



## STAFF REPORT

DATE: January 10, 2024  
TO: Ty Lasher, City Manager  
FROM: Anne Stephens, City Engineer  
RE: WAMPO Project Prioritization

---

**Background:** Every five years, WAMPO produces a Metropolitan Transportation Plan (MTP). This planning document contains a list of projects that are eligible to receive funding and are considered to be regionally significant. In the last MTP, the City submitted ten (10) projects for inclusion in the MTP. These are listed in priority order below.

1. Reconstruct Rock Road from the UP Railroad to 53<sup>rd</sup> Street North
2. Oliver – 45<sup>th</sup> Street Intersection Reconstruction
3. Oliver – 37<sup>th</sup> to 45<sup>th</sup> Street Reconstruction
4. Northern Intercity Biking and Walking Route
5. Woodlawn – 45<sup>th</sup> to 53<sup>rd</sup> Street.
6. 45<sup>th</sup> Street – Oliver to Woodlawn Reconstruction
7. Oliver – 45<sup>th</sup> to 53<sup>rd</sup> Street Reconstruction
8. 53<sup>rd</sup> Street – Oliver to Woodlawn Reconstruction
9. 53<sup>rd</sup> Street and Lycee Pedestrian Crossing
10. 45<sup>th</sup> – Woodlawn to Rock Road Reconstruction

Only the 45<sup>th</sup> Street – Oliver to Woodlawn Reconstruction and the Oliver – 45<sup>th</sup> Street Intersection Reconstruction were chosen for inclusion in the MTP due to funding restrictions (the federal government requires that the plan be fiscally constrained).

To receive funding, projects on the MTP must be submitted for and accepted into the Transportation Improvement Program (TIP). This is where projects receive a soft commitment for funding from WAMPO and are programmed to receive funding at a certain amount in a specified year or years. While fairly certain, funding is not guaranteed until an agreement has been signed with KDOT and the final funding commitment is made. While projects are generally not “kicked out” of the TIP, amendments are made multiple times a year based on updated cost estimates and funding availability (occasionally new funding is made available through various federal programs) and sponsor requests.

**Current Situation:** WAMPO is currently working on the next MTP and has a call for projects out. The project submittal deadline is February 2<sup>nd</sup>. The City has been working with PEC on project applications. We currently have the following priority list, which is being submitted to Council for their concurrence.

1. 45<sup>th</sup> Street – Oliver to Woodlawn Reconstruction
2. Phase 1, Bike Path
3. Phase 2, Bike Path
4. Phase 3, Bike Path

5. Rock Road from the UP Railroad to 53<sup>rd</sup> Street North Reconstruction
6. Oliver – 37<sup>th</sup> to 45<sup>th</sup> Street Reconstruction
7. Woodlawn – 45<sup>th</sup> to 53<sup>rd</sup> Street.
8. Oliver – 45<sup>th</sup> to 53<sup>rd</sup> Street Reconstruction
9. 53<sup>rd</sup> and Lycee Pedestrian Crossing
10. 45<sup>th</sup> – Woodlawn to Rock Road Reconstruction
11. Northern Intercity Biking and Walking Route

These projects are described in more detail below.

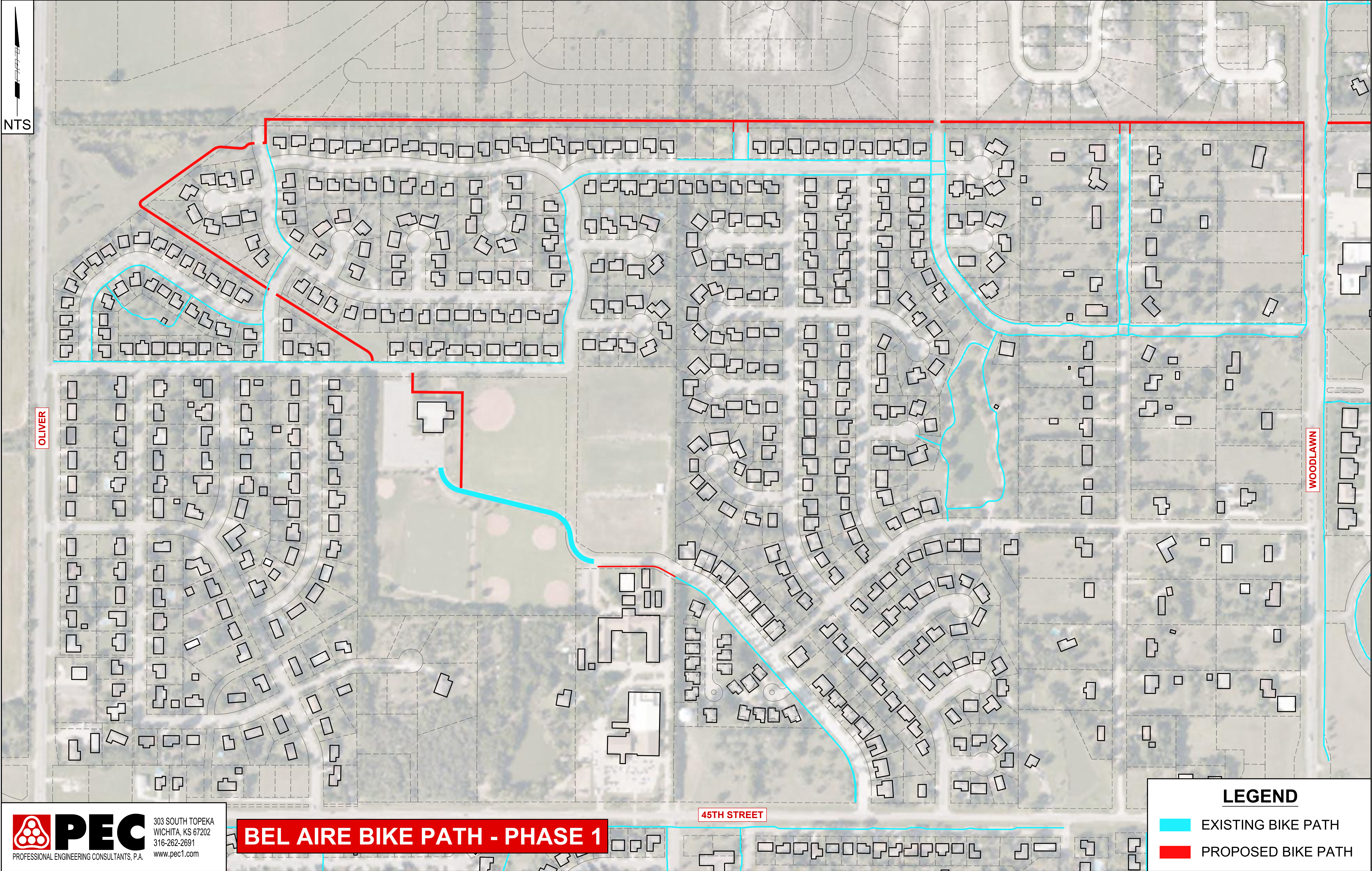
1. **45<sup>th</sup> Street – Oliver to Woodlawn Reconstruction** – 45<sup>th</sup> Street is an existing two-lane roadway section with no shoulders. It is the main east/west street in Bel Aire and serves as a connecting link between residential neighborhoods. 45<sup>th</sup> Street is a key corridor in connecting residents west of Woodlawn with Sunrise Christian Academy and the Bel Aire Recreation Center. Improvements to this roadway would include a three-lane section with curb and gutter, a 10' multi-use path on one side of the road and a 6' sidewalk on the other side. This project also includes the reconstruction of the intersection at 45<sup>th</sup> and Oliver.
2. **Phase 1, Bike Path** – This project is shown on an attached map and involves a 10' multi-use pathway generally along the ½ mile line (pipeline easement) between 45<sup>th</sup> and 53<sup>rd</sup> and runs from Alley Park along Oliver to Woodlawn. This also includes a multi-use path from Alley Park to the Rec Center.
3. **Phase 2, Bike Path** – This project is shown on an attached map and involves a 10' multi-use pathway generally along the ½ mile line (pipeline easement) between 45<sup>th</sup> and 53<sup>rd</sup> and runs from Rock Road to the easterly edge of the Skyview 2<sup>nd</sup> Subdivision.
4. **Phase 3, Bike Path** – This project is shown on an attached map and involves a 10' multi-use pathway generally along the ½ mile line (pipeline easement) between 45<sup>th</sup> and 53<sup>rd</sup> and runs from Woodlawn to Rock Road.
5. **Reconstruct Rock Road from the UP Railroad to 53<sup>rd</sup> Street North** - The City is experiencing a considerable amount of growth along Rock Road. The reconstruction from the existing two-lane rural section (with no shoulders) to a three-lane section with curb and gutter, along with intersection improvements at the intersections with 45<sup>th</sup> Street and 53<sup>rd</sup> Street will significantly improve safety for the traveling public plus allow for continued economic development along this corridor. The City also plans to install a 10-foot multi-use path on one side of the road and a 6-foot sidewalk on the other. The City will be partnering with the City of Wichita on this project to complete a unified section of roadway from the UP railroad through the 53<sup>rd</sup> Street intersection.
6. **Oliver – 37<sup>th</sup> to 45<sup>th</sup> Street Reconstruction** – This section of Oliver is starting to deteriorate and needs to be reconstructed. The intersection at 37<sup>th</sup> and Oliver was improved to include a traffic signal years ago. The above project will reconstruct the intersection at 45<sup>th</sup> and Oliver and install a traffic signal. This project will connect the two intersections with a three-lane section of road with curb and gutter. This project will also include a 10-foot multi-use path on one side of the road and a 6' sidewalk on the other side.
7. **Woodlawn – 45<sup>th</sup> to 53<sup>rd</sup> Street** – Reconstruction and Widening – This project would continue the improvements to the roadway section that have started with the 2020 Woodlawn Street Improvement Project that is currently funded by WAMPO. Woodlawn is one of the major corridors from K-254 into Wichita and has the only full-interchange west of Hillside. Continuing the street improvements up to and through the 53<sup>rd</sup> Street intersection will facilitate traffic movement through this area. This project would continue the proposed 10' multi-use path on the west side of Woodlawn and the 6' sidewalk on the east side of Woodlawn.
8. **Oliver – 45<sup>th</sup> to 53<sup>rd</sup> Street Reconstruction** – This project would continue the reconstruction of Oliver from the 45<sup>th</sup> street intersection to the 53<sup>rd</sup> Street intersection. This stretch of road is fairly heavily

traveled as it connects K-254 with the Koch complex west of Oliver. The reconstruction would include a 3-lane section with curb and gutter, storm sewer and a 10' multi-use path on one side of the road and a 6' sidewalk on the other. This section would also likely tie in with the Northern Intercity Biking and Walking Route as described in project 11.

9. **53<sup>rd</sup> Street and Lycee Pedestrian Crossing** – With the Northeast Magnet School located north of 53<sup>rd</sup> Street on Lycee and the growing residential neighborhood to the south, this location was identified in the City's Bicycle and Pedestrian Plan as a location needing a cross-walk for children to be able to cross 53<sup>rd</sup> Street to get to the school. Since Northeast is considered a Magnet school, there is a considerable amount of buses and other vehicles entering and exiting this location at the beginning and end of the day making crossing 53<sup>rd</sup> Street tricky at best. A pedestrian crossing at this location would allow for safe crossing for children from the Rock Spring and Deer Run neighborhoods to the school.
10. **45<sup>th</sup> Woodlawn to Rock Road Reconstruction** to include the reconstruction of the Bridge at 45<sup>th</sup> and Elk Creek - This project would continue the street reconstruction efforts from Woodlawn and 45<sup>th</sup> Street west of Woodlawn to Rock Road. This project would include the reconstruction of the existing two-lane road to a three-lane section with curb and gutter, storm sewer, a 10' multi-use path on one side of the roadway and a 6' sidewalk on the other. The project would also include the reconstruction and widening of the existing clear-span bridge located directly east of Elk Creek Road. The current bridge has virtually no shoulders and is unsafe for bicycles or pedestrians to cross with traffic. The reconstructed bridge would allow for the continuation of the multi-use path and sidewalk across the bridge providing safe passage for bicyclists and pedestrians.
11. **Northern Intercity Biking and Walking Route** – The communities of Bel Aire, Kechi, Park City and Valley Center have been talking for years about the possibility of connecting the communities together with a multi-use pathway. This project involves two phases – the first phase would be a study to determine the feasibility of such a connection and the best location for the path to connect the communities together. The second phase of the project would be the actual construction of the multi-use pathway. The City of Wichita and Sedgwick County have also been contacted regarding their participation in the project and both entities expressed their interest in the project.



NTS

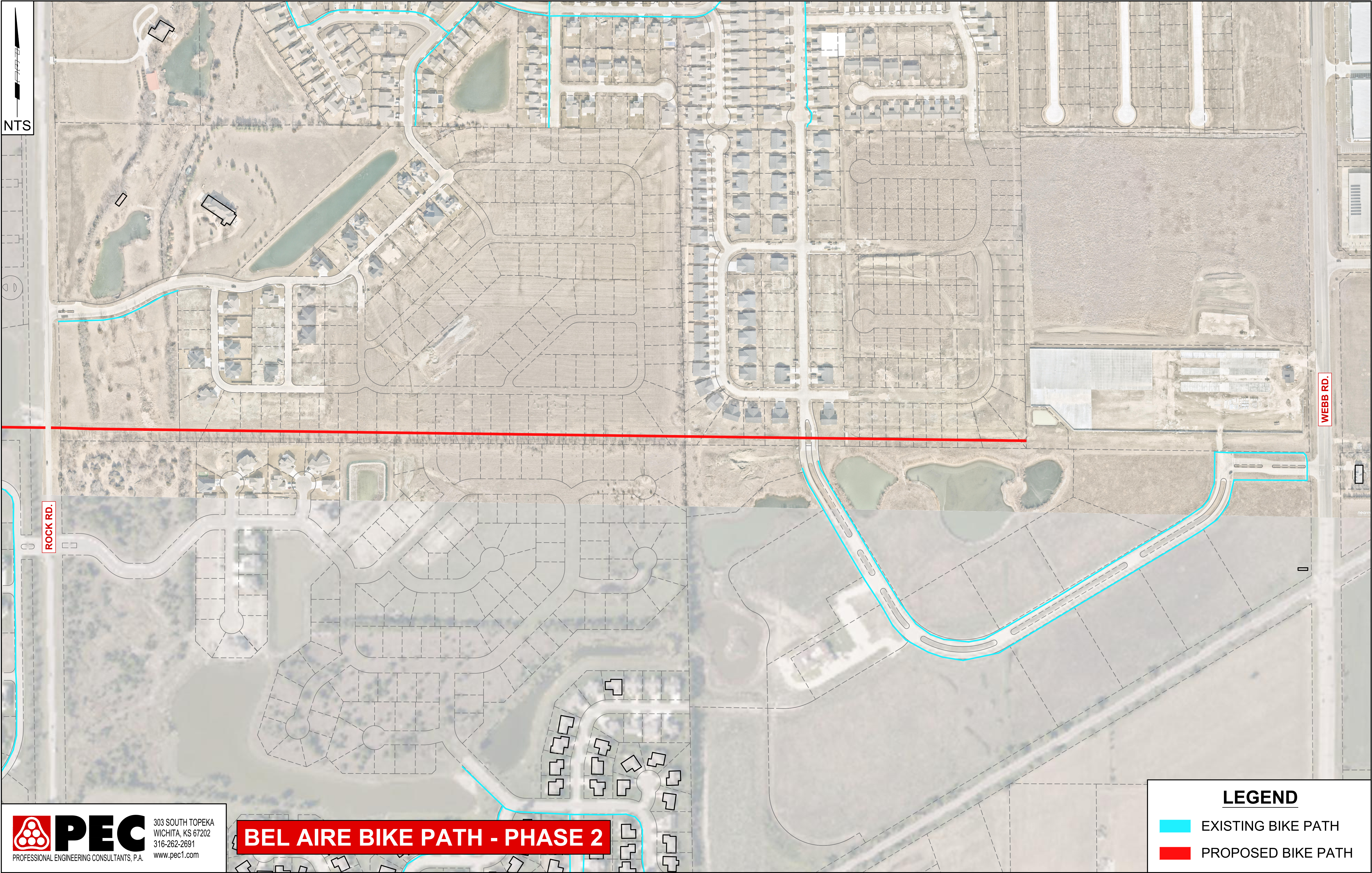


**BEL AIRE BIKE PATH - PHASE 1**

**LEGEND**

- EXISTING BIKE PATH
- PROPOSED BIKE PATH





NTS

ROCK RD.

WEBB RD.

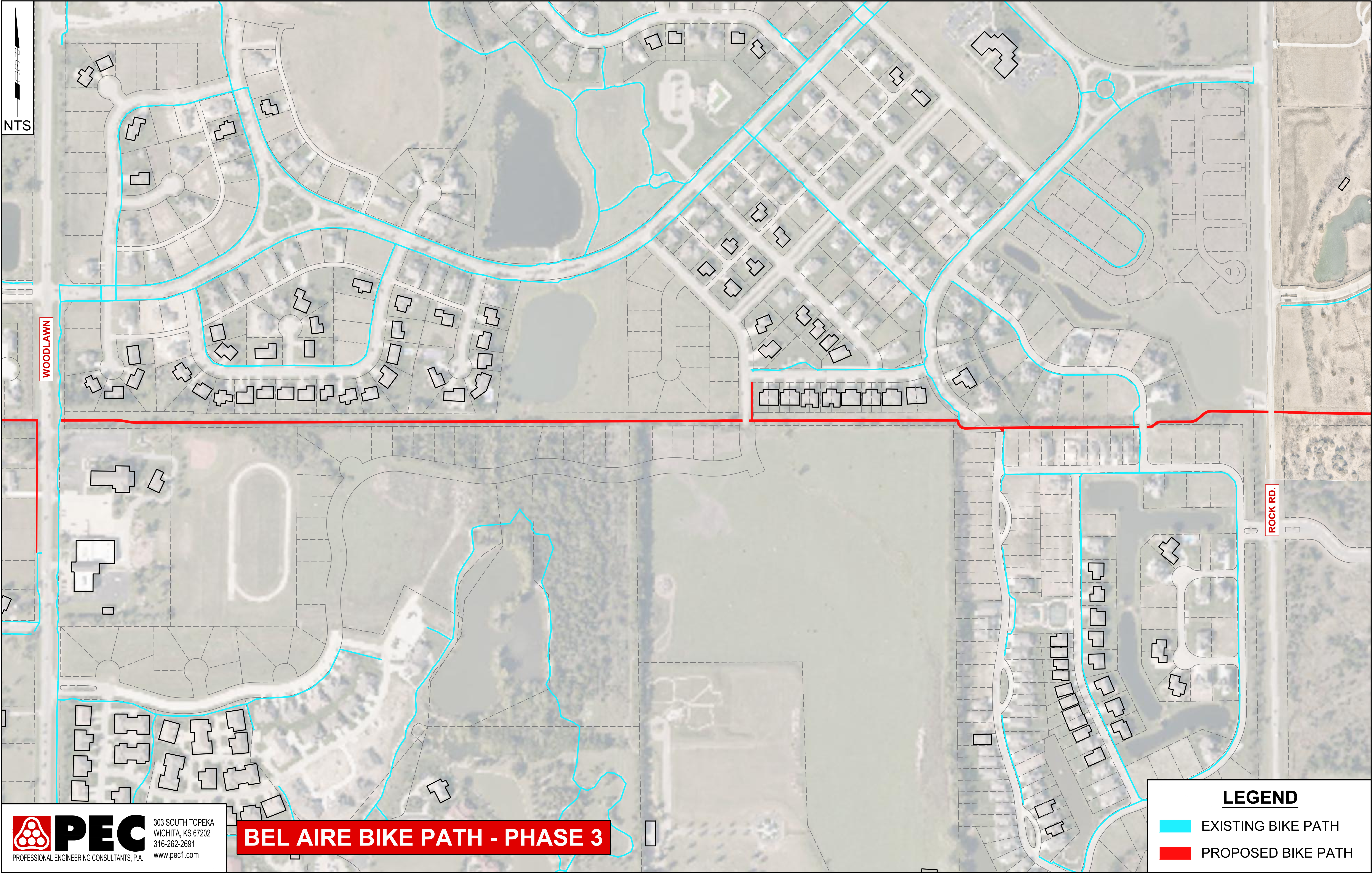
### LEGEND

- EXISTING BIKE PATH
- PROPOSED BIKE PATH

**PEC**  
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.  
303 SOUTH TOPEKA  
WICHITA, KS 67202  
316-262-2691  
www.pec1.com

**BEL AIRE BIKE PATH - PHASE 2**





NTS

WOODLAWN

ROCK RD.

**LEGEND**

- EXISTING BIKE PATH
- PROPOSED BIKE PATH

**PEC**  
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.  
303 SOUTH TOPEKA  
WICHITA, KS 67202  
316-262-2691  
www.pec1.com

**BEL AIRE BIKE PATH - PHASE 3**