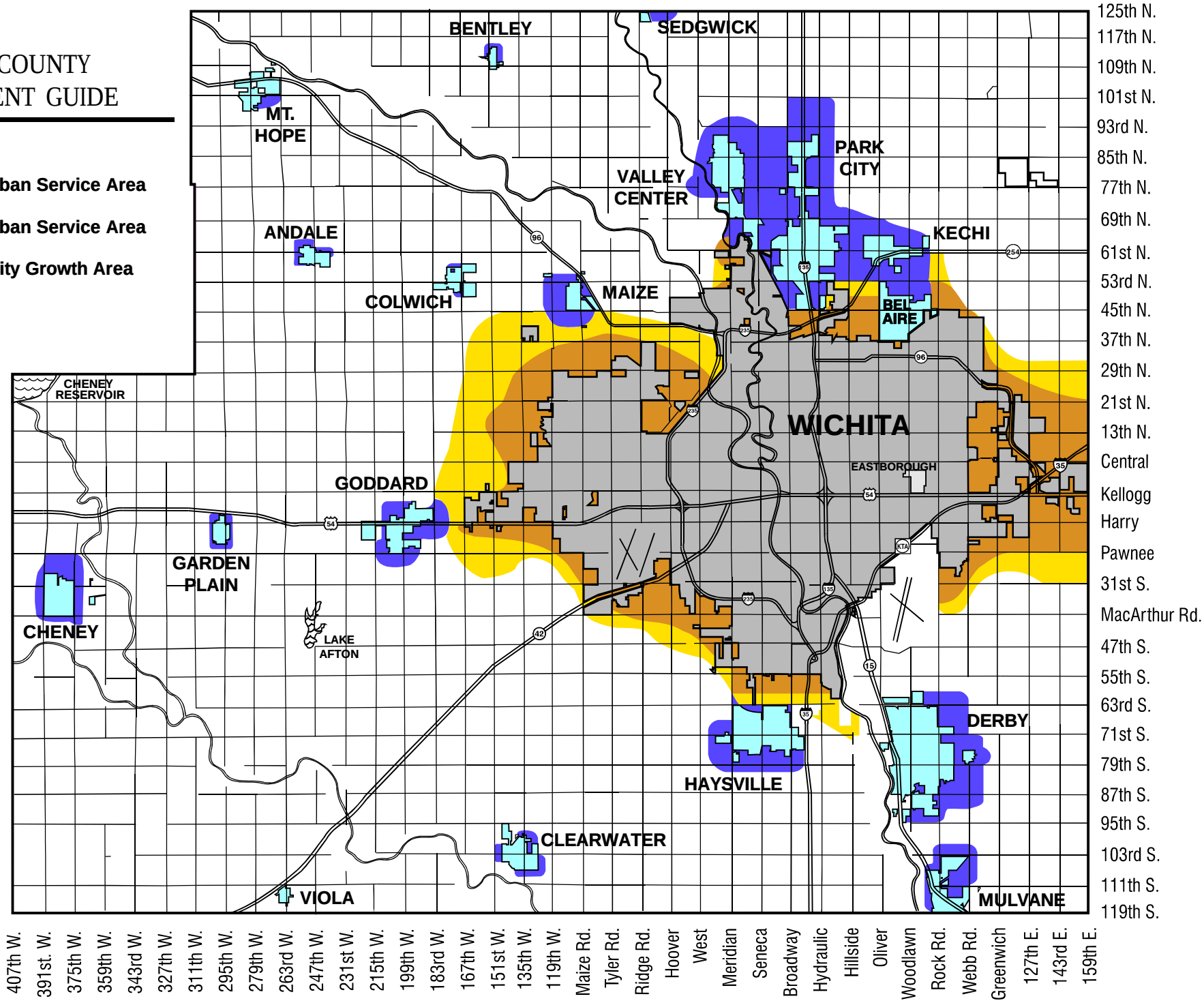
2030 Residual Traffic Problem Areas




VALLEY CENTER
PARK CITY
KECHI
BEL AIRE
EASTBOROUGH
HAYSVILLE
DERBY
COLWICH
MAIZE
GODDARD
167TH
151ST
135TH
K-96
119TH
MAIZE
TYLER
RIDGE
HOOVER
WEST
MERIDIAN
SENECA
BROADWAY
HYDRAULIC
HILLSIDE
OLIVER
WOODLAWN
ROCK
WEBB
I-135
K-254
127TH
143RD
I-35
I-235
K-42
K-15
GREENWICH
61ST
53RD
45TH
37TH
29TH
21ST
13TH
CENTRAL
MAPLE
KELLOGG
PAWNEE
31ST
MACARTHUR
47TH
55TH
63RD
71ST
KTA
HARRY
MAC ARTHUR
SEE ADOPTED DOWNTOWN PLAN
Wichita Land Use Guide
Low Density Residential (may contain pockets of higher density)
Medium Density Residential
High Density Residential
Office
Commercial
Industrial/Transportation/Utility/Communication
Parkland/Open Space/Golf Course
Public/Institutional
Rural
Small Cities
Small City Growth Areas
Airport Runways
2010 Urban Service Area
2030 Urban Service Area
N.W. Bypass
Future Community Park Site
Planning and Technical Support:
The Wichita-Sedgwick County Metropolitan Area Planning Department,
Wichita, Kansas
Funding for printing this document provided by:
U.S. Department of Transportation
The information on this map is subject to change due to future rezoning and development requests.
"Arterial Intersections" Future mixed-use commercial and office development is generally encouraged at arterial intersections not currently designated for such use.
This does not imply that each corner of the intersection should be developed with equal intensity.
Consult the Wichita-Sedgwick County MAPD for site specific information.
1999 Update (revision)/August 2001
TLF

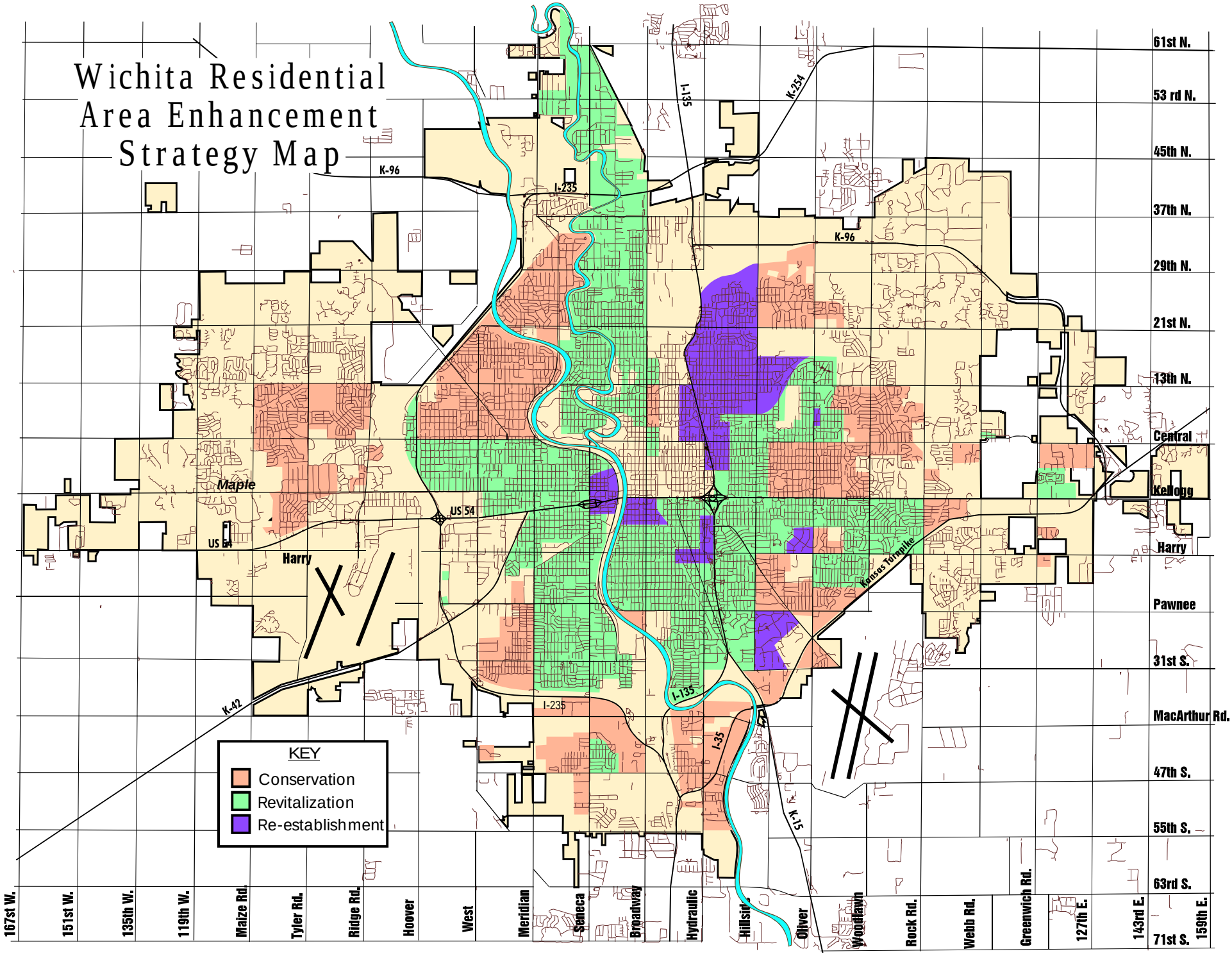
SEDGWICK COUNTY DEVELOPMENT GUIDE

- 2010 Urban Service Area
- 2030 Urban Service Area
- Small City Growth Area
- Rural



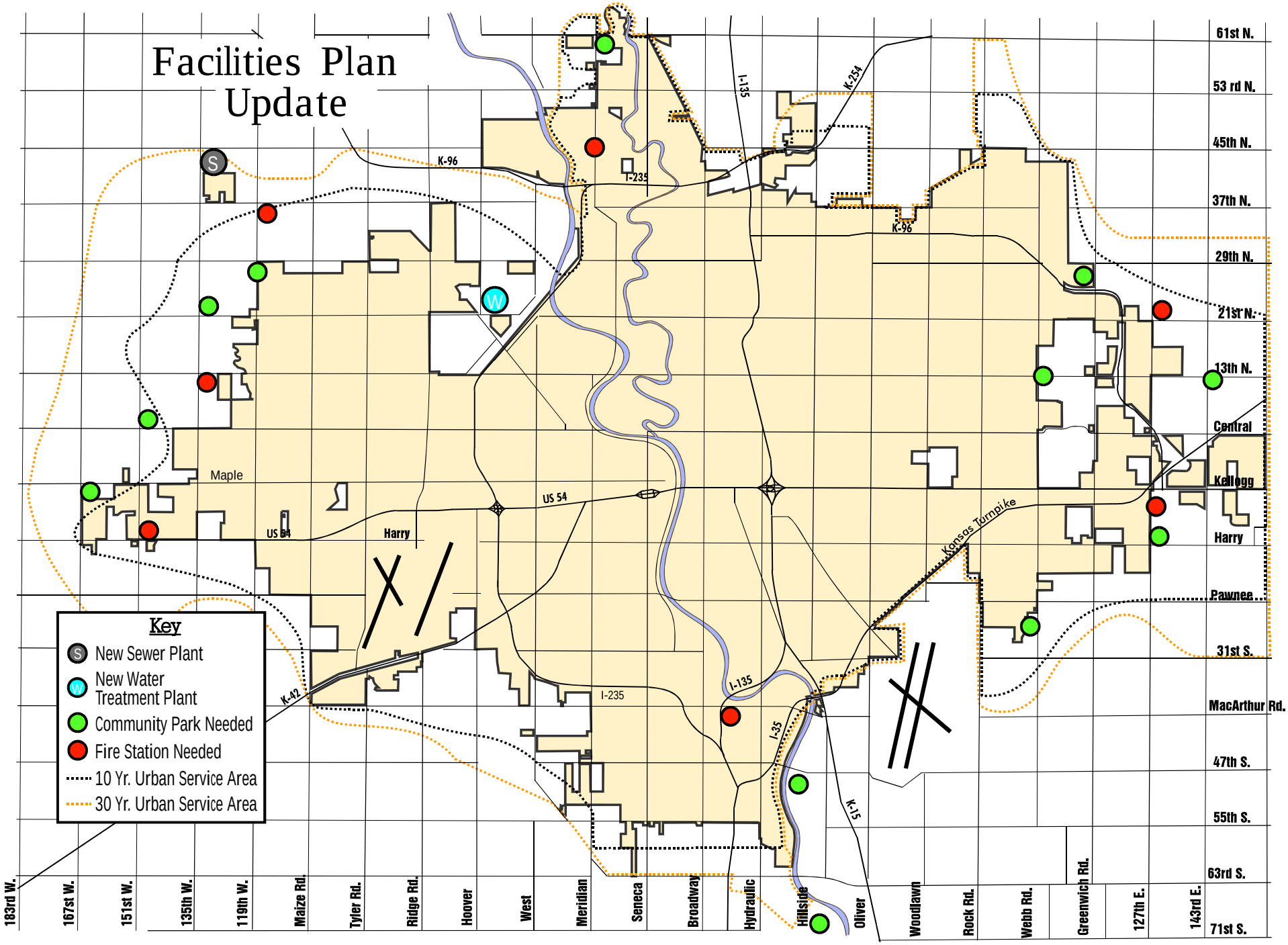
sedgcdev.cdr Rev. 3-00AJ

Wichita Residential Area Enhancement Strategy Map



artrclas.cdr 3-00 AJ

Facilities Plan Update



facilpln.cdr 3-00 AJ

1999 UPDATE

2030 TRANSPORTATION PLAN
FOR THE
WICHITA-SEDGWICK COUNTY METROPOLITAN AREA

Section 6. Transportation Plan Update

The 2030 Transportation Plan is an update to the 2020 plan that was adopted in December 1994. It is intended to serve as a tool for both public and private decisionmakers. It will help public policymakers to make cost effective transportation-related decisions, and will aid business owners and individuals in developing or selecting locations that are suitable for business or residence.

1. Introduction

The update process for this section of the Plan is guided by federal regulations on the development of plans and programs for metropolitan areas, with particular emphasis on public input, preservation of existing transportation facilities, the effect of transportation on land use and development, and fiscal constraints. While this is an update to the 2020 Plan, efforts are focussed not only on the ten-year increment but also on understanding the demographic and spatial changes observed within the past ten years. The 30 percent population increase between 1997 and 2030 considers factors such as the aging of population and realistic estimates of worker migration into the Metropolitan Statistical Area.

Public involvement in the Planning Process: The update process began in 1997 with work sessions of the Metropolitan Area Planning Commission, the designated Metropolitan Planning Organization (MPO) for transportation purposes. Representatives from transportation-related agencies initially identified trends and concerns at the Transportation Stakeholders meeting held in winter 1998. The results from this meeting and 18 other stakeholder meetings from a wide range of topics were then compiled together to identify new issues in the plan update. In the summer of 1998, a citizen survey was conducted to solicit community input regarding future growth, including transportation, priorities for public improvement, quality of life issues, and how to finance growth.

Following technical analysis, including matching future demands with public facilities and improvements, a series of over twenty community meetings were organized in the spring of 1999. These open meetings were held throughout Sedgwick County to explain the differences between alternative growth scenarios. The “trends” scenario reflected a continuation of outward growth expansion and a loss of population in the Center City, whereas the “conservation” scenario identified fiscal savings and strategies to reverse the out-migration trends from the Center City and limited the effect of sprawl. The community meetings were structured to provide breakout sessions of smaller groups in order to hear and respond to the concerns and the priorities of individuals. Similar opportunities for input was also provided to organized neighborhood groups, residents of small cities, and to members of organizations such as the Chamber of Commerce, the Wichita Area Builders Association, and residential and commercial realtors.

Study Methodology: Population and employment trends and projections were obtained from the Wichita State University in 1997. These estimates provided the basis of all technical analysis that followed. A detailed inventory of dwelling units and employment ws conducted with some asssistance from the Kansas Department of Transporta-

tion. All demographic analysis was based on the geographic unit of Traffic Analysis Zones (TAZ), and the street and highway computer network was revised and recalibrated to reflect both transportation improvements and shifts in travel patterns since 1994.

After extensive public input, the MPO and the two governing bodies directed the Planning Department to merge the two scenarios, allowing the existing growth patterns at the fringes of metropolitan area to continue, but also to focus on center city revitalization efforts. Population and employment projections were also updated for the development of this scenario. The Transportation Plan and the travel demand model reflect both these aspects of growth.

2. Transportation System Changes, 1994-1999

The 2020 Transportation Plan recommended over 175 miles of street and highway improvements in addition to bridges over rivers and streams, and railroad tracks. Map 5 reflects approximately 97 miles of street and highway improvements made during the first five years of that Plan, and include projects that are either under construction or are already let for construction.

3. Traffic Problem Areas in 1997

Congestion, as experienced by a vehicle driver, is measured in terms of levels of service. It is the MPO's objective to strive for a desired level-of-service "C" or better for average daily conditions but prefers not to see service levels exceeding "D" during peak travel times. Map 6 identifies those sections on major arterial streets that experienced high traffic demand beyond the desired service levels in 1997, and are consequently identified as areas of congestion.

In addition to the 38 miles of congested streets and highways shown on the map, there are a number of street intersections and railroad grade crossings that exhibit intermittent delays during certain times of the day.

4. Proposed 2030 Transportation Improvements

All alternative transportation scenarios were modeled using year 2030 population and employment assumptions and allocated to 378 Traffic Analysis Zones (TAZ). Over 100 separate incremental scenarios were explored and analyzed to satisfy future traffic demands with acceptable service level expectations. Map 7 illustrates all surface transportation improvements proposed between year 2000 and 2030. Map 11 shows the 2030 Transportation Plan for all arterial streets and highways in Wichita and surrounding areas.

Regional Highways: A Major Investment Study (MIS) that concluded in 1999 recommended preserving the right-of-way corridor for the Northwest Bypass, and to eventually

construct a freeway connecting K-96 to US-54. A Southeast Area Transportation Study, similar to the Northwest Wichita MIS, should be conducted to assess the mobility needs of the southeast quadrant and the region. The study should examine the linkages that are needed between Northeast Wichita and South Wichita and between the small cities south and east of Sedgwick County with the major employment centers in East Wichita. If the study recommendations are to eventually build a bypass/corridor, then it is necessary to protect the right-of-way of these future transportation facilities. A new interchange at I-35 (Turnpike) and Woodlawn/Pawnee is also recommended.

US-54 (Kellogg) from K-96 to the Northwest Bypass should be upgraded to freeway standards with interchanges linking it to the urban arterial street system. Adding two additional ramps should complete the partial interchange at K-96 and Greenwich, and geometric improvements are needed at the interchange of I-135, K-96 and K-254.

Bridges over the Wichita-Valley Center Floodway: A number of scenarios were tested to help reduce traffic congestion and delays over the Floodway. While some of the recommendations of the *Northwest Wichita Traffic Relief Study (MIS)* have been implemented by the City of Wichita, Sedgwick County and KDOT, additional improvements are still necessary. A new 13th Street bridge over the Floodway should be built to reduce future congestion on Zoo Boulevard. It is also recommended that a new West 25th Street Bridge be built over the Floodway linking 25th Street east of I-235 to West 29th and West Streets. However, this improvement is not justified until the later years of this plan.

Three additional improvements to resolve the Floodway crossing issues are (1) widening the West Central Bridge from four to six lanes, (2) improving the Central and I-235 interchange, and (3) improving the US-54 and I-235 system interchange. An interchange at Maple and I-235 was part of the previous 2020 Transportation Plan but is not being proposed in the 2030 update, due to geometric design constraints of the proposed US-54 and I-235 interchange improvements.

Railroad Separations: Ten separate railroad-street grade separations have been identified on Map 7. The four projects that are already under design and scheduled for construction are (1) the Central Rail Corridor (elevated railroad over Douglas, 1st, 2nd, Central, Murdock, 13th and 17th Streets); (2) elevating the Union Pacific (UP) rail line over Pawnee; (3) elevating the Burlington Northern Santa Fe (BNSF) rail line over Pawnee; and (4) elevating the UP rail line over Grand Avenue in Haysville.

A railroad-street separation of E. 21st Street over both the UP and BNSF tracks is being studied presently. All concepts consider elevating 21st Street, but an alternative concept provides an elevated bridge connecting 21st (west of I-135) to 25th Street (west of Broadway). Such an alternative alignment will also eliminate the need to widen 21st Street (west of Broadway) through an ethnically diverse, established neighborhood.

Arterial Street Widening: Over 250 miles of widening projects are recommended. Seven lanes are proposed on certain sections of Rock Road, East Pawnee, East Harry, and

west of the Floodway on West 21st and West Central. The most common improvement in the urban area is widening to four or five lanes. It should be noted that these recommendations are based on projected future traffic volumes, and details such as the length of the fifth lane and other turning lanes should be studied during the design phase of the project, to mitigate the impacts of driveways and commercial entrances on arterial streets.

While a level-of-service rating up to "D" is generally considered acceptable during peak times of the day, an "E" level-of-service has been accepted in this update for specific road segments where additional widening would result in negatively impacting established neighborhoods or downtown businesses. In such cases, it is recommended that alternatives such as consolidation of driveways and reducing the number of existing intersections should be explored, to improve safety, in lieu of continuous street widening.

New Arterial Streets in the Urban Service Area: Paved arterial streets are projected to replace nearly 75 miles of sand/gravel roads over the next 30 years. Traffic projections on these suburban facilities are generally low, justifying the minimum 2 lanes. Additional lanes may be considered during the design phase of these projects when additional information about adjacent land uses will be available.

Protecting Rural Corridors: As cities grow, inter-city traffic between them increases. Some section-line roads will experience higher usage and will consequently attract more businesses and residential uses along these roads. The roads proposed for "corridor protection," as shown on Map 8 shall ensure that the speeds and the traffic-carrying capacity on these key roads are preserved, by limiting the number and the location of intersecting streets and driveways.

Access to properties fronting these key transportation corridors generally can be provided from side streets. If it is necessary that the entrance to properties be facing the identified corridor, then frontage roads may be provided. This recommendation should not affect existing driveways and entrances.

Public Transit Improvements: Transit service in the City of Wichita is provided by Wichita Transit, with fixed-route bus service, and paratransit services for individuals with special mobility needs. The highest ridership level for fixed route service in the last decade was realized in 1995 with 2.3 million rides, but declined to approximately 2 million rides per year and has remained stagnant since then. The ridership loss is a consequence of cuts in frequency and coverage due to dramatic cuts in federal funding in 1996. Over the next 30 years, ridership on the fixed route system is estimated to increase by 30 percent due to the projected aging of the population.

On the other hand, paratransit van service, which is mandated by the Americans with Disabilities Act, has experienced approximately 50 percent increase in ridership in the last 5 years. Although this rate of increase is expected to slow down, demand for paratransit services is estimated to increase by 60% over the next 30 years.

The existing transit system operates as a pulse-transfer operation from the downtown area. As the city has grown, this has created problems with keeping service available at the fringe and maintaining efficient transfer between routes at the downtown Transit Center.

In order to address these problems, several measures are being considered to improve the transit service (as shown on Map 9). The first is to cut back the radial-pulse system to the central (base) area of Wichita. This would make the pulse at the Transit Center more manageable and provide better frequency headways in the core area.

The second measure is to create 7 connector/circulator routes to serve the fringe areas. This would provide more neighborhood type service to each of the fringe areas, provide connection to the main pulse system, and at the points where they connect to the main pulse system provide connection to other adjacent connector/circulator routes. One connector/circulator route has already been set up and is being monitored as a first step in implementing this type of system.

A third measure is to set up Park and Ride locations. These would provide express service to downtown and other employment centers. They would also offer opportunities for small city and rural area transit services in the region to connect with the Wichita Transit system.

Two other measures are under consideration to address problems with the existing system. First is a cross-town shuttle, that would provide more direct service to each end of the central area and allow more effective cross-town connection between some of the connector/circulator routes. The second is a downtown shuttle that would connect downtown destinations with the Transit Center.

A Transit Development Program will be developed in 2000 to refine these system concepts and more precisely evaluate the cost and effectiveness of this proposal.

5. Residual Traffic Problem Areas in 2030

The proposed transportation improvements greatly improve the level of service on the existing system and provide mobility linkages to the planned urban service areas. While Map 7 illustrates all planned improvements on the transportation system by 2030, some congestion problems are left unresolved, as illustrated on Map 10.

These 36-mile segments of residual congestion are for information only. Nearly 15 miles of “mild” congestion can be anticipated on the freeway system, whereas the 21 miles of city arterial streets will experience some levels of intermittent peak-hour congestion. These segments are not recommended for further widening because of the costs and severe negative impacts that would result on adjacent land uses. Alternatively, capacity-

preserving techniques such as access management on arterials and Intelligent Transportation Systems (ITS) on freeways could be implemented where feasible.

6. Financing the Transportation Plan

Federal planning guidelines require the Transportation Plan to be financially constrained. While there are many sources of funds available from different transportation programs, assumptions are made to reflect the continuation of those funding programs.

Street and Highway Improvements: The metropolitan area is estimated to have available over $2.1 billion for the street and highway program. Table 2 identifies Federal, State and Local funding sources. Over 32 percent will be available from ongoing federal and state programs. These funds will be used to implement the 2030 transportation improvements as shown on Map 7. Table 3 shows the expenditures of the City of Wichita's Road and Bridge Program, whereas Table 4 shows estimates of Sedgwick County's transportation related expenditures. The surplus/deficit shown in these tables is not considered significant, as these cost estimates are within the range for average contingency costs. Some projects may also be funded jointly by Wichita and Sedgwick County.

Table 5 shows KDOT projets that are either on the statewide transportation system, proposed to be added to the statewide system, or are locally initiated projects with partial state funding.

Table 6 shows that additional funding sources for railroad-street separation projects must be explored to implement all identified proposed projects.

Table 2 - Projected Available Funds (2000 to 2030) For Street and Highway Construction (in 1999 Dollars)

Funding Source	Wichita	Sedgwick County	Total
Federal			
Surface Transportation Program	$168,904,000	$63,598,000	$232,502,000
Bridge Replacement	$4,969,4000	$26,139,000	$75,833,000
Congestion Mitigation & Air Quality	$77,184,000		$77,184,000
Sub-Total for Federal Sources	$295,782,000	$89,737,000	$385,519,000
State			
System Enhancement			$300,000,000
Local			
Sales Tax	$661,790,360	$398,508,045	$1,060,298,405
Property Tax	$269,074,750	$106,152,000	$375,226,750
Sub-Total for Local Sources	$930,865,110	$504,660,045	$1,435,525,155
TOTAL	**$1,226,647,110**	**$594,397,045**	**$2,121,044,155**

Table 3 - Wichita Road and Bridge Project Costs (2000 to 2030)

Projects	Estimated Cost(1999 $)
Freeways/ Expressways/ Interchanges	
Kellogg: Edgemoor to K-96	$174,835,000
Kellogg: Mid-Continent to Northwest Bypass	153,050,000
Northwest Bypass	33,750,000
Southeast Bypass	37,500,000
Bridges/Overpasses	
13th Street Bridge over Floodway/I-235 (City Share 25%)	5,000,000
25/29th Street Bridge over Floodway (City Share 50%)	9,000,000
Arterial Road Widening (includes 3, 4, 5, 6 & 7-lane road improvements)	360,576,000
New Arterial	48,160,000
Arterial Bridges	135,000,00
Arterial Intersections/Widening	63,000,000
Road Reconstruction	76,245,000
TOTAL COST	$1,096,116,000
TOTAL FUNDING	$1,226,647,110
DIFFERENCE	$130,531,110

Table 4 - Sedgwick County Road and Bridge Project Costs (2000 to 2030)

Projects	Estimated Costs (1999 $)
Freeways/Expressways/Interchanges	
Kellogg Intersection Improvements	$30,000,000
Northwest Bypass	33,750,000
Southeast Bypass	37,500,000
Bridges/Overpasses	
13th Street Bridge over Floodway/I-235 (County Share 25%)	5,000,000
Arterial Roads	95,552,000
Bridges	62,000,000
New Arterials	48,160,000
Arterial Intersections	5,000,000
Road Reconstruction	206,000,000
TOTAL COST	522,962,000
TOTAL FUNDING	594,397,045
DIFFERENCE	$71,435,045

Table 5 - KDOT Road and Bridge Project Costs (2000 to 2030)

New Projects	Estimated Costs(1999 $)
Freeways/Expressways	
Kellogg – Edgemoor to K-96	$140,165,000
Kellogg – Mid-Continent to NW Bypass	61,525,000
Northwest Bypass	67,500,000
Southeast Bypass	75,000,000
Bridges/Overpasses	
13th Street Bridge over Floodway/I-235 (State Share 25%)	10,000,000
25/29th Street Bridge over Floodway (State Share 50%)	9,000,000
Interchanges	
Central/I-235	18,000,000
I-135/I-235/K-254	73,000,000
I-235/US 54	110,000,000
Sub-Total New Project Cost	$362,500,000
Projects in Existing TIP	$116,134,000
TOTAL COST	$680,324,,000

Projects and estimated costs listed in Table 5 are based on assumptions made by the MPO, and are not committed or approved by KDOT.

Table 6 - Wichita & Sedgwick County Railroad Separation Projects Cost and Available Funding (2000 to 2030)

Projects	**Estimated Costs (1999 $)**
City CIP Projects	
Pawnee/ UP	$6,680,000
Pawnee/ BNSF	$13,830,000
Central Rail Corridor underpass/ UP & BNSF	$64,480,000
Subtotal	$84,990,000
County CIP Project	
Seneca & Grand in Haysville	$11,300,000
Other Projects	
21st Street N. overpass/ UP & BNSF	$25,000,000
Harry/UP & BNSF	$23,000,000
47th Street S. underpass/ UP	$13,000,000
47th Street S./ BNSF	$9,000,000
63rd Street S. underpass/ BNSF	$10,000,000
Subtotal	$80,000,000
Total Cost	$176,290,000
Funding Sources	**Funds Available**
Union Pacific	$16,000,000
TEA-21 Rail Separations	$25,000,000
State Comprehensive Transportation Program	$50,000,000
Total Funds Available	$91,000,000
DIFFERENCE	$(85,290,000)

Public Transportation

CAPITAL PROJECTS

Expenditures

Bus & Van Replacement & Expansion	$75,992,848
Equipment & Facilities	$18,855,440
Maintenance Under Capital	$42,511,090
Planning, Admin. & ADA allowed under Capital	$44,345,548
Total Capital Expenditures	$181,704,926

Revenues

Fed allocation - Formula (5307)	$109,813,488
Fed allocation - Discretionary (5309)	$34,936,852
KS Comp. Transportation. Prog. - Funding for Capital	$20,200,760
Local	$12,423,887
Total Capital Revenues	$177,374,987
Total Surplus /Deficit	($4,329,939)

Capital Project Expenditure Assumptions:
Bus replacement and expansion assumes a 12-year replacement cycle. Van Replacement and expansion, equipment, facilities, and planning and administration assume an average of the 1999-2004 expenditures. Additional vans will be purchased after 2009 and replaced every three years. Maintenance under capital assumes a projection of the 2004 budgeted level through 2030. ADA expenses allowed under capital assume an 8% increase per year through 2030.

Capital Project Revenue Assumptions:
Funding levels from federal allocation formula (Section 5307) and the Kansas Comprehensive Transportation Program continue through the year 2030. Federal allocation discretionary funding will be available to expand the fleet and to replace transit coaches every 12 years. The 20 percent local share required to match federal funds will continue to be available from state funding sources.

OPERATING BUDGET

Expenditures

Existing Service	
Personnel	$104,476,532
Contract & Admin Services	$28,216,561
Materials & Supplies	$19,960,300
Debt Service & Interfund Transfers	$10,370,320
Subtotal of Existing Service Expenditures	$163,023,713
Major System Redesign and Expansion	$69,584,160
State Funded Service Expansion	$20,249,030
Total Operating Expenditures	$252,856,903

Revenues

Existing Service	
Fares	$58,644,712
General fund	$146,203,489
Rentals, Advertising, Reimbursements, Interest, Cash	$2,167,642
Subtotal of Existing Service Revenues	$193,099,011
KS Comp. Transp. Prog. Funds for Expansion/ Operating Exp	$16,013,440
Total Operating Revenues	$223,029,283
Total Surplus /Deficit	($29,827,620)

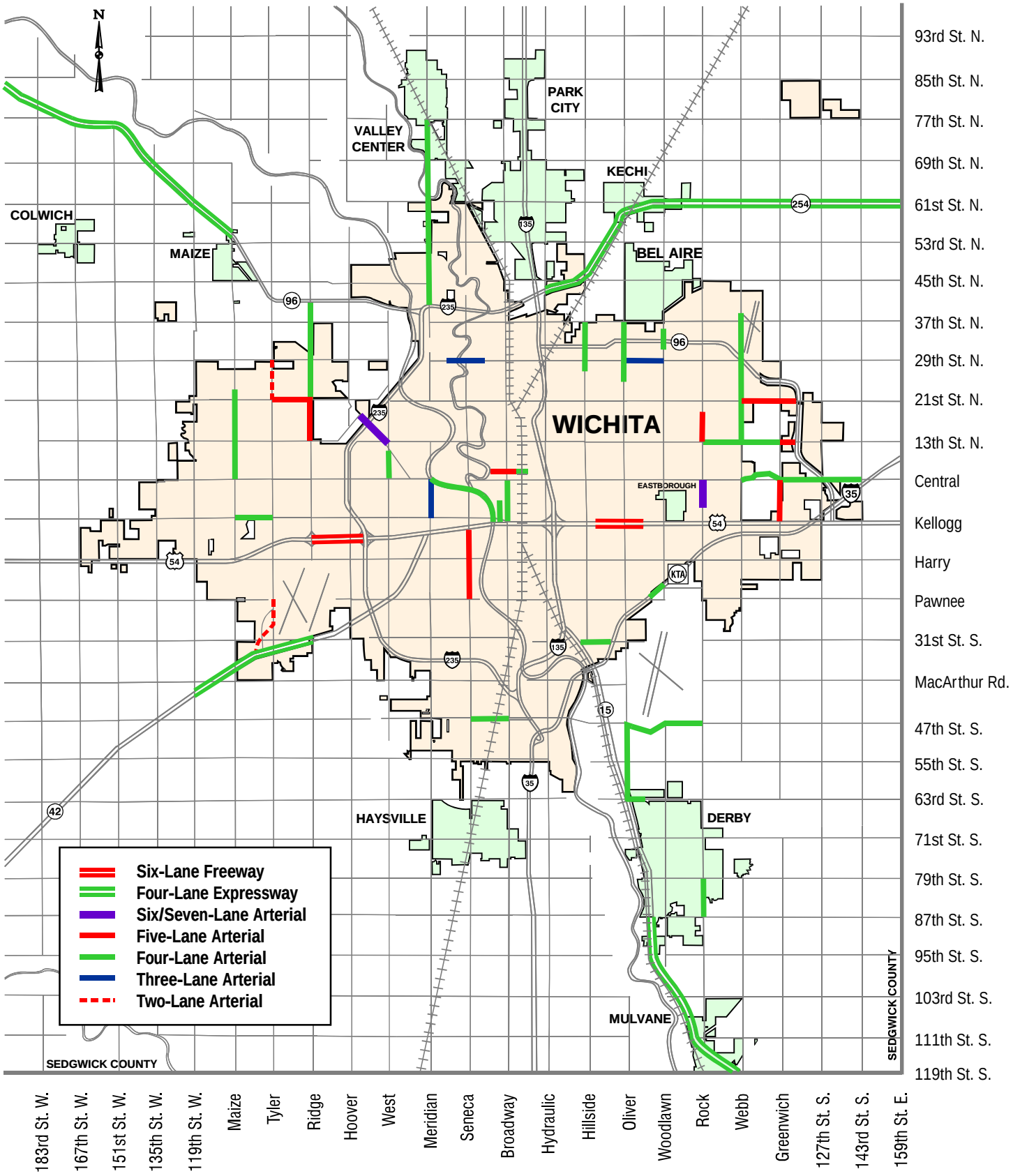
Operating Expenditure Assumptions:
All expenditures for the first five years (2000-2004) are based upon City of Wichita budgets. All expenditures after 2004 are projected from 2004 levels except for expansions. System expansions are based upon estimated hourly cost of service in the year 2000 and projected out to 2030.

Operating Revenue Assumptions:
Funding for the first five years (2000-2004) is based upon City of Wichita budgets. All funding, except fares and general fund, are projected from 2004 levels through 2030. Fare revenues are based upon two components; current service is projected using 2004 budget levels, and fares from service expansion are estimated as 20% of the cost of the expanded service. General fund revenues are derived from a 2-mil property tax. Increases in the valuation of property will generate additional revenues for the general fund.

While the financial tables above show a funding deficit in both Capital and Operating Budgets of Wichita Transit, the amounts are not considered significant over a period of 30 years. It is also realistic to assume that federal and state funding levels for public transportation will increase as a result of an increase in the aging population.

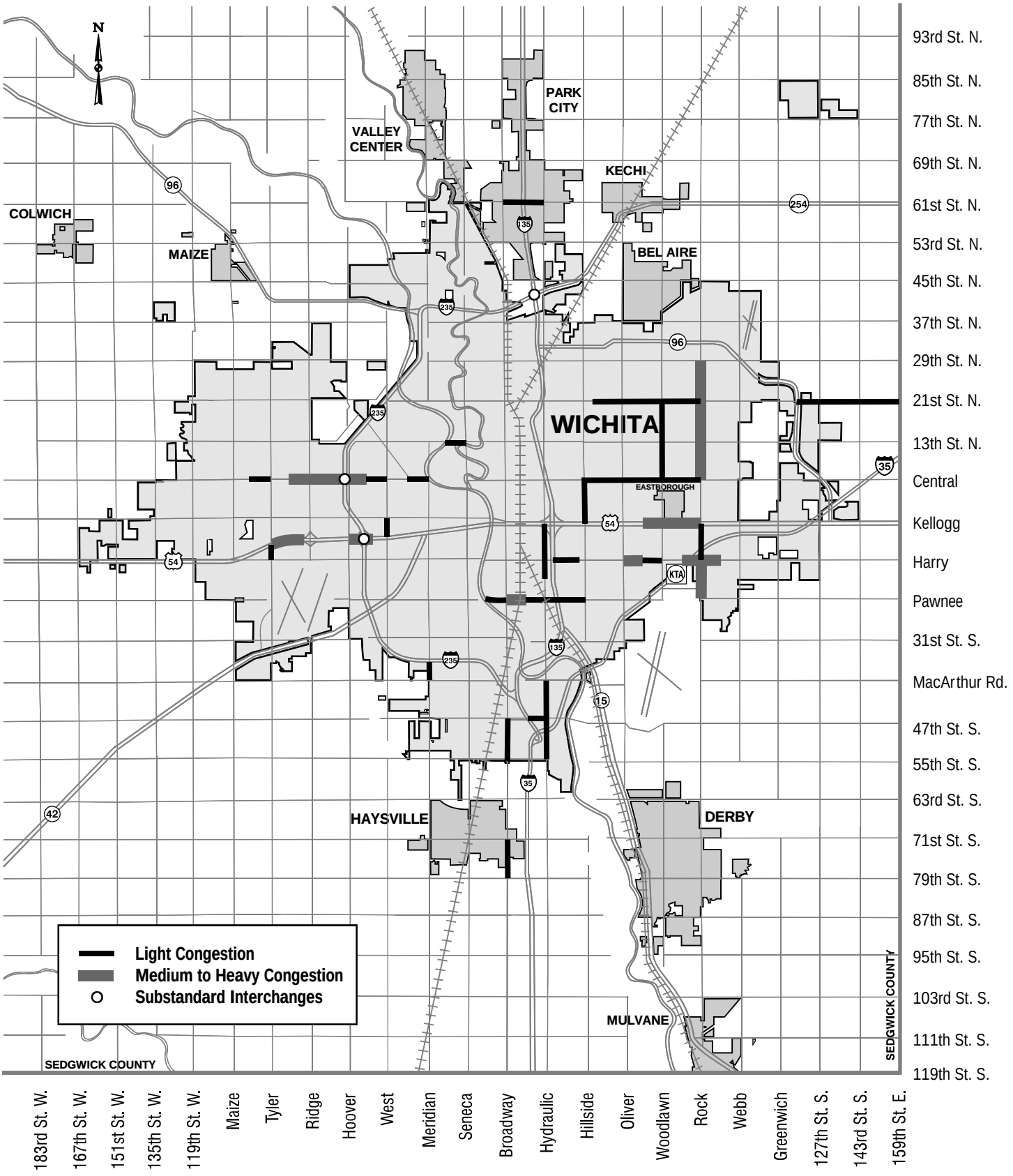
MAP 5

Transportation Improvements 1994-1999



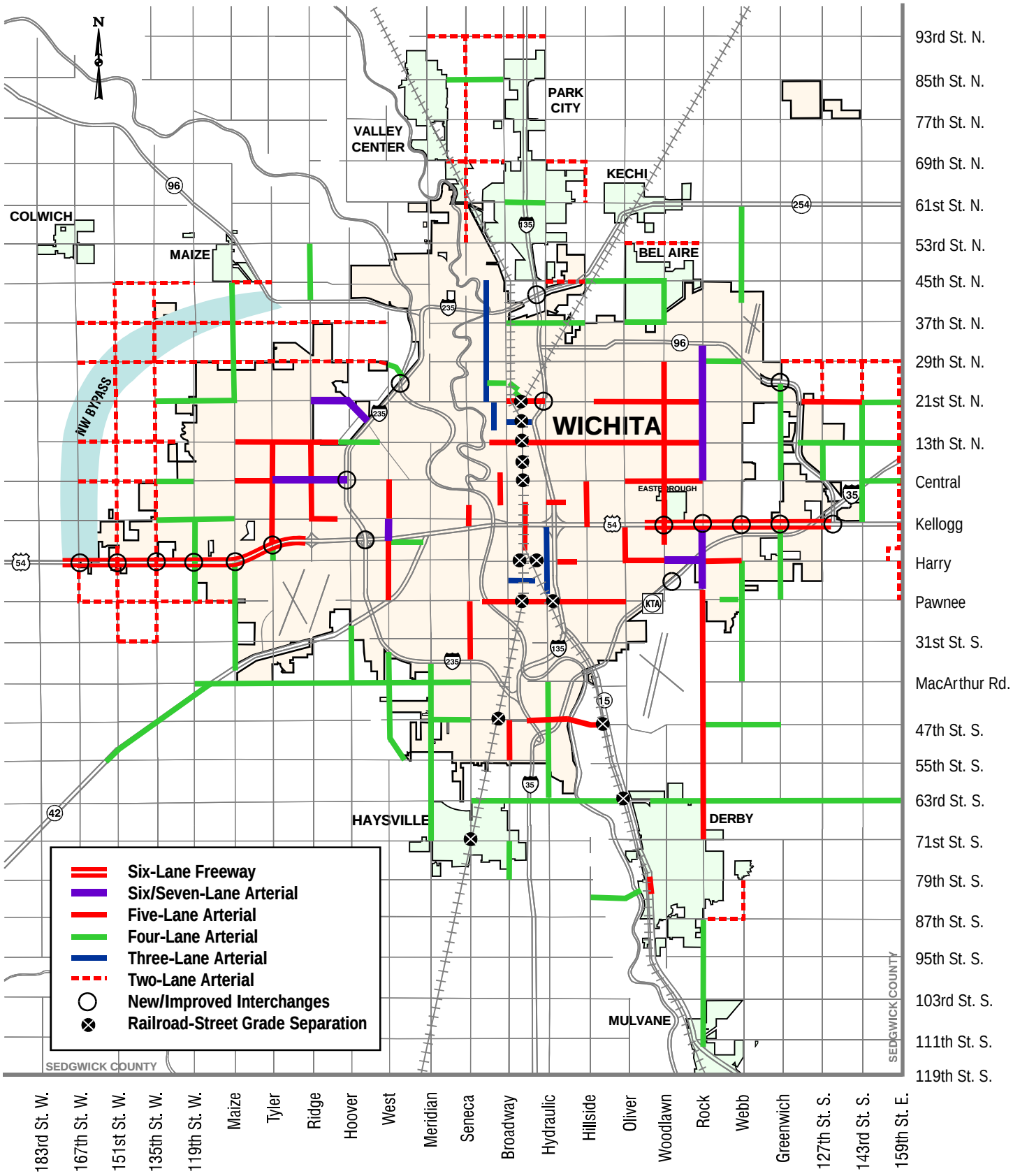
MAP 6

1997 Traffic Problem Areas



MAP 7

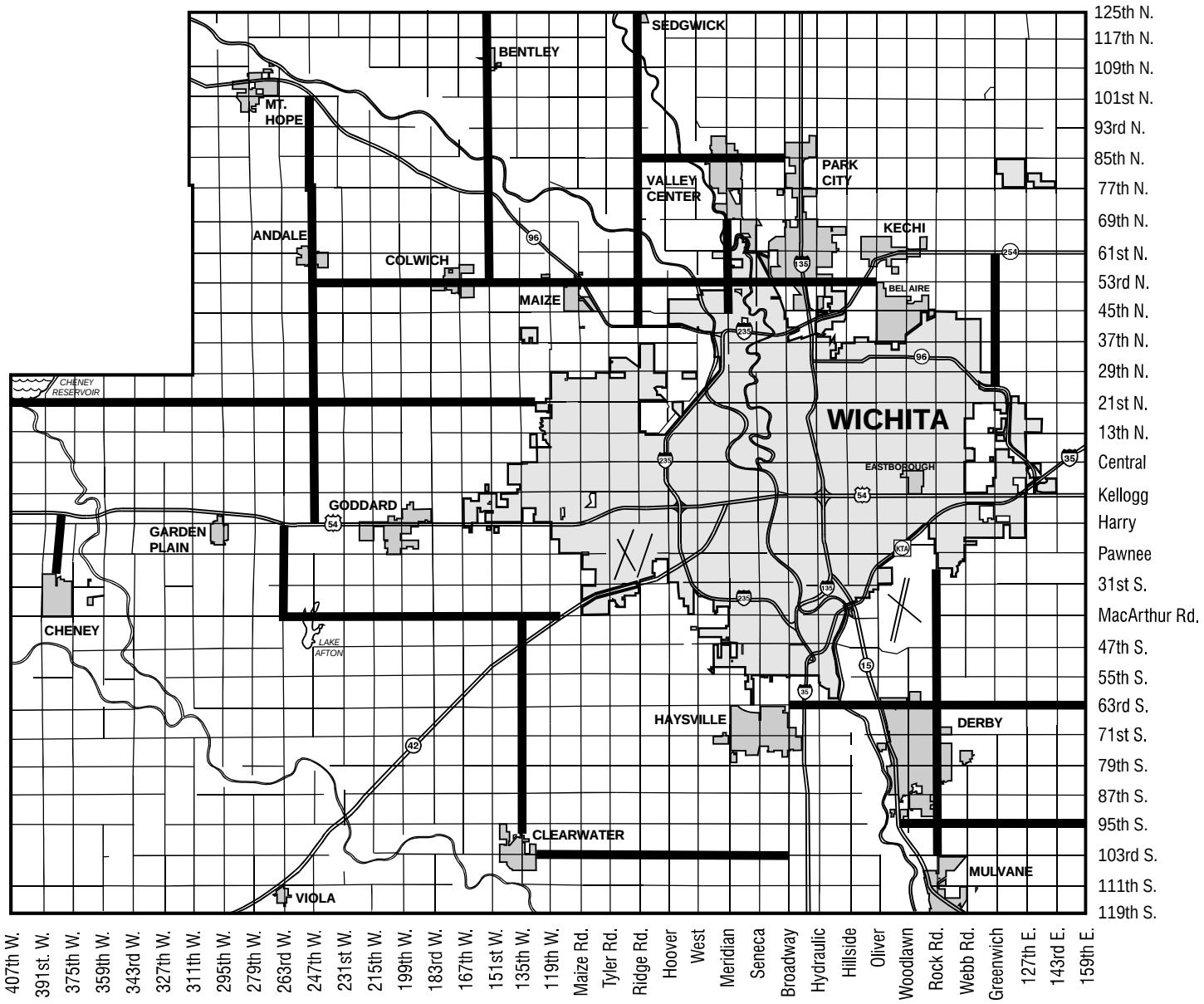
2030 Transportation System Improvements



MAP 8

Corridor Protection

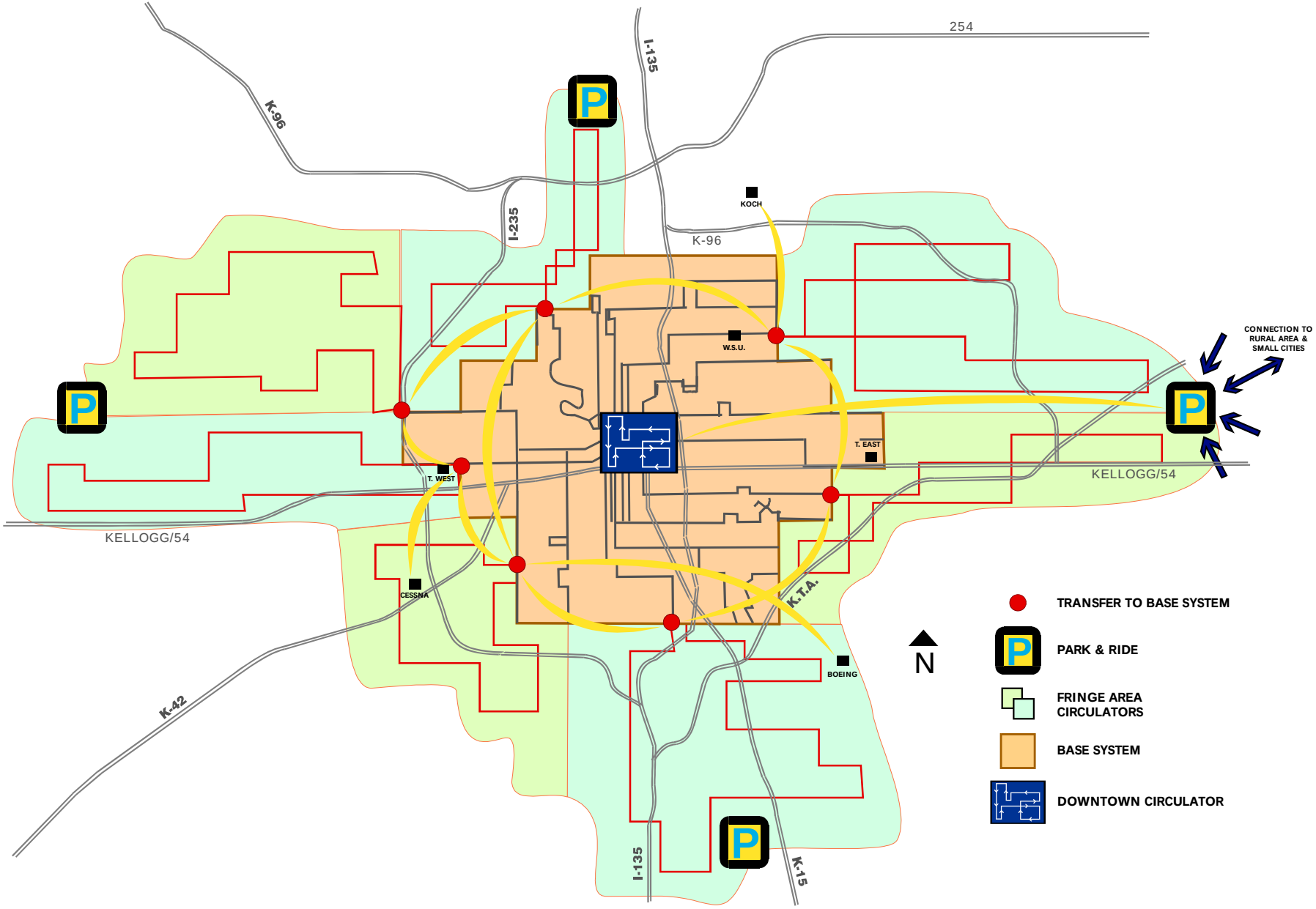
Using Partial Access Control (Proposed)

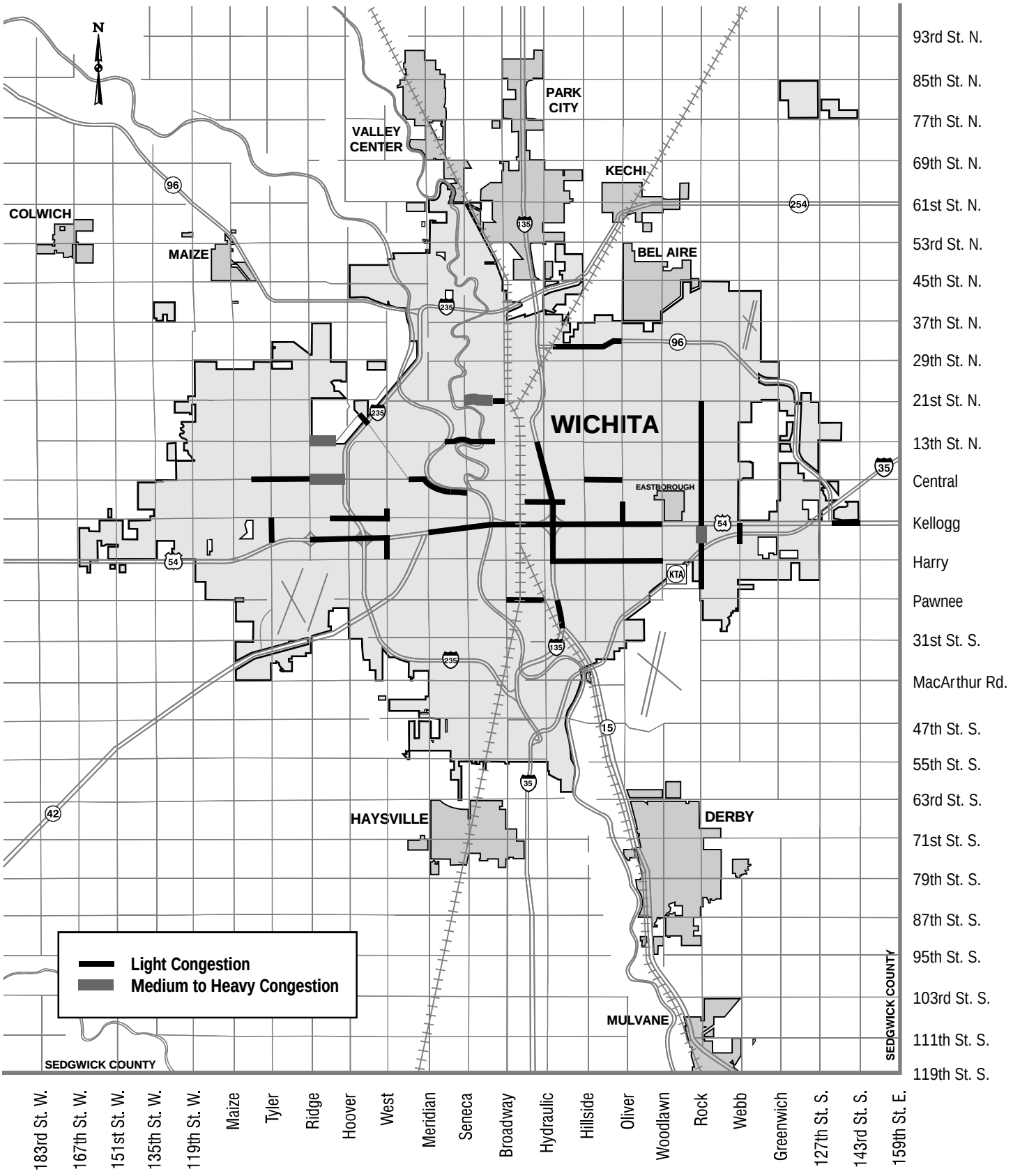


MAP 9

Public Transportation

(Proposed 2030 Concept)



MAP 10

2030 Residual Traffic Problem Areas