



CONNECTING PARK CITY

A PEDESTRIAN (AND BICYCLE)
CONNECTIVITY PLAN



ACKNOWLEDGMENTS

The project team acknowledges the contributions of the residents of Park City. Their time, ideas, and expertise helped create the Plan and it was only with their assistance and direction it gained the depth necessary to truly represent the spirit of Park City. Their continued support will lead to the plan implementation. We also extend a special thanks to everyone on the Plan Advisory Team for their insight and assistance and are especially grateful to Jack Whitson and Dana Walden for their invaluable patience and insight in helping us all development this plan. (And of course the great kids who spent an afternoon in July with us poring over maps and helping to develop the ideas in this document)

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CHAPTER ONE

INTRODUCTION:

WHY A PLAN?



INTRODUCTION

How we move is important to how well we live, and it affects our health and the health of our communities and environment. Most of us have been blessed with the capacity to travel under our own power, all while thinking and taking delight in the beauty of our towns and natural environment. We can travel even further and faster by bicycle, a remarkable invention that we can easily lift and travels at half the speed of cars in cities yet gets the equivalent of hundreds of miles per gallon, produces no greenhouse gases, makes almost no noise, can be parked almost anywhere, and makes us healthier. New technologies and innovative products, such as pedal-assisted e-bikes and recumbent tricycles, can bring pedal-powered transportation within the capability of more people. And other low-impact means of travel, such as scooters and power-assisted wheelchairs, bring greater mobility to those of us with disabilities.

Self-propelled and low impact mobility also makes great economic and social sense. Pedestrian and bicycle infrastructure costs far less to install than streets and roads, and active users place very little stress on facilities. These means of travel have almost no environmental impact. And they are enjoyable and give us time and space to appreciate our fellow human beings and the places in which we live.

Many people in Park City understand these virtues. In a city the size of Park City, it should be easy for all residents - including children - to visit neighbors, shops, parks, and schools using low

impact travel modes; however, many residents report at least some level of discomfort or stress walking or riding a bike around town. This perception, especially related to children walking to school, led to the creation of this plan.

The Park City Pedestrian Connectivity Plan is dedicated to enabling and expanding the routine use of these healthy, low-impact, and enjoyable means of travel within Park City. This plan will propose a program that considers the needs and opportunities throughout the community. The plan and its recommendations are efficient, increment, and deliver benefits that substantially outweigh the costs.

Active transportation in Park City is challenged by a few unique circumstances, that if properly addressed can become opportunities. These include:

- **The barrier and dividing effect of Interstate 135.** This four lane interstate bisects the city and presents a major obstacle to connecting the east and west parts of the city. I-135 separate a major residential section of the city from a primary commercial and industrial corridor and opportunity for expanded residential growth.
- **The barrier and dividing effect of 61st Street.** Today, 61st is the "main street" of Park City and is a central part of the community's life. But it is difficult to cross and tends to divide the north and south parts of town - a particular



challenge when many people have to cross the street to reach school, city hall, or the library.

- **Need for connected community structure.** Park City was founded in 1953 when constraints like FHA regulations actually discouraged through streets and sidewalks were often not built. Partially as a result of this period of growth, Park City lacks the well-established street framework that is necessary for an effective active transportation plan. In the absence of a connected framework, the city has developed with self-contained subdivisions, each of which works internally but does not create a connected community. The active transportation network plan provides an opportunity to establish a structure of paths, parks, and greenways that will benefit current and future residents and their city in many ways.

WHY A PLAN?

The origin of this planning effort came from the realization that Park City has grown in a way that relies heavily on personal automobile travel to navigate the community. The form of a city guides the way its people interact, how the economy functions, and whether the community can produce a fabric that is supportive of its people and attractive to its future and potential constituents including new families, professionals, and industries. The role of this plan contains four central pillars:

1. To retrofit the existing street system to provide a place for

people (outside of automobiles);

2. To provide a framework for new development that can be navigated easily and realistically without an automobile;
3. To create a street system that is efficient, safe, and convenient for all road users including motorists;
4. To begin creating a culture of walking and bicycling in Park City.

So, why a pedestrian and bicycle plan?

WE ARE ALL PEDESTRIANS

At some point in each of our days, we navigate the world on foot and this is a time when we should be allowed to feel safe, slow, and at peace. As such, the physical environment should be designed to encourage people to experience their community on foot regardless of their age, mobility, or destination.

PEOPLE ARE EASY ON INFRASTRUCTURE

Our society has established the automobile as an essential part of normal behavior, even for short trips in walkable areas. While a car is important to regional transportation, unnecessary and short local trips contribute to the deterioration of city streets.

COMMUNITY HAPPENS OUTSIDE OF A CAR

Many places struggle to establish a sense of community due to an over emphasis on auto-oriented development; in these



configurations, residents regularly travel to and from work without encountering their neighbors.

PEDESTRIANS AND BICYCLISTS ARE GOOD FOR BUSINESS

Active Transportation should be viewed as an economic development initiative to stabilize neighborhoods and strengthen the central identity of a city. When making major life decisions, contemporary residents of all ages consider elements such as: “is there a place for me to take a run or go for a bike ride,” “would I let my kids walk to school,” or “is this a place I would ask my employees to live.” The way a community answers the question of how it provides quality of life correlates with whether it will grow and whether its businesses will thrive.

GOALS AND DESIRED OUTCOMES

As evident from how engaged the public was throughout this process, it was clear that members of the community were interested in significant and short-term outcomes from the Park City Pedestrian Connectivity Plan. These goals and outcomes focus on producing long term progress through a series of incremental projects and comprehensive programs.

GOAL 1: INCREASE THE NUMBER OF PEOPLE WHO WALK AND BICYCLE FOR TRANSPORTATION AND RECREATION.

Ultimately, a primary goal of this plan is to offer a practical means of transportation and an exceptional quality of life amenity centered around human powered transportation. This plan envisions a future where all residents of Park City can navigate the community, access its destinations and amenities, and use the newly created facilities to socialize and build community with their neighbors. This future is predicated on increasing the

number of people who walk and ride bikes for transportation and recreation.

Measurement:

Conduct an online survey at least every three years to monitor change from the baseline response established through the public engagement in this planning process.

GOAL 2: IMPROVE ACCESS TO KEY DESTINATIONS FOR PEDESTRIANS, BICYCLISTS, AND OTHER LOW IMPACT MODES.

Another major goal of this plan is to connect people with the places they want to go. This requires infrastructure and educational programs to ensure the roads, trails, and sidewalks are both comfortable and safe between the places where people are and the places they might want to go.

People most often walk or bike for recreational or school trips, and trips to parks, ballgames, and community centers are important contributors to overall travel. A measurement of success will be to connect city’s primary destinations including schools with a seamless network of trails, sidewalks, and on-street pathways. These facilities also serve the needs of people who use scooters, motorized wheelchairs, and other technologies that provide independence and mobility to people with some level of disability.

Measurement:

Conduct a walk audit at the outset of this implementation process and at least every three years following to monitor change.

GOAL 3: INTEGRATE BICYCLE AND PEDESTRIAN IMPROVEMENTS INTO NEW

EXAMPLE: How often do you walk for enjoyment or travel?

	Actions Taken	By Whom	Plan for Next Year	Resources Required
Engineering	Sidewalk on Elm	City	Sidewalk on Pine	\$50,000 in CIP
Education	Bike Safety Lesson at school	Police Dept	“Walking School Bus”	School District & Citizen Volunteers
Encouragement	Helmet give-a-way at school	Police/Parks	Group ride on the new trails	...
Enforcement	Monitored pedestrian crosswalk	Police
Equity	Mapped disadvantaged neighborhoods. Planned sidewalk in the area.	City Administration	Continue monitoring implementation to ensure equity.	...

ROADWAYS AND SIGNIFICANT ROADWAY MAINTENANCE AND RECONSTRUCTION PROJECTS

The purpose of any planning process is to set the path for future actions; in the case of the Park City Connectivity Plan, this includes ensuring that future development occurs in a fashion that integrates transportation connections, pedestrian and bicycle features, and quality of life amenities such as parks.

Measurement:

Integrate the recommendations of this plan into the city's comprehensive plan, the city's capital improvement program, and negotiate with land developers to execute the physical recommendations of this plan. The measurement is the extent to which this plan is used in the above applications.

GOAL 4: USE THE COMMUNITY'S INVESTMENT IN ACTIVE TRANSPORTATION AND RELATED QUALITY OF LIFE AMENITIES TO STRENGTHEN ITS SENSE OF COMMUNITY

Park City emerged at a time shaped by the prevalence of the personal automobile which produced city layouts with fewer quality of life amenities, wide-streets designed primarily for cars, and no traditional town center. Many suburban communities are using human-scale design to create a town center that clusters multiple destinations together with trails and sidewalks to provide comfortable and convenient access on foot or by bicycle.

Measurement:

With community partners including the library, the senior center, park events programs, and schools, complete a bicycle and pedestrian count to establish a baseline of active transportation use. Then, at least every three years following, complete a follow-up count to monitor change.

GOAL 5: INCREASE SAFETY ON THE ROAD



FOR MOTORISTS, BICYCLISTS, PEDESTRIANS, AND INDIVIDUALS USING OTHER PERSONAL MOBILITY DEVICES SUCH AS WHEELCHAIRS.

Active transportation improvements should always be designed to increase the number of people using their own power to get from place to place. To accomplish this goal, improvements should make users feel safe, comfortable, and, all-things-considered, make it a viable alternative to driving a car. As such, the success of this plan is tied to its ability to increase safety.

Measurement:

Decrease the number of crashes involving bicyclists and pedestrians while also increasing the number of users of both. The former should be examined through reported crash data and the latter through goals 1 and 2.

GOAL 6: IMPLEMENT THE PLAN IN A REASONABLE TIME.

An effective plan is one that lays the groundwork for short-term, mid-term, and long-term actions that together can achieve long term progress and cultural change.

Measurement:

Use the implementation chapter of this chapter as an annual review matrix to evaluate progress and to plan for future actions.

GOAL 7: IMPLEMENT A BALANCED ACTIVE TRANSPORTATION SYSTEM THROUGH PARTNERSHIPS, INFRASTRUCTURE, EDUCATION, ENCOURAGEMENT, AND ENFORCEMENT.

A culture of walking and bicycling cannot be implemented with infrastructure alone but instead requires a comprehensive approach that includes elements of the above-mentioned pillars. The League of American Bicyclists has created two exceptional resources – their “bike friendly communities” and “bike friendly business” programs - that can easily be adapted to promote both bicycling and walking.

Measurement:

Complete an annual audit of bicycle and pedestrian actions, programs, and policies using the 6 E's established by the League of American Bicyclists to promote balance and efficacy in the implementation of this plan. The below table provides a framework for the evaluation (a larger worksheet is contained in the appendix of this document).

USING THE PLAN

The Park City Pedestrian Connectivity Plan is only as strong as its execution and the purpose of this plan is to make its implementation as easy, efficient, and comprehensive as possible. Therefore, it is organized in a progression that builds the readers understanding of active transportation planning generally, applies it to Park City, and then provides a guide for how a comprehensive active transportation system would look and function in Park City.

CHAPTER 1: INTRODUCTION

As a reader, you know this chapter explains the project, the goals, and how the plan can be used most effectively.

CHAPTER 2: PARK CITY TODAY

This chapter examines community input and preferences, local physical conditions relevant to active transportation planning, and an analysis of the amount of use that Park City may expect to gain from its investment in connectivity.

CHAPTER 3: THE NETWORK CONCEPT

This chapter discusses the guiding principles of an active transportation network and presents the overall network concept. It uses these, the community process, and the physical characteristics of Park City to develop a recommended active transportation network. It also presents guidance for the types and design of infrastructure improvements in the proposed system.

CHAPTER 4: BUILDING CONNECTIONS

A central component of the plan is the "what" and the "where" of active transportation improvements proposed in Park City. The chapter develops the network concept in more detail, examines design options for specific problem locations, and presents more detail on the design of individual segments. It establishes a sequencing program for the next 20 years and presents funding options for implementation.

CHAPTER 5: SUPPORTING CONNECTIVITY

This chapter reviews ideas that complement infrastructure to create a culture that encourages people to walk and ride more often for enjoyment, recreation, and specific purposes.

PLAN PRINCIPLES

A plan is only useful if it is also within the capacity of a community to implement. The mark of a strong implementation program is its ability to be phased, with priority segments serving the greatest needs while providing a basis for building partnerships and taking advantage of funding opportunities.

INCREMENTAL

The system should be created through a series of incremental stages that will ultimately realize the entire active transportation system. While occasionally disconnected components may be built to take advantage of opportunities, each step in the process should strive to create connections of value to the community.

PRIORITY-BASED

The process of setting priorities should follow a transparent process that incorporates many factors including roadway improvements currently planned; engagement of community and/or financial partners; contribution to the segment in the overall system; and community input.

EFFICIENT

People often say that "the fastest path between two points in a straight line." This statement applies to community decision making and how projects should be implemented.



PRINCIPLES FOR A STRONG NETWORK

The design of any active transportation system should be guided by criteria that can be used to evaluate individual components and the effectiveness of the entire network. The Netherlands' Centre for Research and Contract Standardization in Civil and Traffic Engineering (C.R.O.W.), one of the world's leading authorities in the design of bicycle friendly infrastructure, has developed especially useful requirements to help determine the design of bicycle and pedestrian systems. An urban bicycle network should generally fulfill six basic requirements:

INTEGRITY

An active network at all points in its phased development should connect starting points with destinations. It should be easy to understand and keep users oriented.

DIRECTNESS

The active network should offer routes that are as direct as possible, with minimum detours or misdirection.

SAFETY

The network should maximize safety for all users and minimize or improve hazardous conditions and barriers. On the other hand, no system is totally free of risk and can at best improve but not guarantee user safe

COMFORT

Most users should view the basic network as being within their capabilities and not imposing unusual mental or physical stress. As the system grow, more types of users will find that it meets their needs comfortably.

EXPERIENCE

The active network should offer its users a pleasant and positive experience that capitalizes on the community's built and natural environments.

FEASIBILITY

The bicycle network should provide a high ratio of benefits to costs and should be viewed as a wise investment of resources. It is capable of being developed in phases and growing over time.

BELOW: SIX CRITERIA FOR A SUCCESSFUL ACTIVE TRANSPORTATION NETWORK. THESE ARE DEVELOPED FULLY IN CHAPTER THREE.



INTEGRITY



DIRECTNESS



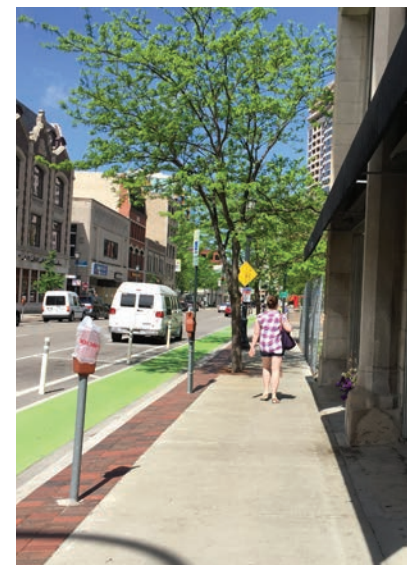
SAFETY



COMFORT



EXPERIENCE



FEASIBILITY



CHAPTER TWO

PARK CITY TODAY



INTRODUCTION

Park City experienced its most significant growth during an era noted for its steadfast to the automobile as the future of transportation which resonated through the design of streets, neighborhoods, and commercial corridors. While this is challenging from an active transportation perspective which often relies on street connectivity to create comfortable pathways for pedestrians and bicyclists, Park City has some traits that will make it relatively easy to retrofit for active transportation. This chapter is organized two sections- public input and preferences and atlas of existing conditions- to examine different elements of Park City Today.

PUBLIC INPUT AND PREFERENCES

Many people contributed their voices to the contents of this plan through public open houses, workshops, a community survey, and an interactive map. Stakeholder input is essential to the process and offers the following benefits:

Familiarity with the Community

It is best to learn from the people who know the community best - those who live it every day of their lives. Stakeholders help us understand barriers, opportunities, and their vision for the community.

Understanding Local Priorities

Community input is critical to creating a successful plan because this program must ultimately be implemented locally. Stakeholders frame the plan by articulating its goals and focus, helping to define priorities, and identifying partners who will help execute the plan.

Understanding Local Preferences

Active transportation planning should not be a "one-size fits all model" but should instead recommend improvements tailored to the preferences of Park City and its residents, including people of all ages and abilities. Major user groups include school children, families, seniors, and people with mobility disabilities.

PUBLIC ENGAGEMENT PROCESS

Project Advisory Team

At the beginning of this project, the city assembled a team of local stakeholders to guide the development of the plan. This group met throughout the process to give direction to the plan, reviewed draft documents, and served as local ambassadors to the community. These team members – acknowledged in the front cover – deserve recognition for helping to create a plan that truly represents the spirit and ambitions of the community.

Public Events

An exciting part of the process are the public events that allow

the planning team to work side-by-side with members of the community to design an active transportation system together. These highly interactive events were well attended produced some of the greatest ideas and revelations in this plan.

Community Kick Off Event and Workshop

The community came together to celebrate the beginning of the Park City Pedestrian Connectivity Plan. This event was attended by nearly 50 stakeholders between a morning and evening session. Attendees enjoyed learning about active transportation planning, sharing their local insights and aspirations, and drawing their own network concepts on large format maps

Open House

Stakeholders were invited to review the draft plan and contribute their ideas before the plan was formally reviewed by the city council. Attendees heard a presentation, reviewed display boards containing the big ideas from the plan, and then socialized with their friends and neighbors about creating a more connected Park City.

Approval Process

The plan was then reviewed and approved by both the Planning Commission and the City Council. These events were designed to engage the commission and council on the details of the plan but also to solicit any remaining public comments. Due to a strong engagement process throughout the process, only several residents attended the approval meetings.

Community Survey and Interactive Map

People engage with their community differently; while some will attend public meetings, others prefer to offer their input through alternative means. To engage as many residents as possible in the planning process, the planning team designed an online survey and an interactive map to solicit meaningful input on various components on how to create a comprehensive active transportation system in Park City. Throughout the course of the planning process, more than 210 individuals responded to the survey and/or the interactive map.

COMMUNITY SURVEY SUMMARY

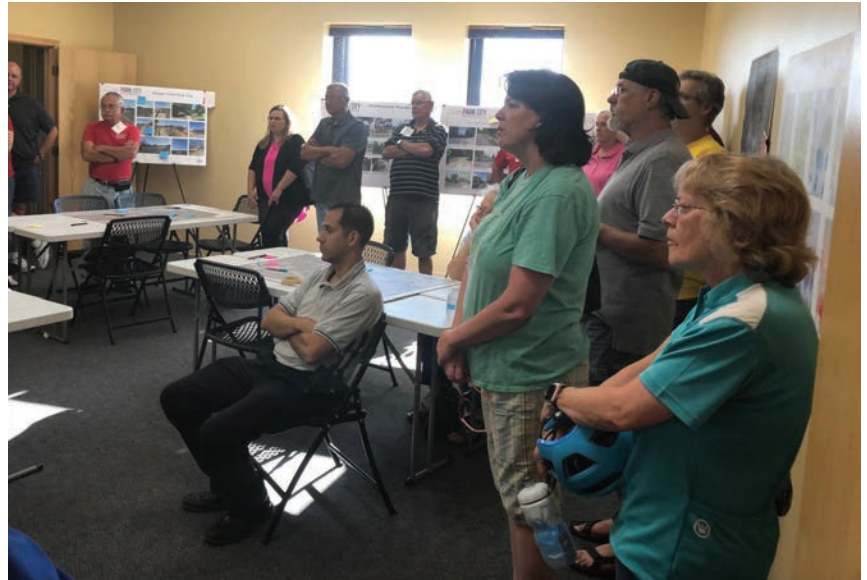
The community survey was designed to explore the priorities and preferences of current and prospective active transportation users. The questions fall into three categories:

- Characteristics of respondents, including demographics, their active travel behavior (such as how often and for what purposes they walk or bike), and their self-perceptions as pedestrians or bicyclists.
- Opinions about the importance of various destinations to



KICKOFF EVENT

Residents came together at the beginning of the Park City Pedestrian Connectivity Plan to learn about the project and voice their priorities



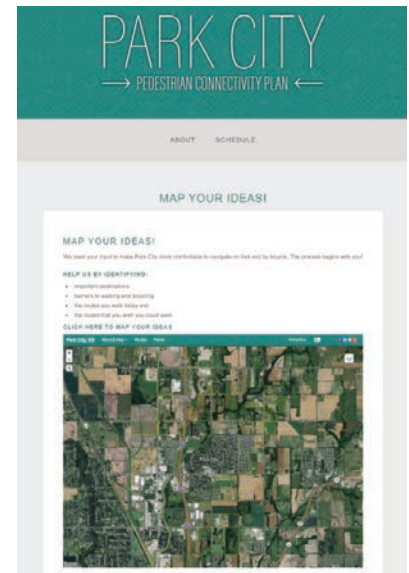
PUBLIC WORKSHOPS AND OPEN HOUSE EVENTS

Stakeholders were invited to view progress and work side-by-side with planners to create sections of the plan



What would make Park City more comfortable for walkers and bicyclists?

www.ActiveParkCity.com



OTHER WAYS TO ENGAGE

In the same way that each community is unique, residents prefer to engage with their community differently. The process offered a website, a survey, and an interactive map in addition to different styles of public meetings.

Park City Pedestrian Connectivity Plan

About You as a Pedestrian

6. Which of the following best describes you as a PEDESTRIAN?

I am a confident pedestrian who will walk/run any route. I don't believe that any significant further action on pedestrian facilities is necessary.

I am a confident pedestrian who will walk/run any route, but believe that new facilities like sidewalks and trails are needed to improve Park City's pedestrian environment for me and encourage other people to walk/run more often.

I am interested in walking/running more often, but am concerned about the safety along busy streets. More sidewalks (or replacing damaged/missing walks) and trails would increase the amount of trips that I make by foot.

I am a recreational or occasional walker/runner and travel primarily on trails. I would like to see more trails, but am unlikely to walk/run on city streets even with sidewalks.

I do not ride a walk/run now, but might be interested if Park City developed facilities that met my needs better or made me feel safer.

I do not walk/run, and am unlikely ever to do so.

Prev Next

ONLINE AND ON-SITE

be served by a pedestrian and bicycle network and the relative effectiveness of different actions in increasing the number of people who walk or bike for specific purposes.

- Opinions about different types of pedestrian or bicycle facilities using national and local examples.

Pedestrian Characteristics

Frequency of Walking for Enjoyment or Transportation

Most respondents indicated that they walk at least once or twice a week (59.61%). An additional 22.12% walk about once or twice per month. This response indicates the constituency that would immediately benefit from improved pedestrian infrastructure

Reasons to Walk

By a significant margin, regular exercise or workout was the most common purpose cited as the reason for walking. Other

FIGURE 2.1: How important do you think good bicycle/pedestrian access is to each of the following destinations?

	Percent of Total
McLean Park	88.24
Library	85.95
Chisholm Trail Elementary School	81.87
Elementary Schools	75.42
Habiger Park	65.73
Senior Center	63.39
Senior Center Park	58.66
Prairie Win Park	57.63
Boston Park	57.23
Jardine Memorial Park	56.82
Primrose Park	53.67
Osage Trail	52.84

FIGURE 2.2: How often do you walk for enjoyment or travel?

	Percent of Total
Never	4.81%
Very infrequently: a few times a year	7.21%
Infrequently: maybe every few months	6.25%
Occasionally: about once or twice a month	22.12%
Regularly: once or twice a week	19.71%
Frequently: several times a week to every day	39.90%

significant responses involve activities broadly related to community such as trips to parks and recreational facilities, family outings, social visits, and trips to the library and similar places.

Self-Characterization of Pedestrian Comfort

The survey asked people to characterize how they feel as a pedestrian based on their comfort and confidence in their city. The question includes two noteworthy dimensions: 1) the relative comfort of Park City's streets and 2) the comfort the respondent has established in the environment.

Nearly half of respondents identified themselves as "interested but concerned" and an additional 35.36% identified themselves as "confident but appreciative of infrastructure improvements." Together, these two groups represent more than 84% of respondents interested in improved pedestrian infrastructure.

Bicyclist Characteristics

Frequency of Bicycling for Enjoyment or Transportation

While significantly lower than the responses for walking which is typical nationally, more than 25% of respondents indicated that they ride a bike at least once or two a week. This group should be viewed as an immediate market for bicycle infrastructure improvements.

Nearly another 25% of respondents indicated that they ride a bike between once or twice per month and maybe once every few

FIGURE 2.3: Why do you walk for enjoyment or travel?

	Percent of Total
Regular exercise or workout	79.50%
Trips to parks or recreational facilities	41.50
Family outings	34.00%
Social visits	21.50%
Trips to the library, museums, and similar places	21.00%
I do not walk often	9.50%
Shopping	9.00%
Routine Errands	8.00%
Going to meetings or in the conduct of business	3.50%
Commuting to work or school	2.50%

FIGURE 2.4: Which of the following best describes you as a pedestrian?

	Percent of Total
Confident and Fearless	4.21%
Committed Pedestrian	35.26%
Interested and Concerned	48.95%
Recreational Pedestrian	3.68%
Interested Non-Walker	5.26%
Non-Walker	2.63%

months. In addition to representing additional constituency, this group should be viewed as the expansion market that would be served by infrastructure investment to make it easier, safer, and more comfortable to ride bikes in Park City.

Reasons to Bike

The most popular reason for riding a bicycle is regular exercise or workout which was cited by more than half of respondents. Skipping the second most common response (“I do not ride a bike”), the next most common responses include “trips to parks and recreational facilities” and “family outings.” A notable observation is that the survey is predominately completed by adults which inherently favors exercise and recreation; based anecdotally on the number of youth bicyclists riding throughout the community, we anticipate the share of transportation related reasons would increase with the addition of more youth respondents.

Self-Characterization of Comfort as a Bicyclist

The largest number of respondents (35.52%) identified with being “interested but concerned.” This trend is perhaps lower than cities of comparable size likely because the city does not have any dedicated bicycle facilities today; the greatest opportunity for improving ridership comes from moving those who indicated they “do not ride a bicycle now but might be interested if Park City developed facilities” by creating a dedicated trail facility.

Priorities for Action

In ranking various actions for their effectiveness for improving Park City’s pedestrian and bicycling environments, most proposed actions received high rankings. The most effective pedestrian actions included constructing sidewalks on at least one side of the street for both major streets and those with a lot of pedestrian traffic, followed by installing pedestrian crossing signals at school crossings and other important crossings and more safe routes to school activities. Also high on the rankings

FIGURE 2.5: How often do you bike for enjoyment or travel?

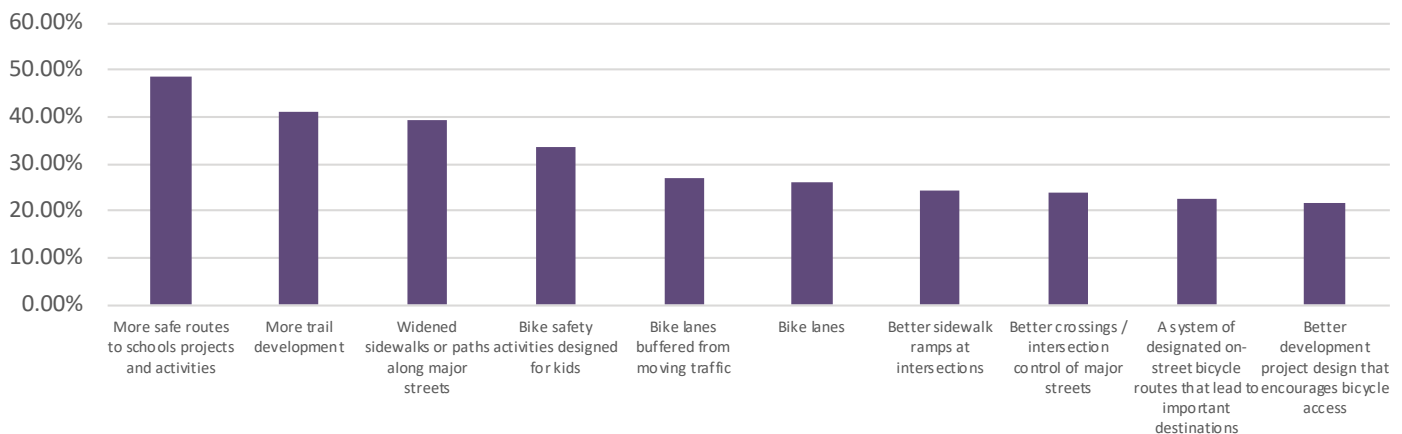
	Percent of Total
Regular exercise or workout	51.02%
I do not ride a bike	38.27%
Trips to parks or recreational facilities	29.59%
Family outings	22.45%
Trips to the library, museums, and similar places	15.31%
Social visits	10.20%
Bicycle touring	10.20%
Commuting to work or school	8.16%
Routine errands	8.16%
Shopping	4.59%
Going to meetings or in the conduct of business	2.36%

FIGURE 2.6: Which of the following best describes you as a bicyclist?

	Percent of Total
Confident and Fearless	1.64%
Committed Bicyclist	12.57%
Interested and Concerned	35.52%
Recreational Bicyclist	9.29%
Interested Non-Bicyclist	19.13%
Non-Bicyclist	21.86%

FIGURE 2.7: Effectiveness of Various Bicycle System Improvements

Most Effective Improvements to Increase Bicycling for Transportation



was more trail development.

For effectiveness at improving bicycling, the top ranking tools aligned closely to pedestrian facilities. Top three in order included more safe routes to schools projects and activities, more trail development, and widening sidewalks or paths along major streets. Additional high scoring features included bike safety activities designed for kids, bike lanes buffered from moving traffic, and bike lanes in general.

Visual Preference Survey

A series of images were provided, both from areas within Park City and those across the nation to determine what environments were most favorable to pedestrians and bicyclists. Respondents were asked to rank each image on a scale from 1 being the least comfortable for the mode of travel to 5 being the most comfortable.

The images on the preceding pages represent the most favorable conditions to the least favorable conditions. As you can see, both pedestrians and bicyclist rated the roadways with faster vehicular traffic with little to no shoulder as the most uncomfortable to use. The three images shown are located within Park City. The most pleasing environments were separated paths with landscaping or parking separating users from moving traffic. Several of the moderately favored images were locations from within Park City, indicating that while there are some undesirable environments for pedestrians and bicyclists, there is a good foundation of acceptable roadways to improve upon.

CONCLUSIONS AND THEMES FROM PUBLIC ENGAGEMENT

Design infrastructure for families and children

Residents indicated that the system should be designed to allow children and families to safely and comfortably navigate the community on foot or by bicycle.



FIGURE 2.8: Effectiveness of Various Pedestrian Improvements

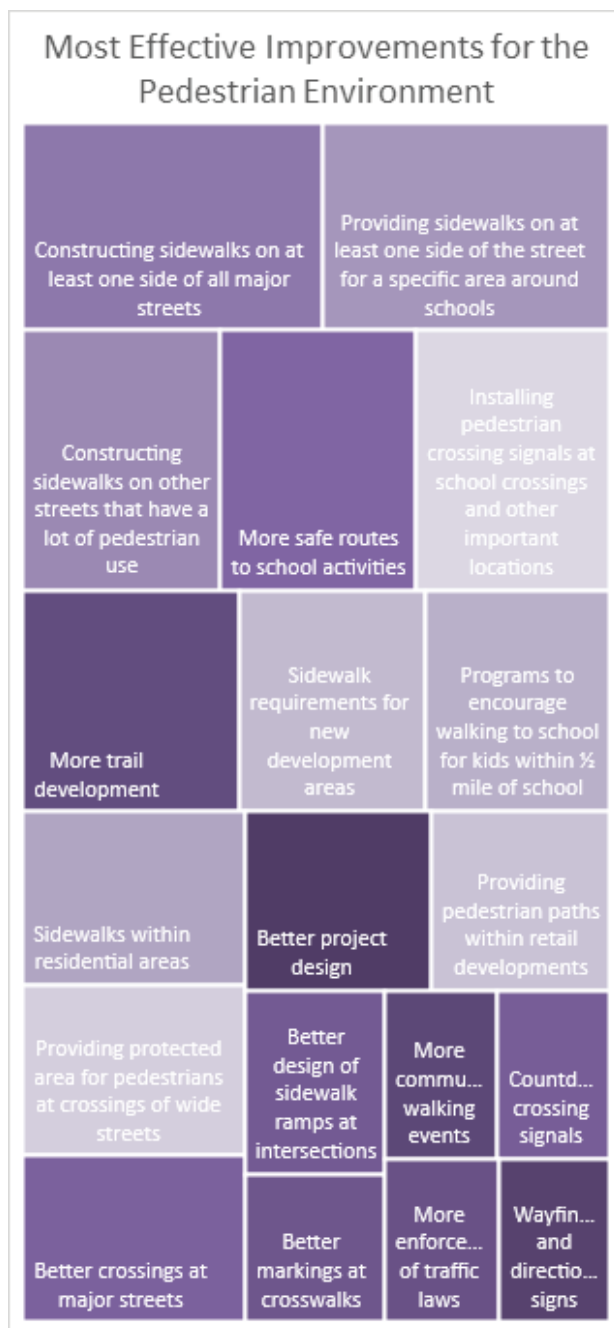


FIGURE 2.9: Frequency of Bicycle Use

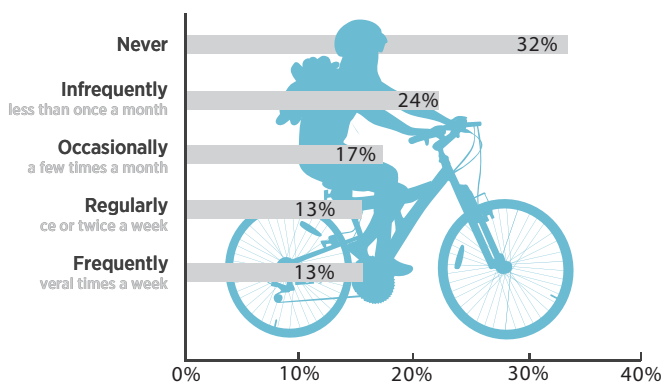


FIGURE 2.10: Results of the Visual Preference Survey-Pedestrian

High Favorability



Moderate Favorability



Low Favorability



FIGURE 2.11: Results of the Visual Preference Survey-Bicyclist

High Favorability



Moderate Favorability



Low Favorability



Improve crossings & overcome barriers such as 53rd Street and Hydraulic

There are multiple barriers that keep people from walking and bicycling today including difficult intersections (such as 53rd/Hydraulic), the interstate highway that literally divides the community, and rural roads that should be upgraded to a city standard (such as Hydraulic north of 53rd).

Connect people with the places they want to go

Very much the purpose of this plan, residents of Park City should be able to safely navigate to common destinations on foot or by bicycle. The next chapter will include a detailed exploration of local destinations that will be served by the active transportation network.

Use utility easements for trails including the overhead electrical lines, gas lines, and potentially the flood control levee

Residents of Park City appreciate Grove Park which lies atop a gas easement. Grove Park is an excellent example of using a limitation to the advantage of the community and adjacent neighborhoods. From this experience, many residents now look to the above-mentioned easements as future trail and park opportunity. A linear grid of intersecting linear parks and trails could easily become a signature of Park City, paying tribute to its namesake, and attracting new residents to the community.

Connect Park City to Wichita, Kechi, and Valley Center using trails

As a suburb, many residents of Park City think regionally in terms of amenities, proximities, and the ability to leverage these connections for economic gains and gains in the quality of life they would afford residents.



ATLAS OF EXISTING CONDITIONS

This section examines the existing conditions pertinent to bicycling and walking. This includes physical factors such as key destinations and existing bicycle and pedestrian facilities but also local human preferences. The atlas details the physical conditions of the active transportation.

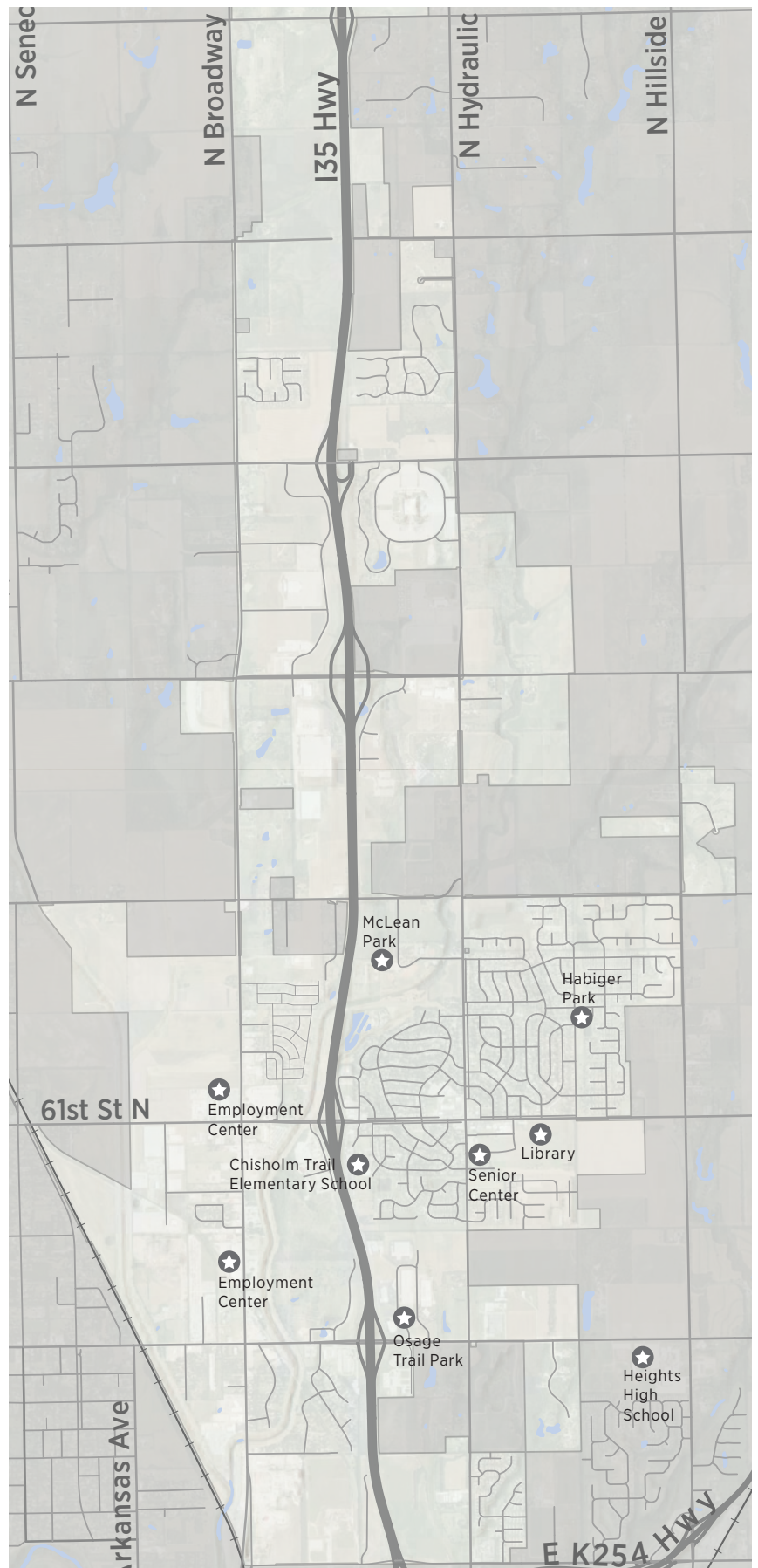
These factors – streets, destinations, and neighborhoods– are the foundation of the active transportation plan.

DESTINATIONS

A transportation network should connect people with the places they want to go, in other words, their destination. For this plan, the following destinations are viewed as the greatest priorities:

- McLean Park
- Library
- Chisholm Trail Elementary School
- Habiger Park
- Senior Center
- Osage Trail Park
- Heights High School
- Major Employment Centers

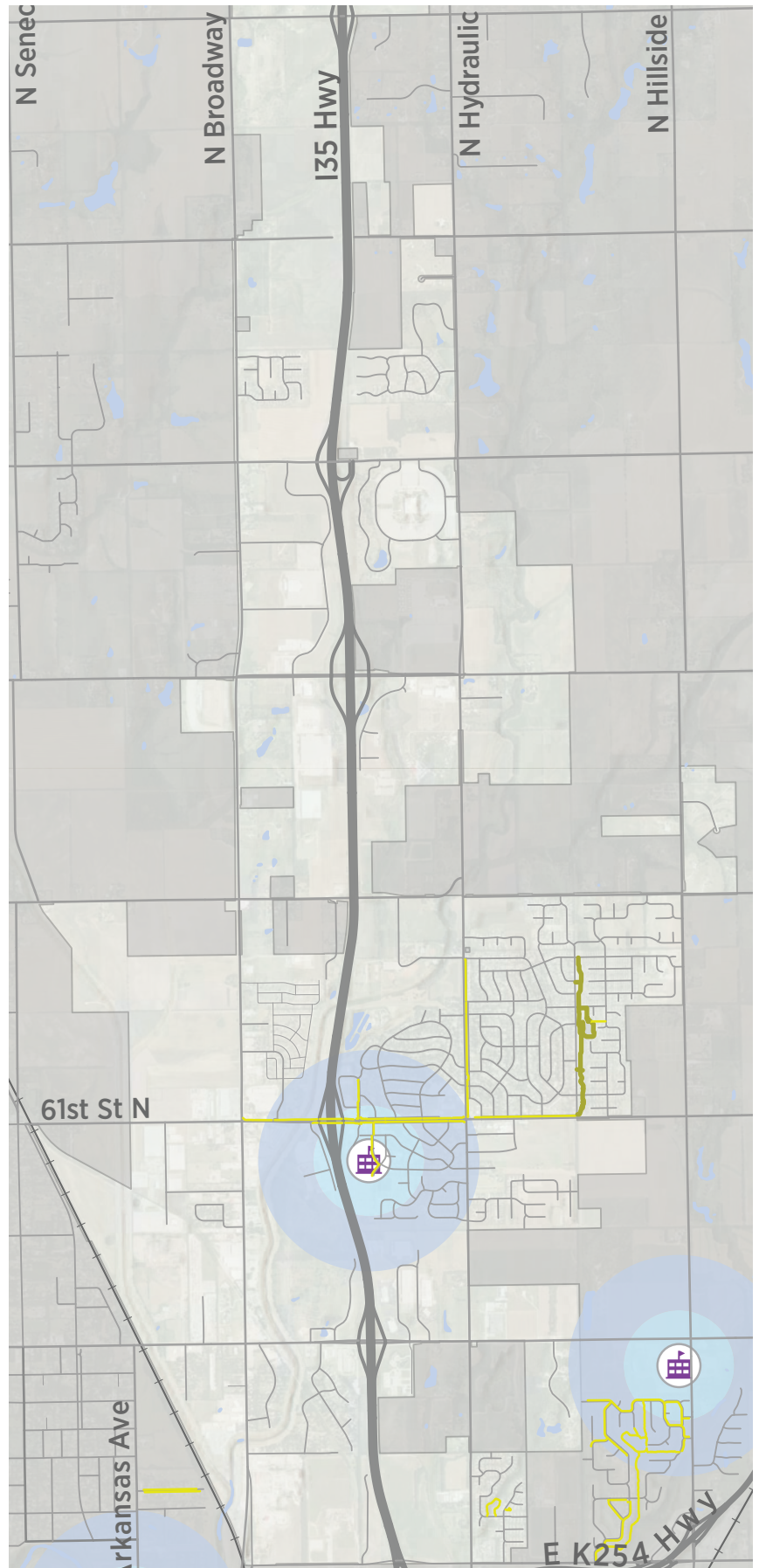
FIGURE 2.12: Destinations



SIDEWALKS AND SCHOOLS

Many of Park City’s neighborhoods developed without sidewalks. While there are a few sidewalks in Park City, few are connected in such a way that resembles a pedestrian network. An active transportation network should leverage existing facilities when possible, fill in sidewalk gaps to complete longer segments that may offer greater utility, and propose new sidewalks where a reasonable amount of pedestrian traffic could be anticipated, if a sidewalk were present. In Park City, the limited supply of existing sidewalks it is considered impractical and inefficient to retrofit all of Park City’s streets with new sidewalks; instead, sidewalks should be prioritized in places with the greatest population of vulnerable walkers, often within ¼ mile of a school.

FIGURE 2.13: Sidewalks and Schools

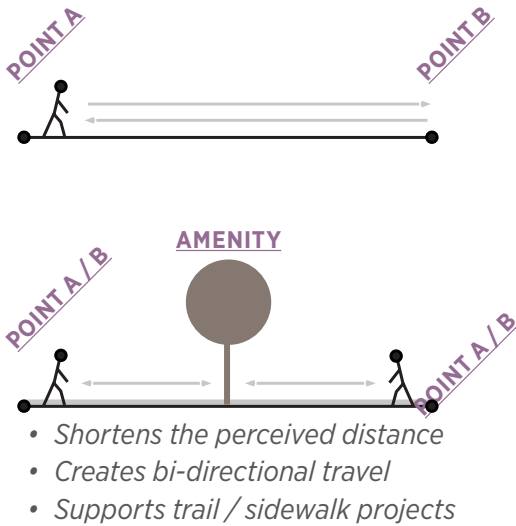
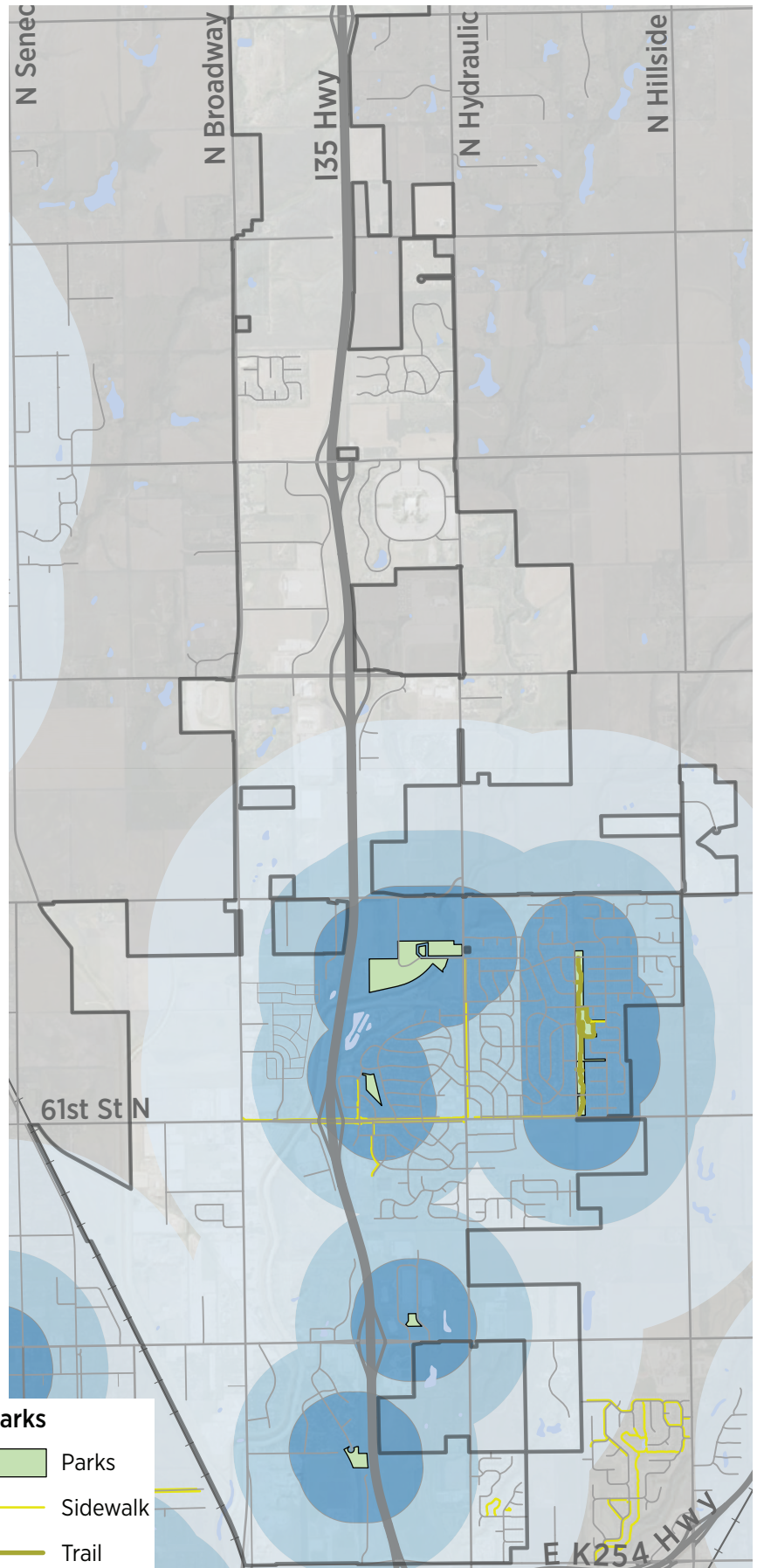


PARKS AND SIDEWALKS

An active transportation plan should connect people with the places they want to go. As indicated by the community survey and the public engagement process, people in Park City view connections to their schools and parks as their greatest priority. The map also illustrates existing sidewalks to demonstrate current pedestrian pathways to access these important destinations.

The term park system implies that its individual resources are connected by trails or sidewalks to ensure that residents can access the amenity of their choice without needing a personal vehicle. In this way, the various parks and schools should be viewed both as destinations and origins for bicycle and pedestrian trips.

FIGURE 2.14: Parks and Sidewalks



Distance from Parks	
	1/4 Mile
	1/2 Mile
	1 Mile
	Parks
	Sidewalk
	Trail

EMPLOYMENT AND POPULATION DENSITY

The next two maps should be considered as a pair: employment density (where people work) and population density (where people live). When considering these two maps in Park City, it becomes clear that major employment centers and population centers have been segregated because of urban development policy. While both the major employment and population centers lie roughly at 53rd Street, most of the employment is located to the south and west of the interstate and population centers are located to the north and east. While this separation does reduce incompatibility issues, it also places the interstate between the most common origin and destination, home and work.

FIGURE 2.15: Population Density

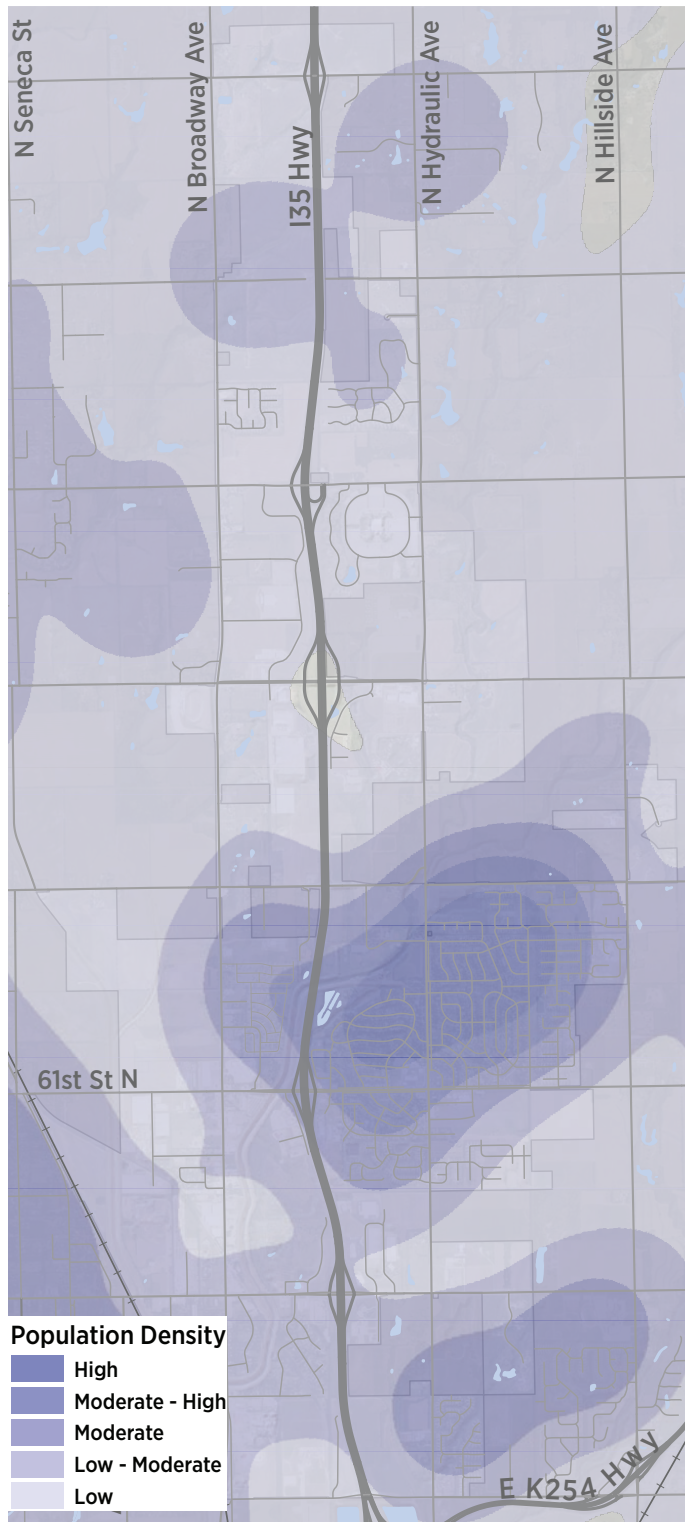
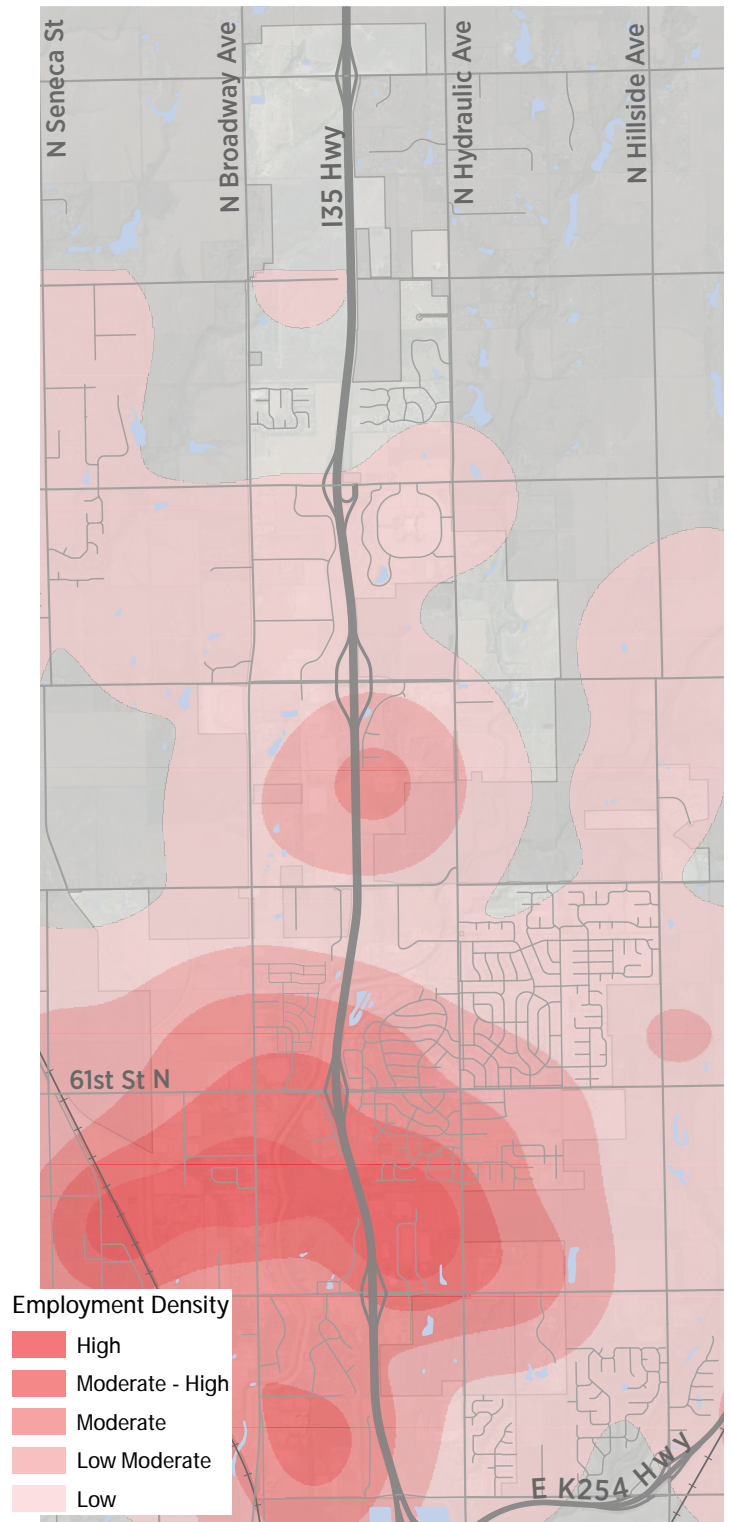


FIGURE 2.16: Employment Density

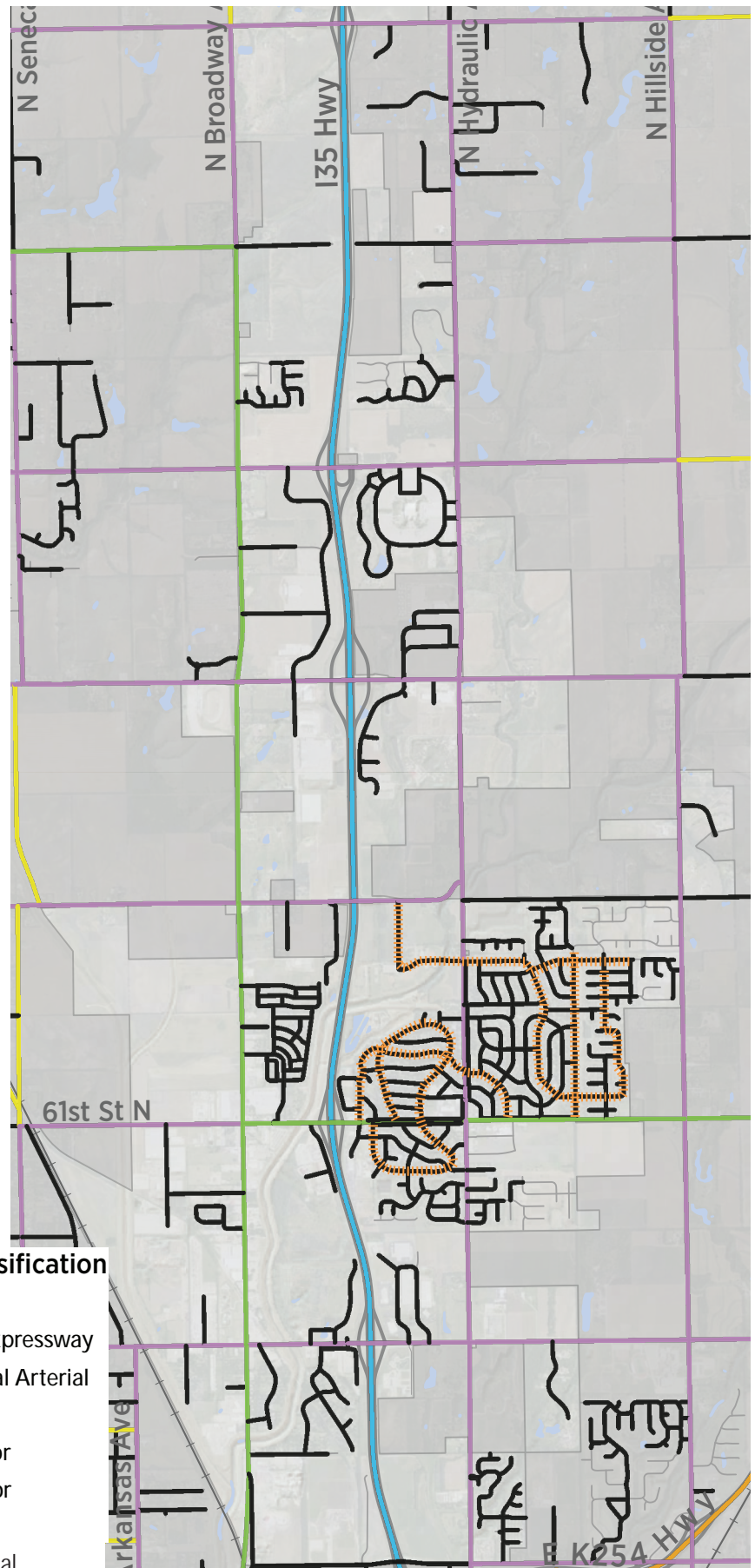


FUNCTIONAL CLASSIFICATION

The Kansas Department of Transportation and Sedgwick County classifies streets according to their role and function in the transportation system. Higher order streets in Park City's functional hierarchy include Broadway and 61st (minor arterials) and section line roads, typically classified as major collectors. Segments of 61st and Hydraulic are unusual for their status as major streets with adjacent local residential service roads. These roadways may be eligible for federal aid improvement projects.

Most of Park City's other constructed streets are classified as "local." Typically, bicyclists and pedestrians are most comfortable along collector and local streets with relatively low traffic volumes and moderate speeds. An unusual element of Park City's early street network are looped local streets that link shorter local segments with each other and with the major street network. These streets (noted as "connected local" on Figure 2.17) offer significant possibilities for pedestrian improvements and bike use because of their relative connectivity. With the exception of the section line grid, the local and collector network beyond the 61st to 69th core mile is made up of relatively disconnected street segments.

FIGURE 2.17: Functional Street Classification



Hydraulic Avenue, a rural section road classified as a major collector in the city's functional classification system. Hydraulic between Ravena and 61st has an adjacent local service road to manage access to the main street.

Functional Classification

- Interstate
- Freeway or Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- ⋯ Connected Local

ROAD SURFACE AND WIDTH

The majority of roads in Park City are paved however some in more rural sections of town remain unpaved. Where integrated into an active transportation system, these roadways should be paved with sidewalks and other facilities recommended in the network plan. Residential street width fall into two categories: 24 to 25 feet for shorter local segments and 31 to 33 feet for most of the "connected local" streets such as Independence, Cloverdale, and Parkview. Four-lane facilities with widths ranging from 44 to 48 feet include Broadway; 61st from Broadway to Hydraulic; 53rd east of Hydraulic; and 77th, 85th, and Hydraulic, all of which have relatively light traffic but were designed to accommodate anticipated crowds at Hartman Arena and the now repurposed Kansas Coliseum.



61st Street, with both an arterial and local residential frontage road in the same corridor.



Unpaved road






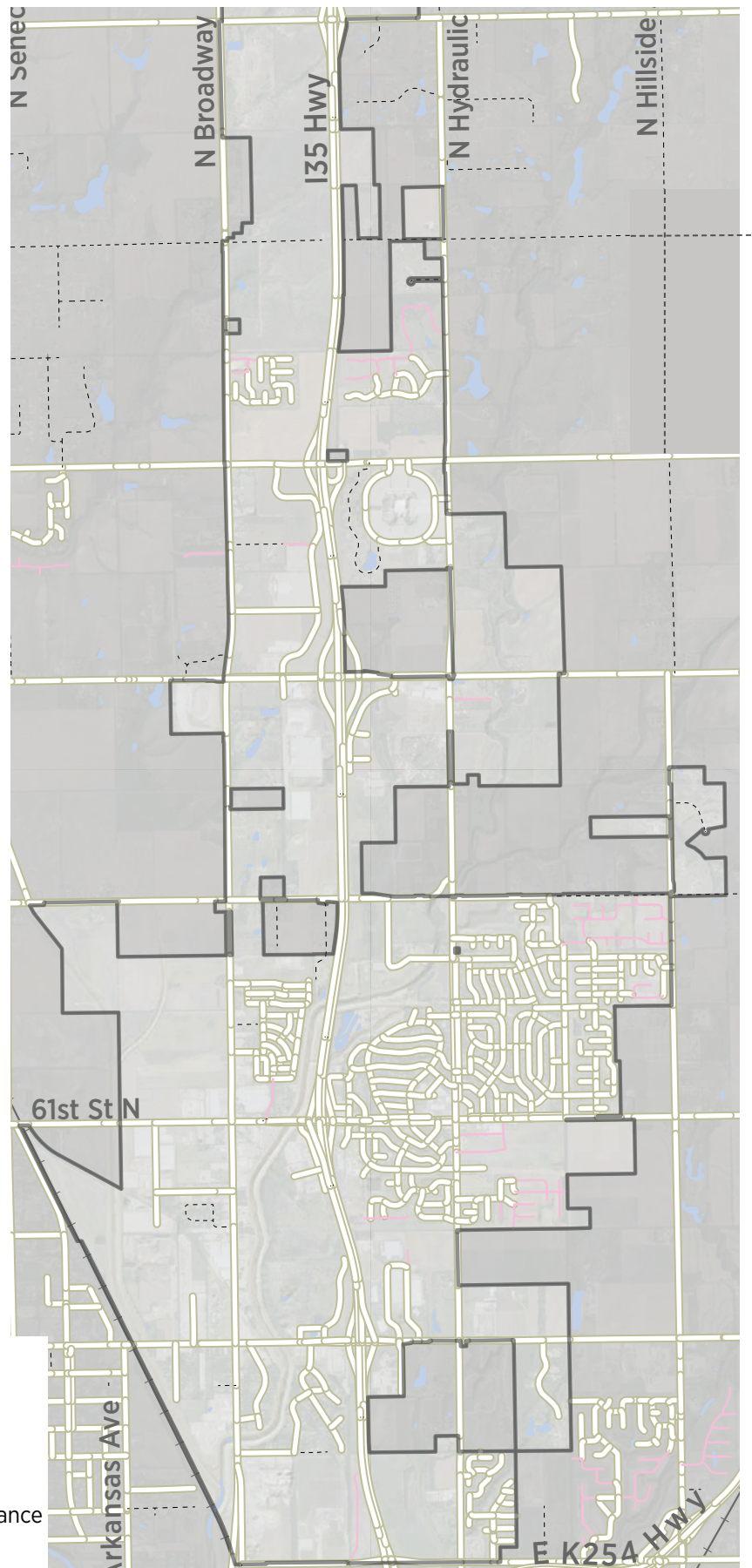
- Road Surface
-  Paved
 -  Dirt
 -  Gravel
 -  Minimum Maintenance
 -  Planned

FIGURE 2.18: Road Surface



CRASH INCIDENCE

Figures 2.19 and 2.20 illustrate reported crashes between 2013 and 2018, with Figure 2.20 focusing on reported pedestrian and bicycle related incidents. The low number of bicycle and pedestrian related crashes may appear to be encouraging, but national experience suggests that most pedestrian and bicycle incidents are unreported and Park City's lack of sidewalks probably depresses the number of pedestrians.

Motor vehicle related crashes appear highest along I-135 with a large cluster at the 61st St N intersection. Additional high crash concentrations occur northeast of 61st Street and I-135. The high crash rate found on local streets may be attributed to excessive speeds on local streets, crashes at local street intersections with major streets, and ambiguous right-of-way at uncontrolled intersections.

FIGURE 2.19: Vehicular Crash Data 2013-2018

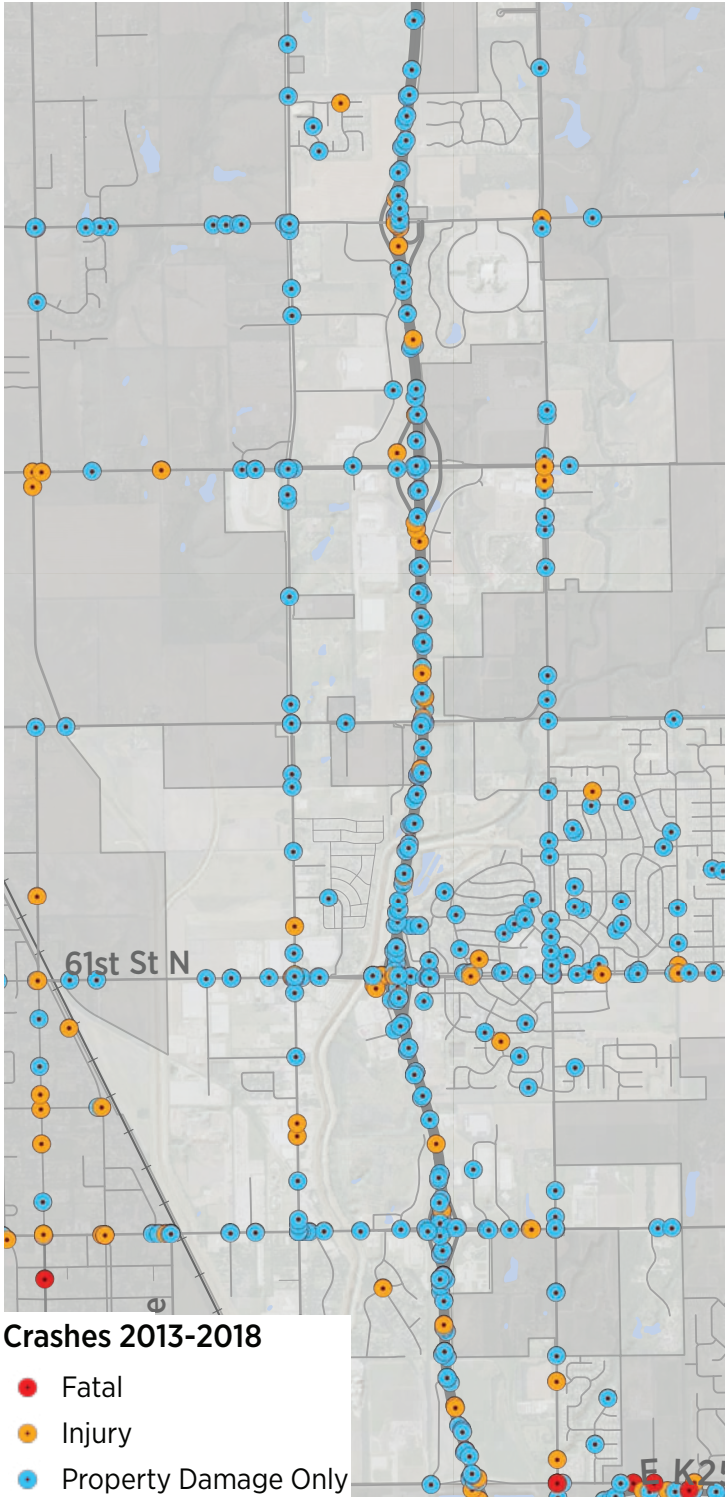
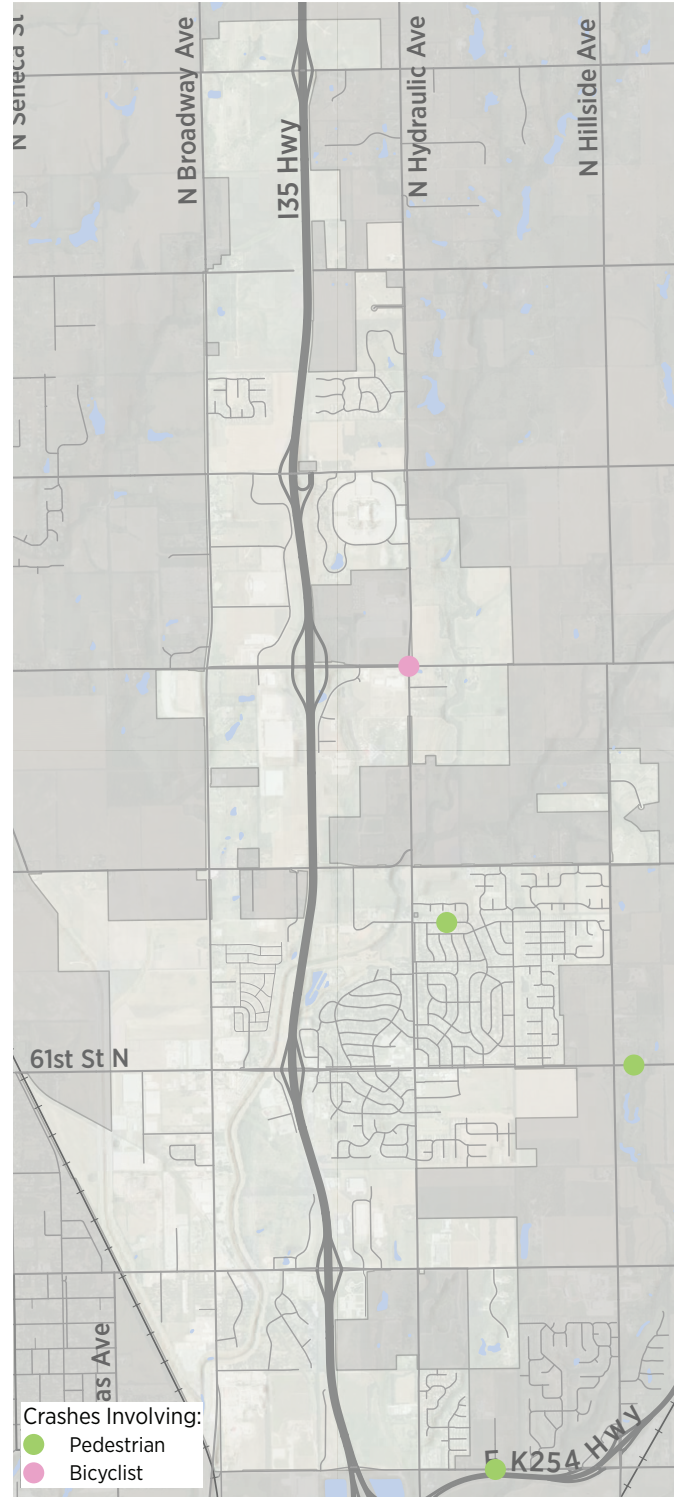


FIGURE 2.20: Pedestrian and Bicyclist Crash Data 2013-2018



EASEMENT OPPORTUNITIES

Easements can provide right-of-way for trails and linear parks through joint use arrangements that avoid the difficulties associated with property acquisition. The agreements can be established with a single entity, providing continuity over a significant length of potential trail or linear park. Park City contains several utility or other easement corridors that present important opportunities for joint use facilities.

High Lines

Across the nation, major electrical transmission line easements have frequently accommodated joint use trails. Examples include sections of the Razorback Greenway in Northwest Arkansas and the North Shore Trail in Chicago. Park City has two major crosstown transmission easements: the north high line south of 69th Street and the south high line between 53rd and 61st Street across the city.

Grove Street Greenway

The Grove Street greenway, including Habiger Park, is developed over north-south gas pipeline easement on the half-section line between Hydraulic and Hillside. Restrictions exist on land use, type and location of structures, and permitted landscaping. The greenway corridor now includes a continuous 6-foot walkway.

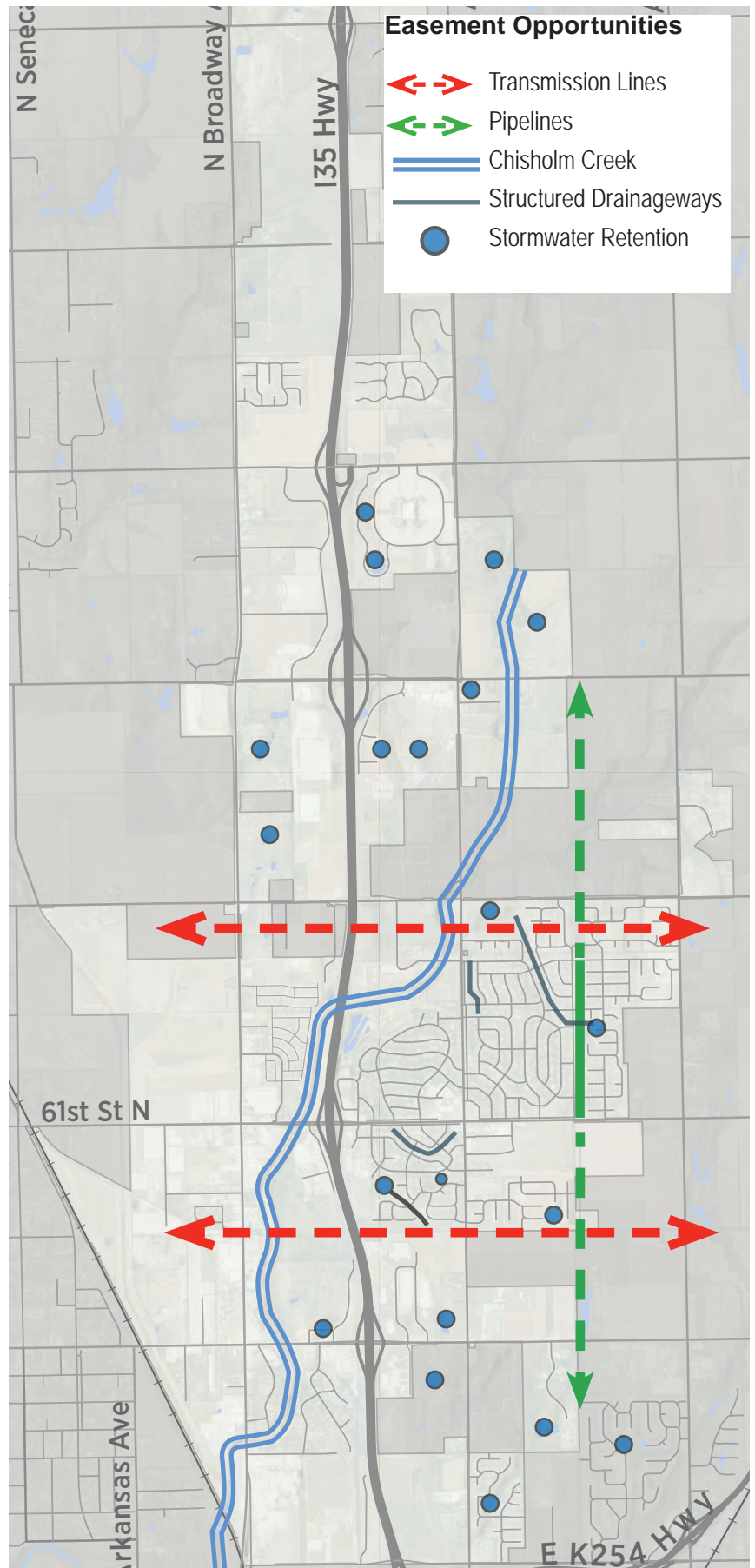
Chisholm Creek

The Chisholm Creek flood control easement and levee runs on a northeast to southwest diagonal path through the city. Major drainage corridors and levees have provided homes for major regional trails in cities like Omaha. However, concerns over the possible impact of illegal users such as ATV's or other motorized vehicles on the integrity of the levee as well as liability concerns have precluded potential trail use along this drainageway. Opening the passage under Interstate 135 for a short distance without opening the rest of the levee could unify the eastern and western portions of Park City and provide greatly improved and relatively inexpensive access to Hap McLean Park.

Stormwater Facilities

Retention basins and structured drainageways may provide some possibilities for trails and pedestrian paths. Many of these are too close to existing residences to provide feasible public ways, but others present significant short distance opportunities.

FIGURE 2.21: Easements



LAND USE

Existing land use helps define origin and destination points that create demands for active transportation facilities. A future land use plan describes the city's intended land use policy and geography, helping to define an active network for the future. A basic future land use plan is developed in three steps:

- Inventorying current land use showing the types of developments and their locations within the city.
- Projecting population to help inform the amount of land needed for various urban purposes within the plans timeframe.
- Developing a Future Land Use map to illustrate how and where land development should occur for each of the major land classifications. Ideally, this should be built on specific principles and future visions that is relevant to the community and recognizes the opportunities and constraints presented by the city's geography and ability to provide urban services.

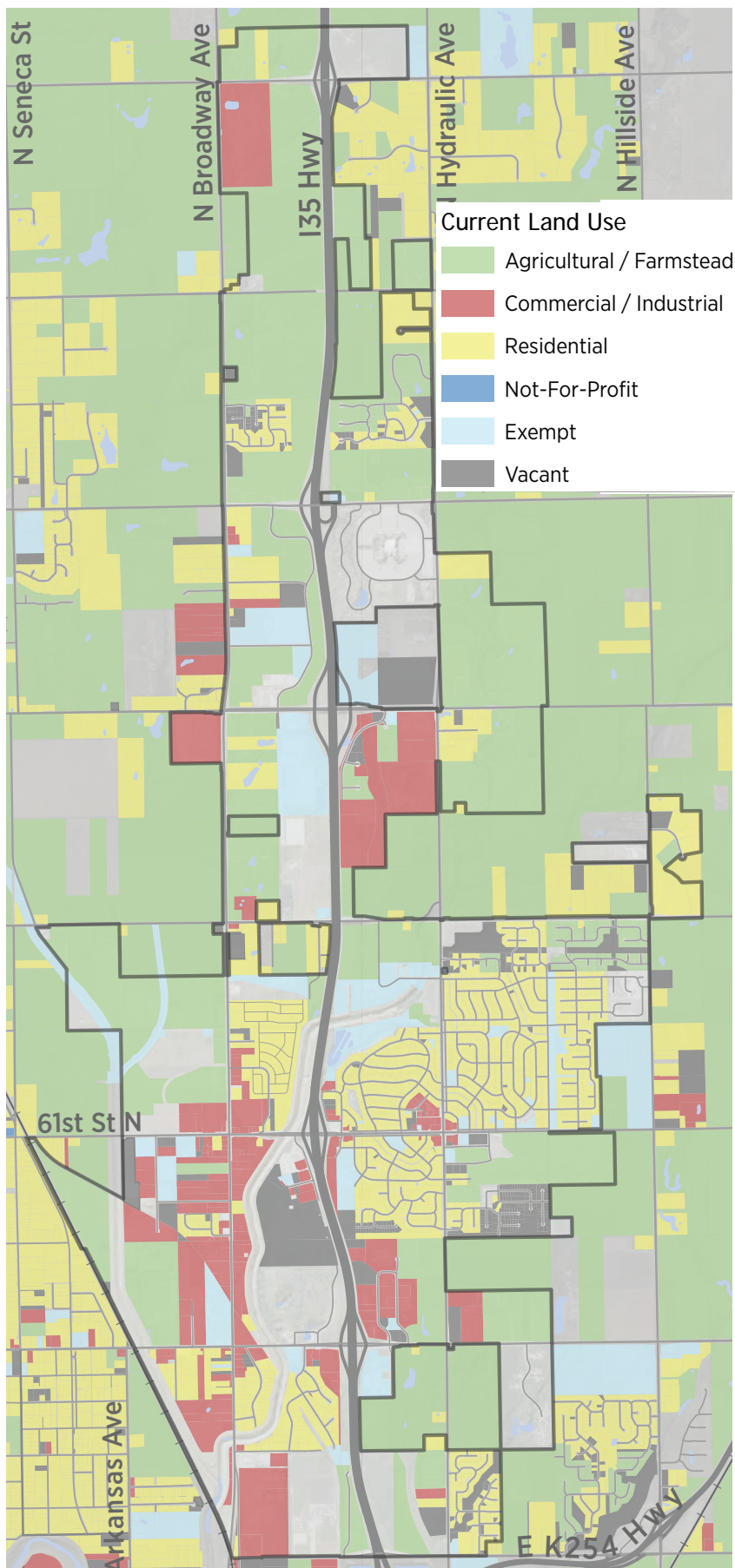
Figure 2.22 displays the distribution of land uses in Park City today. The Park City Comprehensive Development Plan, adopted in August 2008, contains the elements required by Kansas State Statute. Figure 2.23 displays the generalized future land use plan contained in the 2008 document.

Current Land Use

The Current Land Use Map shows the pattern of land use existing in Park City. Major features of existing development that can influence the design of an active transportation network include the following:

- Urban density residential development is largely concentrated between the south high line corridor and 69th Street, from Broadway to Hillside Streets. Within this sector, the Chisholm Creek manufactured housing community makes up the bulk of development west of I-135. Additional urban subdivisions have developed in the southern part of the city north of 45th Street.
- Major consumer/hospitality retail concentrations occur around the 61st and Hydraulic intersection and the 61st Street interchange with I-135. The 61st and Broadway area has a mix of commercial and industrial uses. A secondary commercial node has developed around the 53rd Street interchange, which will eventually be connected

FIGURE 2.22: Current Land Use Map



back to 61st by an extension of Air Cap Drive.

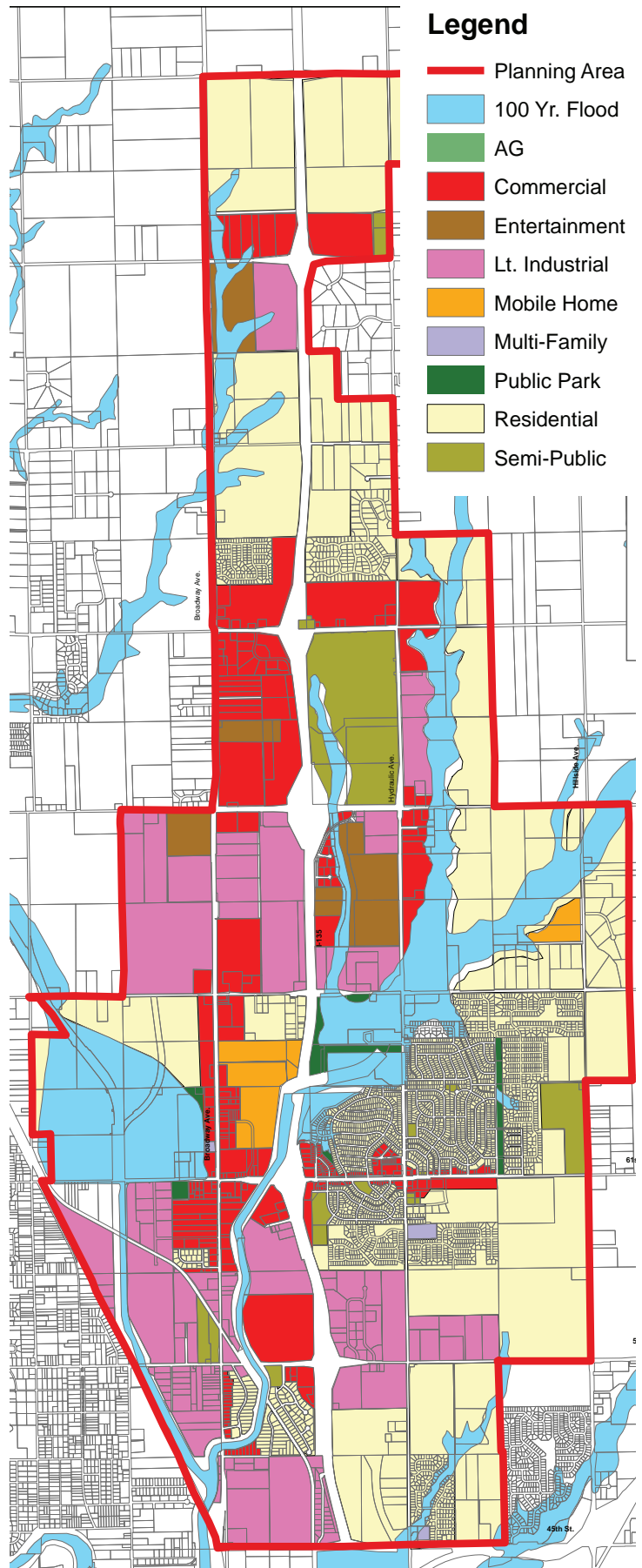
- Existing industrial job-intensive areas include the Broadway and 53rd Street corridors, the I-135 corridor between 69th and 77th, and the 61st Street corridor between the two branches of the Chisholm Creek drainageway.
- The civic center cluster, including City Hall, the public library, and senior center are clustered on the southeast quadrant of 61st and Hydraulic, and constitute a major community destination. Other significant community destinations include Chisholm Trail elementary school and Heights High School in Wichita, The entertainment complex initially planned around the now re-purposed Kansas Coliseum and Hartman Arena between 77th and 85th has generally failed to emerge.

Future Land Use

Since the Future Land Use plan was adopted as part of the Comprehensive Development Plan in 2008. The Future Land Use Plan is a generalized document that shows overall projected use patterns but does not address issues such as future collector streets, parks, trails, and related framework features. Major anticipated features of the future land use plan include:

- Residential development of most areas north of 69th and east of the Chisholm Creek floodplain, and north of 85th within the city limits.
- Major commercial corridors along 85th, 101st, and a strip of Broadway.
- Dominant light industrial use with some commercial corridors and residential islands west of the creek south of 77th Street.
- Anticipated major commercial and entertainment development associated with the coliseum and Hartman Area that appears increasingly unlikely to emerge under current conditions.

FIGURE 2.23: Future Land Use Map







CHAPTER THREE

THE NETWORK CONCEPT



INTRODUCTION

This chapter develops a Network Concept based on specific performance criteria and designed to address the needs of Park City's existing built-up community and to help establish a framework for future growth consistent with the comprehensive plan. This framework is based on a close relationship among destinations, pedestrian and bicycle pathways, and local transportation – using these systems to help form a cohesive and connected community.

The process of creating an active network begins with identifying and developing the six guiding requirements for an effective system, adapted from work completed by the Netherlands Centre for Research and Contract Standardization in Civil and Traffic Engineering:

Integrity: The ability of a system to link starting points continuously to destinations, and to be easily and clearly understood by users.

Directness: The capacity to provide direct routes with minimum misdirection or unnecessary distance.

Safety: The ability to minimize hazards and improve safety for users of all transportation modes.

Comfort: Consistency with the capacities of users and avoidance of mental or physical stress.

Experience: The quality of offering users a pleasant and positive experience.

Feasibility: The ability to maximize benefits and minimize costs, including financial cost, inconvenience, and potential opposition.

These six requirements express the general attributes of a good local active transportation network, but must have specific criteria and even measurements that both guide the system's design and evaluate how well it works. Tables 3.1 through 3.6 describe performance criteria to guide implementation of the network over time and evaluate its effectiveness. Each table includes:

- The **performance factors** relevant to each requirement. For example, the INTEGRITY requirement addresses the ability of users to understand the system and use it to get to their destinations. Examples of performance factors that help satisfy this requirement include clear wayfinding and directional information and continuity, ensuring that users do not confront dead-ends as they move along the route.
- The **measurements** that can be used to evaluate the success of the system and its ultimate design. For example, we can measure the effectiveness of a wayfinding system by its ability to guide users intuitively without either creating too many signs.

- The **performance standards** that establish the design objectives and guidelines for each of these factors. For example, a way-finding system should avoid ambiguities that confuse users and follow graphic standards that are immediately and clearly understood.



THE INTEGRITY REQUIREMENT. At this pedestrian crossing of Hydraulic Avenue at Broadbeck Drive, a short pedestrian bridge takes pedestrians across a drainage ditch parallel the main street. However, the lack of a sidewalk or accessible curb ramp leading taking pedestrians to the bridge limits its use and violates the Integrity requirement.



Discontinuous crosswalk. This crosswalk at Beaumont Street is painted, but does not lead to a connected walkway. Providing ADA-compliant ramps and a connecting sidewalk would make this intersection consistent with the Integrity requirement.

TABLE 3.1: The INTEGRITY Principle Developed

Performance Factor	Measures	Performance Standard
Comprehensiveness	Number of connected destinations on system	Major destination types, including parks, sports fields, schools, the public library, retail features like grocery stores and restaurants, City Hall, and the senior center should be served by the network. New destinations as developed should be developed along the network or served by extensions.
Continuity	Number of discontinuities along individual routes	Users headed on a route to a destination must not be dropped at the end without route or directional information. Even when specific paths are staged over time, sidewalk or path endpoints must make functional sense. Transitions between facility types must be clear to users and well-defined. Transitions from one type of infrastructure to another along the same route should avoid leading pedestrians and cyclists of different capabilities into uncomfortable settings or beyond their capacities. Infrastructure should be recognizable and its features (pavement markings, design conventions) consistent throughout the system Sidewalks should not end without connections to other sidewalks or paths.
Wayfinding/directional information	Completeness and clarity of signage Economy and efficiency of graphics Complaints from users	Signs should keep users informed and oriented at all points Sign system should avoid ambiguities that cause users to feel lost or require them to carry unnecessary support materials. Signs should be clear, simple, consistent, and readable, and should be consistent with the MUTCD or other state standards.
Route choice	Number of alternative routes of approximately equal distance	Ultimate system provides most pedestrians, bicyclists, and other active users with a minimum of two alternatives of approximately equal distance. Minimum distance between alternative routes should be about 500 feet
Consistency	Percentage of typical reported trips accommodated by the ultimate network.	Typically, a minimum of 50-70% of trips to identified destinations should be accommodated by the active network.



THE DIRECTNESS REQUIREMENT. Currently, people traveling from the Chisholm Trail development and the west side of I-135 must travel a very indirect route from their homes to McLean Park because of the barrier presented by I-135. As a result, children from the park use the most direct, but officially prohibited, passage to the park -- running under the interstate along the Chisholm Creek drainageway. A more direct, intentional route would prevent this problematic practice.

TABLE 3.2: The DIRECTNESS Requirement Developed

Performance Factor	Measures	Performance Standard
Access	Coverage Access to all parts of the county and largest tons	The network should provide convenient access to all parts of the city. As a standard, all urban residential areas should be within one-quarter to one-half mile from one of the system's routes, and should be connected to those routes by a relatively direct local street connection. All routes include continuous barrier-free sidewalks on at least one side of the street.
Bicycling speed	Design and average speed of system	The network should permit relatively consistent operation at a steady speed without excessive delays.
Diversions and misdirections	Maximum range of detours or diversions from a straight line between destinations. "Detour ratio:" Ratio of actual versus direct distance between two points.	Pedestrian and bike routes should connect points with a minimum amount of misdirections. Users should perceive that the route is always taking them in the desired direction, without making them reverse themselves or go out of their way to an unreasonable degree. For bicyclists, maximum diversion of a straight line connecting two key points on a route should not exceed 0.25 miles on either side of the line. For pedestrians, diversions should not exceed one block in either direction. Detour ratio (distance between two points/shortest possible distance) should not exceed 1.2 over long distances and 1.4 over short distances.
Delays	Amount of time spent not moving per mile	Routes should minimize unnecessary or frustrating delays, including excessive numbers of stop signs, and delays at uncontrolled intersections waiting for gaps in cross traffic. Routes should maximize use of existing signalized crossings.
Intersections	Travel through intersections	Pedestrians should have facilities that permit them to navigate intersections clearly and safely. Complex or wide crossings should incorporate refuge medians whenever feasible. Bicyclists should be able to continue through intersections as vehicles. Situations that force cyclists to become pedestrians in order to negotiate intersections should be avoided.



THE SAFETY REQUIREMENT.

From left, the 61 st and Hydraulic and 61st and Jacksonville intersections. Both have high pedestrian demand but are very challenging for people outside of cars because of traffic volume, complexity, and width.

TABLE 3.3: The SAFETY Requirement Developed

Performance Factor	Measures	Performance Standard
Reduced number and fear of crash incidents	Number of incidents Reactions/ perceptions of users	Active users should feel that the system protects their physical safety, as measured by both use of routes and survey instruments. Particular area of concern are crossings of 61st Street and Hydraulic Avenue.
Appropriate routing: mixing versus separation of traffic	Average daily traffic (ADT) criteria for mixed traffic Traffic speed criteria for mixed traffic	System design should avoid encounters between bicyclists and incompatible motor traffic streams (high volumes and/or high speeds). Separation and protection of pedestrians and bicyclists should increase as incompatibilities increase.
Infrastructure, visibility, signage	Pairing of context and infrastructure solutions Mutual visibility and awareness of bicycle and motor vehicles	Infrastructure should be designed for utility by at least 80% of the potential market. Infrastructure types should be matched with appropriate contexts. MUTCD-compliant warning signage directed to motorists should be sufficient to alert them to the presence of cyclists and pedestrians along the travel route. Surfaces and markings should be clearly visible to all users. Obstructions, such as landscaping, road geometry, and vertical elements, should not block routine visibility of pedestrians, cyclists and motorists. Trail and pathway geometries should avoid sharp turns and alignments that hide cyclists operating in opposing directions. Where these conditions are unavoidable, devices such as mirrors and advisory signs should be used to reduce hazards.
Door hazards and parking conflicts	Number of incidents Parking configurations Location of bicycle tracking guides	Component design should track bicycles outside of the door hazard zone. Back-out hazards of head-in parking should be avoided or mitigated when diagonal parking is used along streets.
Intersection conflicts	Location and types of pavement markings Number of intersections or crossings per mile	Intersections should provide a clearly defined and visible path through them for pedestrians and cyclists. Refuges should be provided to reduce the difficulty of crossings. As a rule, sidepaths should be used on continuous segments with a minimum number of interruptions.
Complaints	Number of complaints per facility type	Complaints should be recorded by type of infrastructure and location of facility, to set priorities for remedial action.



THE COMFORT REQUIREMENT

The narrow sidewalk along the 61st Street bridge over the Chisholm Creek channel is relatively safe, but uncomfortable for many users. Fortunately, replacement of this bridge in 2019-20 will include a wide sidepath that will greatly increase comfort for both pedestrians and bicyclists as they cross alongside a multi-lane arterial street.

TABLE 3.4: The COMFORT Requirement Developed

Performance Factor	Measures	Performance Standard
Road and sidewalk surface	<p>Quality and type of road surface</p> <p>Materials</p> <p>Incidence of longitudinal cracking and expansion joints</p>	<p>The network’s components should provide a reasonably smooth surface with a minimum of potholes, obstacles and hazards to pedestrians, and areas of paving deterioration.</p> <p>Roads should be free of hazardous conditions such as settlement and longitudinal cracks and pavement separation. Sidewalks should be free of tripping hazards and obstacles, and should be maintained in good condition on the major active network.</p> <p>All routes in the urban system should be hard-surfaced, unless specifically designated for limited use.</p>
Hills	<p>Number and length of hills and inclines</p> <p>Maximum grades on component for both long and short distances</p>	<p>Hills and grades are generally not a factor in Park City. As a general rule, routes should avoid more than one incline over 5% for each mile of travel. Maximum average design grades should not exceed 7% over a hill not to exceed 400 feet in length; or 5% over the course of a mile.</p>
Traffic stress	<p>Average daily traffic (ADT)</p> <p>Average traffic speed</p> <p>Volume of truck traffic</p>	<p>Generally, the network should choose paths of lower resistance/incompatibility wherever possible and when DIRECTNESS standards can be reasonably complied with.</p> <p>The network should avoid mixed traffic situations when average daily traffic (ADT) exceeds 5,000 vehicles per day when alternatives exist. Alternatives can include bike lanes, separations, or alternative right-of-way.</p>
Stops that interrupt rhythm and continuity	<p>Number of stop signs/segment</p>	<p>Network routes should avoid or redirect frequent stop sign controls. The number of stops between endpoints should not exceed three (1 per quarter mile average) per mile segment.</p>



THE EXPERIENCE REQUIREMENT Public art along the sidewalk improves the pedestrian experience along 61st Street.

TABLE 3.5: The EXPERIENCE Requirement Developed

Performance Factor	Measures	Performance Standard
Surrounding land use	<p>Neighborhood setting</p> <p>Adjacent residential or open space use, including institutional campuses</p> <p>Adjacent street-oriented commercial</p>	<p>Surrounding land use should provide the network user with an attractive adjacent urban environment.</p> <p>Routes should provide access to commercial and personal support services, such as food service, convenience stores, and restrooms.</p>
Landscape	<p>Location and extent of parks or maintained open space</p>	<p>Network should maximize exposure of or use right-of-ways along or through public parks and open spaces.</p> <p>Environmental contexts to be maximized include parks, waterways and lakes, and landscaped settings.</p>
Social safety	<p>Residential development patterns</p> <p>Observability: Presence of windows or visible uses along the route</p> <p>Population density or number of users</p>	<p>The network should provide routes with a high degree of observability – street oriented uses, residential frontages, buildings that provide vantage points that provide security to system users.</p> <p>Areas that seem insecure, including industrial precincts, areas with few street-oriented businesses, or areas with little use or visible maintenance should generally be avoided, except where necessary to make connections.</p>
Furnishings and design	<p>On-trail landscaping, supporting furnishings</p>	<p>Network routes should include landscaping, street furnishings, lighting, rest stops, graphics, and other elements that promote the overall experience. These features are particularly important along trails.</p>



THE FEASIBILITY REQUIREMENT As discussed earlier, joint use of major electrical transmission line easements provides a highly feasible way to develop quality shared use paths. Available right of way, typically at no cost, and separation from adjacent houses reduces both expense and opposition. Paved trails can also provide the utility with service access.

TABLE 3.6: The FEASIBILITY Requirement Developed

Performance Factor	Measures	Performance Standard
Cost effectiveness	Route cost Maximum use of low-cost components Population/destination density	The network should generate maximum benefit at minimum cost. Where possible, selected routes should favor segments that can be adapted to bicycle use with economical features rather than requiring major capital investments. Initial routes should be located in areas with a high probability of use intensity: substantial population density and/or incidence of destinations. Initial investments should integrate existing assets, extending their reach into other neighborhoods and increasing access to them. Major off-street investments should concentrate on closing gaps in an on-street system.
Phasing and incremental integrity	Self-contained value Ability to evolve	The network should provide value and integrity at all stages of completion. A first stage should increase bicycle access and use in ways that make future phases logical. The network should be incremental, capable of building on an initial foundation in gradual phases. Phases should be affordable, fitting within a modest annual allocation by the city, and complemented by major capital investments incorporating other sources.
Neighborhood relationships and friction	Parking patterns Development and circulation patterns	The network should avoid conflict situations, where a route is likely to encounter intense local opposition. Initial design should avoid impact on potentially controversial areas, such as parking, without neighborhood assent. Involuntary acquisition of right-of-way should be avoided wherever possible. Detailed planning processes to implement specific routes should include local area or stakeholder participation.

NETWORK COMPONENTS

Consistent with the performance guidelines and standards in the previous section and the character of the city's street system and other opportunities, the active network transportation system proposed for Park City is made up of several specific types of infrastructure, summarized here. More detailed description of these facility types is presented later in this chapter.

SHARED USE PATHS

Shared use paths provide wide accommodations separated from streets and roads for the exclusive use of pedestrians, bicyclists (including pedal-assisted e-bikes), and low-powered motorized conveyances like electric scooters. The facility preference component of the Park City active transportation survey presented in Chapter Two indicated strong user preferences for separated facilities, citing the higher level of comfort associated with their separation from motor vehicles. Shared use paths break into two general categories:

- Off-road trails, or paths on exclusive or joint use right-of-way fully separated from surface streets and roads. This type of path may be referred to as "shared use trails." Typical rights-of-way found or proposed for Park City and other parts of the Wichita metropolitan area include drainageways, former railbeds, parks, the I-135 corridor in Wichita, and utility easements. In the Park City network, this category would include possible trails along electrical transmission line corridors, through McLean Park, or along or within drainageways and floodplains.

- Shared use sidepaths. These facilities are built to similar standards as off-road trails, but are typically built on public right-of-way along streets and roads. Sidepaths are safest and most effective on streets with good access management, providing fewer points of conflict with intersecting streets and driveways. Examples of existing or programmed shared use sidepaths include the 53rd Street path east of Hydraulic Avenue and the proposed upgrade of the existing sidewalk along 61st Street over the new Chisholm Creek drainageway bridge and continuing to Broadway.

In some situations, the Park City network proposes upgrades of existing sidewalks or walking paths to shared use path standards. These include the Grove Greenway and sidewalks along Hydraulic and Broadway. The greater width and better standards provide a higher level of comfort for diverse users.

PEDESTRIAN PATHS AND SIDEWALKS

Like shared use paths, pedestrian paths also have both separated and roadside categories, but similar design characteristics. Pedestrian paths, narrower than shared use paths, are intended exclusively for pedestrian use. Off-road pedestrian paths include facilities like the Grove Greenway, park paths, and proposed

connections between the Senior Center and public library. Sidewalks clearly refer to pedestrian paths along streets, preferably separated by a tree-lawn or landscaped setback. All pedestrian paths and sidewalks in the network should comply with Americans with Disability Act (ADA) standards for accessibility.

COLLECTORS

In conventional functional classification systems oriented to motor vehicles, "collectors" are usually considered to be higher-order streets with moderate traffic loads, connecting various neighborhoods. In active transportation systems, this term may be used somewhat differently, reflecting local streets with good continuity that provide comfortable access through neighborhoods. As discussed in Chapter Two, these residential collectors are a distinctive part of Park City's network, and include streets like Independence, Parkview, Cloverdale, Village Estates, Ravena, Grove, and Fairchild. With widths of 31 to 33 feet, these streets are somewhat wider than shorter local streets, and provide more continuous access to community destinations. Modifications for these streets include painted parking lanes on wider streets to help reduce traffic speeds, shared use markings (or "sharrows") or advisory bike lanes, and a sidewalk on at least one side. Painted parking lanes or advisory bike lanes could also provide a temporary accommodation for pedestrians as sidewalks are being developed in phases.

LOCAL STREETS WITH SIDEWALKS

These relatively narrow, very low-traffic streets provide important links in a proposed network. Appropriate treatment for these streets will be continuous sidewalks on one side, again compliant with ADA standards.

COMPLETE STREETS

The concept of complete streets applies to both retrofit of existing streets and construction of selected new streets as part of Park City's future development. A complete street is designed to include all modes of transportation including bicyclists, pedestrians, motorists, and transit users. Through this lens, a complete street ensures that no transportation mode is ignored and that all street users are accommodated fairly. When built, a complete street includes vehicular travel lanes suited to demand, a bicycle facility, a place for pedestrians, and transit facilities when appropriate. Many communities begin the process by adopting a "Complete Streets" policy.

Pedestrian facilities

Complete streets will include sidewalks or shared use sidepaths. While sidewalks may be included on only one side of the roadway, high visibility signage and crosswalks should assist the pedestrian in crossing the roadway when necessary in a way that is both comfortable and safe.

Bicycle facilities

While this plan is primarily designed for pedestrian travel, pedestrians and bicyclists face many of the same issues, including the need to share and cross streets that were primarily intended for motor vehicles. Bicycle facilities typically include:

- Sharrows or shared use pavement markings. These symbols are chiefly used for wayfinding and attempting to increase motorist awareness of bicycles on a street. They may be used along the collector routes and the 61st Street frontage roads.

- Bike lanes. These pavement markings provide a specific lane on the roadway for bicycles, and are chiefly used on streets with volumes above 3,000 vehicles per day. They are typically defined by a solid white line, but more contemporary facilities use buffers or physical delineators to provide a greater degree of separation from travel lanes. Advisory bike lanes use a dashed line to define a territory for bikes, but also may be used by cars. In some cases, paved shoulders function as bike lanes without being designated as such. An example is Hydraulic south of 61st.

The Park City system does not anticipate extensive use of bike lanes, and tends to be more focused on shared use paths. However, on-street facilities should be incorporated into possible future construction projects such as a potential upgrade of Hydraulic to an urban section corridor.

Transit facilities

While Park City is not currently served by Wichita Transit, service currently extends as far north as 37th on the Broadway and Hydraulic corridors and could be extended with further regional growth. Arterial roads and other segments near important destinations should consider transit service into redesign or upgrade projects, potentially including park and ride locations and space for future bus shelters.

GREENWAYS

Parks and trails are often situated along streams, easements floodplains, and other areas naturally restricted from development; the features are often linear which makes them ideally suited for connecting people and places, are often limited in terms of their potential uses, and are often under the ownership of fewer individuals than traditional development land. A trail can be permitted along a floodplain because of its limited impact on the environment and its relative low cost; during times of high water (not a popular time for walkers and bicyclists), the trail is simply considered impassible or the park temporarily closed.

A greenway is typically comprised park nodes, environmental preservation areas (passive, restricted from development, and helping to regulate stormwater naturally), and trails which run through these greenway corridors. The Grove Street Greenway is an excellent example of the development of a natural gas pipeline

easement as a classical greenway. This corridor would continue into new growth areas. Hydraulic Avenue and 61st Street are both gateway corridors barriers. The network concept envisions remaking these roadways by providing a combination of shared use paths, greenways, and upgraded intersection crossings to improve pedestrian and bicyclist access, a pattern already established by their parallel residential service roads. Finally, the two electrical transmission easements also have significant potential as greenway corridors as linear floodplain corridors north of 69th Street.

INTERSECTIONS

While active transportation plans often address linear routes, intersections are critical to maintaining continuity in the system and providing users with as safe and comfortable network. The city has provided several signal protected crossings at key points, serving Chisholm Trail School and the Public Library across 61st Street. The network identifies several other key crossing points, and focuses on three primary types of enhancements:

- High visibility crosswalks, using wider, more visible and permanent pavement markings to increase the visibility of pedestrians.

- Pedestrian signalization. Existing installations use conventional pedestrian actuated signals. New installations should consider rectangular rapid flashing beacons and HAWK signals, discussed in the following section.

- Pedestrian refuge medians. These provide safe refuge areas for pedestrians crossing major intersections or streets. They can include mid-crossing medians placed in the center of the street, allowing pedestrians to address traffic one direction at a time, or "right-turn bypass" medians, where pedestrians cross right-turning and direct traffic separately with a protective separator median between the two movements. The former is appropriate at the Ravena/park road crossing to McLean Park; the latter at 61st and Hydraulic.



Complete street concept along the Razorback Greenway in Springdale, AR, with sidewalk, protected two-way bike lane, and travel lanes on a major collector corridor



Shared use path along transmission line easement. Razorback Greenway between Fayetteville and Bentonville, AR



Neighborhood collector drive in Park City.



Shared use sidepath in a complete street context. Tanglefoot Drive, Bettendorf, IA



Right turn bypass median. Boulder, CO



Pedestrian path. Habiger Park



Multi-lane roadway underpass. Sioux falls, SD

THE NETWORK CONCEPT

Consistent with the performance guidelines and standards in the previous section, the proposed Park City network is designed around the following guiding principles and features:

A STRATEGIC PEDESTRIAN NETWORK

While desirable, it is not economically feasible for Park City to provide sidewalks on every street within built-up parts of the community. Therefore, the pedestrian network establishes a "major pedestrian system" – strategic routes that take most people to their desired destination on foot, and requiring them to share street channels only for short distances and on very low volume facilities.

AN INTERNAL FOUNDATION OF CROSSTOWN COLLECTOR STREETS

The residential collectors discussed above form the foundation of the network in built-up areas. Where sidewalks already exist, the streets can also be adapted to bicycle travel and reduced speeds at relatively minimum cost. When connected to shared use paths and pedestrian paths serving existing built-up areas and new growth, they will provide the crosstown foundation for the network. This destination-based

STRATEGIC SHARED USE PATHS

A grid of shared use paths builds on and extends the internal pedestrian network is an important principle of the network concept. This grid would extend the Grove Greenway, take full advantage of the potential of Hydraulic and 61st to provide a crossroads of complete streets, knit the North High Line, 69th Street, McLean Park, and the Chisholm Trail community into a connected east-west system, provide safe trail access to both Chisholm Trail School and Heights High School, and serve the growing southern part of the city. A path along Air Cap Drive as that street is extended would also connect the two commercial and industrial nodes along I-135 at 53rd and 61st Streets – another important community connection.

EAST-WEST CONNECTIVITY

I-135 and the Chisholm Creek drainage south of 69th Street present significant challenges to creating a connected Park City. Connecting the two sides of the freeway is a major long and short-term goal for this connectivity plan. The network envisions a major north side trail corridor, mentioned above, made possible by a grade separated crossing of I-135. This crossing could be accomplished in two ways: 1) by an underpass using the elevation of the freeway to provide headroom for the tunnel; or 2) using a short section of the Chisholm Creek levee to connect the Chisholm Trail community and McLean Park with security designs and fencing to prevent encroachment onto the rest of the levee and prohibit use of ATV's. The planned upgrade of the 61st Street bridge will also be beneficial. Additionally, the plan proposes sidepaths or lane conversions at 77th and 85th Streets and

continuation of the 53rd Street path west to Broadway.

CROSSABLE STREETS

Hydraulic Avenue and 61st Street are Park City's crossroad corridors and the plan details concepts to enhance their ability to serve all modes of travel. However, they provide challenges to people (including students and seniors) attempting to cross them on foot or bike. The plan identifies eight locations for crossing enhancements that will make it easier and safer for people to negotiate these crossings. Some project minor enhancements such as high visibility crosswalks, while the 61st and Hydraulic "city center" intersection requires major improvements. A similar enhancement project is proposed at either 63rd or 65th and Broadway to serve the population west of I-35.

CONNECTED NEW DEVELOPMENT

Park City has considerable room to grow to the north and south, and this plan should provide a framework for connectedness in both directions. Links to the south include the continuation of Grove Greenway; shared use path extensions along Hydraulic and 53rd; completion of Air Cap with a parallel sidepath; the South High Line Trail; and complete street extensions toward 45th Street. Development to the north would include northward extensions of the Grove Greenway and a Hydraulic Path; and new trail corridors largely created by linking together segments of existing streets built as part of other projects. New subdivisions should include continuous neighborhood collectors off the major street grid, designed as complete streets with multi-modal accommodations. Paths should develop as independent projects or incorporated into upgrades from rural to urban street design standards. These facilities tie the integral system described above together and to major community and regional destinations.

PATHS TO CONNECT COMMUNITIES

There are four proposed extensions to tie into adjacent jurisdictions (east and west ends of 53rd Street N to Wichita, west end of 61st Street North to Kechi, and west end of 77th Street N to Valley Center). These routes are designated as sidepaths and should be built out as partnerships with adjacent municipalities. They can serve both as a recreational and quality of life asset, a commuter route, a local transportation resource, and a potential economic development tool.

THE NETWORK CONCEPT

Figure 3.7 through 3.13 present the overall network diagram and =The network's routes fall into the following general categories:

Principal Framework Connections. These routes serve the built-up parts of the community and provide crosstown access from established neighborhoods to major destinations and projected growth areas. For the most part, these connections follow the existing street system, but are focused on creating continuous routes that connect neighborhoods, schools, parks, commercial areas, employment centers, and sometimes

other communities in the metropolitan area.

Shared Use Paths. These components, provide shared use paths along major streets, parks, power line easements, and greenways.

Intersections and barrier crossings. The network diagram and tables also identify key intersections that should be enhanced to provide improved pedestrian and bicycle access.

Figure 3.7 and illustrates the proposed 2040 active network concept and Figure 3.8 focuses on the central part of the city south of 69th Street. Figure 3.9 displays the proposed shared use path component of the network, with details described in Figures 3.10 and 3.11. These tables are divided into the basic framework, serving the currently built up community and growth areas immediately adjacent, while 3.11 concentrates on long-term extensions with continued northward growth. Finally, Figures 3.12 and 3.13 consider probable growth areas and the proposed linkages provided by the shared use path system.



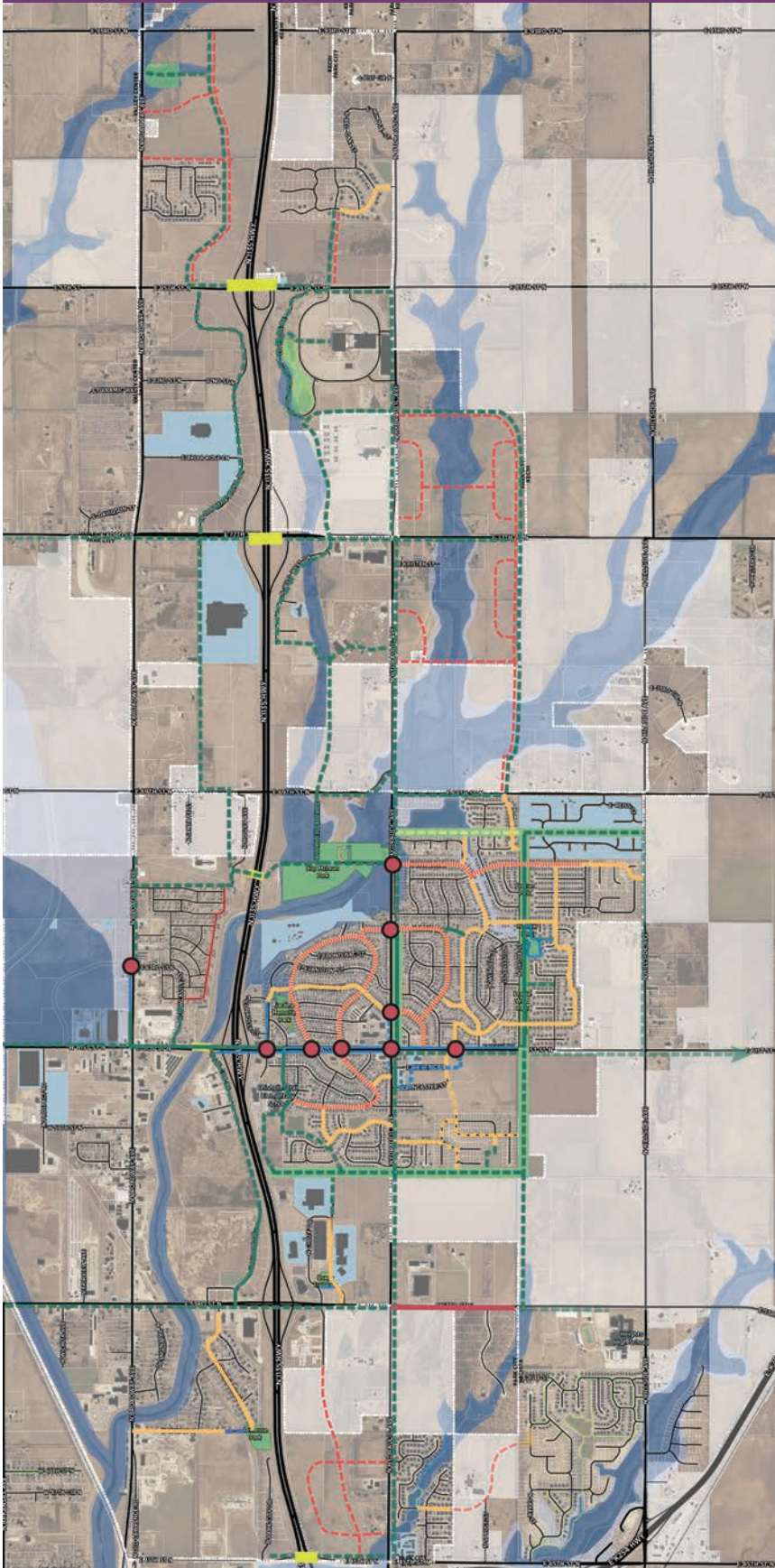
Planning the Park City network



Park road in McLean Park.

FIGURE 3.7: The 2040 Active Transportation Network

THE ACTIVE TRANSPORTATION NETWORK: 2040



- Existing Shared Use Path (SUP)
- Sidewalk Upgrade to SUP
- - - New Shared Use Path
- Existing Sidewalk
- New Pedestrian Path
- - - Collector with Multiuse Parking Shoulder and Ped Path
- - - Existing Street with New 1-side ped path
- New Complete Street Connections
- ▭ Grade Separated Crossing
- ▭ Greenway
- Key Intersection Crossings
- - - Potential path with HOA approval
- Connection on Private Street
- ← - - Extensions in Other Jurisdictions

FIGURE 3.8: The 2040 Active Transportation Network: Central Park City

THE ACTIVE TRANSPORTATION NETWORK: 45th to 69th

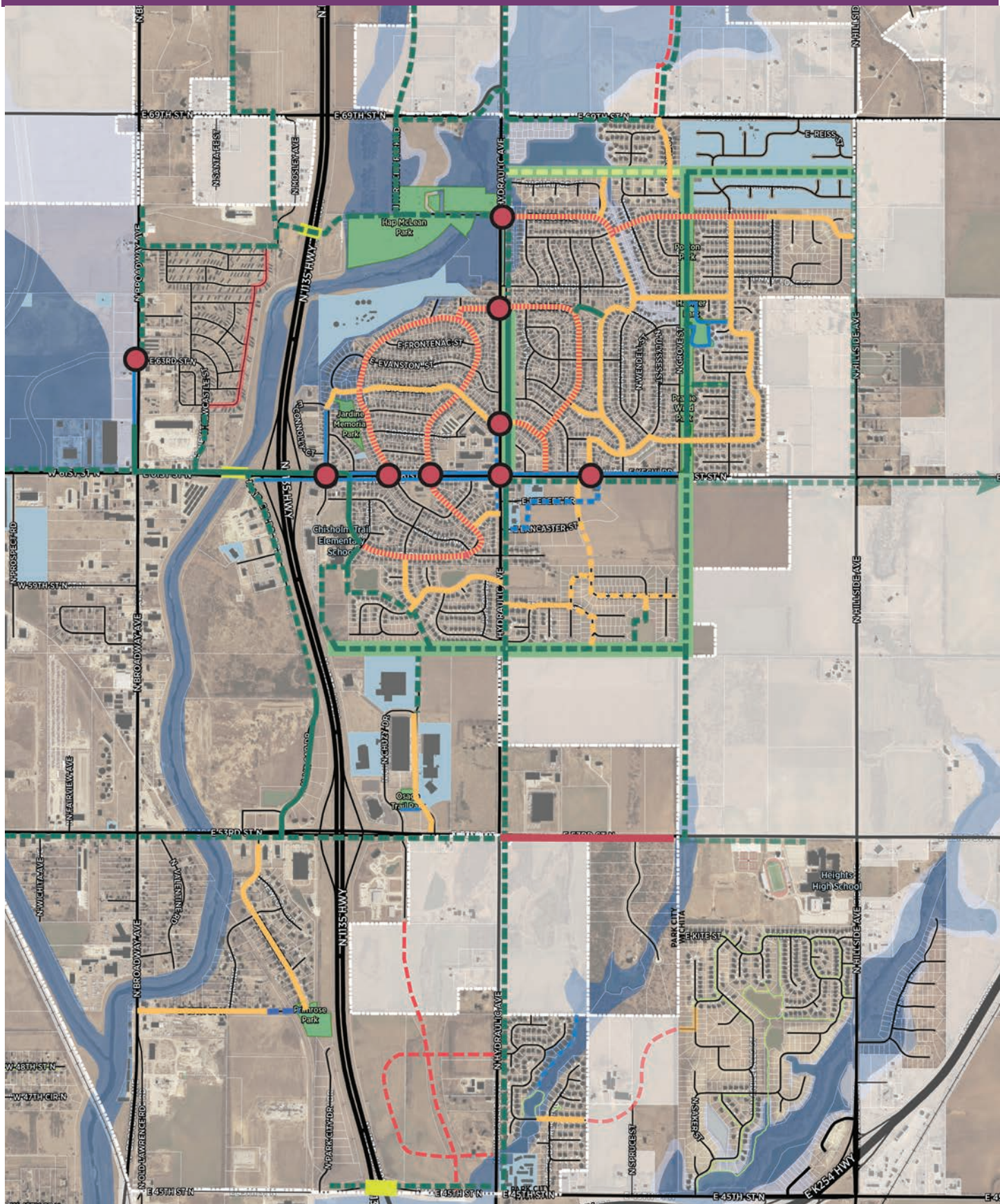


FIGURE 3.9: Potential Shared Use Path Corridors

POTENTIAL SHARED USE PATH CORRIDORS

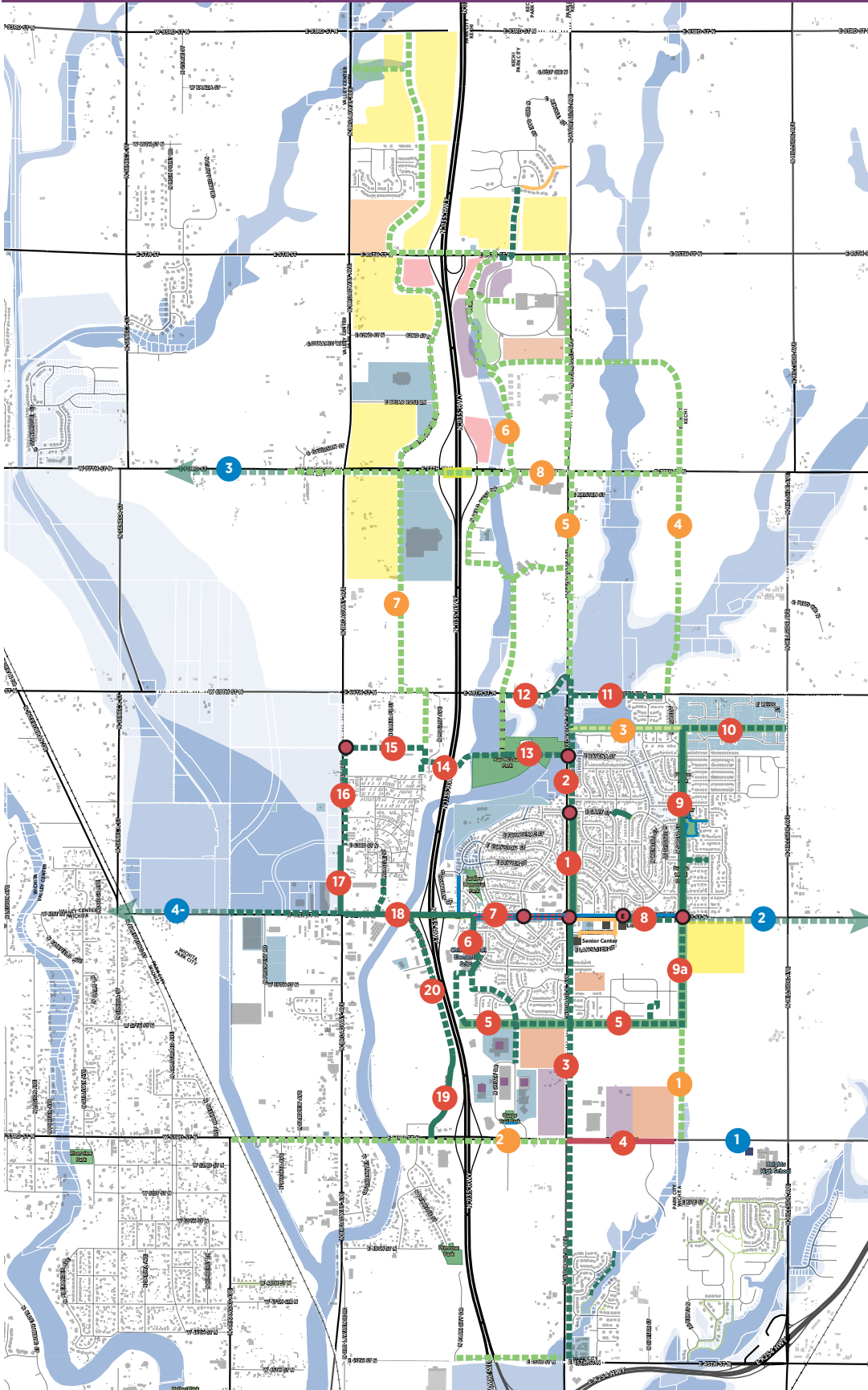


FIGURE 3.10: Shared Use Path Framework

SHARED USE PATH FRAMEWORK		
MAP LINE	NAME	INFRASTRUCTURE APPROACH
1	Hydraulic Sidepath	Upgrade of existing sidewalk, Senior Center to Gary
2	Hydraulic Sidepath N	New sidepath, Gary to 69th
3	Hydraulic Sidepath S	New sidepath, Senior Center to 45th
4	53rd Sidepath	Existing SUP,, Hydraulic to Grove alignment
5	South Highline	New SUP, I-135 perimeter to Grove alignment
6	Chisholm Trail Path	Path system serving Chisholm Trail school site, 61st to South Highline with continuation into industrial park
7	61st Street	Existing sidewalk with directional advisory bike lanes on frontage roads, I-35 to Hydraulic, with improvement of Hydraulic intersection
8	61st Street East	Sidepath with enhanced crossings, library to Grove
9	Grove	Upgrade of existing sidewalk, Fairchild to Hydraulic
9a	Grove extension	Extended SUP, Hydarulic to 53rd
10	North Highline	New SUP, Grove to Hillside
11	69th Street East	Sidepath to continue north side system with North Highline, Grove to Hydraulic
12	69th Street Mid	Sidepath, Hydraulic to City Park Drive
13	McLean Park	Park SUP, Hydraulic to I-135, including enhanced pedestrian crossing at park entrance drive
14	Underpass	I-135 Underpass from McLean Park to westside
15	Westside Links	Path with alternative routes connecting Broadway and Navajo Lake Estates to underp[ass and McLean Park
16	Broadway	New sidepath from Navajo Lake entrance to Westside Link
17	Broadway	Upgrade of existing sidewalk to 61st
18	61st Street	Programmed upgrade of existing sidewalk from I-135 interchange to Broadway with enhanced Broadway crossing
19	I-135 west	Upgrade of existing sidewalk north of 53rd
20	I-135 west	New sidepath with future street extension to 61st

FIGURE 3.11: Shared Use Path Extensions

EXTENSIONS TO THE FRAMEWORK		
MAP LINE	NAME	INFRASTRUCTURE APPROACH
1	Grove	Shared use path from South Highline to 53rd
2	53rd Street	Sidepath from Hydraulic to west city limits
3	North Highline	Shared use path on high line corridor, requires Homeowners Association approval. Grove and 69th Street present a feasible alternative
4	Eastside Trail	Follows half-section line between Hillside and Hydraulic, dedicated and implemented with surrounding development
5	North Hydraulic	New sidepath from 69th to 85th, may be implemented either independently or as part of a future Hydraulic Avenue upgrade from existing two-lane section
6	Central Path	SUP generally parallel to I-135 and minor drainage corridor from 69th to 105th. May be developed in sections over long development period. First section may depend on pending casino project. Provides direct access to McLean Park and rest of network south of 69th. Connects to Wild West Drive
7	Westside Trail	SUP generally parallel to I-135 north of 69th. Incorporates existing access streets. Implementation to occur with adjacent development
8	77th Street	Future crosstown sidepath with development and/or improvement of 77th Street.

MULTI-JURISDICTIONAL ROUTES

MAP LINE	NAME	INFRASTRUCTURE APPROACH
1	53rd Street	Extension of existing sidepath to Heights High School
2	Kechi Trail	Sidepath on 61st Street from Park City to Kechi
3	Bel Aire Trail	Sidepath extending a future 77th St Sidepath from Park City to Bel Aire
4	Valley Center Trail	Sidepath extension of a 61st Street facility to Valley Center

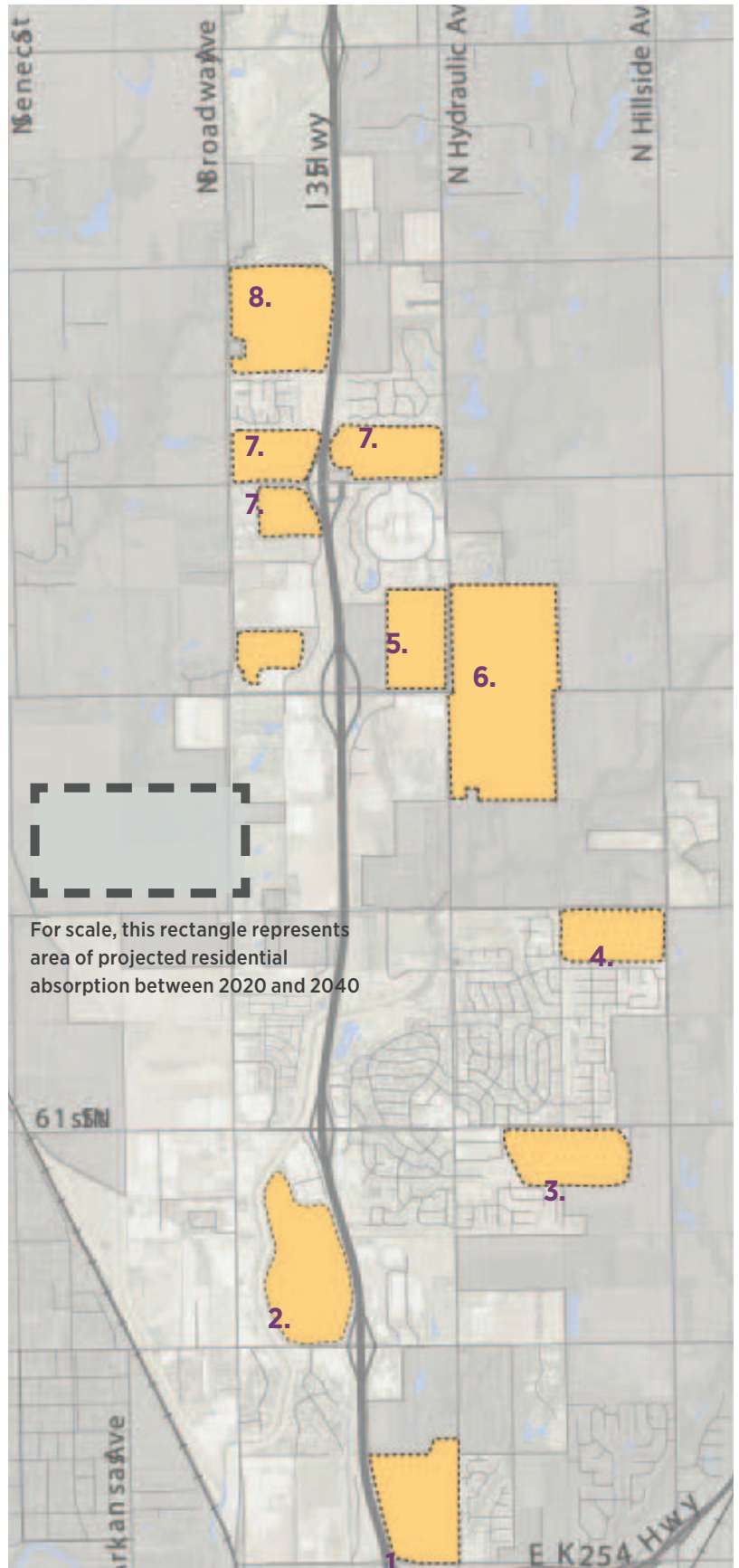
NETWORK EXPANSION DETERMINANTS: GROWTH AREAS

Park City encompasses approximately 9.5 square miles of total land area. Of this, about 4.5 square miles or 47% is in urban development and another 0.5 square miles, or 5% is flood plain and therefore undevelopable. Since 2000, Park City has sustained an annual population growth rate of about 0.91%. Continuation of that growth will produce a year 2040 population of about 9,300. Conservatively estimates that Park City will consume approximately 100 to 150 acres of new residential land every 10 years. Park City has abundant land area to accommodate years of population and commercial growth, it is important to identify where future growth will occur and the type of land uses that are appropriate relatively to the parcel.

1. Northwest of Hydraulic and 45th
2. Northwest of Air Cap Drive and 53rd
3. Southeast of Grove and 61st
4. Southeast of Grove (extension) and 69th
5. Northwest of Hartman Arena Road and 77th
6. Hydraulic and 77th (Southeast and northeast)
7. Interstate 135 and 85th Quadrants
8. Southeast of Broadway and 93rd

The Network Concept connects each of these development areas to the core of the community and to one another through the configuration and design of streets and trails. It is easier to design for connections before the land is developed than to provide linkages after the fact. In addition, pre-planning for a connected community provides and executes a vision that can be attractive to potential residential markets and potentially increase the city's annual growth rate.

FIGURE 3.12: Potential Growth Areas

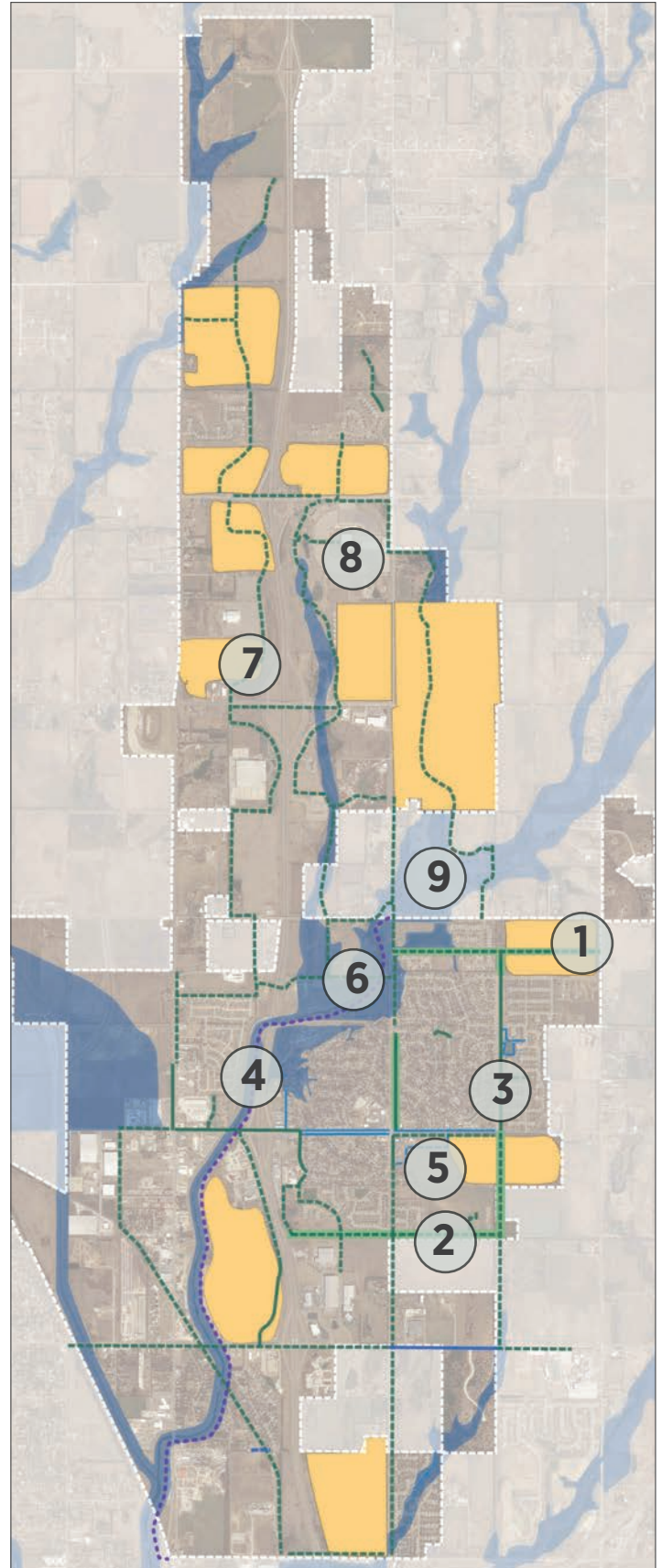


NETWORK EXPANSION DETERMINANTS: LINEAR OPPORTUNITIES AND AMENITY NODES

Linear opportunities in the physical and built environment are often some of the greatest opportunities for building an active transportation network that connects disparate parts of the community. Situated along these linear opportunities are areas where the community could create amenity nodes such as parks and gathering spaces.

1. North High Line (Electrical Transmission Easement)
2. South High Line (Electrical Transmission Easement)
3. Grove Park Extension (Gas Easement)
4. Chisholm Creek Levee. While the Chisholm Creek drainage corridor appears promising, current policy discourages the use of this facility as a pedestrian/bicycle travel corridor. A major concern is the possibility of damage to the levee by motor vehicles illegally using public access.
5. The Civic complex, including City Hall, the Public Library, and the Senior Center.
6. Hap McLean Park
7. Hartman Arena
8. The former Kansas Coliseum facility, now used by Wichita State University's aviation program.
9. Floodplains

FIGURE 3.13: Shared Use Path Framework with Features and Growth Areas



DESIGN GUIDANCE

BICYCLE FACILITIES

Shared Lane Markings

Shared lane markings, also known as sharrows, are used as a low-cost awareness device on streets where bicycles and motor vehicles must take turns using the same travel lane. Shared lane markings help position bicyclists in the most appropriate location to ride within the travel lane, far enough away from the roadway edge or parked cars.

They also provide a visual cue to motorists that bicyclists should be expected in the street. They are amongst the least comfortable bicycle facilities for majority of the public, particularly when placed on moderate- or high-volume streets, and should only be used on low-volume routes, or in locations where a short gap between other types of bicycle facilities needs to be bridged.

Design Considerations

- Shared-lane markings should be placed at least 4 feet (on center) from the face of curb where on-street parking is prohibited, or 11 feet (on center) from the face of curb where on-street parking is allowed.
- Shared lane markings are not appropriate on streets with operating speeds greater than 25 mph, where motorists and bicyclists can safely and reasonably travel at the same speed.
- Shared lane markings should not be used for several blocks in a row, rather they should be used as a measure of last resort, where barriers prevent a bicycle lane from being developed over a short distance.
- The “Bicycles May Use Full Lane” sign (R4-11 in the MUTCD) is commonly used in conjunction with shared lane markings (Figure 9C-9 in the MUCTD).
- Shared lane markings should be epoxy or thermoplastic, for greater longevity and durability.



Visibility enhanced share land marking

Standard Bike Lanes

Standard bicycle lanes provide a dedicated space for bicycling alongside motor vehicle traffic using striping, signing, and pavement markings. They reduce the need for people riding bicycles and people driving cars to negotiate for space on a street. Bicycle lanes can be a low-cost option when adequate right-of-way is available, and often can be incorporated into street paving, seal-coating, and restriping projects

Design Considerations

- Bicycle lanes are separated from travel lanes by solid white lines.
- Typically used on streets with moderate traffic volumes (1,500 to 6,000 vehicles per day) and speeds (20 to 30 mph)
- Minimum width is five feet (parking adjacent) to six feet (curb adjacent)

Buffered Bike Lanes

Buffered bike lanes enhance standard bike lanes with additional striped or buffered space between people biking and motor vehicles. A buffer can be incorporated to the right of the bicycle lane, protecting people biking from the door zone of parked vehicles or to the left of the bicycle lane, increasing lateral separation between bicycles and passing motorists. This application is most appropriate on streets with moderate motor vehicle volumes. Sometimes, right-of-way is limited and creating space for the buffer means narrowing or removing parking or space from other lanes. Like standard bicycle lanes, buffered bicycle lanes can be a low cost retrofit as part of paving or restriping.

Design Considerations

- Typically used on streets with moderate traffic volumes (1,500 to 6,000 vehicles per day) and speeds (20 to 30 mph).
- Typically used on streets with available width, but without high enough vehicle volumes and speeds to warrant



Standard bike lane

physical separation with vertical objects.

- Minimum width is five feet (parking adjacent) to six feet (curb adjacent).
- Minimum buffer width is two feet.

Separated Bike Lanes and Cycle Tracks

A separated bicycle lane, sometimes called a cycle track, is a bikeway facility that is physically separated from motor vehicle traffic with a vertical object. A separated bicycle lane may be constructed at street level, sidewalk level, or intermediate height. Separated bicycle lanes isolate bicyclists from motor vehicle and pedestrian traffic using a variety of methods, including on-street parking, landscaping, curbs, raised concrete medians, or flexible delineators (also known as bollards and flex posts). Separated bicycle lanes provide cyclists with a higher level of comfort compared to buffered or standard bicycle lanes and are typically used on arterial streets where higher motor vehicle speeds exist.

Design Considerations

- Preferred width is 6.5 feet for a one-way facility, allowing for passing; 11 feet is preferred for a bi-directional facility.
- Minimum width is five feet for a one-way facility, and 10 feet for a bi-directional facility.
- Preferably applied on medium- to high-volume streets with an average daily traffic count of above 6,000 motor vehicles. Exceptions may be made for streets near K-12 schools, and locations where average operating speeds are greater than 30mph.

- Separated bicycle lanes require varying widths of buffer space between the bicycle lane and the adjacent lane. Small barriers such as flexible delineator posts or removable curbs can be separated with a minimum 2-foot buffer. In general, a 6-foot buffer is preferred for all separation methods.

Like shared-use paths, streets with separated bicycle lanes should have carefully designed intersections to function properly and ensure the safety of all users. Intersections with separated bicycle lanes may require adjustments to signal timing and phasing and/or modifications to pavement and curb sections.

Separated bicycle lanes should be maintained seasonally as necessary, which may include sweeping, plowing snow, or spreading sand and or salt. On wider, bi-directional separated bicycle lanes that are eight feet wide or greater, maintenance activities can generally be done with a light-duty pick-up truck, including snow plowing.

Neighborhood Bikeways

A neighborhood bikeway is typically suited for lower speed and volume streets. It can attract bicycle riders with pavement markings, signs, safer crossings of busy streets, adjustment of two-way stop-controlled intersections to prioritize bike movements, and traffic calming (e.g. curb extensions, speed humps, miniature traffic circles, vehicle diverters). Neighborhood bikeways are intended to improve safety and comfort and provide an alternative to higher speed roadways that are more intimidating for those with less experience or confidence bicycling.

Design Considerations

- Used on lower traffic side streets (generally fewer than 1,500 vehicles per day), with speeds between 10 and 25 mph.

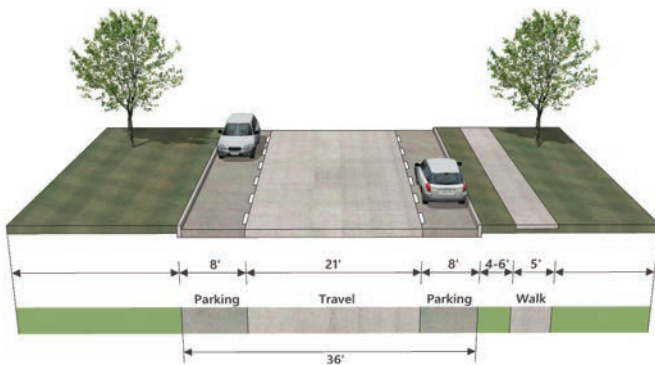


Protected bike lane



Neighborhood bikeway

- No centerline striping and no impact to parking, except where needed to improve sight lines at intersections.
- At two-way stop-controlled intersections, priority is generally given to the neighborhood bikeway. This may require an engineering study and City Council approval and will likely require traffic calming on the neighborhood bikeway.
- Traffic calming should be used in conjunction with stop sign changes, to prevent neighborhood bikeways from attracting higher volumes of people driving.
- Major road crossings may have signals, crossing beacons, or refuge islands, where needed as determined through FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, or other standards.
- Pavement markings typically include bicycle symbols in the center of the driving path of motorists. Large bicycle symbols (approximately 6' in width by 10' in height) may be placed once per block in each direction.
- Small bicycle symbols (approximately 2.5' in width) may be placed three times per block in each direction. These may or may not include chevrons.
- Identification signs are typically placed at each intersection, in place of or alongside street name signs.



Advisory bike lane with striped parking lanes

Advisory Bike Lane

Advisory bicycle lanes, also known as suggestion lanes or dashed bicycle lanes, are typically applied on low- to moderate-volume and speed streets that are narrow and do not have enough space to accommodate standard bicycle lanes. Advisory bicycle lanes are like standard bicycle lanes, although because of the constrained space the centerlines on the roadways are removed to create one very wide lane that is shared between vehicles traveling in both directions. Streets with this facility type are marked to provide two separate standard width bicycle lanes on both sides of the road.

The dashed markings give bicyclists a dedicated space to ride but are also intended to be available to motorists if space is needed to pass oncoming traffic and the bicycle lane is not being used by a bicyclist. Motorists yield to bicyclists in the advisory bicycle lane and wait to pass around the outside of bicyclists when there is no oncoming traffic.

Design Considerations

- Typically used on streets with moderately low traffic volumes (1,500 to 3,000 vehicles per day) and speeds (20 to 25 mph), too busy to be a neighborhood bikeway.
- Minimum width is five feet (parking adjacent) to six feet (curb adjacent).
- Center bi-directional motor vehicle drive lane should be 16 to 18 feet wide.

Advisory bicycle lanes have been developed on lower volume, lower speed roads as a more robust alternative to shared lane markings, providing more separation between bicyclists and automobile traffic. When advisory bicycle lanes are applied to roads with on-street parallel parking, the advisory bicycle lane is marked with a solid white line on the right (adjacent to the parked cars) and a dashed line on the left (adjacent to the drive lane).

PEDESTRIAN FACILITIES

Sidewalks

The most traditional type of pedestrian infrastructure, sidewalks were generally installed at the same time as the street or in concert with the development of the adjacent property. Sidewalks vary in width, with a desirable minimum of five feet in residential neighborhoods and expanding up to and beyond eight feet in commercial areas or in areas with an increased volume of pedestrian traffic.

HYBRID FACILITIES

Shared Use Path / Sidepath

Shared-use paths provide a shared space for bicycling, walking and other non-motorized uses. They offer a high-quality environment preferred by a wide range of people. Some shared-use path facilities provide designated lanes for bicycles

SHARED LANE MARKING (SHARROW)

These shared lane markings provide awareness to cars that bicyclists may be on the road without requiring major infrastructure alterations.



BIKE LANES

A bike lane can be separated by paint, curbing, or parking and provides bicyclists their own space for travel. Bike lanes are often necessary to encourage the hesitant rider to start bike commuting.



NEIGHBORHOOD BIKEWAYS

Similar to sharrows, neighborhood bikeways do not require major infrastructure alterations or investment. Marking and signing paths is often all that is required to guide bicyclists and warn vehicular traffic. Some investment may be necessary for signal priority and bump outs at major intersections.



and pedestrians, especially where there are higher volumes. Sometimes shared-use paths are outside of the street right-of-way, and often are sited along abandoned or active rail corridors, bodies of water, and parks.

Design Considerations

- High separation from vehicles.
- Minimum width is eight feet with a two-foot clear zone on each side (two-way).
- Preferred width is 10 feet or greater with a two-foot clear zone on each side (two-way).
- Major road crossings may have signals, crossing beacons, refuge islands, or bridges and underpasses, where needed as determined through the Federal Highway Administration's (FHWA) Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations.
- Can provide connections along non-roadway corridors (e.g. rivers and railways).
- Preferably applied on medium to high-volume streets with an average daily traffic count of above 6,000 motor vehicles. Exceptions may be made for streets near K-12 schools, and locations where average operating speeds are greater than 30 mph.
- Unlike exclusive bicycle facilities, shared-use paths must be designed in accordance with applicable Americans with Disabilities Act requirements (typically the Proposed Guidelines for Pedestrian Facilities in the Public Right of-Way).

Buffered Bicycle and Pedestrian Zone

While bicycle lanes, trails, and sidewalks are popular and effective, they are also costly and may delay the implementation of this plan. The system should leverage infrastructure where it exists, namely the regional trail and current sidewalks. The active transportation system in Park City should consider a hybrid type of facility that serves both slow-speed bicyclists, pedestrians, and persons using mobility scooters.

By integrating elements of bicycle lanes, trails, and sidewalks, Park City can retrofit priority streets using paint, reflectors, and (when appropriate) vertical elements such as rubber delineators, movable curbs, and planters.

Design Considerations

- Minimum width should be six feet. Buffer should be clearly visible during the day and night using traffic approved reflectors.
- Installation should be limited to city streets with relatively low traffic volumes. Where recommended in this plan, hybrid facilities will be illustrated.

- In areas with low pedestrian and vehicular traffic, the bicycle and pedestrian zone may serve the dual purpose as a vehicle parking lane. In these cases, the line between the travel lane and the parking lane/pedestrian zone should be striped with a solid white line.
- In areas with higher pedestrian and vehicular traffic, the bicycle and pedestrian zone should be allocated its own space on the road. In these cases, it should follow the general design standards of a buffered bicycle lane or bi-directional bicycle track.

INTERSECTIONS AND BARRIER CROSSINGS

When designing for pedestrian and bicyclist comfort and safety, the greatest consideration should be to reduce the number of intersections that a user must cross and, when it is necessary, to design the crossings for their safety, comfort, and visibility. There are many types of facilities and treatments that are used to help bicyclists and pedestrians overcome barriers. Figures 3.14 and 3.15 list crossing solutions, along with locations in Park City where they apply.

Grade Separated Crossings

When it is infeasible to safely send a bicycle or pedestrian route across a barrier at grade, it may be necessary to implement a grade separated crossing, either an overpass or an underpass. Each have positives, negatives, and design implications that must be evaluated to the potential application.

Neckdowns

- Context: "Bicycle boulevards" – relatively low volume streets with good continuity.
- Technique: Curb extensions that reduce the curb to curb width at an intersection to 22- to 24-feet. Especially appropriate on network streets 32 feet or greater in width.
- Benefits:
 - » Reduces average traffic speed
 - » Reduces distance of pedestrian crossing
 - » Provides some protection for parked cars
 - » May provide opportunities for neighborhood plantings and beautification

Pedestrian Refuge Median

- Context: Trail Crossings of major streets and bicycle/pedestrian crossings of major streets where left-turns are not required.
- Technique:

- » Refuge median in a two-way turn lane. Alternative is removal of parking from crossing area and diverging lanes slightly to provide space for the median.
- » High visibility crosswalks and pavement markings.
- » Used in conjunction with yellow caution signs.
- » May include flashing beacons or HAWK protection.

- Benefits:

- » Increases visibility of pedestrians and bicyclists
- » Notifies motorists on intersecting streets of presence of a significant number of active users.

Intersection Pavement Markings

- Context: Crossings of major intersecting streets by on-street active network routes.

- Technique:

- » High visibility crosswalks with pavement markings using various methods to define a bicycle track across an intersection.
- » May be used in combination with rapid rectangular flashing beacons or hybrid signals.

- Benefits:

- » Increases visibility of pedestrians and bicyclists
- » Notifies motorist on intersecting streets of presence of a significant number of active users.



Pedestrian refuge medians



Intersection neckdown



High visibility crosswalk

FIGURE 3.14: Intersection Crossing Context

CONTEXT	CONDITION	EXAMPLE
Major street crossings with signals/crossing upgrades	Traffic signal control. Some cases are large intersections with poor definition of pedestrian and bicycle crossings. Treatments include high visibility crosswalks, bicycle crossing markings, refuge medians	61st and Broadway
Major street crossings without signals	Routes on secondary streets crossing arterials or major collectors without traffic control. Possible treatments include warning signage, high visibility pavement markings, flashing beacons, hybrid beacons, full pedestrian signals, refuge medians	Hydraulic at McLean Park; Broadway at Navajo Lake Estates Drive
Offset intersections	Two legs of an intersection are offset from one another. Possible treatments include establishing one crossing point and using short sidepath segments to transition to single alignment; or use pavement markings to guide path through the intersection.	Street crossings east and west of Hydraulic; 69th Street and Fairchild/park access at Hydraulic
Continuity interruptions	Breaks in route continuity created by lack of railroad crossings, streams or gaps in streets. Treatments include alternate routes or reasonable diversions consistent with network standards; new bridges; or interim paths on proposed street links.	

FIGURE 3.15: Intersection Crossing Solutions

TECHNIQUE	DESCRIPTION	POTENTIAL APPLICATION
Pedestrian refuge median	Island in middle of a two-way street, allowing pedestrians and bicyclists to address crossing traffic in one direction at a time from a protected place.	61st and Grove; Fairchild and Hydraulic
High visibility crosswalks	Well-defined crosswalks, using durable reflective materials and typically using Continental or Zebra/Ladder crosswalk markings. Also includes green or chevron markings to guide bicycle path or lane across intersection.	Arterial street crossings with significant pedestrian and bicycle traffic. 61st at Hattan Drive
Beacons: HAWKS (High Intensity Activated Crosswalk Beacon) and flashing beacons.	Pedestrian actuated signals. HAWK signals often used at midblock and for trail crossings and include flashing yellow and solid red stop sequence. Flashing beacons, including Rectangular Rapid Flashing Beacons, typically located at intersections and use flashing lights but no red signal.	Trail crossings, other unsignalized crossings of major streets.

FIGURE 3.16: Summary of Infrastructure Types

	Description	Examples in Network
Pedestrian Path	A paved, separate path, usually in the form of a sidewalk or wide trail, designed for pedestrian use	Path around Habiger Park, connection from Library to Senior Center, streets in the subdivision south of Heights High School
Shared Use Path	Separated paved path for both bicyclists and pedestrians that is typically buffered from vehicular traffic. In the Park City network, these include sidepaths, paths that run parallel to and or often on public street right of way but separated from travel lanes; and paths on right-of-way completely separate and independent from streets and roads. In Park City, these right of ways include utility easements, drainage corridors, parks, natural gas easements, and greenways.	Hydraulic Avenue south of E Gary Street; E 61st St N
Complete Street	Street designed to include all modes of transportation including bicyclists, pedestrians, motorists, and transit users	North Hydraulic
Greenway	Paths with parks and trails that are often situated along streams, floodplains, or other naturally restricted development	N Hydraulic Ave south of E Gary Street, east-west connection south of Chisholm Trail Elementary School
Collector Loops	An intermediate step between a local neighborhood street and an arterial. The collector loop streets provide local circulations connect neighborhoods with heavier volume arterial streets that provide more rapid transportation	Cloverdale, Parkview, Fairchild



CHAPTER FOUR

BUILDING CONNECTIONS





INTRODUCTION

Chapter Three discussed the performance measurements, guiding principles, and overall framework of the proposed active network for Park City. It also presented design guidance for executing elements of the network. This chapter, on the other hand, provides a guide for the network's gradual development.

ROUTE DETAILING AND SEQUENCING

This chapter divides the network into five geographic areas. The area between Hillside and I-35 is divided into four quadrants (Northeast, Southeast, Northwest, and Southwest) and a west side area between I-135 and the western city limits. It then maps and details five development phases:

Phase 1A (Short-Term Network). These represent projects of immediate importance to address the highest priority access and potential safety issues. They largely include sidewalk and pedestrian path projects, intersection improvements, and relatively short segments of shared use path.

Phase 1B: This completes the basic or Phase 1 system, primarily serving the existing built up area of the town. The projects identified are strategic: they do not propose sidewalks on every street in the city, concentrating on improvements that connect neighborhoods to important destinations with methods consistent with the performance measures described in Chapter Three. Phase 1B includes some more capital intensive projects than Phase 1A, likely to involve longer term funding and planning.

Phase 2: This phase extends the basic Phase 1 system into adjacent potential growth areas, and more or less addresses development anticipated within the next 10 to 15 years.

Future A and B Phases. These phases, generally extending incrementally from the built up center between 45th and 69th Streets, represent longer-term growth and are designed to develop as property around them develops as well. They also serve more dispersed existing and anticipated developments and should be used to help guide the form of new projects.

Phase 1A, 1, and 2 maps are accompanied by tables that describe:

- **The component and its length.**
- **The purpose that this is component serves in the complete network.**
- **Recommended infrastructure.** This presents the recommended infrastructure treatment and other ideas for adopting a segment for safer and more comfortable bicycle and pedestrian use. Recommendations range from on-street treatments such as marked routes to separate pedestrian paths. All recommendations are preliminary and may change with detailed design. Projects should be

reviewed and approved by the City Engineer when funding becomes available and may require additional engineering evaluation, including traffic studies where relevant.

- **Planning level options of probable costs.** While these are not based on detailed design, they give an idea of relative costs for planning purposes. Cost factors used for these estimated are shown in Figure 4.1. These costs do not include right-of-way, contingencies, design and engineering fees, major drainage structures, or extraordinary grading expenses.

These recommendations should be refined further as individual projects are implemented, but do serve as a starting point for the more detailed design process and provide guidance in determining priorities and cost of construction.

BUILDING THE NETWORK

As discussed above, the Park City network is broken into five phases, which are likely to stretch out beyond the 2040 planning horizon. Initial phases focus heavily on existing needs, while longer-term projects are likely to be sequenced as adjacent development takes place. The sequencing of phases and specific trails and routes proposed here is generally based on the following criteria:

- **Response to demands.** In every phase, high priority routes should address existing demand patterns, and serve destinations that are valuable to users and appropriate endpoints for active transportation. The survey results summarized in Chapter Two and the results of open houses and steering committee discussions have been invaluable in identifying these high demand areas.
- **Route integrity.** High priority routes and projects should provide continuity between valid endpoints such as destinations and trails. When developed incrementally, routes should not leave users at loose ends.
- **Extensions of existing facilities.** Projects that make use of and extend the reach of key existing facilities that need attention,.
- **Gaps.** Small projects that fill gaps in current facilities or tie relatively remote neighborhoods to the overall system can be especially useful at early stages of the system's development.
- **Opportunities.** The implementation sequence should take advantage of street projects, resurfacing and street rehabilitation projects, and other infrastructure projects. In some cases, phase one projects include planning to incorporate active transportation accommodations into early project design. An example is the bridge reconstruction project on 61st Street over the Chisholm Creek ditch. This project will incorporate a sidepath in place of today's very narrow sidewalk.
- **Safety enhancement.** High priority projects should increase safety and reduce user discomfort for people of all ages. This makes intersection and barrier crossing extremely important. Some safety projects are as simple as providing a high visibility

crosswalk that will help make pedestrians presence and rights more apparent to motorists; or as complicated as an exclusive pedestrian/bicycle crossing under I-135 to keep kids from the west side of town safe as they try to use their community's major park.

- **Demographic equity.** Projects should provide bicycle and pedestrian access to underserved populations and connect people and households without access to a motor vehicle to destinations important to their lives and livelihood.
- **Service to key destinations.** These include parks, Chisholm Trail School, Heights High School, the library, the town center, the Senior Center, and similar destinations.
- **Relative ease of development.** It is important that the a useful system be established relatively quickly and at comparatively low cost. Developability helps determine priorities. The initial system should serve major destinations and provide good connectivity while minimizing large scale projects. On the other hand, expensive projects like an I-135 crossing may emerge as key priorities for the community.

COST ESTIMATE RANGES FOR NEW PROJECTS

This section describes the implementation costs and timeline for bikeway facilities on the Future Network Concept. These assumptions and unit cost rules guide the cost calculations for each proposed network element described in the subsequent tables.

The most cost-effective methods of implementation relate to projects already programmed in the Park City CIP, as well as any construction projects planned by WAMPO or the Kansas DOT. These include overlay, chip and sealing road reconstruction, and traffic signal replacement projects. This strategy eliminates additional costs for bikeway projects such as pavement marking eradication, pavement removals, and pedestrian ramp replacements, since they are likely already included in the CIP project.

As future street repair projects are added to these programs, bicycle and pedestrian projects should be coordinated to seek out further efficiencies. While these may produce some lack of continuity in the system, Park City's street network and relatively low traffic provides opportunities for temporary routes and connections. Development of a comprehensive system is an

FIGURE 4.1: Phase 1 Principal Framework Project Estimated Costs

INFRASTRUCTURE TYPE	COST/MILE	TYPICAL FEATURES
Marked and signed route	\$17,000	Signage, shared lane markings
Multi-use shoulders	\$60,000	Signage, single white line dividing shoulder from travel lane
Sidepath	\$400,000-600,000	10 foot paved roadside shared use path without major earthwork or modifications
Shared use paths	\$400,000-600,000	10-foot paved path on right-of-way separate from roadways. Range reflects various levels of construction complexity. Higher cost reflects more complicated construction, such as additional grading and sitework.
Trails (gravel)	\$100,000	Gravel on separated right-of-way or parallel to a roadway
Sidewalk (Pedestrian path)	\$175,000	5 foot wide sidewalk with ramps
Intersections or Barriers (Generic cost points)		
Type A: Major Intersection Construction	\$300,000-500,000	Major projects such as protected intersections, frontage road relocation, or other substantial projects.
Type B: Arterial Crossing	\$100,000	Major intersections but requiring less capital work than protected intersections. May include improved signalization, improved crosswalks, bump-outs, minor construction
Type C: Median with HAWK	\$150,000	Crossing refuge median with hybrid beacon
Type D: Median with flashing beacon	\$75,000	Crossing refuge median with flashing warning beacons in place of positive red stop signal
Type E: Enhanced	\$30,000-50,000	High visibility crosswalks, minor construction but normally without signalization. Higher end includes RRFB

incremental process and may take a period of time to complete. Clear communication to the public on how plans will emerge over time will help explain this process as steady progress is made.

Planning-level cost estimates have been developed for each facility type and are shown in Figure 4.1. Per-mile cost estimates were developed conservatively. In some cases projects will cost less, especially when incorporated into a larger project. Note that updated engineering cost estimates will need to be developed for each project during detailed design.

Metropolitan growth patterns are likely to require future upgrade of Hydraulic from its current two-lane rural section to a probable three-lane urban street. Such a project is likely to involve Federal surface transportation funding and is an excellent opportunity to incorporate a shared use sidepath and pedestrian crossings into a major transportation initiative.



The 61st Street bridge, scheduled for replacement in 2019/2020 is an excellent example of incorporating an active transportation component into a previously programmed major street project.

PHASE 1A HIGHLIGHTS

This basic phase is designed to provide centrally located pedestrian loops in all four quadrants east of the Interstate and upgraded connections from the west side. These loops are specifically designed for access to major community destinations, notably the civic center complex, senior center, Chisholm Trail Elementary School, and commercial service centers.

- New sidewalk along Denver Drive to serve the northeast quadrant, connecting to Jacksonville Drive sidewalk (and Chisholm Trail Elementary School) on the west and Hydraulic (with 61st Street intersection) on the east.
- Sidewalk connection along Parkview between Denver and the existing pedestrian crossing of 61st Street.
- Improved pedestrian and bike connection from 61st Street pedestrian crossing and elementary school via Independence.
- Complete sidewalk loop with bike-friendly markings along the Independence/Cloverdale.
- Pedestrian and bicycle access improvements of the 61st and Hydraulic intersection, with shared use paths (including sidewalk upgrade) extending from improved intersection from Denver Drive to Lancaster Dr.
- Shared use sidepath along the south side of 61st Street from Hydraulic to the Public Library.
- Off-street promenade linking Senior Center, City Hall, and the Library.
- Continuous east side pedestrian and bike route along Ravena, Gary, Scottsville, Charleston, and Newport, linking McLean Park crossing to protected pedestrian crossing of 61st Street at library, with branches along Gary and Ventnor Streets.
- Extension of 53rd Street path to Heights High School (Wichita cooperative project).
- Shared use sidepath along 61st west to Broadway, with upgrade of existing Broadway sidewalk to shared use sidepath standards.
- Shared use sidepath to serve existing businesses and employees along Air Cam Drive.
- Pedestrian crossing upgrades at 63rd and Broadway, Ravena and Hydraulic (McLean Park), Broadbeck or Denver at Hydraulic, 61st and Parkview, and other existing protected pedestrian crossings of 61st Street.



Public property south of city hall and the library provides an opportunity for a promenade – an attractive walkway with lighting, benches, and other amenities – to connect these facilities with the Senior Center and Hydraulic Avenue. This should be coordinated with other possible developments on a Civic Center campus.



Safe pedestrian and bicycle access in the 61st and Hydraulic area, typically thought of as Park City's "downtown," is a Phase 1A priority.



Good student access to Chisholm Trail School is a high Phase 1A priority. Sidewalks, better 61st Street crossings, and low-cost traffic calming infrastructure are elements of this overall strategy.

FIGURE 4.2: The Phase 1A (Short-Term) Network

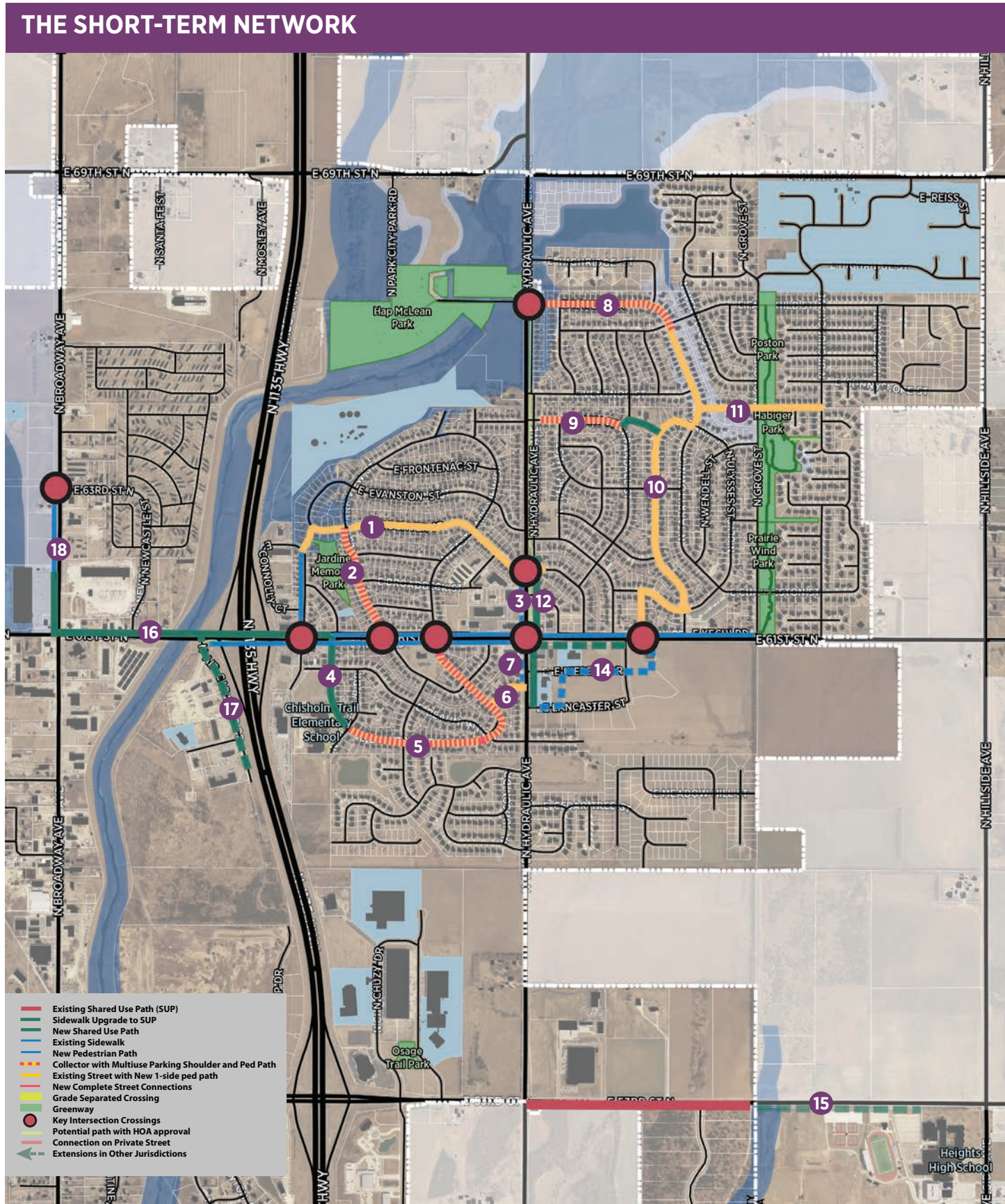


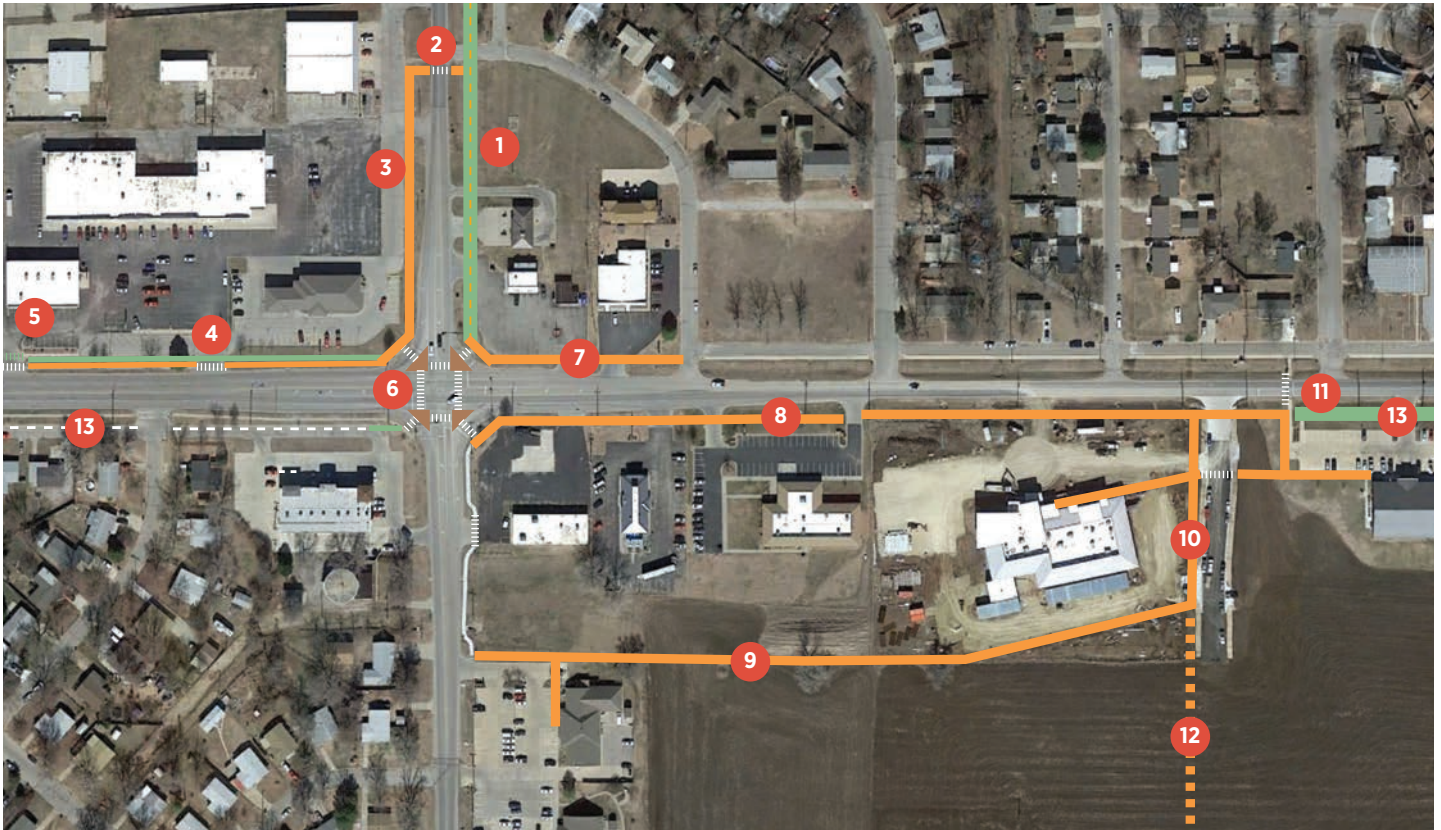
FIGURE 4.3: Phase 1A Project Details

PHASE 1A: SHORT-TERM PROJECTS					
Segment	Segment Length (Miles)	Purpose	Facility	Cost/Mile or unit	Total Cost
NORTHWEST QUADRANT					
1. Mobile/Denver Drive, Jacksonville Drive to Hydraulic	0.57	North side neighborhood access to interchange commercial, Chisholm Trail School, and 61st and Hydraulic node. Connection to Jardine Memorial Park	Sidewalk with possible traffic calming, connection to existing Jacksonville sidewalk	\$175,000	\$99,750
2. NW Parkview Drive, Denver to 61st	0.24	Part of collector loop system, immediate connection to existing 61st Street crossing and school access	Sidewalk with painted parking lanes, traffic calmers as necessary	\$225,000	\$54,000
3. Hydraulic Avenue west side, Denver to 61st	0.14	Pedestrian access to commercial and civic node from north side, access to Hydraulic protected crossing	Sidewalk	\$175,000	\$24,500
SOUTHWEST QUADRANT					
4. Independence Street, 61st to Chisholm Trail School (Forest Drive)	0.20	Improved access to school from 61st Street crossing at Parkview	Shared use path	\$400,000	\$80,000
5. Cloverdale/E Parkview Dr, Forest Dr to 61st Street	0.60	Part of collector loop system, south side access to Chisholm Trail and 61st-Hydraulic node	Sidewalk with painted parking lanes, traffic calmers as necessary	\$225,000	\$135,000
6. Lancaster Drive, Parkview to Hydraulic	0.07	Connection from collector loop to Hydraulic, access to 61st Street node	Sidewalk	\$175,000	\$12,250
7. Hydraulic Avenue west side, Lancaster to 61st	0.10	Pedestrian access to commercial and civic node from south side, access to future Hydraulic protected crossing to Senior Center	Sidewalk	\$175,000	\$17,500
NORTHEAST QUADRANT					
8. Ravena Street, Hydraulic to Fairchild St	0.32	Part of collector loop, major access and crossing to McLean Park; part of collector loop	Sidewalk with painted parking lanes, traffic calmers as necessary	\$225,000	\$72,000
9. Gary Drive, Hydraulic to Randall Dr	0.19	Part of collector loop, link to Hydraulic and Grove Greenway through center of NE quadrant	Sidewalk with painted parking lanes	\$225,000	\$42,750
10. Randall/Scottsville/Charleston/Newport	0.91	Completes a major north-south connection east of Hydraulic, provides direct access to existing ped crossing of 61st at City Hall/Library	Sidewalk and wayfinding	\$175,000	\$159,250
11. Ventnor Street, Randall to Upchurch	0.27	Connects north-south Randall/Scottsville route to Grove Greenway and east side development areas	Sidewalk with upgraded Hydraulic crosswalk	\$175,000	\$47,250
12. Hydraulic, Denver to 61st	0.14	Upgraded path connection to 61st Street node and civic center	Shared use path	\$500,000	\$70,000

FIGURE 4.3: Phase 1A Project Details

PHASE 1A: SHORT-TERM PROJECTS					
Segment	Segment Length (Miles)	Purpose	Facility	Cost/Mile or unit	Total Cost
SOUTHEAST QUADRANT					
13. 61st, Hydraulic to Newport	0.24	Connection on the south side of the street, connecting Hydraulic to the library and City Hall	Shared use path	\$500,000	\$120,000
14. Civic Center Walk	0.43	Off-street walkway and pedestrian amenity that connects the Senior Center, City Hall, and public library	Pedestrian promenade	\$450,000	\$193,500
15. 53rd Street path	0.25	Completion of shared use path to Heights High School. Outside of Park City jurisdiction and requires other jurisdictions to complete project	Shared use path	\$500,000	NA
WESTSIDE					
16. 61st Street Path, Jacksonville to Broadway	0.52	Project currently programmed and in implementation stage with bridge reconstruction	Shared use path	Included in scheduled 2019 project	NA
17. Air Cap Drive south of 61st	0.33	Access for customers and employees of businesses, first stage in a connection along I-135 for developing commercial district	Shared use path	\$400,000	\$132,000
18. Broadway sidepath from 61st to existing sidewalk	0.15	Connection to grocery store and other commercial. Together with existing sidewalk, provides access from mobile home park to east side of Interstate	Shared use path	\$400,000	\$60,000
INTERSECTIONS					
61st and Jacksonville	NA	Major crossing at high use commercial/highway node, also providing safer access to school and south side commercial	High visibility crosswalks	\$35,000	\$35,000
61st Street between Independence and NW Parkview	NA	Major route to school, with pedestrian signal	Upgrade crosswalk to high-visibility standard	\$15,000	\$15,000
61st and Hydraulic	NA	Central urban intersection with major commercial and civic uses. Potential for high pedestrian/bicycle concentration	High visibility crosswalks with expanded right-turn bypass medians. RRFB and high visibility crosswalk at Denver crossing.	\$370,000	\$370,000
61st west of Newport	NA	Major crossing to library with existing pedestrian signal.	Upgrade crosswalks to high-visibility with RRFB protection. Any widening of 61st should provide pedestrian refuge median with shared use path links from intersecting streets.	\$15,000	\$15,000
McLean Park	NA	Major crossing of Hydraulic to park	Upgrade crosswalks to high-visibility with RRFB. Any widening of Hydraulic should provide pedestrian refuge median with upgrade to HAWK	\$50,000	\$50,000
	5.67				\$1,804,750

FIGURE 4.4: Project Detail: 61st and Hydraulic



PHASE 1A PROJECT DETAIL: 61st and Hydraulic Intersection and Area Concept

Segment	Segment Length (Miles)	Facility Treatment	Cost/Mile or unit	Total Cost
1. East side of Hydraulic, north of 61st Street	.09	Upgrade to shared use path	\$400,000	\$36,000
2. Crossing at Hydraulic and Broadbeck	-	High visibility with RRFB and barrier-free bridge over drainage swale	\$50,000	\$50,000
3. West side of Hydraulic, north of 61st	.09	Sidewalk	\$175,000	\$15,750
4. North side of 61st Street heading west from Hydraulic	0.11	Shared use side path (4' one-way WB bike path and 6' pedestrian path)	\$400,000	\$44,000
5. WB advisory bike lane	0.35	Shared lane markings west bound on 61st Street	\$17,000	\$5,950
6. 61st and Hydraulic Intersection	-	Rebuilt intersection with larger pedestrian islands on all corners, reduced width right turn bypass lanes to 16 feet, high visibility crosswalks	\$100,000	\$100,000
7. North side of 61st Street heading east from Hydraulic	0.05	New sidewalk	\$175,000	\$8,750
8. Connection of City Hall and Library	0.2	New sidewalk	\$175,000	\$35,000
9. Senior Center to City Hall and Library	0.06	New sidewalk	\$175,000	\$10,500
10. East side of Library	0.07	New sidewalk	\$175,000	\$12,250
11. Crossing at 61st and Millsboro	-	Existing pedestrian crossing with signal	-	-
12. Extension south of Millsboro	0.15	New sidewalk	\$175,000	\$26,250
13. South side of 61st, east of Library	0.05	Shared use sidepath	\$400,000	\$20,000
-	1.22	-	-	\$364,450



Strategic improvements in Phase 1A would include a continuous shared use sidepath along 61st Street between Hydraulic and the library.



Phase 1A includes upgrading key crosswalk markings to high visibility, reinforcing awareness of pedestrians in the area at both signalized and unsignalized crossings.

PHASE 1B HIGHLIGHTS

Phase 1B builds on the basic foundation of Phase 1A to produce a completed basic pedestrian and bicycle system that successfully serves all part of the built-up city. It also includes the process of uniting the east and west parts of town by crossing the I-35 barrier and improves access from growth areas south of 61st Street and east of Hydraulic.

- New sidewalks and bike-friendly speed management treatments completing the North Parkview collector loop.
- Completion of an east-west connection on the north side of the city, using the north "high line" corridor, a sidewalk and traffic calming improvements along Fairchild to connect to the Ravena sidewalk in Phase 1A, a shared use park path through McLean Park, an under-crossing of I-135, and a short trail link to the Navajo Lakes community.
- An I-135 under-crossing. This may be accomplished by developing a pedestrian underpass or using a short portion of the existing Chisholm Creek levee, with security to prevent encroachment of e=unwanted users from other parts of the structure.
- Extension of a shared use sidepath along the Hydraulic corridor to the 53rd Street path, linking to Heights High School.
- Continuation of Hydraulic sidepath north to Ravena crossing and McLean Park
- Trail connection to Chisholm Trail School from existing and developing residential areas with a south High Line Trail and link around a retention basis or along I-135



Phase 1B includes trail connections using the north and south electrical transmission easements. These will provides crosstown access to McLean Park on the north and Chisholm Trail School on the south.



Elevation of the interstate near McLean Park's BMX facility creates a cost-effective opportunity for a trail underpass linking the east and west sides of town together for active users. Planning for this project, likely accomplished with state and federal funding, should begin during Phase 1A. Use of a controlled portion of the levee crossing under I-135 may present an alternative.



Phase 1B would complete shared use sidepath development along Hydraulic between 53rd and Ravena – an important project with regional benefits.

FIGURE 4.5: Phase 1B Network Increments

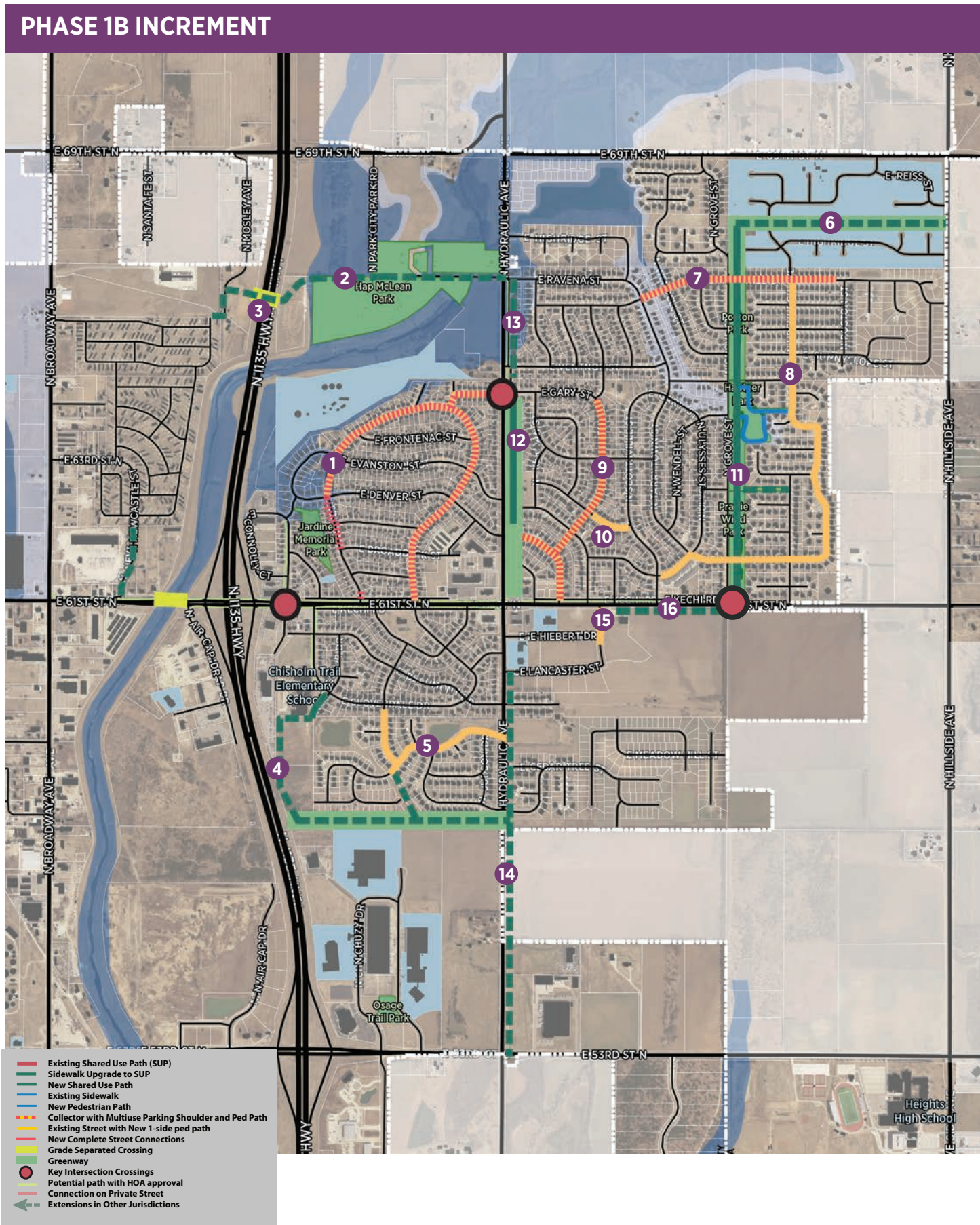


FIGURE 4.6: Phase 1B Project Details

PHASE 1B: BASIC NETWORK					
Segment	Segment Length (Miles)	Purpose	Facility	Cost/Mile or unit	Total Cost
NORTHWEST QUADRANT					
1. NW and E Parkview Dr, Denver to 61st Street	0.88	Part of collector loop system, immediate connection to existing 61st Connects 61st and Hydraulic corridors and provides north side access to McLean Park.	Sidewalk with possible traffic calming, connection to existing Jacksonville sidewalk	\$225,000	\$198,000
2. McLean Park Path	0.51	Park path and bikeway to BMX facility and future I-135 underpass	Shared use path	\$400,000	\$204,000
3. I-135 Underpass	NA	Important part of basic system, connecting McLean Park to Navajo Lake Estates mobile home park. Provides major safety improvements for kids using Chisholm Creek ditch to reach McLean Park	Underpass and connecting shared use path. First step is initial feasibility and design study, and incorporation into KDOT capital program.	TBD by design study	NA
SOUTHWEST QUADRANT					
4. Chisholm/High Line South Trail, Cloverdale to Hydraulic	0.85	Major southwest trail loop, connecting south and southeast neighborhoods to Chisholm Trail School and interchange node. First segment of south side crosstown trail on utility easement.	Shared use path on utility easement. Includes trail spur along drainage to Village Estates Dr.	\$450,000	\$382,500
5. Hartford Dr/Village Estates, Cloverdale to Hydraulic	0.41	Collector route serving south neighborhoods, with link via Hydraulic to civic center	Sidewalk, including high visibility crosswalk with RRFB at Hydraulic crossing	\$175,000; \$35,000 for protected crossing	\$106,750
NORTHEAST QUADRANT					
6. High Line North Trail, Grove to Hillside	0.50	East-west system on north side to link new residential neighborhoods to McLean Park. System also uses Fairchild/Ravena link.	Shared use path on utility easement	\$450,000	\$225,000
7. Fairchild, Hillside to Randall/Ravena	0.72	Continuation of east-west route on north side to link new residential neighborhoods to McLean Park. Also part of circulator loop	Sidewalk with painted parking lanes, traffic calmers as necessary	\$225,000	\$162,000
8. Upchurch/Chisholm/Charleston	1.0	Continuous east side loop that connects residential areas to civic complex and 61st Street corridor	Sidewalk	\$175,000	\$175,000
9. Randall/Denver, Hydraulic and 61st to Gary	0.67	Extends east-west Gary route to the 61st and Hydraulic node through neighborhoods. Part of collector loop.	Sidewalk with painted parking lanes, traffic calmers as necessary	\$225,000	\$150,750
10. Evanston link, Randall to Scottsville	0.11	Short connector between major east side neighborhood pedestrian routes	Sidewalk with wayfinding	\$175,000	\$19,250
11. Grove Greenway, North High Line to 61st	0.85	Upgrade of popular greenway path to a shared use facility	Shared use path, possibly accomplished by adding to the existing pedestrian path; or adding an adjacent bike path with bike/ped separation	\$200,000-500,000	\$170,000

FIGURE 4.6: Phase 1B Project Details

PHASE 1B: BASIC NETWORK					
Segment	Segment Length (Miles)	Purpose	Facility	Cost/Mile or unit	Total Cost
12. Hydraulic Trail, Denver to Ventnor	0.40	Continuation of multi-modal connection to east-west link and McLean Park from center of the city	Upgrade existing sidewalk to shared use sidepath standard	\$350,000	\$140,000
13. Hydraulic Trail, Ventnor to Ravenna	0.20	Continuation of multi-modal connection to east-west link and McLean Park from center of the city	Shared use sidepath	\$500,000	\$100,000
SOUTHEAST QUADRANT					
14. Hydraulic Trail, Lancaster to 53rd	0.89	Major north-south corridor serving existing and future development. Completes link to Heights High School	Shared use path	\$500,000	\$445,000
15. 61st Street Sidepath, Newport to Grove	0.25	Continues sidepath eastward and provides off-road connection to Grove Greenway from civic center	Shared use path; should include high visibility crosswalks and possible stop control at Grove.	\$500,000	\$125,000
16. City Hall Drive connection	0.06	Future sidewalk and complete street link to developing neighborhoods south of civic complex	Sidewalk. May consider a bike facility such as advisory bike lanes	\$175,000	\$10,500
INTERSECTIONS					
Hydraulic and Gary	NA	Connection from northwest quadrant to crosstown route to Grove Greenway and east side neighborhoods.	High visibility crosswalk, with possible RRFB protection	\$35,000	\$35,000
61st and Grove	NA	Connection of Grove Greenway to proposed sidepath on 61st	High visibility crosswalk with RRFB at Hydraulic crossing	\$35,000	\$35,000
	8.3				\$2,683,750



FIGURE 4.7: Project Detail: Chisholm Trail School Area



Figure 4.7 and the table below display options for pedestrian and bicycle access around Chisholm Trail School. Option 1 (indicated by map key item 3 and 4) connects a south high line trail to the school on a peripheral route paralleling I-135, some of which is school property. Option 2 follows a neighborhood drainageway and continues around an exiting retention pond. Figure 4.6 incorporates Option 2. The total on the table below displays the cost of building both options to create a longer walking loop.

PHASE 1B PROJECT DETAIL: Chisholm Trail School Access Area

Segment	Segment Length (Miles)	Facility Treatment	Cost/Mile or unit	Total Cost
1. Independence	0.25	Upgrade to Shared Use Path	\$400,000	\$100,000
2. Beaumont Crosswalk	-	Highly Visible	\$30,000	\$30,000
3. South of school	0.08	Shared Use Path	\$400,000	\$32,000
4. Parallel to I-135	0.24	Shared Use Path	\$400,000	\$96,000
5. Highline Shared Use Path	0.30	Shared Use Path	\$400,000	\$120,000
6. Drainage corridor	0.12	Shared Use Path	\$400,000	\$48,000
7. Crosswalk at Village Estates	-	Highly Visible	\$30,000	\$30,000
8. Edge of retention basin	0.25	Shared Use Path	\$400,000	\$100,000
9. Village Estates/Hartford	0.44	Sidewalks	\$175,000	\$77,000
10. Cloverdale/East Park View (south of 61st Street)	0.59	Collector with multiuse parking shoulder and pedestrian path	\$60,000 + \$175,000	\$138,650
-	2.27			\$771,650

FIGURE 4.8: Project Detail: McLean Park Region



- 1 Ravena collector route with sidewalk and multi-use parking lanes
- 2 Enhanced pedestrian crossing with crossing median, HAWK signal or rapid rectangular flashing beacon, and high-visibility crosswalk
- 3 Hydraulic Avenue sidewalk upgrade to shared use sidepath
- 4 McLean Park trail
- 5 Possible shared use path connection to 69th Street via park drive. Alternative use of advisory bike lane
- 6 BMX Park
- 7 Trail Underpass at I-135
- 8 Shared use path connection to Broadway
- 9 Path link to Navajo Lake Estates
- 10 Possible path connection to 69th Street parallel to Mosley
- 11 Future shared use sidepath extension on Hydraulic

Figure 4.8 illustrates details of the linkage to and across McLean Park, using a new underpass at I-135 near the park's BMX facility. The dashed blue line considers an alternative route, using a controlled segment of the levee and channel to cross under I-135. Headroom requirements may prevent use of this alternative in high water conditions. Costs for the connections to an underpass are included in Figure 4.6 but underpass cost estimates would require additional study.

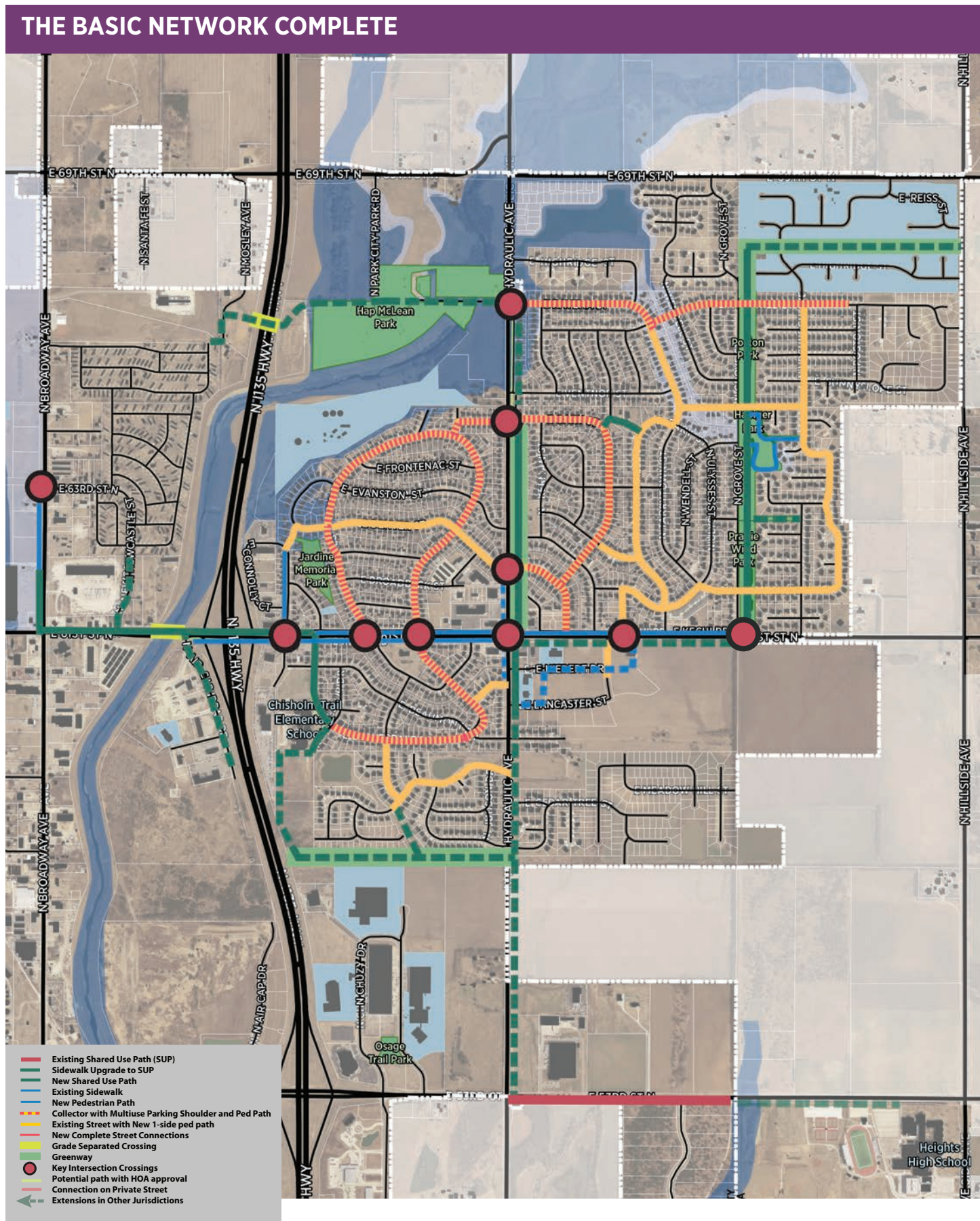


High Line trail concept



I-135 underpass concept

FIGURE 4.9: Completed Phase 1 (Phases 1A and 1B) Network



PHASE 2 HIGHLIGHTS

Phase 2 extends the Basic Network into areas likely to experience growth in the medium term and are already beginning to experience development. Some projects in the longer-term future phases may advance as demand emerges and other opportunities such as extension of Air Cap Drive) might require changes in sequence. Highlights include the following:

- Hydraulic Avenue extension to 45th Street, potentially creating a regional commuter connection to central Wichita.
- Outer trail loop created by extension of south high line trail to Grove Street alignment and extension of Grove Greenway south.
- Westward extension of 53rd Street sidepath to Air Cap Drive and Primrose Street, with pedestrian access to Primrose Park. This links the southwest edge of Park City to the developed core of the city.
- Completion of Air Cap Drive and path between 53rd and 61st, connecting the two primary interstate nodes and industrial areas.
- Sidewalk and local street links linking new development between the south transmission corridor and 61st Street to the civic center and the south High Line Trail.
- Extension and upgrade of the north greenway and trail corridor by extending the north High Line Trail to Hydraulic (dependent on HOA permission) or 69th Street, and along 69th Street and City Park Road into McLean Park. This will provide a direct connection to the rest of the system for new development north of 69th.
- Sidewalk link from the 53rd Street industrial park area to the south High Line trail and the rest of the city system, providing a feasible commuter route to a major employment center.



Phase 2 projects include completion of a Hydraulic sidepath from 45th to 69th.



Completing the current gap in Air Cap Drive with an adjacent sidepath would tie Park City's two most developed interstate nodes together.

FIGURE 4.10: Phase Two Incremental Projects

PHASE TWO INCREMENT

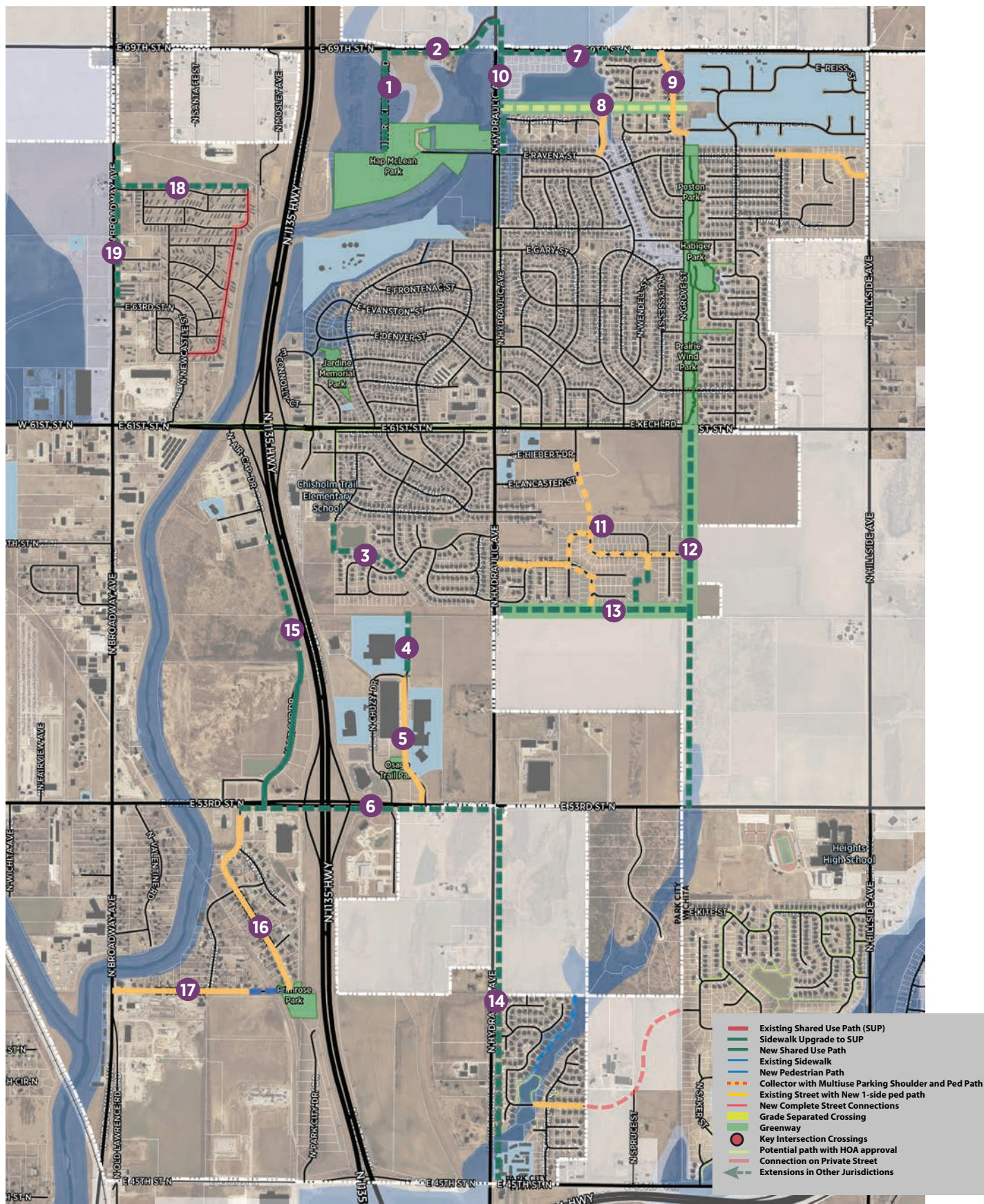


FIGURE 4.11: Phase Two Project Details

PHASE TWO: NETWORK EXTENDED					
Segment	Segment Length (Miles)	Purpose	Facility	Cost/Mile or unit	Total Cost
NORTHWEST QUADRANT					
1. City Park Road, park trail to 69th Street	0.31	North extension of McLean Park Trail to 69th Street path	Shared use path	\$400,000	\$124,000
2. 69th Street Sidepath, City park Road to Hydraulic	0.33	Sidepath to connect to crosstown route on north side	Shared use path	\$500,000	\$165,000
SOUTHWEST QUADRANT					
3. Chisholm Trail Path, Chisholm Trail School to Village Estates Dr	0.26	Eastern leg of a loop serving school, using retention pond and drainageway. Connection to industrial park south of the high lines	Shared use path around west and south sides of retention facility, requiring moving of fence and some grading, continuing to the southeast along a drainage corridor	\$600,000	\$156,000
4. Industrial Park Spur, High Line to Blake Dr	0.28	Connector from High Line Trail to industrial park/employment center	Shared use path	\$400,000	\$112,000
5. Mill Heights Rd, Blake Dr to 53rd Street	0.37	Connection through industrial park to 53rd Street sidepath	Sidewalk with wayfinding	\$175,000	\$65,000
6. 53rd Street, Air Cap Dr to Hydraulic	0.61	Continuation of existing 53rd Street sidepath to future path loop along Air Cap, serving future development corridor	Upgrade of existing sidewalk on south side to shared use sidepath standard	\$450,000	\$275,000
NORTHEAST QUADRANT					
7. 69th Street, Hydraulic to North Grove	0.50	East-west connection for new north side neighborhoods to Hydraulic corridor and McLean Park. Alternative if High Line North corridor is not available between Hydraulic and Grove	Shared use path	\$450,000	\$225,000
8. High Line North, Grove Greenway to Hydraulic	0.50	Continuation of trail on high line easement, connecting to Hydraulic and McLean Park. Requires approval by Homeowners' Association.	Shared use path; 69th Street provides an alternative route. Must be routed around existing retention basin	\$500,000	\$250,000
9. North Grove, Grove Greenway to 69th Street	0.30	On-street connection between Grove Greenway and east-west shared use path corridor on either high line or 69th Street ROW	Sidewalk. Short segment of shared use path between end of greenway at Fairchild and foot of North Grove. Alternatively, greenway may continue directly north to 69th.	\$175,000 for sidewalk; \$450,000 for SUP	\$71,000
10. Hydraulic, Fairchild to 69th	0.36	Extension of Hydraulic sidepath from McLean Park entrance to 69th	Shared use path	500,000	\$180,000

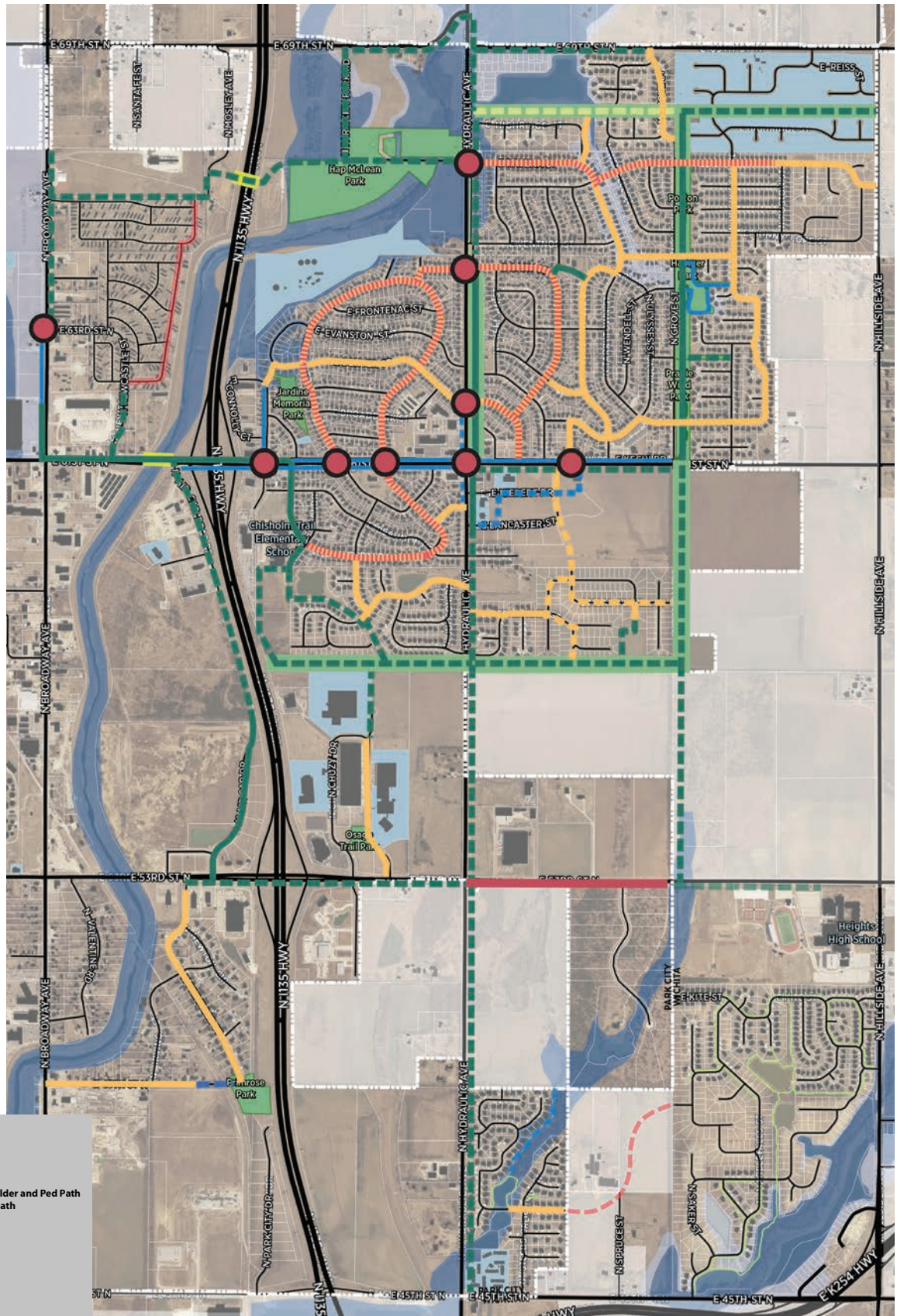
FIGURE 4.11: Phase Two Project Details

PHASE TWO: NETWORK EXTENDED					
Segment	Segment Length (Miles)	Purpose	Facility	Cost/Mile or unit	Total Cost
SOUTHEAST QUADRANT					
11. Local street and sidewalk connections, south High Line to 61st and Hydraulic	0.85	Connect new development areas to civic center and other parts of the network	Sidewalks on local streets	\$175,000	\$149,000
12. Grove Greenway extension, 61st to 53rd	1.00	Continuation of major greenway on gas pipeline easement	Shared use path	\$500,000	\$500,000
13. South High Line, Hydraulic to Grove	0.50	Continuation of high line trail to serve new potential residential development.	Shared use path	\$500,000	\$250,000
14. Hydraulic, 53rd to 45th	1.00	Connection to neighborhoods on south edge of city, potential commuter route to Wichita industrial areas and city center	Shared use path	\$500,000	\$500,000
WESTSIDE					
15. Air Cap Road gap between 61st and 53rd	0.75	Connects two major interstate commercial and industrial nodes, connects southwestern areas to the rest of the city	Shared use sidepath	\$400,000	\$300,000
16. Primrose St, 53rd to Primrose Park	0.55	Neighborhood connection to 53rd Street industries and commercial and rest of the city system	Sidewalk on local street	\$175,000	\$96,000
17. 49th Street, Primrose Park to Broadway	0.47	Neighborhood connection to park, Broadway corridor, and balance of citywide network	Sidewalk on local street	\$175,000	\$82,000
18. North edge of Navajo Lake Estates (66th), I-135 to Broadway	0.44	Completion of north side trail corridor to the west, connecting with Broadway corridor, links west side development areas to McLean Park and eastern part of town	Shared use path	\$500,000	\$220,000
19. Broadway, 63rd to 69th	0.70	Completes pedestrian and bike loop back to 61st, serves potential northwest growth areas	Shared use sidepath	\$400,000	\$280,000
TOTAL PHASE 2 EXPANSION PROJECTS					\$4,000,000

FIGURE 4.12: Completed Network after Phase Two

THE NETWORK AFTER PHASE TWO

Figure 4.12 displays the appearance of the network after Phase Two. Given current rates of development, it is reasonable to assume that the Phase 2 network will serve most of Park City's residential development needs, especially with connections from any north development back to 69th Street and the north high line trail.



FUTURE PHASES

Future Phase A and B may well be implemented after 2040, but still provide a basis for development that occurs generally north of 69th Street. Future Phase A largely addresses the growth sector between 69th and 77th Streets and includes four primary north-south greenway corridors. These include:

- North continuation of the Grove Greenway to 77th.
- North extension of the regional Hydraulic Avenue sidepath.
- A new greenway and path on the east side of I-35, linking up with Wild West Drive. This could accelerate with redevelopment of the now unused Wild West project.
- A path corridor on the half-section line between I-35 and Broadway, connected to Hartman Arena and major

industrial development. A path along this corridor would link back to the north side route between Broadway, McLean Park and the east side of town, and would provide a valuable commuter possibility even in a shorter term.

These north-south corridors would be linked by a shared use sidepath along 77th Street. Residential developments in this sector should include collector street connectivity, probably by extending Grove Street and providing a links between Grove and Hydraulic at a future 73rd Street. Most land between 69th and 73rd is within the 100-year flood plain and may provide other path and trail opportunities with potential public open space development. This phase also should include inter-community links east to Kechi along 61st and west to Valley center along 77th.

FIGURE 4.13: Future Phase A

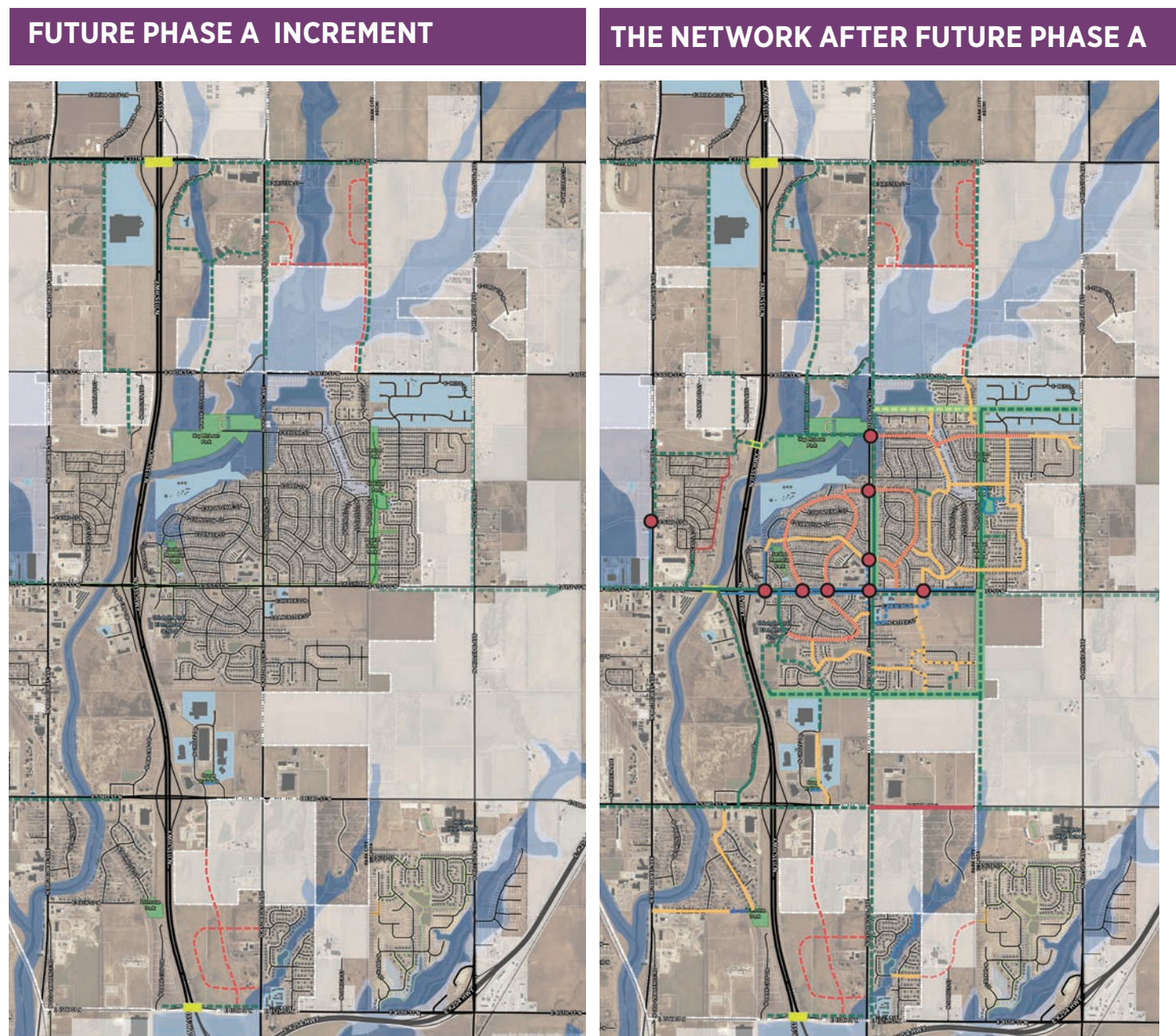
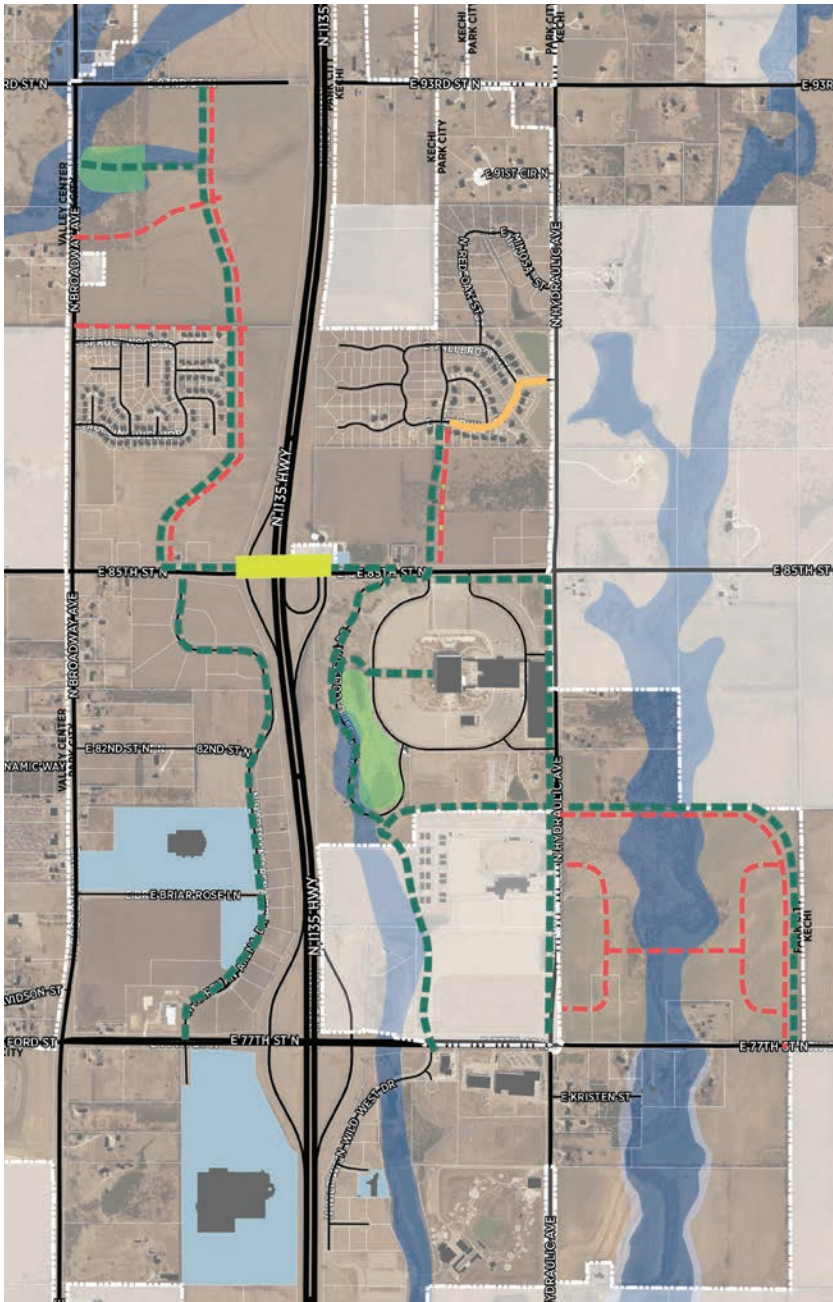


FIGURE 4.14: Future Phase B

PHASE FUTURE B INCREMENT



Future Phase B focuses on the area between 77th and 93rd Streets, where some residential development has occurred. This area also includes the former Kansas Coliseum site, now used for Wichita State University's aviation program and Hartman Arena. The connections concept for this area includes:

- Continuation of the Grove Greenway north to the city line about 81st Street, at which point the path turns west to connect back to the Hydraulic corridor.
- Continuation of the Hydraulic path corridor north to 85th. Hydraulic from 77th to 85th was developed as a four lane roadway in anticipation of coliseum crowds. A "right-sizing" of this section of Hydraulic could open a lane for conversion to a protected joint use facility at very low cost.
- An I-135 greenway continuing on the Wild West alignment and following a drainage corridor to the road developed as RV access for the coliseum. This would connect to 85th Street and potentially north into residential development north of 85th.
- A path along the Hartman Arena driveway continuing north along a conceptually plated connected street and north along a suggested collector route to 93rd Street. This north-south collector should be conceived as a complete street with multi-modal access.
- An east-west path along 85th Street. Both 77th and 85th east of I-35 have wide sections to accommodate traffic that has not materialized. As with Hydraulic, a lane reallocation consistent with actual traffic loads could open an inexpensive opportunity for comfortable bicycle and pedestrian access even in the short-term.

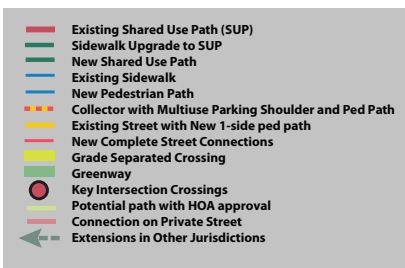
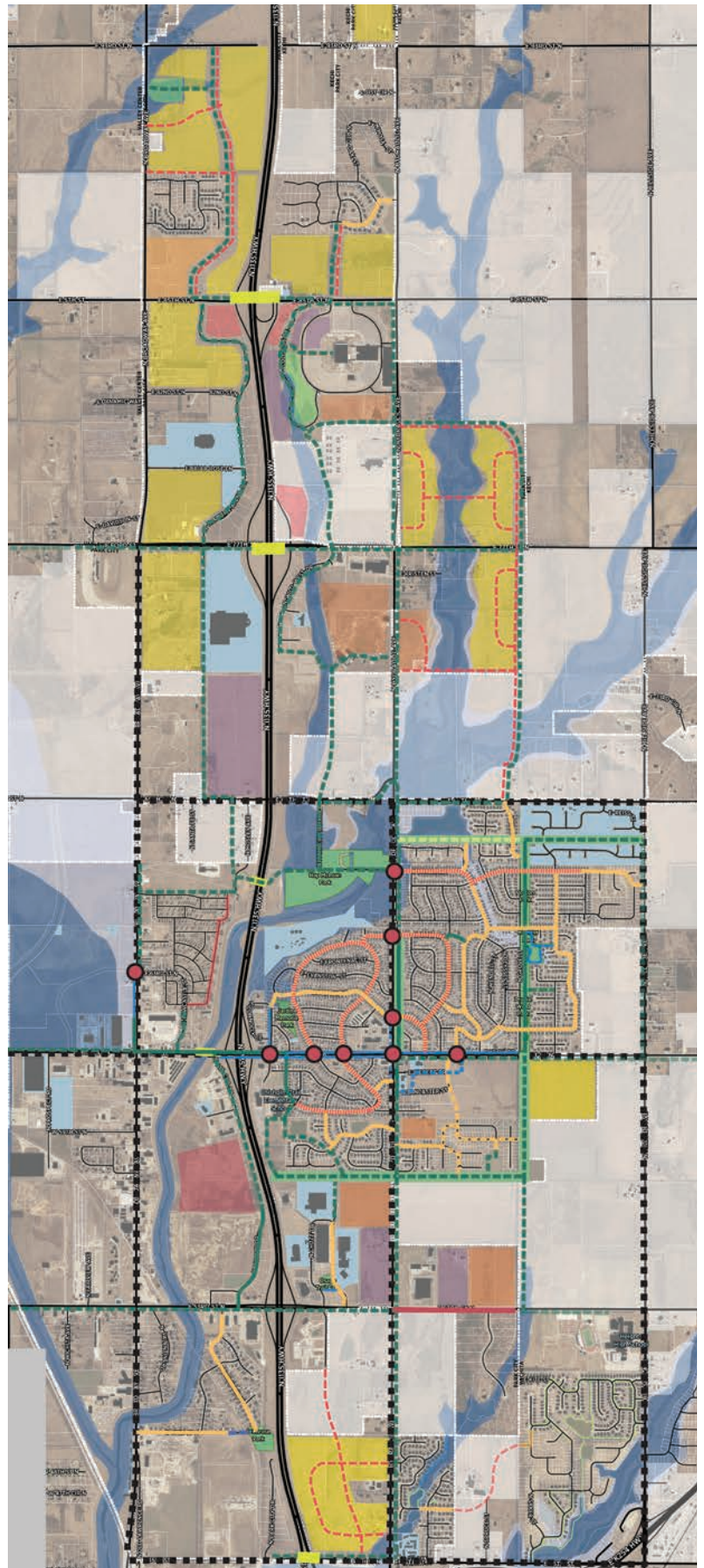


Figure 4.16 to the right displays the completed network with the potential development areas discussed in Chapter Three shown. While this document is not a comprehensive plan, it is nonetheless important to show how active transportation connections can help provide a framework for community growth. Ultimately, as neighborhoods develop, the integrity of these corridors should be incorporated into project design. In addition, local parks that serve developing residential areas should generally relate to these active corridors

Maintaining a connected community has a policy dimension beyond infrastructure. Zoning and subdivision regulations and standards should be reviewed to ensure that strategic walkability and bikeability are incorporated into subdivision design. Some potential guidelines are proposed in Chapter Five.

Some of the ideas shown in this diagram involve improvements on private property including land development, roads, and trails. These recommendations should be viewed through a 20- to 30-year lens in which many things can and will happen; as such, these ideas provide guidance that will evolve as owners decide to develop their land or sell their land for development.

FIGURE 4.16: Full Network with Development Areas



FUNDING DIRECTIONS

Given the multi-year nature of this active transportation program, identifying and sustaining funding sources is critical. Many projects involving on-street routes could be incorporated into normal maintenance activities - thus the marginal cost of activities such as painting and maintaining multi-use shoulders may be significantly lower than the cost factors incorporated here. However, sidewalks are relatively expensive and difficult to retrofit after development has already taken place. Homeowners will generally oppose bearing the cost of their construction through the typical financing mechanism - special assessments - for projects that they rightly or wrongly believe have little special benefit to them. In addition, the projects that users like best - those that offer separation from motor vehicles like shared use paths - are also the most costly to build.

The Wichita Area MPO, by funding this and other planning efforts in the metropolitan area, has demonstrated a strong focus on active transportation, and is likely to back up this commitment with competitive funding programs. This review considers possible funding sources that can complement the largely private initiatives and civic mindedness of community groups. Many of these programs involve federal transportation and recreational funding assistance that may be uncertain in the future. The following discussion identifies sources available with receiving and filing of the plan

FEDERAL TRANSPORTATION ACT PROGRAMS

The federal government has numerous programs and funding mechanisms to support bicycle and pedestrian projects, most of which are allocated by the US DOT to state, regional, and local entities. In many cases, state and regional entities administer these funds to local agencies through competitive grant programs. The following is a list of the current federal programs available for bicycle and pedestrian programs.

FAST ACT

The FAST (Fixing America's Surface Transportation) Act became law in 2015 and remains at present the primary source of transportation assistance. A major Federal transportation bill will be considered in 2020 as FAST reaches its five year expiration date, but based on past history, we can plan that a future bill will have some resemblance to its precedents.

FAST programs include:

- **The Transportation Alternatives Program.** The TAP was authorized by MAP-21 in 2012 and has been continued by the FAST Act, through federal fiscal year 2020. Eligible project activities for TAP funding include a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, and community improvements such as

historic preservation, vegetation management, and some environmental mitigation related to storm water and habitat connectivity. The TAP program replaced multiple programs, including the Transportation Enhancement Program, the Safe Routes to School Program, and the National Scenic Byways Program.

- **Surface Transportation Block Grant.** The STBG provides funding that may be used by states and localities for projects to preserve and improve the conditions on any federal-aid highway, bridge and tunnel projects, public road projects, pedestrian and bicycle infrastructure, and transit capital projects. Bicycle and pedestrian infrastructure projects include ADA sidewalk modification, recreational trails, bicycle transportation, on- and off-road trail facilities for non-motorized transportation, and infrastructure projects and systems that will provide safe routes for non-drivers, including children, older adults and individuals with disabilities to access daily needs.
- **Highway Safety Improvement Program.** The HSIP program funds projects consistent with the state's Strategic Highway Safety Plan. Within the context of this plan, it is most useful for helping to fund specific safety infrastructure improvement projects. Safety funds are especially appropriate for intersection enhancement projects.

TIGER DISCRETIONARY GRANTS

TIGER (Transportation Investment Generating Economic Recovery) originated as part of the American Recovery and Reinvestment Act and has focused on funding for innovative livability, sustainability, and safety projects. TIGER could be a source for building the high line trails or other facilities that will be part of a regional program to improve connections into Wichita, provide trail-related economic development, and coordinate with regional transit.

NATIONAL RECREATIONAL TRAILS

This venerable program, administered in Kansas by the Kansas Parks, Wildlife and Tourism Department (KDPWT), was originally established in 1991 and provides funding assistance for recreational projects, such as park trails. This contrasts with TAP funds that must be used for projects with a significant transportation component. Trail projects can include hiking and walking, bicycling, cross-country skiing, snowmobiling, horseback riding, canoeing, and off- highway vehicles.

STATE AND LOCAL FUNDING SOURCES

Given uncertainties over federal funds, state and local funding emerges as the most reliable option for multi-year programs.

KANSAS ATTRACTION DEVELOPMENT GRANT

This program provides economic assistance to public and private entities and nonprofits that are developing tourism attractions. It may be applicable to projects that could restore the lost tourist development potential of the entertainment district conceived around the Kansas Coliseum, Hartman Arena, and Wild West project.

CAPITAL IMPROVEMENT PROGRAM

As a medium-sized metropolitan area city, Park City has limited local funding ability to direct to active transportation. Nevertheless, the importance that people place on safety, access to schools, and senior mobility suggest some ability and willingness to provide funds to help build sidewalks and make other improvements. This plan's perspective is that a strategic pedestrian system is a community benefit and responsibility and that special assessments on adjacent property owners should *not* be used. Establishing a moderate, dedicated set-aside in the Capital Improvement Program can help the city prepare for implementing this plan for sidewalks, trails, on-street bikeways, and other projects that improve conditions for bicycling and walking. This set-aside may also be used as a local match for external funding sources, or as contributory towards bicycle elements of larger projects.

General obligation bonds are a frequently used for long-term financing of capital improvements. GO Bonds may be used to fund a continuing set-aside for complete streets and active transportation improvements.

PRIVATE PHILANTHROPY

Private organizations and philanthropic giving can be a significant source of financial assistance. In some cases, communities have raised money for popular trail segments through foundations, avoiding the delays and processes that typically come attached to private grants. Health-related enterprises such as insurance organizations and hospitals have funded active transportation initiatives in many areas.

Major industries may see the direct benefit to them in trail projects that improve health, advance recruitment programs, and expand access choices. Other significant trail and active projects have been funded by community contributors through fund-raising drives and even naming rights.

In Kansas, the Sunflower Foundation has been a major conduit for philanthropic funding of trails and other active communities projects. Other state and national foundations with substantial local interest also have funded related improvements in the past.

PRIVATE DEVELOPMENT

Basic improvements like sidewalks should be included within new developments, neighborhoods, and commercial projects that require pedestrian access. Therefore, developers should

include a sidewalk master plan within their projects and provide a mechanism for funding them pro-actively. It may not be necessary to provide sidewalks on every side of every street, but the master plan should show an internal system that connects to the major routes included in this plan. Typically, sidewalks in new developments should be financed along with streets and other infrastructure.

CITY OPERATING BUDGET

The operating budget of Park City may be a source of funding for the network. For example, trails can be developed or improved in McLean Park as part of normal park operational funding. Additionally, funding for the Police Department has a direct impact on bicycle rodeos, patrols, and enforcement. Each year, the City should consider how the current annual operating budget impacts bicycling and pedestrians, with an eye toward incremental and practical improvements for the future.

CAPITAL IMPROVEMENT FUND

Park City has in the past dedicated funding to projects that enhance the non-motorist experience. This included such projects as sidewalks along 61st Street, portions of Hydraulic, and the Grove Street path. Capital improvements may be funded on a pay-as-you-go basis for such projects consistent with this plan.

KANSAS DEPARTMENT OF TRANSPORTATION

The Kansas Department of Transportation (DOT) provides annual funding for bicycle and pedestrian projects through their [Transportation Alternatives \(TA\) Program](#). Call for projects usually occurs mid-summer for awards two years out. This program is federally funded, most recently through the Surface Transportation Block Grant Program (STBGP), therefore it may not be a reliable source of funding depending on federal budget allocations. Programs covered under the TA funding pool include Safe Routes to School and the Recreational Trail Program.

The Comprehensive Transportation Program (CTP) was established in 1999 to provide innovative financing for Kansas communities. The program is currently under review by KDOT, but could be a potential funding source.

KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT

Funding for [Chronic Disease Risk Reduction](#) is available for fiscal year 2020 with the application process beginning in January 2019 through the Aid to Local (ATL) grant program. Applicable programs in the funding pool include Bike Walk Committees, Active Transportation, and Improving Public Spaces.



CHAPTER FIVE

SUPPORTING CONNECTIVITY



CREATING AN ACTIVE NETWORK

Too often active transportation plans rely heavily on providing engineering solutions rather than initiatives that will build a culture supportive of active transportation. Without daily users, project investments will not see the needed rate of return to make them worth funding. The League of American Bicyclists have a model approach that is effective for creating a culture of walking and bicycling. The approach outlines six essential elements of an active transportation program:

- **Engineering.** The most obvious element of the approach are the trails, sidewalks, crosswalks, and bicycle lanes installed on and along our city streets. While an essential element - evident by the share of this plan dedicated to physical projects - engineering improvements need the support of a balanced approach to yield the greatest possible benefit to the community as a whole.
- **Education.** Education is about showing and teaching people about the value of active transportation, the appropriate way to use the improvements, and to include stakeholders of all ages and backgrounds in active transportation. Education programs often include programs conducted by the schools and the city government such as bike rodeos or group walks/bike-rides.
- **Encouragement.** Encouragement is about making a concerted effort to demonstrate to residents that Park City should be a place where people feel comfortable walking and riding their bikes around town. Encouragement initiatives include activities like bike rodeos, walking school buses, and fun community events oriented around walking and biking.
- **Enforcement.** Enforcement is a unfortunately a necessary component of an active transportation system. An effective enforcement system establishes expectations for the behavior of walkers, bicyclists, and motorists (for how they behave around the aforementioned). Typically, enforcement initiatives should begin as education (pedestrians, bicyclists, law enforcement officers, and motorists) before implementing warnings and eventually citations when necessary.
- **Evaluation.** Evaluation is about setting goals, keeping track of performance, and using these to make decisions about future initiatives. For example, it might make sense to track bicycle and pedestrian use to quantify the value of the improvements made as a quality of life amenity or the potential economic value that users could bring to Park City's businesses. By understanding these trends and articulating goals, Park City can create incremental improvements to eventually implement a comprehensive active transportation system including elements of Engineering, Education, Encouragement, and Enforcement.
- **Equity.** A truly functional transportation system provides

access to all residents, regardless of where they reside, their income levels, or their heritage. The overall system should allow anyone, regardless of their background, to utilize a safe and connected alternative transportation system.

SUPPORT PROGRAMS

While active transportation planning often relies heavily on infrastructure, it also should build a culture and daily routine that supports walking and biking as a normal part of life. Even in a small town where many local trips can be made on foot, bike, or low-speed vehicle, people drive from place to place out of habit. The League of American Bicyclists (LAB) model can help create a culture that encourages routine walking and bicycling. The discussion that follows provides some ideas for programs that can advance this goal.

ENGINEERING

The most obvious element of the approach are its visible, physical elements. While most of this plan is dedicated to physical projects, engineering improvements need the support of a balanced approach to yield the greatest possible benefit to the community as a whole. Areas considered under the engineering category include:

- Existence and content of a bicycle (and pedestrian) master plan. This document fulfills that component and will help Park City compete for metropolitan area funding and other grants.
- Accommodation of cyclists and pedestrians on public roads
- Presence of both well-designed bike lanes and multi-use paths in the community
- Availability of secure bike parking
- Condition and connectivity of both the off-road and on-road network

In addition to the physical recommendations of this plan, two other facility-oriented initiatives can have significant, relatively inexpensive benefits: a citywide wayfinding system and bicycle parking.

Citywide Wayfinding System

Park City has developed an attractive wayfinding system generally oriented toward motorists and providing a way of welcoming visitors and directing them to major community destinations. Well-designed identification and directional graphics system can both welcome visitors to town and increase users' comfort and ease of navigating the street system. This can be complemented by a pedestrian and bicycle wayfinding system that provides a more granular



Special street sign for collector loop streets. These reinforce the special quality of these streets and would be used in place of standard street signs. Topeka is using a version of this concept on its primary bike routes.



The W11-15 sign would be used at unsignalized crossings of bike and pedestrian routes at major streets. The signs provide advance warning of the presence of pedestrians and bicyclists and is oriented to the major street.

The standard D1 series Bicycle Guide Sign uses specific destinations with distances if necessary. These signs may be combined on a single (above) or stacked on a single pole (below).



level of service. Generally these systems should follow the guidelines of the Manual of Uniform Traffic Control Devices (MUTCD) that is also being used in the Wichita metropolitan area. Types of signs in the system include:

- The D11-1c Bike Route Guide Sign, identifying a street or trail as a bike route and describing the route's end point or a landmark destination along the way. These are sometimes used in conjunction with arrows (M6-1 through M6-7) that indicate changes in direction of the route. These are located periodically along the route to both reassure cyclists and advise motorists.
- A version of the D1 family of destination signs (D1-1c, D1-2c, or D1-3c), identifying the direction (and distance when



Safe routes to school signage in Omaha,

appropriate) to specific destinations. These signs are typically located at intersections of routes or at a short directional connection to a nearby destination

- On major framework routes like Parkview or Upchurch, a special street sign may be used to help provide additional notification to motorists and wayfinding information to bicyclists.
- Motorist advisory signs. The R4-11 Bicycles May Use Full Lane is usually the preferred sign on shared routes.

The graphic system should be modular to provide maximum flexibility and efficiency in fabrication. Signs should also use reflective material for night visibility. The Clearview font is recommended as a standard for text.

Installation of a wayfinding system is an inexpensive way to implement a major part of the bike network ahead of major capital expenditures, especially on streets like shared and marked routes or bicycle boulevards that do not require extensive infrastructure to be operational.

Parking

Strategically located bike parking is a low cost but significant physical improvement that both encourages cycling, provides greater security, and keeps bikes from damaging trees or street furniture, or obstructing pedestrians. The parking program should:

Identify key locations for facilities. Priority locations include schools, City Hall, the Public Library, parks, or shopping destinations.

Use standardized bike parking equipment that is durable, relatively inexpensive, and unobtrusive. Many of the bike racks in use today, including the so-called “schoolyard” rack and “waves” are inefficient, take up too much space, and, in the case of the former, can actually damage bikes. Better in most cases are less obtrusive, inexpensive designs such as the inverted U. The inverted U can also be embellished by art, creating an interesting community project that can involve



The "schoolyard rack" in common use can result in bent wheels and other damage to bikes. They are used when bikes are not ordinarily locked. We recommend bike parking facilities that allow users to secure bikes by the frame. Bike parking can be artistic. Above left: Inverted U's at the University of Nebraska at Omaha, enhanced with the school's maverick mascot.; Standard inverted U's and an umbrella sheltered vertical parking facility at a regional transit station outside of Boulder.

industrial arts students.

EDUCATION

Education is about showing and teaching people the value of active transportation, the appropriate way to use the improvements, and to include stakeholders of all ages and backgrounds in active transportation. Education often includes programs conducted by the schools and the city government such as bike rodeos or group walks/bike-rides.

Areas considered under education include:

- Community programs teaching cyclists of all ages how to ride safely in any area from multi-use paths to city streets.
- Education for motorists on how to share the road safely with cyclists.
- Availability of cycling education for adults and children
- Number of League Cycling Instructors (LCI) in the community. The LCI program includes a standard BikeEd program that is executed by local residents who are trained and certified as instructors.

- Distribution of safety information to both cyclists and motorists in the community such as bike maps, tip sheets, and as a part of driver's education manuals and courses.

Smart Cycling (and Walking) Programs

Encourage training of league certified instructors (LCI's) in the area in cooperation with Bike Walk Wichita.

The League of American Bicyclists (LAB) Smart Cycling programs are recognized as the standard for bicycle safety education, and includes a variety of courses that serve young cyclists, recreational riders, and everyone up to experienced commuters. Successful operation of the program is dependent on the presence of local instructors. A critical part of the program is training of instructors through the League Certification process. In this process, cyclists complete both prerequisite courses and a three-day course conducted by a specially trained instructor. Successful completion and passing written and on-road evaluations qualifies individuals as League Cycling Instructors (LCI), who are then authorized to provide training to other cyclists. In addition to a cadre of instructors, a successful training program requires marketing and placement to match instructors with demand from schools, corporations, and other organizations. Bike Walk Wichita (www.bikewalkwichita.org) offers a variety of Smart Cycling classes and promotional efforts. Working with this metropolitan advocacy organization to train LCI's to serve the Park City area and expand class opportunities here would help expand bicycle use and safety.

Develop and implement bicycle education programs

for kids. Young bicyclists perceive the riding environment differently from adults, and obviously have neither the visual perspective nor experiences of older riders. Schools and safety groups often offer "bike rodeos" which may or may not address the skills of riding even on local streets. The LAB's Smart Cycling program has a specific track that addresses these issues and skills, and they should be incorporated into these more frequently offered safety events.

ENCOURAGEMENT

Encouragement is about making a concerted effort to demonstrate to residents that Park City should be a place where people feel comfortable walking and riding their bikes around town. Encouragement initiatives include things like bike rodeos, walking school buses, and fun community events oriented around walking and biking. Areas considered under this element include:

- Programming such as Bike Month and Bike to Work Week events.
- Community and county bike maps and route finding signs.
- Community bike rides and commuter incentive programs.



The LAB's Quick Guides are part of the League's Smart Cycling program and an excellent introduction to safe bicycling practices for people of all ages.

- Safe Routes to School programs.
- Promotion of cycling or a cycling culture through off-road facilities, events and competitions at the BMX facility at McLean Park, and road and mountain bicycling clubs.

Events

Expand participation in pedestrian and bicycle transportation through programs that engage corporations in competitions and fun. These programs track participation by number of trips and miles traveled during a multiple-month period, and give awards to winners at an event at the end of the period.

Institute a Bike/Walk Month celebration. Bike month events typically occur during May, and can involve a variety of activities, including short rides led by the mayor or other public officials, clinics on subjects such as riding technique and bicycle repair, special tour events, screenings of bicycle-related movies, and other programs.

Organize special rides that are within the capabilities of a broad range of riders and encourage family participation. Many community rides and benefits have different lengths and routes to appeal to all ages. These events build interest, and make cycling comfortable and attractive to more people.

Implement a bicycle ambassador program in middle and high schools. Ambassadors are students with a special interest in bicycling who share that interest with their peers.

Bicycle Friendly Businesses

Encourage local businesses and employers to participate in the League of American Bicyclists Bicycle Friendly Business (BFB) program. The program recognizes businesses that both

encourage their employees to use bicycles for transportation and provides special services and discounts to customers who walk or bike to their establishments. In Oregon, BFB programs have been very effective at promoting bicycle tourism along its Active Bikeways system.

Walking School Bus

Institute a walking school bus program at the elementary school. Several Kansas communities operate successful walking school bus programs. As defined by the National Center for Safe Routes to Schools, "a walking school bus is a group of children walking to school with one or more adults. It can be as informal as two families taking turns walking their children to school to as structured as a route with meeting points, a timetable and a regularly rotated schedule of trained volunteers." Hoisington has an especially effective program, and the idea could be highly relevant to Park City where kids walking to school often must cross 61st Street on their way to Chisholm Trail School.

ENFORCEMENT

Enforcement is a unfortunately a necessary component of an active transportation system. An effective enforcement system establishes expectations for the behavior of walkers, bicyclists, and motorists (for how they behave around the aforementioned). Typically, enforcement initiatives should begin as education (walker, bicyclist, law enforcement, and motorists) before implementing warnings and eventually citations when necessary. Items considered under enforcement include:

- Liaisons between the law enforcement and cycling communities.
- Presence of bicycle divisions of the law enforcement or public safety communities.
- Targeted enforcement to encourage cyclists and motorists to share the road safely.
- Existence of bicycling related laws such as those requiring helmets or the use of sidepaths.
- Involve a Police Department or Sheriff's Office representative in bike education efforts, and other aspects of the active transportation program. Police participation adds a critical perspective to facility and safety program planning and implementation.
- Enforce bicycle laws for both motorists and bicyclists

All users of the road have responsibilities to each other. Effective enforcement begins with police officers being completely familiar with legal rights and responsibilities of cyclists. But bicyclists must not have free passes to disobey traffic laws, and irresponsible riders often create backlash against all. Enforcement for all users leads to better, safer

behavior and greater predictability and cooperation by all.

At the state level, Kansas has made two major statutory steps to become more friendly to bicyclists: the 3-foot separation requirement for motorists passing bicycles, and the Dead Red law, permitting bicyclists and motorcyclists to go through red signals that do not detect their presence. Barton County has installed signs advising motorists of the 3-foot legislation. This could be especially helpful on rural appearing roads like Broadway north of 69th or Hydraulic Avenue with narrow shoulders.

EVALUATION

Evaluation is about setting goals, keeping track of performance, and using the information to make decisions about future initiatives. For example, it might make sense to track bicycle and pedestrian use on various streets to quantify the value of the improvement as a quality of life amenity or the potential economic value that trail users could bring to businesses. Items considered under the evaluation component include:

- Measuring the amount of walking and cycling taking place in the community.
- Tabulating crash and fatality rates, and ways that the community works to improve these numbers.
- Maintaining and implementing the active transportation plan.
- **Create a local advisory committee to work with city government and police to evaluate the impact and effectiveness of programs and activities.** This committee should include representatives of the senior community to consider different types of mobility devices such as scooters, as well as pedestrian and bicycle interests. Good evaluation information measures the effectiveness of the program and informs adjustments and improvements.
- **Complete periodic surveys of system users, monitoring customer satisfaction and recommendations.** The good response to the survey in Chapter Two indicates a large and committed constituency that is a great source of information and input. In addition to being an excellent measure of user satisfaction and recommendations for improvement, surveys keep the bicycle community actively engaged in the process of improving pedestrian and bicycle transportation in Park City.

DEVELOPMENT REGULATIONS

While the Park City network is intended to be highly strategic in order to avoid building unnecessary facilities, it entails significant investment over the years. Part of this is related to the city's overall lack of sidewalks and other pedestrian

facilities. The city now faces the problem of making up for lost time and trying to catch up with current demands for safety and comfortable walking and biking environments.

To avoid this problem in the future, the city should undertake an analysis of its development regulations, including zoning and subdivision regulations, and provide new requirements that increase access for pedestrians. Some directions include:

- Providing sidewalks in new residential and commercial developments. These are far easier to build at the front end than to assess homeowners after the fact. Many cities require sidewalks on one or both sides of all residential streets and this is certainly preferable. At the least, all developments should provide a sidewalk plan including financing to create a strategic network that provides access for pedestrians through throughout the project. This may be accomplished through alternate off-street paths that move people throughout a new neighborhood. The nearby Marblefalls development in Wichita does this very well.
- Including connections to adjacent public trails and greenways. and reserving greenway right of way consistent with this plan. Studies have shown the economic and marketing benefits of providing greenways and trail access in residential development.
- Requiring commercial site plans to provide clear and safe access from public sidewalks to the primary entrance of a retail businesses.
- Maintaining good street connectivity in new residential developments to provide people with good internal routes to all parts of a development.



Paths in the adjacent Marblefalls development create an excellent alternative to sidewalks and lead to major community features like the neighborhood park.



Walmart in Englewood, CO illustrates a clear and safe path from sidewalk to the front door of the store.



For the kids...



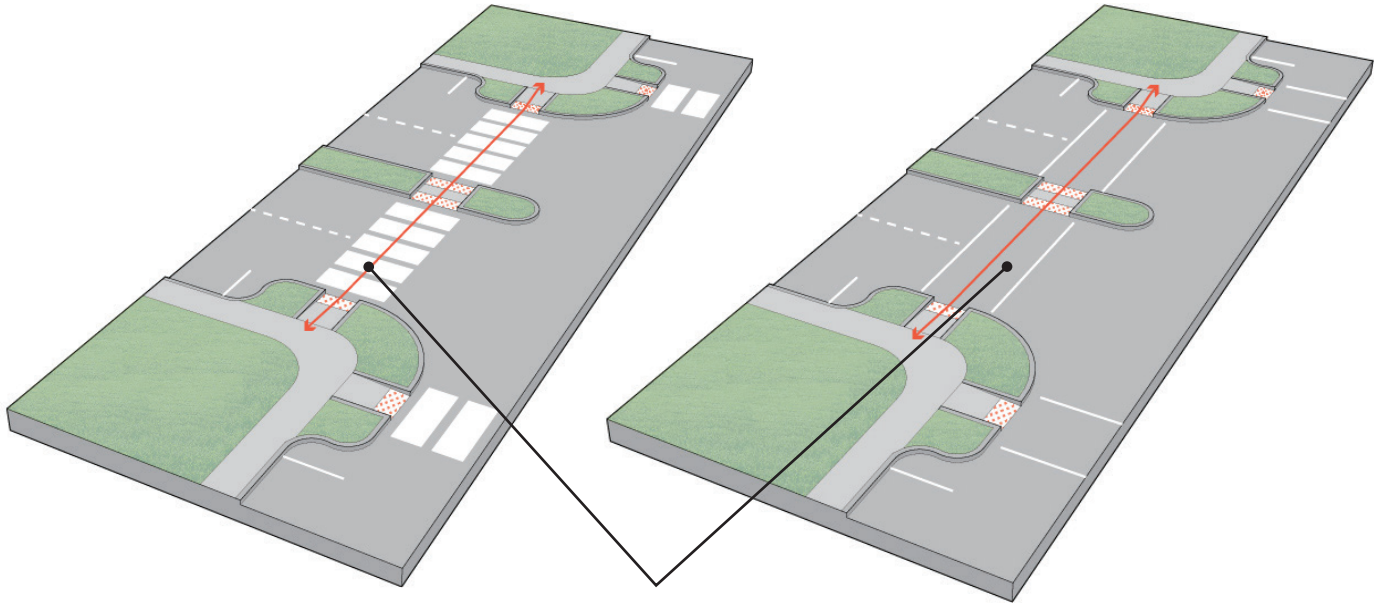
APPENDIX ONE

PEDESTRIAN DESIGN GUIDANCE



CROSSWALKS

Medians and Pedestrian Refuge Islands. Medians and pedestrian refuge islands at street crossings shall be cut through level with the street or comply with the curb ramp requirements. The clear width of pedestrian access routes within medians and pedestrian refuge islands shall be a minimum 5.0 feet. If a raised median is not wider than 6 feet, it is recommended the nose not be placed in the pedestrian street crossing. Source: Iowa State University Institute for Transportation, *Iowa Statewide Urban Design and Specifications (SUDAS) Chapter 12 Section 12A-2.*



Continental (Ladder) Crosswalk Striping vs Transverse (Parallel) Striping. Ladder striping greatly improves visibility to motorists and pedestrians.



4-Lane Road with Refuge - River Drive in Davenport, IA



Effective use of Yellow Continental Striping - Santa Monica, CA



Parallel Line Simulation

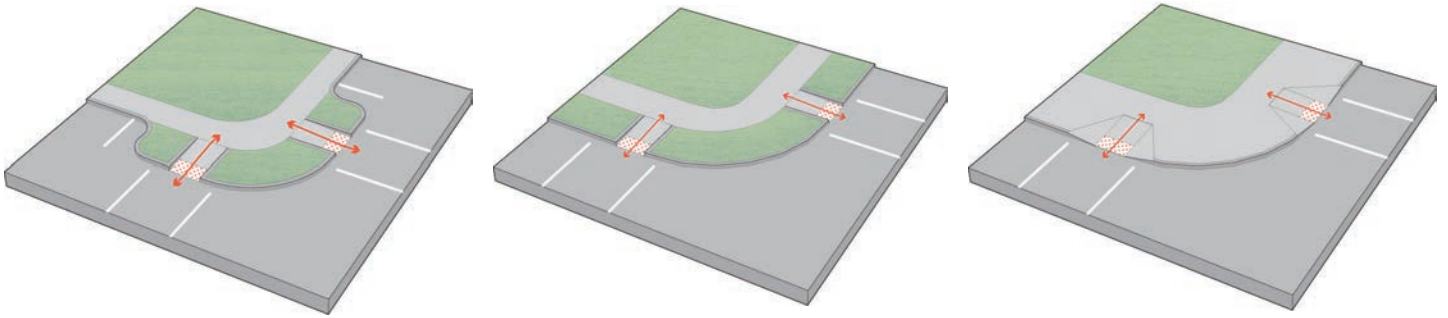


Ladder Crossing Simulation

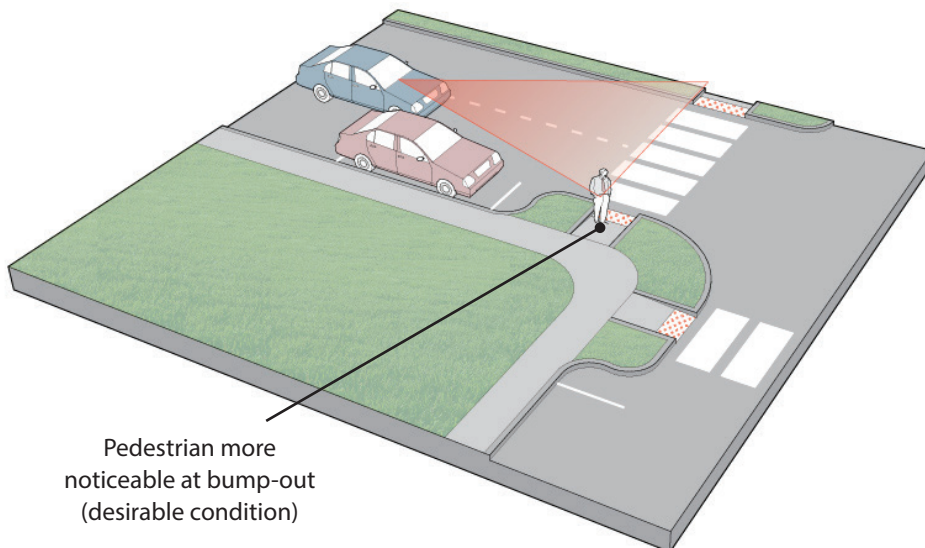
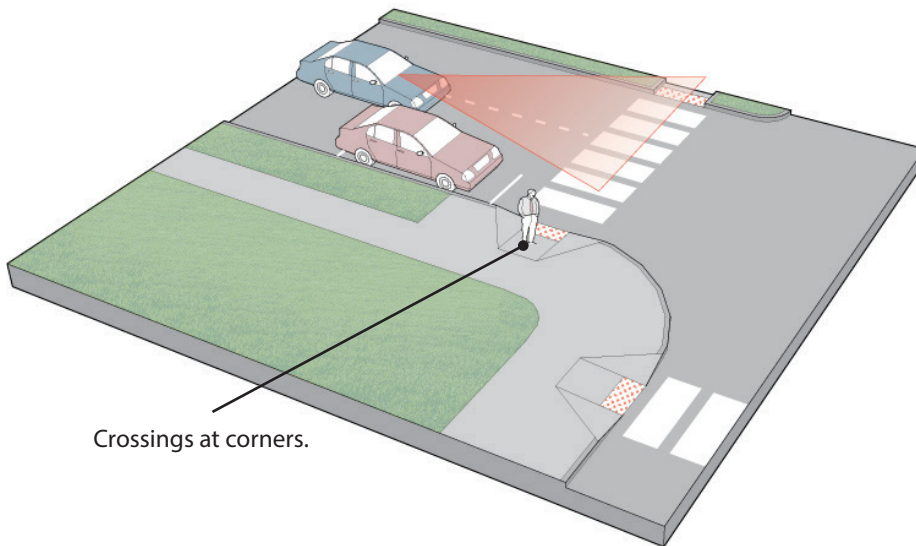
CORNER CROSSINGS

Crossing Locations. Awareness between drivers and pedestrians increase with improved visibility. Crossing should be located near the intersection. The illustrations above show desirable alignments for pedestrian crossings.

Therefore, curb ramps and pedestrian street crossings should be located as close to the edge of the adjacent traveled lane as practical. Where a stop sign or yield sign is provided, MUTCD requires the pedestrian street crossing, whether marked or unmarked, be located a minimum of 4 feet from the sign, between the sign and the intersection. It is recommended stop and yield signs be located no greater than 30 feet from the edge of the intersecting roadway; however, MUTCD allows up to 50 feet. Consult MUTCD for placement of curb ramps and pedestrian street crossings at signalized intersections (SUDAS Chapter 12 Section 12A-2).



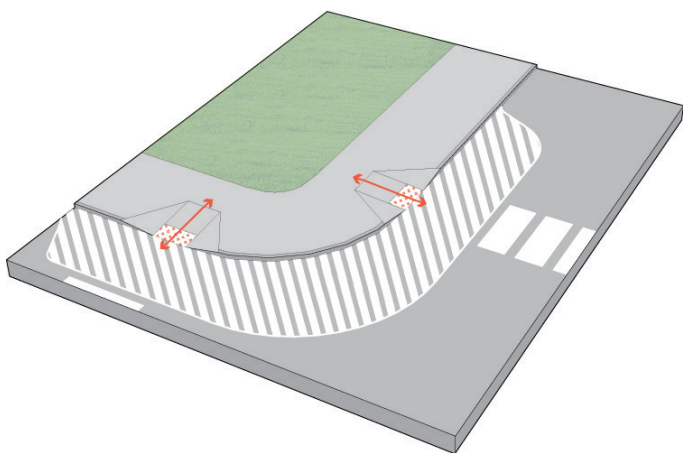
Preferred directional ramps



CORNERS

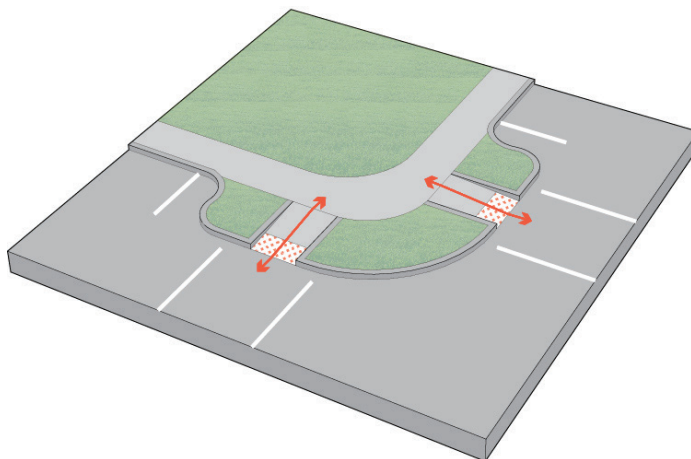
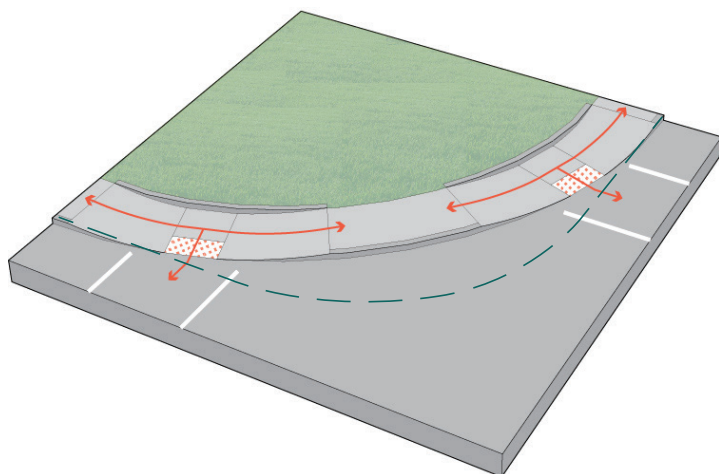
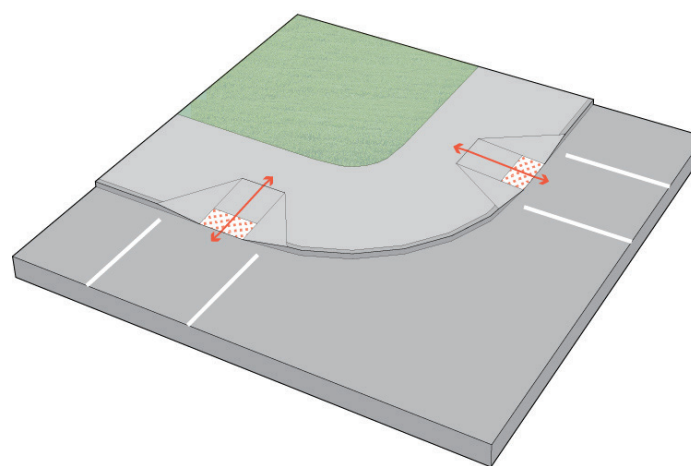
Corner Radius

A tighter corner radius slows down the motorist when turning, while a broader radius encourages motorists to move faster through the intersection. The design of the corner improves the mobility of motorists at the cost of reducing safety for the pedestrian. Both practices to the right are acceptable. However, a tighter radius is preferred for pedestrian safety.

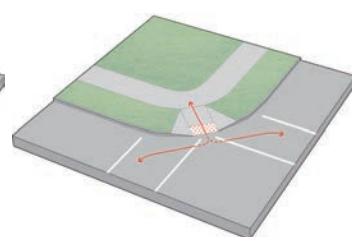
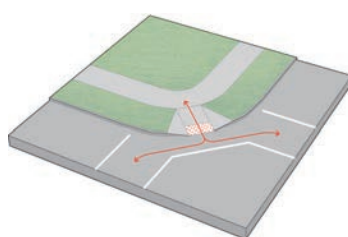
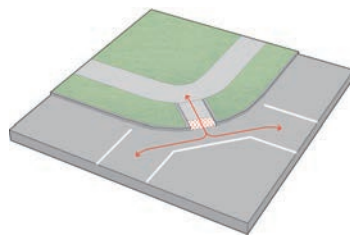
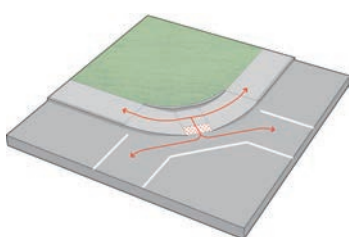


Bump-Outs

Bump-outs calm traffic, protect the edge of diagonal parking, and make streets more crossable for pedestrians. Bump-outs may include planting beds, including tree planting, paving, and street furniture. The nodes may also include interpretive graphics and public art.



Undesirable Practices. Intersection design should avoid directing pedestrians into the center of the intersection.

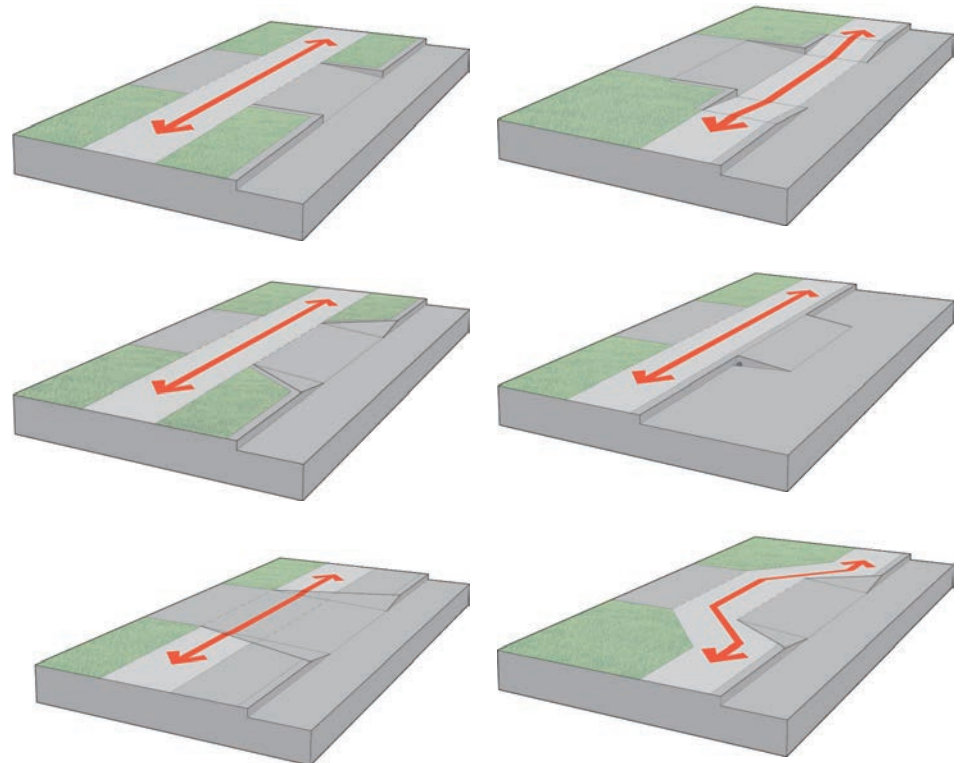
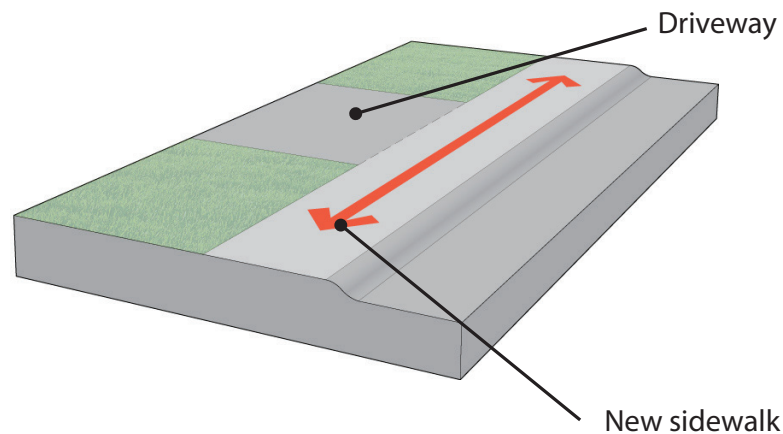


SIDEWALK DESIGN AND DRIVEWAY CUTS

Sidewalks in existing neighborhoods should provide continuous access. Driveway cuts can interrupt sidewalk continuity, so the relationship and transition from sidewalk to driveway should be as seamless as possible. Sidewalks should be flush with the driveway and allow the pedestrian to walk on an unobstructed path.

The figures on this page identify typical points of junction between sidewalks and driveways. Typical features include:

- **Consistent Setback.** Preferably, sidewalks are setback from the curb to (1) allow for space to plant trees and (2) prevent snow from being plowed from the street to the sidewalks. Sidewalks may meander, however subtly.
- **Width.** Sidewalk widths should be consistent throughout neighborhoods and be a minimum of 4 feet (desirably 5 feet)
- **Material.** Sidewalks should be constructed of concrete. Pavers and stones are irregular and do not provide a consistent surface.
- **Maintenance.** Property owners are responsible for keeping sidewalks clean and free of snow. However, shared use paths that are part of the active transportation system are typically cleared by cities as part as their normal snow clearance program.



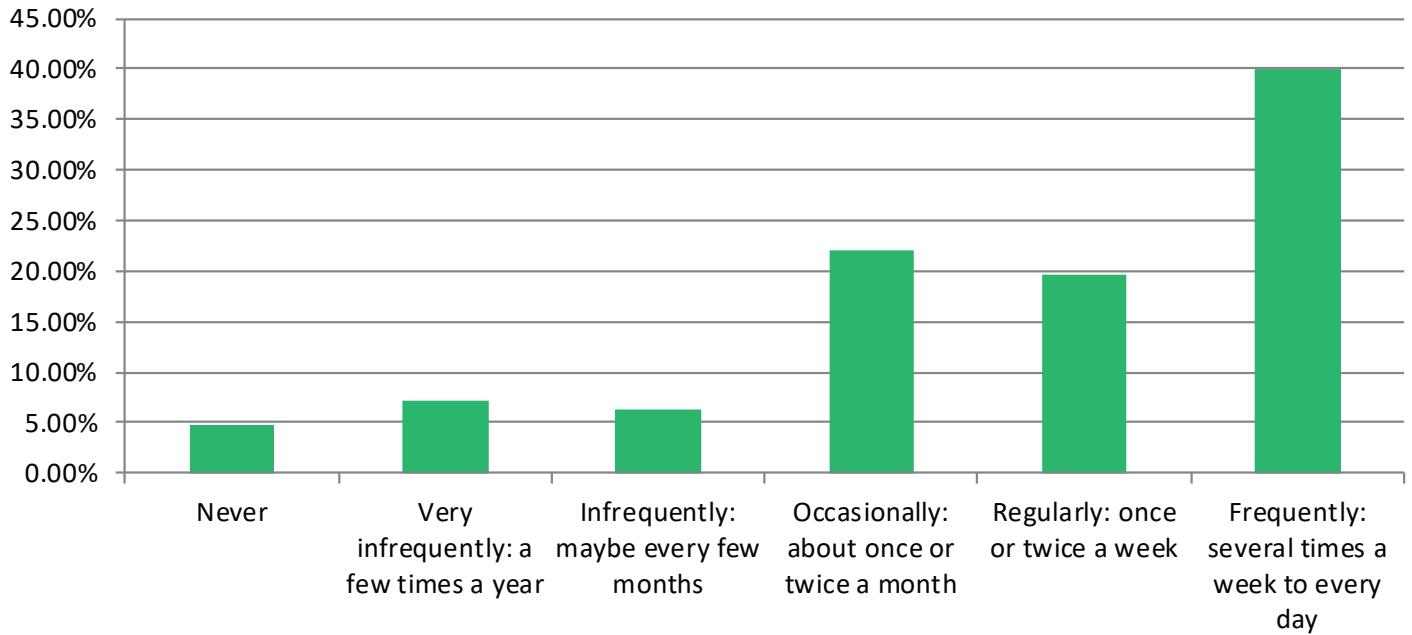


APPENDIX TWO

COMMUNITY SURVEY RESULTS

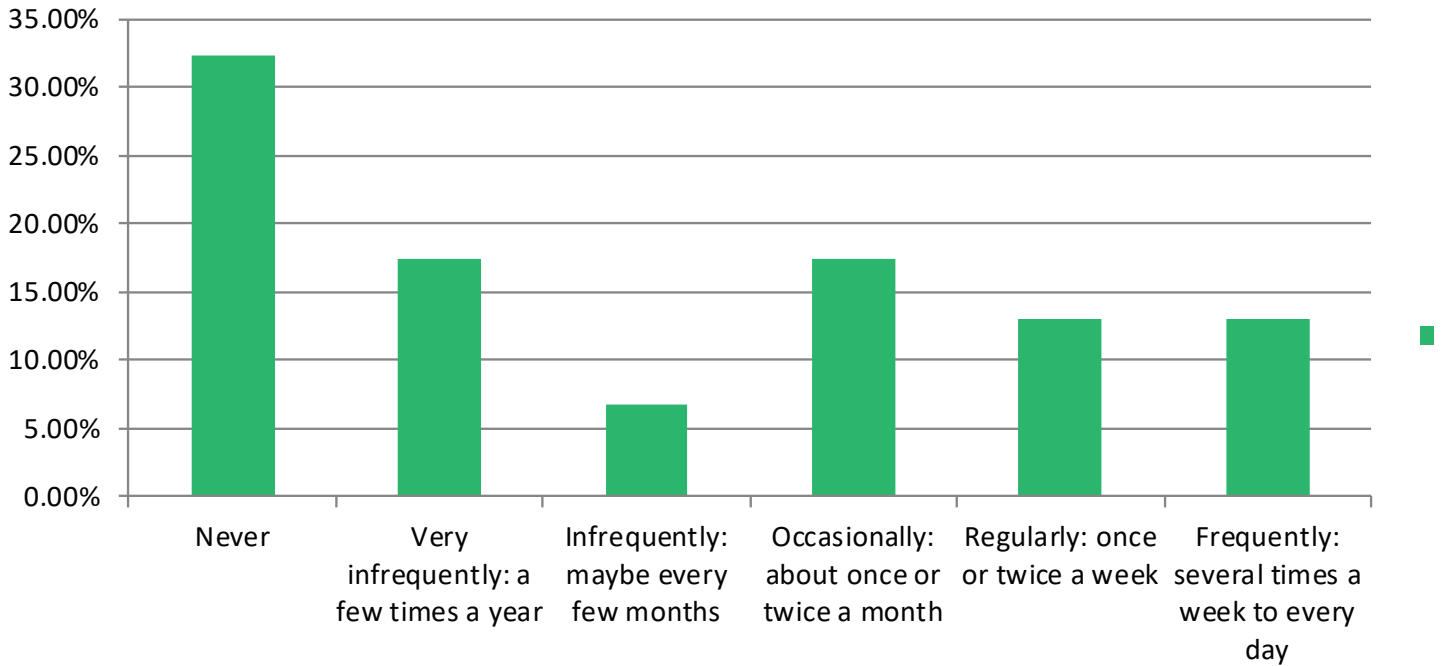


How often do you WALK for enjoyment or travel to destinations?



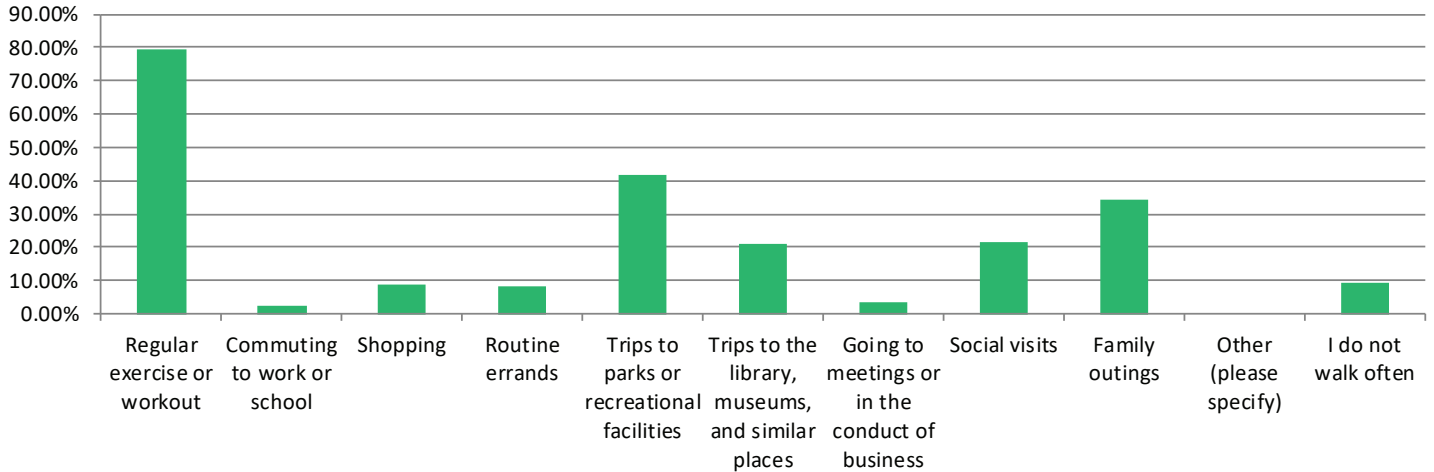
Answer Choices	Responses	
Never	4.81%	10
Very infrequently: a few times a year	7.21%	15
Infrequently: maybe every few months	6.25%	13
Occasionally: about once or twice a month	22.12%	46
Regularly: once or twice a week	19.71%	41
Frequently: several times a week to every day	39.90%	83
	Answered	208
	Skipped	0

How often do you ride a BICYCLE for enjoyment or travel to destinations?



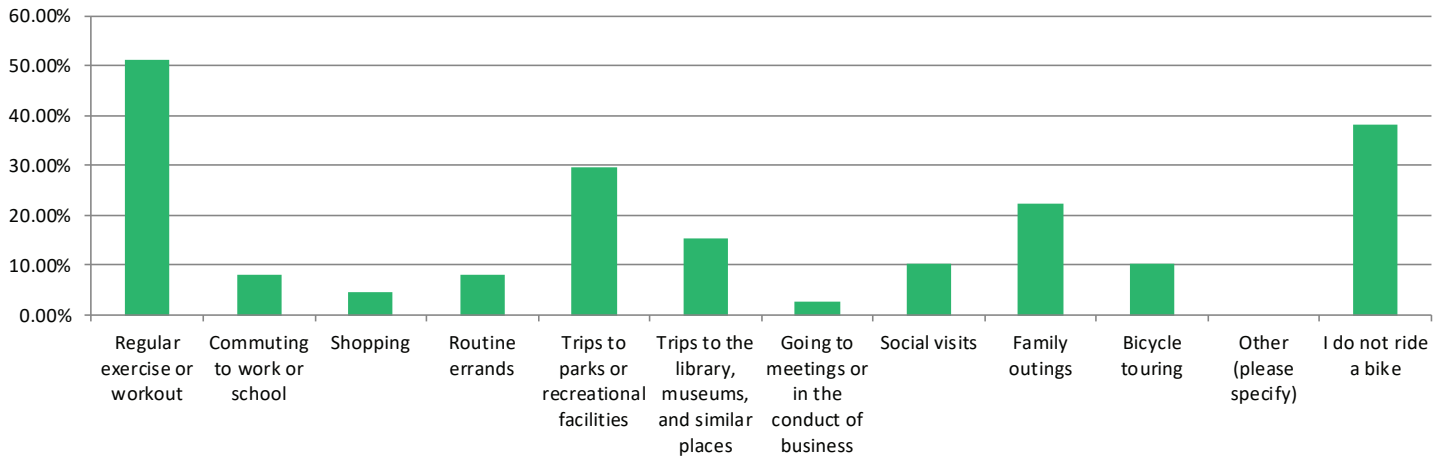
Answer Choices	Responses	
Never	32.37%	67
Very infrequently: a few times a year	17.39%	36
Infrequently: maybe every few months	6.76%	14
Occasionally: about once or twice a month	17.39%	36
Regularly: once or twice a week	13.04%	27
Frequently: several times a week to every day	13.04%	27
	Answered	207

If you WALK, which of the following describes why you walk. Check all those that apply.



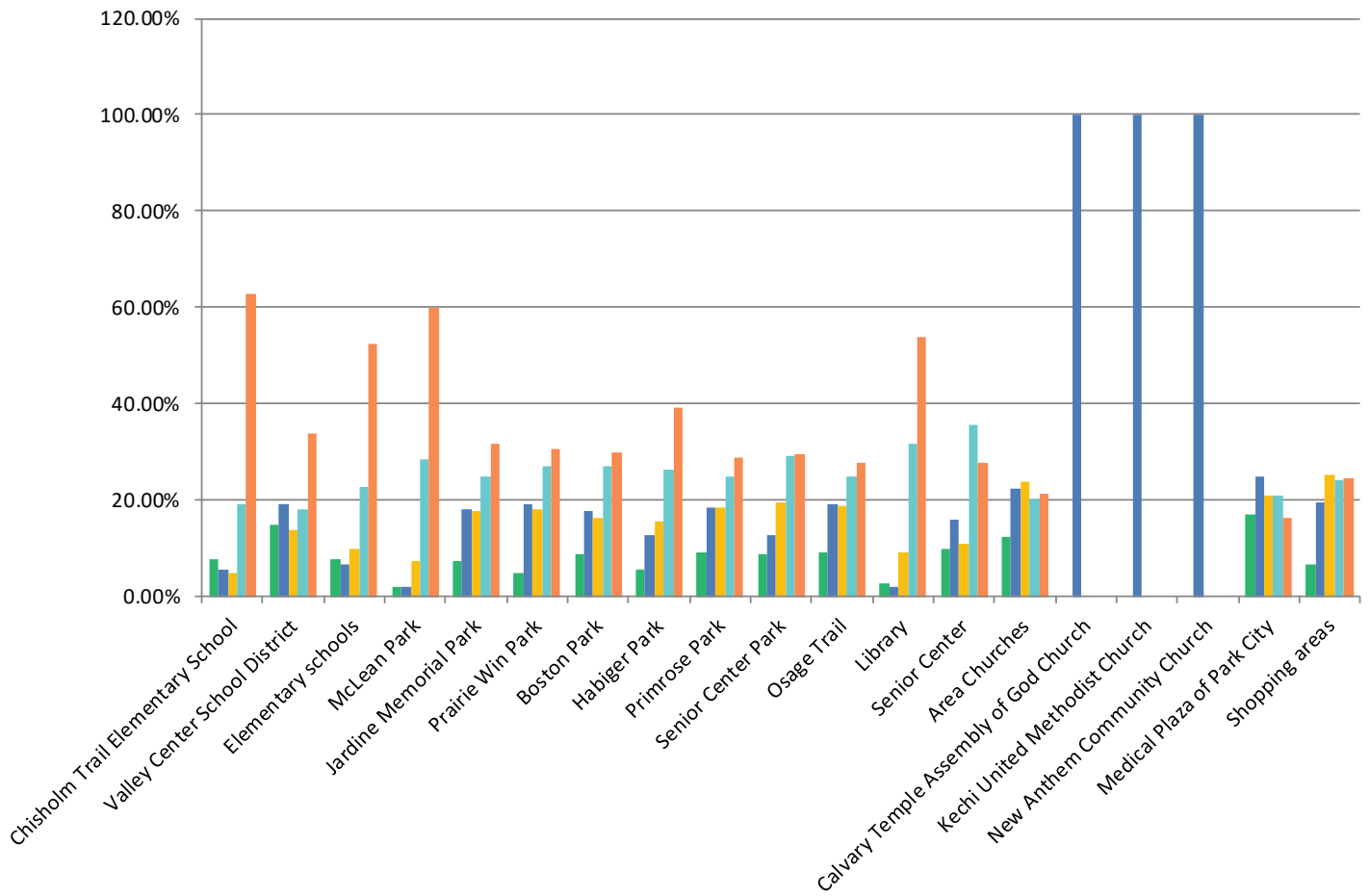
Answer Choices	Responses	
Regular exercise or workout	79.50%	159
Commuting to work or school	2.50%	5
Shopping	9.00%	18
Routine errands	8.00%	16
Trips to parks or recreational facilities	41.50%	83
Trips to the library, museums, and similar places	21.00%	42
Going to meetings or in the conduct of business	3.50%	7
Social visits	21.50%	43
Family outings	34.00%	68
Other (please specify)	0.00%	0
I do not walk often	9.50%	19
Other (please specify)		11
	Answered	200

If you ride a BIKE, which of the following describes why you use it. Check all those that apply.



Answer Choices	Responses	
	Percentage	Count
Regular exercise or workout	51.02%	100
Commuting to work or school	8.16%	16
Shopping	4.59%	9
Routine errands	8.16%	16
Trips to parks or recreational facilities	29.59%	58
Trips to the library, museums, and similar places	15.31%	30
Going to meetings or in the conduct of business	2.55%	5
Social visits	10.20%	20
Family outings	22.45%	44
Bicycle touring	10.20%	20
Other (please specify)	0.00%	0
I do not ride a bike	38.27%	75
Other (please specify)		4

Please rate how important you think good bicycle and/or pedestrian access is to each of the following destinations or groups of destinations.



- Unimportant destination
- Neutral
- Moderately important
- Important
- Very important destination

Please rate how important you think good bicycle and/or pedestrian access is to each of the following destinations or groups of destinations.

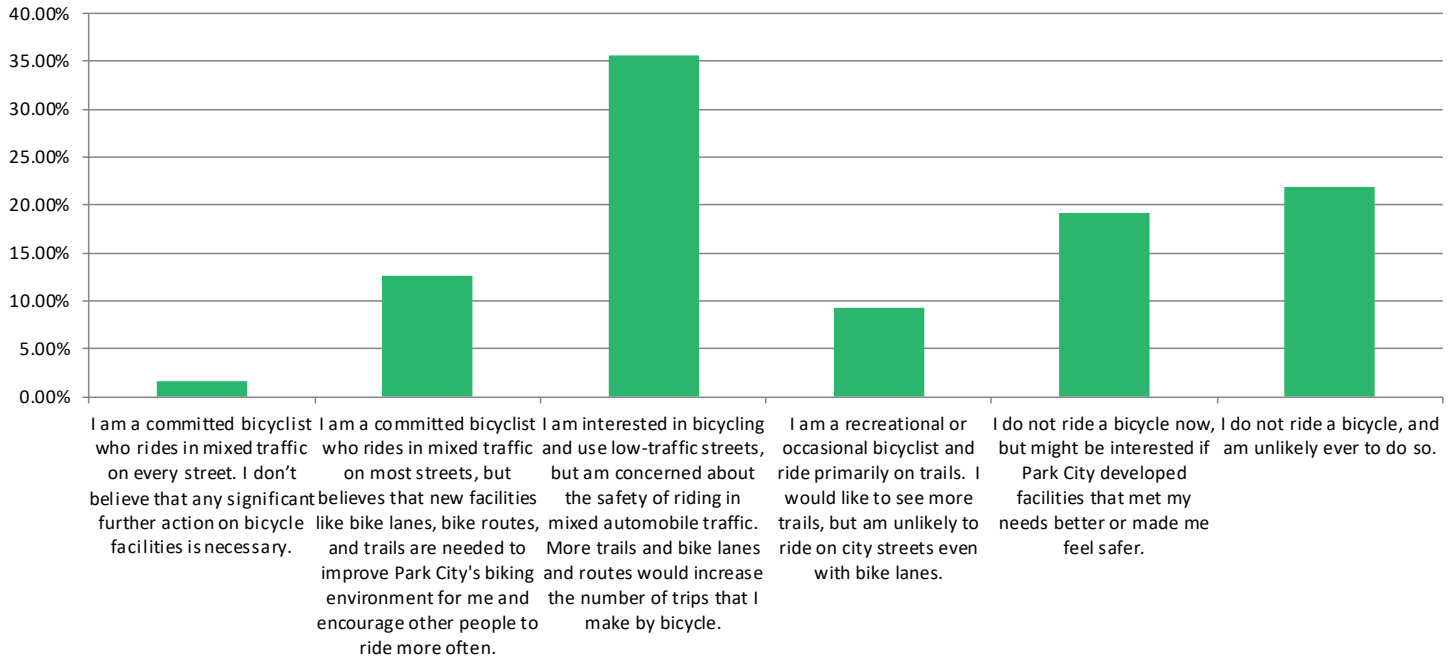
	Unimportant destination		Neutral		Moderately important		Important		Very important destination		Total
	%	Count	%	Count	%	Count	%	Count	%	Count	
Chisholm Trail Elementary School	7.69%	14	5.49%	10	4.95%	9	19.23%	35	62.64%	114	182
Valley Center School District	14.92%	27	19.34%	35	13.81%	25	18.23%	33	33.70%	61	181
Elementary schools	7.82%	14	6.70%	12	10.06%	18	22.91%	41	52.51%	94	179
McLean Park	2.14%	4	2.14%	4	7.49%	14	28.34%	53	59.89%	112	187
Jardine Memorial Park	7.39%	13	18.18%	32	17.61%	31	25.00%	44	31.82%	56	176
Prairie Win Park	5.08%	9	19.21%	34	18.08%	32	27.12%	48	30.51%	54	177
Boston Park	8.67%	15	17.92%	31	16.18%	28	27.17%	47	30.06%	52	173
Habiger Park	5.62%	10	12.92%	23	15.73%	28	26.40%	47	39.33%	70	178
Primrose Park	9.04%	16	18.64%	33	18.64%	33	24.86%	44	28.81%	51	177
Senior Center Park	8.94%	16	12.85%	23	19.55%	35	29.05%	52	29.61%	53	179
Osage Trail	9.09%	16	19.32%	34	18.75%	33	25.00%	44	27.84%	49	176
Library	2.70%	5	2.16%	4	9.19%	17	31.89%	59	54.05%	100	185
Senior Center	9.84%	18	15.85%	29	10.93%	20	35.52%	65	27.87%	51	183
Area Churches	12.29%	22	22.35%	40	24.02%	43	20.11%	36	21.23%	38	179
Calvary Temple Assembly of God Church	0.00%	0	100.00%	1	0.00%	0	0.00%	0	0.00%	0	1
Kechi United Methodist Church	0.00%	0	100.00%	1	0.00%	0	0.00%	0	0.00%	0	1
New Anthem Community Church	0.00%	0	100.00%	1	0.00%	0	0.00%	0	0.00%	0	1
Medical Plaza of Park City	16.95%	30	24.86%	44	20.90%	37	20.90%	37	16.38%	29	177
Shopping areas	6.56%	12	19.67%	36	25.14%	46	24.04%	44	24.59%	45	183
Other (please specify)											19
									Answered		189

Which of the following best describes you as a PEDESTRIAN?



Answer Choices	Responses	
I am a confident pedestrian who will walk/run any route. I don't believe that any significant further action on pedestrian facilities is necessary.	4.21%	8
I am a confident pedestrian who will walk/run any route, but believes that new facilities like sidewalks and trails are needed to improve Park City's pedestrian environment for me and encourage other people to walk/run more often.	35.26%	67
I am interested in walking/running more often, but am concerned about the safety along busy streets. More sidewalks (or replacing damaged/missing walks) and trails would increase the amount of trips that I make by foot.	48.95%	93
I am a recreational or occasional walker/runner and travel primarily on trails. I would like to see more trails, but am unlikely to walk/run on city streets even with sidewalks.	3.68%	7
I do not ride a walk/run now, but might be interested if Park City developed facilities that met my needs better or made me feel safer.	5.26%	10
I do not walk/run, and am unlikely ever to do so.	2.63%	5
Answered		190
Skipped		18

Which of the following best describes you as a BICYCLIST?

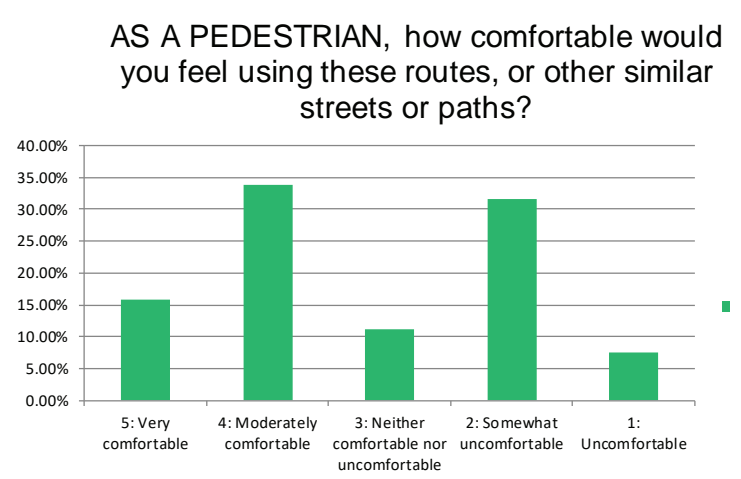
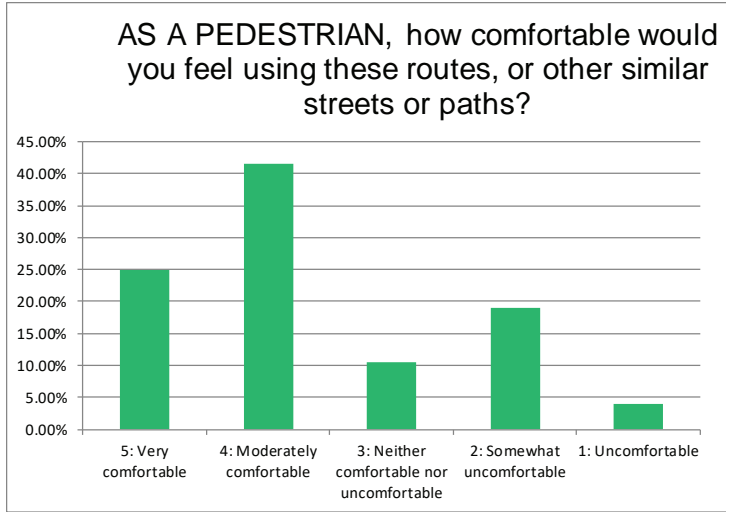


Answer Choices	Responses	
I am a committed bicyclist who rides in mixed traffic on every street. I don't believe that any significant further action on bicycle facilities is necessary.	1.64%	3
I am a committed bicyclist who rides in mixed traffic on most streets, but believes that new facilities like bike lanes, bike routes, and trails are needed to improve Park City's biking environment for me and encourage other people to ride more often.	12.57%	23
I am interested in bicycling and use low-traffic streets, but am concerned about the safety of riding in mixed automobile traffic. More trails and bike lanes and routes would increase the number of trips that I make by bicycle.	35.52%	65
I am a recreational or occasional bicyclist and ride primarily on trails. I would like to see more trails, but am unlikely to ride on city streets even with bike lanes.	9.29%	17
I do not ride a bicycle now, but might be interested if Park City developed facilities that met my needs better or made me feel safer.	19.13%	35
I do not ride a bicycle, and am unlikely ever to do so.	21.86%	40
Answered		183
Skipped		25

PEDESTRIAN | How effective do you believe each of the following improvements would be in improving Park City's pedestrian environment?

	1: Completely ineffective		2: Relatively ineffective		3: Neutral, might help somewhat		4: Effective		5: Very effective		Total
Better project design	2.27%	4	1.70%	3	19.89%	35	43.75%	77	32.39%	57	176
Wayfinding and directional signs	4.55%	8	7.95%	14	30.68%	54	39.20%	69	17.61%	31	176
More community walking events	6.21%	11	8.47%	15	30.51%	54	36.16%	64	18.64%	33	177
More trail development	2.82%	5	1.69%	3	11.30%	20	37.29%	66	46.89%	83	177
More enforcement of traffic laws	6.90%	12	13.22%	23	39.66%	69	21.84%	38	18.39%	32	174
Better markings at crosswalks	3.93%	7	8.43%	15	35.96%	64	31.46%	56	20.22%	36	178
Better design of sidewalk ramps at intersections	3.35%	6	3.35%	6	33.52%	60	34.64%	62	25.14%	45	179
Countdown crossing signals	5.62%	10	3.93%	7	38.20%	68	33.71%	60	18.54%	33	178
Better crossings at major streets	3.39%	6	1.69%	3	19.77%	35	38.98%	69	36.16%	64	177
More safe routes to school activities	2.82%	5	1.69%	3	13.56%	24	32.20%	57	49.72%	88	177
Constructing sidewalks on at least one side of all major streets	2.27%	4	2.27%	4	4.55%	8	30.11%	53	60.80%	107	176
Constructing sidewalks on other streets that have a lot of pedestrian use	2.25%	4	1.69%	3	6.74%	12	39.33%	70	50.00%	89	178
Providing sidewalks on at least one side of the street for a specific area around schools	2.27%	4	2.27%	4	8.52%	15	28.41%	50	58.52%	103	176
Sidewalks within residential areas	2.81%	5	7.30%	13	25.84%	46	26.40%	47	37.64%	67	178
Programs to encourage walking to school for kids within ½ mile of school	3.41%	6	3.98%	7	26.70%	47	25.57%	45	40.34%	71	176
Sidewalk requirements for new development areas	3.93%	7	0.56%	1	20.79%	37	34.27%	61	40.45%	72	178
Providing pedestrian paths within retail developments	3.41%	6	4.55%	8	22.73%	40	38.07%	67	31.25%	55	176
Providing protected area for pedestrians at crossings of wide streets	2.26%	4	1.13%	2	19.77%	35	39.55%	70	37.29%	66	177
Installing pedestrian crossing signals at school crossings and other important locations	3.41%	6	1.70%	3	14.20%	25	31.25%	55	49.43%	87	176
Other (please specify)											11
									Answered		181
									Skipped		27

BICYCLE How effective do you believe each of the following improvements would be in increasing bicycling for transportation in Park City?	1: Completely ineffective		2: Relatively ineffective		3: Neutral, might help somewhat		4: Effective		5: Very effective		Total
	%	Count	%	Count	%	Count	%	Count	%	Count	
More safe routes to schools projects and activities	5.81%	9	1.29%	2	14.84%	23	29.68%	46	48.39%	75	155
More trail development	3.14%	5	1.89%	3	16.98%	27	37.11%	59	40.88%	65	159
Widened sidewalks or paths along major streets	3.80%	6	6.96%	11	14.56%	23	35.44%	56	39.24%	62	158
Bike safety activities designed for kids	3.87%	6	2.58%	4	20.00%	31	40.00%	62	33.55%	52	155
Bike lanes buffered from moving traffic	6.92%	11	8.18%	13	22.01%	35	35.85%	57	27.04%	43	159
Bike lanes	8.28%	13	7.64%	12	24.20%	38	33.76%	53	26.11%	41	157
Better sidewalk ramps at intersections	3.85%	6	5.77%	9	28.21%	44	37.82%	59	24.36%	38	156
Better crossings / intersection control of major streets	3.90%	6	5.19%	8	27.92%	43	38.96%	60	24.03%	37	154
A system of designated on-street bicycle routes that lead to important destinations	5.77%	9	7.05%	11	26.92%	42	37.82%	59	22.44%	35	156
Better development project design that encourages bicycle access	5.10%	8	7.64%	12	29.30%	46	36.31%	57	21.66%	34	157
Count down crossing signals	5.84%	9	6.49%	10	36.36%	56	30.52%	47	20.78%	32	154
Enforcement of laws that protect vulnerable road users, such as minimum passing distance laws	7.10%	11	11.61%	18	32.26%	50	28.39%	44	20.65%	32	155
Improved bicycle safety and education activities	6.37%	10	10.19%	16	31.85%	50	31.21%	49	20.38%	32	157
Better pavement markings at intersections	3.85%	6	9.62%	15	28.21%	44	38.46%	60	19.87%	31	156
A strong bicycle advocacy organization	11.04%	17	9.74%	15	33.77%	52	25.97%	40	19.48%	30	154
More enforcement of traffic laws	7.19%	11	10.46%	16	45.75%	70	19.61%	30	16.99%	26	153
Better motorist education programs	8.97%	14	16.03%	25	39.74%	62	18.59%	29	16.67%	26	156
More bicycle parking in strategic locations	4.43%	7	6.33%	10	35.44%	56	37.34%	59	16.46%	26	158
Challenges and promotions for bicycle commuters	8.44%	13	8.44%	13	33.77%	52	33.12%	51	16.23%	25	154
More special events, such as benefit rides	8.92%	14	7.01%	11	29.94%	47	38.22%	60	15.92%	25	157
Posting "Bicyclists May Use Full Lane" signs	11.46%	18	11.46%	18	40.13%	63	21.66%	34	15.29%	24	157



AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	5.33%	9
4: Moderately comfortable	13.61%	23
3: Neither comfortable nor uncomfortable	9.47%	16
2: Somewhat uncomfortable	33.73%	57
1: Uncomfortable	37.87%	64
	Answered	169
	Skipped	39

AS A BICYCLIST, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Re-sponses	
5: Very comfortable	4.40%	7
4: Moderately comfortable	12.58%	20
3: Neither comfortable nor uncomfortable	15.09%	24
2: Somewhat uncomfortable	32.08%	51
1: Uncomfortable	35.85%	57
	An-swered	159
	Skipped	49



AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	19.28%	32
4: Moderately comfortable	30.72%	51
3: Neither comfortable nor uncomfortable	11.45%	19
2: Somewhat uncomfortable	21.08%	35
1: Uncomfortable	17.47%	29
	Answered	166
	Skipped	42

AS A BICYCLIST, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	15.09%	24
4: Moderately comfortable	32.08%	51
3: Neither comfortable nor uncomfortable	15.09%	24
2: Somewhat uncomfortable	22.64%	36
1: Uncomfortable	15.09%	24
	Answered	159
	Skipped	49



AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	5.33%	9
4: Moderately comfortable	13.61%	23
3: Neither comfortable nor uncomfortable	9.47%	16
2: Somewhat uncomfortable	33.73%	57
1: Uncomfortable	37.87%	64
	Answered	169
	Skipped	39

AS A BICYCLIST, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	4.40%	7
4: Moderately comfortable	12.58%	20
3: Neither comfortable nor uncomfortable	15.09%	24
2: Somewhat uncomfortable	32.08%	51
1: Uncomfortable	35.85%	57
	Answered	159
	Skipped	49



AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?		
Answer Choices	Responses	
5: Very comfortable	44.64%	75
4: Moderately comfortable	38.69%	65
3: Neither comfortable nor uncomfortable	8.93%	15
2: Somewhat uncomfortable	5.95%	10
1: Uncomfortable	1.79%	3
	Answered	168
	Skipped	40

AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?		
Answer Choices	Responses	
5: Very comfortable	10.30%	17
4: Moderately comfortable	27.27%	45
3: Neither comfortable nor uncomfortable	10.30%	17
2: Somewhat uncomfortable	32.12%	53
1: Uncomfortable	20.00%	33
	Answered	165
	Skipped	43

AS A BICYCLIST, how comfortable would you feel using these routes, or other similar streets or paths?		
Answer Choices	Responses	
5: Very comfortable	35.00%	56
4: Moderately comfortable	40.63%	65
3: Neither comfortable nor uncomfortable	13.13%	21
2: Somewhat uncomfortable	8.13%	13
1: Uncomfortable	3.13%	5
	Answered	160
	Skipped	48

AS A BICYCLIST, how comfortable would you feel using these routes, or other similar streets or paths?		
Answer Choices	Responses	
5: Very comfortable	10.69%	17
4: Moderately comfortable	15.09%	24
3: Neither comfortable nor uncomfortable	16.35%	26
2: Somewhat uncomfortable	38.36%	61
1: Uncomfortable	19.50%	31
	Answered	159
	Skipped	49



AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	4.24%	7
4: Moderately comfortable	14.55%	24
3: Neither comfortable nor uncomfortable	8.48%	14
2: Somewhat uncomfortable	24.85%	41
1: Uncomfortable	47.88%	79
	Answered	165
	Skipped	43

AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	70.30%	116
4: Moderately comfortable	23.64%	39
3: Neither comfortable nor uncomfortable	4.85%	8
2: Somewhat uncomfortable	1.21%	2
1: Uncomfortable	0.00%	0
	Answered	165
	Skipped	43

AS A BICYCLIST, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	5.03%	8
4: Moderately comfortable	15.72%	25
3: Neither comfortable nor uncomfortable	15.09%	24
2: Somewhat uncomfortable	24.53%	39
1: Uncomfortable	39.62%	63
	Answered	159
	Skipped	49



AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	20.12%	33
4: Moderately comfortable	35.98%	59
3: Neither comfortable nor uncomfortable	13.41%	22
2: Somewhat uncomfortable	23.17%	38
1: Uncomfortable	7.32%	12
	Answered	164
	Skipped	44

AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	4.27%	7
4: Moderately comfortable	15.24%	25
3: Neither comfortable nor uncomfortable	7.93%	13
2: Somewhat uncomfortable	36.59%	60
1: Uncomfortable	35.98%	59
	Answered	164
	Skipped	44

AS A BICYCLIST, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	7.01%	11
4: Moderately comfortable	18.47%	29
3: Neither comfortable nor uncomfortable	13.38%	21
2: Somewhat uncomfortable	28.66%	45
1: Uncomfortable	32.48%	51
	Answered	157
	Skipped	51



AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?		
Answer Choices	Responses	
5: Very comfortable	41.77%	66
4: Moderately comfortable	43.04%	68
3: Neither comfortable nor uncomfortable	6.96%	11
2: Somewhat uncomfortable	7.59%	12
1: Uncomfortable	0.63%	1
	Answered	158
	Skipped	50

AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?		
Answer Choices	Responses	
5: Very comfortable	54.09%	86
4: Moderately comfortable	33.96%	54
3: Neither comfortable nor uncomfortable	7.55%	12
2: Somewhat uncomfortable	4.40%	7
1: Uncomfortable	0.00%	0
	Answered	159
	Skipped	49



AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	57.96%	91
4: Moderately comfortable	28.03%	44
3: Neither comfortable nor uncomfortable	9.55%	15
2: Somewhat uncomfortable	3.82%	6
1: Uncomfortable	0.64%	1
	Answered	157
	Skipped	51

AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	47.40%	73
4: Moderately comfortable	37.01%	57
3: Neither comfortable nor uncomfortable	12.34%	19
2: Somewhat uncomfortable	3.25%	5
1: Uncomfortable	0.00%	0
	Answered	154
	Skipped	54



AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?		
Answer Choices	Responses	
5: Very comfortable	19.35%	30
4: Moderately comfortable	43.87%	68
3: Neither comfortable nor uncomfortable	17.42%	27
2: Somewhat uncomfortable	16.77%	26
1: Uncomfortable	2.58%	4
	Answered	155
	Skipped	53

AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?		
Answer Choices	Responses	
5: Very comfortable	59.09%	91
4: Moderately comfortable	29.87%	46
3: Neither comfortable nor uncomfortable	8.44%	13
2: Somewhat uncomfortable	2.60%	4
1: Uncomfortable	0.00%	0
	Answered	154
	Skipped	54

AS A BICYCLIST, how comfortable would you feel using these routes, or other similar streets or paths?		
Answer Choices	Responses	
5: Very comfortable	36.49%	54
4: Moderately comfortable	37.84%	56
3: Neither comfortable nor uncomfortable	16.89%	25
2: Somewhat uncomfortable	6.76%	10
1: Uncomfortable	2.03%	3
	Answered	148
	Skipped	60



AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	76.62%	118
4: Moderately comfortable	19.48%	30
3: Neither comfortable nor uncomfortable	2.60%	4
2: Somewhat uncomfortable	1.30%	2
1: Uncomfortable	0.00%	0
	Answered	154
	Skipped	54

AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	66.45%	103
4: Moderately comfortable	28.39%	44
3: Neither comfortable nor uncomfortable	5.16%	8
2: Somewhat uncomfortable	0.00%	0
1: Uncomfortable	0.00%	0
	Answered	155
	Skipped	53



AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	35.48%	55
4: Moderately comfortable	47.74%	74
3: Neither comfortable nor uncomfortable	9.03%	14
2: Somewhat uncomfortable	6.45%	10
1: Uncomfortable	1.29%	2
	Answered	155
	Skipped	53



AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	77.42%	120
4: Moderately comfortable	16.77%	26
3: Neither comfortable nor uncomfortable	4.52%	7
2: Somewhat uncomfortable	1.29%	2
1: Uncomfortable	0.00%	0
	Answered	155
	Skipped	53

AS A BICYCLIST, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	69.39%	102
4: Moderately comfortable	21.09%	31
3: Neither comfortable nor uncomfortable	5.44%	8
2: Somewhat uncomfortable	2.72%	4
1: Uncomfortable	1.36%	2
	Answered	147
	Skipped	61



AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?		
Answer Choices	Responses	
5: Very comfortable	61.07%	91
4: Moderately comfortable	30.20%	45
3: Neither comfortable nor uncomfortable	2.68%	4
2: Somewhat uncomfortable	5.37%	8
1: Uncomfortable	0.67%	1
	Answered	149
	Skipped	59

AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?		
Answer Choices	Responses	
5: Very comfortable	52.32%	79
4: Moderately comfortable	35.76%	54
3: Neither comfortable nor uncomfortable	7.95%	12
2: Somewhat uncomfortable	2.65%	4
1: Uncomfortable	1.32%	2
	Answered	151
	Skipped	57

AS A BICYCLIST, how comfortable would you feel using these routes, or other similar streets or paths?		
Answer Choices	Responses	
5: Very comfortable	48.95%	70
4: Moderately comfortable	33.57%	48
3: Neither comfortable nor uncomfortable	9.09%	13
2: Somewhat uncomfortable	4.20%	6
1: Uncomfortable	4.20%	6
	Answered	143
	Skipped	65



AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?		
Answer Choices	Responses	
5: Very comfortable	43.54%	64
4: Moderately comfortable	33.33%	49
3: Neither comfortable nor uncomfortable	12.24%	18
2: Somewhat uncomfortable	6.80%	10
1: Uncomfortable	4.08%	6
	Answered	147
	Skipped	61

AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?		
Answer Choices	Responses	
5: Very comfortable	76.39%	110
4: Moderately comfortable	11.81%	17
3: Neither comfortable nor uncomfortable	4.86%	7
2: Somewhat uncomfortable	4.86%	7
1: Uncomfortable	2.08%	3
	Answered	144
	Skipped	64

AS A BICYCLIST, how comfortable would you feel using these routes, or other similar streets or paths?		
Answer Choices	Responses	
5: Very comfortable	38.85%	54
4: Moderately comfortable	34.53%	48
3: Neither comfortable nor uncomfortable	15.83%	22
2: Somewhat uncomfortable	6.47%	9
1: Uncomfortable	4.32%	6
	Answered	139
	Skipped	69



AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?		
Answer Choices	Responses	
5: Very comfortable	64.34%	92
4: Moderately comfortable	14.69%	21
3: Neither comfortable nor uncomfortable	9.79%	14
2: Somewhat uncomfortable	4.90%	7
1: Uncomfortable	6.29%	9
	Answered	143
	Skipped	65

AS A BICYCLIST, how comfortable would you feel using these routes, or other similar streets or paths?		
Answer Choices	Responses	
5: Very comfortable	22.86%	32
4: Moderately comfortable	39.29%	55
3: Neither comfortable nor uncomfortable	13.57%	19
2: Somewhat uncomfortable	15.00%	21
1: Uncomfortable	9.29%	13
	Answered	140
	Skipped	68

AS A BICYCLIST, how comfortable would you feel using these routes, or other similar streets or paths?		
Answer Choices	Responses	
5: Very comfortable	71.01%	98
4: Moderately comfortable	18.84%	26
3: Neither comfortable nor uncomfortable	4.35%	6
2: Somewhat uncomfortable	1.45%	2
1: Uncomfortable	4.35%	6
	Answered	138
	Skipped	70



AS A BICYCLIST, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	65.47%	91
4: Moderately comfortable	23.02%	32
3: Neither comfortable nor uncomfortable	5.04%	7
2: Somewhat uncomfortable	2.88%	4
1: Uncomfortable	3.60%	5
	Answered	139
	Skipped	69

AS A BICYCLIST, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	31.16%	43
4: Moderately comfortable	36.96%	51
3: Neither comfortable nor uncomfortable	13.77%	19
2: Somewhat uncomfortable	9.42%	13
1: Uncomfortable	8.70%	12
	Answered	138
	Skipped	70



AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	77.78%	112
4: Moderately comfortable	11.81%	17
3: Neither comfortable nor uncomfortable	4.17%	6
2: Somewhat uncomfortable	4.86%	7
1: Uncomfortable	1.39%	2
	Answered	144
	Skipped	64

AS A PEDESTRIAN, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	32.39%	46
4: Moderately comfortable	19.01%	27
3: Neither comfortable nor uncomfortable	11.97%	17
2: Somewhat uncomfortable	16.90%	24
1: Uncomfortable	19.72%	28
	Answered	142
	Skipped	66

AS A BICYCLIST, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	80.43%	111
4: Moderately comfortable	12.32%	17
3: Neither comfortable nor uncomfortable	3.62%	5
2: Somewhat uncomfortable	2.90%	4
1: Uncomfortable	0.72%	1
	Answered	138
	Skipped	70

AS A BICYCLIST, how comfortable would you feel using these routes, or other similar streets or paths?

Answer Choices	Responses	
5: Very comfortable	7.25%	10
4: Moderately comfortable	23.19%	32
3: Neither comfortable nor uncomfortable	17.39%	24
2: Somewhat uncomfortable	32.61%	45
1: Uncomfortable	19.57%	27
	Answered	138
	Skipped	70

Do you have any other thoughts on bicycling or walking in Park City? Please comment below.

lighted paths
PLEASE do not have designated bike lanes on 61st, broadway, etc. They are very frightening in Wichita. Bicycles should wider sidewalks to ride on and that WE ALL can use. Bike lanes are a waste of money and a hazard.
Sounds like a waste of money some one rides a bike clean the city up first.dont want update get real.
As a vehicle driver, I have big concerns about being able to see a bike coming up in a bike lane I have to cross to turn.
Major need from surrounding housing to Chisholm Elementary, sidewalks/bicycle paths on both side of Hydraulic from 61st going South to 45th St as well as continued sidewalk to Heights High School w/pedestrian/bicycle crossing at 53rd St.
I do not think that this city needs anymore access to the facilities we currently have. It's not fiscally responsible for the city to spend money on things that will not increase the value of homes or businesses. None of the purposed ideas are going to attract people to move to Park City. A pool would be an attraction instead of a basketball court that no one uses.
The town needs sidewalks both for town roads and major roads that head out into the country, plain and simple. I have had a delivery driver play chicken with me while I was out jogging on Hillside southbound to 61st. While I was jogging northbound on Hydraulic to 61st, a driver heading north passed another driver heading north right as he passed me. Both situations shook me up pretty badly considering my father in law was killed years ago as he was jogging and was hit by a vehicle passing another vehicle. Please make the city safe for pedestrians!!!
Installing actual sidewalks everywhere by the elementary school would help ALOT on issues over here during school season. It would cut down on the RIDICULOUS amount of traffic every single morning and afternoon by Chisolm Trail parents because they feel like they have to drive their child to school because there are no safe routes for the kids to take to get there. It's a nightmare to live over here during school. My yard gets completely ruined because PARENTS (you would think the parents would know better but NOPE!) walk WITH their kids RIGHT TROUGH peoples yards because there are no sidewalks RIGHT BY a school. It makes no sense at all. There should be very clear, visible, bike and walking paths in all areas directly affected by traffic of a school. "Having" to (even though they are just being rude by doing so, there is absolutely nothing in the street that is going to hurt them by walking on the side of the street) walk through people's yards because there is no walking path shouldn't be an issue near a school. Also, I am a very active person and love to go on runs, bike rides, etc. and this city is lacking trails, paths, and simple sidewalks in most residential areas. The duck pond is really nice to take a run around, but wish there other amenities such as bathrooms, drinking fountains, bike repair stations, HIIT workout stations, etc. Let's make this town more active and healthy!!!! I would love to help with any planning going on.
The neighborhood streets have tons of sand built up on the side and in lower areas. It makes it hard to walk or run and could be dangerous for little ones on bicycles. It would be nice to have some street cleaners scheduled.
I'd like to see pedestrian/bike trail or sidewalk that connects Park City to Wichita trails and the nature center. Particularly along Hydraulic, Hillside and 45th street.
Better lighting and we really need to have more fog spray done so people can enjoy walking. Not everyone mows or cleans yards up so mosquitos are very bad
This is a much needed improvement to our community. Something both current and future generations could benefit from. Could also be a draw to families checking out areas to live.
There are not enough bike paths for walking or biking.

I think it is a crying shame that Park City and other places do not require sidewalks in new developments. Talk about forcing a kid to sit in front of a video game for hours rather than playing outside...
I would like to see sidewalks that allow pedestrians to walk to city hall from any neighborhood in Park City.
This survey was waaaaay longer than 15 minutes.
Education for drivers is a priority. We struggle with how to properly four way stop. Drivers fail to leave an appropriate amount of space to safely pass a bicyclist, who has equal right to use the lane.
All sidewalks need to link together. Having sidewalks on one side of the road and then on the other makes no sense.
I'm thrilled that Park City is entertaining the idea of making all of PC connected through walk ways and bike trails - it will be huge for our community.
Don't stop hinder motor vehicle traffic, enhance it with removing bike traffic on the street.
It would be nice to have more businesses to walk or ride to, not empty buildings.
I don't want a mandatory sidewalk requirement
To improve walking we really just need to have a sidewalk on at least one side of each main street. Currently, I feel limited to walking my dogs within my own neighborhood (Prairie Hills Add.) I would love to be able to walk them to a park and back. It would also be nice to be able to safely ride my bike to work (Mill-Tel inc.) Currently, I do not feel safe riding my bike on Hydraulic due to the lack of extra lanes and traffic. I don't feel that a simple "shared lane" would be sufficient as "sharing the road" is already the law. Also, since bicycles are not technically allowed on pedestrian sidewalks, I don't think a shared narrow sidewalk would be effective either. Thank you!
It needs to be more family oriented!
It would be nice if possible to have a bike path into Wichita for those who would want to ride their bikes to work.
Lower the speed limit on Grove. Daily cars drive well above the 30mph speed limit. I'm afraid to let me children play outside!
No but the children need this extremely Bad! They also need... A place to have a swimming pool for them to go to I still don't understand why the city closed that pool!!!! Please consider another one!!!
I like that there is interest in improving bike/walk paths in Park City. I would also suggest some improvements to the parks along Grove, maybe adding a park/splash pad next to the library or city building, etc. That way, we'd have a fun destination to get to using these walk/bike paths.
Clear sand on sidewalk ramp at Hydraulic and Broadbeck, Charleston. Keep city trucks off of sidewalk along Grove, they crack the sidewalk. The sidewalk along Grove street by farthest north berm needs to be moved, water sits on it. Sidewalk on 61st west of QuikTrip is very close to the road and does not have sidewalk ramps at Hway 135.
Making the city more bike friendly would encourage more local people to ride as well as bring Wichita riders to our city. We desperately need education of both motorists and riders on the laws, rules, and etiquette of sharing the road. Possible signage as well for now like 'share the road' along Broadway and Hydraulic as these are both popular bike and jogging routes.
I feel that any progress made to motivate people to walk and bicycle more would be a great improvement.
I believe getting us to Koch Industries will not only help us feel safe getting to northern parts of Wichita but also make Park City a nicer place to pick for suburb living.
I find it sad that my neighborhood of Park City (Parkview) has narrow streets, no sidewalks, and very little room to add sidewalks. All pedestrians here have to walk in the street, which is a safety concern with blind curves and habitual speeders. I've not seen anything done by law enforcement to address speeding in the residential areas, but they are often watching for speeders out on the main roads.

I would love to see more unpaved trails for both walking and biking in Park City. Currently Pawnee Prairie Park in Wichita is the glowing example in this area and I tend to frequent it at least weekly. Also, it would be really nice to have Hillside, 61st, and Hydraulic to all have bike lanes or extended shoulders since they are high speed two lane roads. Broadway works great for biking because of having 4 lanes and low traffic so I don't feel like there is a need to improve that area.
under the street and underground crosswalks
Dogs are dangerous too. Please consider how to better keep dogs away from walkers and bikers.
I think the biggest thing I would like to see is that things are clearly marked and enough space is given to pedestrians and bicyclists. 61st Street east of Hydraulic is a pedestrian nightmare. The shoulders are extremely narrow with narrow lanes and limited visibility to moving traffic, and runners, walkers, and cyclists are very fearful to use this section. This section is a very high traffic area, and speed limits go from 35 to 50mph. I know that some of this isn't technically in Park City, but kids who live in the Wichita school district traveling on bikes or by foot to get to Heights should have a safer route, as well as allow people who want to head over to the dirt roads to ride bikes or run/walk shouldn't have to worry about falling into a ditch and getting hurt if they have to avert from the road suddenly due to oncoming traffic.
I love long runs through our city, however the lack of sidewalks make it difficult sometimes. More sidewalks down Hydraulic and Hillside would be great!
All walking paths need to be adequately lighted for those that like to walk/run/bike at night. Sidebar: the parks on grove need to be updated and equipment added (toddler and older kids) and adding a splash pad like valley center has.
As a bicyclist, I definitely prefer the idea of having larger sidewalks or bicycle lanes with plenty of space to be protected from traffic. My husband and I bike (and walk) with our 1.5 year-old identical twin girls. If we're walking, we're usually pulling them in our wagon, and if we're biking they're usually buckled in our two-seater bike passenger trailer. It is wide, so having protected intersections with the metal posts in between (as depicted in one of the examples) would be fairly hard for us to maneuver. But as a pedestrian and a biker, we definitely appreciate wide sidewalks with ample space between the sidewalk and the roads—especially those with heavy traffic. We have immediate family that lives in the Wyndham Creek Development off of Hydraulic (and we live in the Chisholm Pointe development (off of 61st street between Hydraulic and Hillside). We would LOVE to be able to safely bike from our house to theirs without having to take the street! So a sidewalk or bike path/trail along Hydraulic from 61st to 53rd and 45th would be awesome! We also love biking from our house to Hap Mclean park. We'd love to see more bike paths and trails to explore in the Park City area (we love to GeoCache when it's nice outside)! Our most used walking and biking area is the Grove Park with the pond, playground and walking paths. We use those paths almost daily with our girls. Thank you for considering the public's opinion on this matter; we appreciate knowing that you care about our opinions!
River Walk from Happ Park to Broadway. Sidewalk on west side of Broadway from 61st to 53rd and further, this would connect sidewalks.
It would be nice to be able to connect to Wichita's walking/bike paths.
Install more bike lanes and possibly a bike share program. Develop more trails that spread out.
bicyclists should still be trained in defensive driving and not expecting to be seen by others. being right can be still just as dead. Defensive driving lives!
I road to all the Parks in this city and found it would be some real brain storming to connect all the parks together. I hope it happens. I ride the streets mostly but for kids they need better safe places to ride. The three Parks on grove need more protection on the ground when kids go down the slides.
Again the main concern is biking and walking to the schools and hooking up with wichita biking paths. We dont need sidewalks in most residential areas as we have access lanes and nice places to walk recreationally.

<p>If you want to encourage people to pick up after their dogs, why don't you ever have bags in the bag stations? I bring my own, but there is a LOT of dog poo along the sidewalks. It's not pleasant to walk by all of it. Also, the sidewalks we have are not that well maintained. There are low spots that hold water and dirt. How are you going to maintain miles more of them? The plantings could use attention as well.</p>
<p>If you paint lanes and add markings, there needs to be more effort to educate the motoring public. I do not know what to do in Wichita - these markings mean little or nothing to me.</p>
<p>Love this idea-it's great for those of us who want to run/bike longer distances, but are hesitant to do so on busy streets!</p>
<p>would love to see sidewalks on hydraulic south of 63rd street, as well as continued north on hydraulic into new housing. extending existing path on 63rd past grove would be helpful as well.</p>
<p>I would like to have a nice sidewalk connecting Park City and Kechi, like the one connecting Cottonwood Falls and Strong City. McPherson, KS has started a new sidewalk project that if someone hasn't already, they should check out. It is connecting the Walmart right off of I-135 to residential neighborhoods. I am out almost everyday on the sidewalk around Chisholm Point Pond and also run several days a week on the sidewalk on 61st Street from Grove Street to Hydraulic. I always feel comfortable on those sidewalks.</p>
<p>We need a sidewalk on the south side of 61st at least to the library and also on hydraulic to 69th.</p>
<p>I run in Park City nearly 5 times a week, sometimes during the day and sometimes during the night when the weather is more comfortable. I have waved to police officers and various other motorists because the sidewalk placement, especially going past the QuikTrip/under 135/towards Leekers places me uncomfortably close to traffic. There have been 8 separate occasions in the 2 years I've been running here when motorists have either flat out ignored crosswalks and signals or have honked and yelled derogatory remarks to me for utilizing those facilities. As a runner/Walker I don't feel safe when I run on these paths.</p>
<p>I really wish that around McDonald's was paved. That would be a great way for me to get my kids out.</p>
<p>We live near the Grove Street parks on Burlington Ct. It is easy enough to follow the parks to 61st then west to the stores at 61st/Hydraulic. But going under the highway thru to Leekers is too scary. Whenever Echo Hills gets shopping, it would be nice to be able to walk/bike there.</p>
<p>It'll probably be most cost-effective for us to build shared sidewalks. Pedestrian and bicycle traffic isn't so high that we couldn't share the path, as long as folks understood the rules.</p>
<p>Please add sidewalks to frequently traveled routes and have a bike safety "party" for kids. Make Park City love up to its name and encourage more activity & growth in our community.</p>
<p>Please no bike Lanes on streets!!! A combined bike path/ sidewalk with barrier or green space between it and roads is so much safer and preferred. I would never use or let my kids use bike paths on streets!!!</p>
<p>I would like to see more nature walking paths. My husband and I go to Great Plains nature center at least three times a week to walk. We would love some place here to walk.</p>
<p>We need a cross walk to a side walk for the people living in the Highridge neighborhood just across the street from McLean park. As it is now we have to race traffic. It's not safe or right when I have my daughter with me and she wants to ride our bikes</p>
<p>Not to many places to ride a bike safely.</p>
<p>I am not sure if this is the correct place to comment or not. But I was often confused if bicycles should be on the road or on the sidewalk.</p>
<p>It would be nice to have a way to connect to VC and McClean Park from Bearhill as well as all the way down Hydraulic to 61st.</p>
<p>I love running, and there are great side walks down hydraulic toward McLean park, but the crosswalk leading to the park needs some work</p>
<p>I love walking, just wish there were more scenic paths and sidewalks.</p>
<p>I want to be able to ride my bicycle from Grove to Broadway & not feel like i'm going to be ran over.</p>

I have biked & walked the area east of hydraulic for years. Our biggest problem has always been cars parked on ventnor when navigating moving traffic. We usually walk to the Grove street park area. Also trying to safely cross hydraulic to reach McClain park.
There needs to be a sidewalk connection from McLean Park to Grove. A trail circuit that connects all of our parks would be fantastic! Doesn't necessarily need to be paved. On a related note, it would also be great to have a Park City stop with Wichita Transit for residents. We could ride our bike to the bus stop, get on the bus (with our bike on the bus bike rack), ride the bus into the city with a destination on both east and west sides of Wichita. Then we could ride our bike the rest of the way. That could also help to build commerce in Park City.
The sidewalks between Quik Trip and Broadway need to be more bicycle friendly. There are no ramps to get on/off curbs. The street is too busy to ride a bike in that area. There is not much room to ride a bike between Broadway and Seneca with a lot of large trucks driving by. Also, the train stops too long crossing over 69th street.
The protection of the school children at Chisholm trail has to be paramount to our community, they are extremely vulnerable and need the security of safe passage to and from school. Enhancing the patrol efforts of our pitiful police department would go a long way toward this improvement, especially along cloverdale and independence before and after school.
We need a safe way to get from 69th St. and Highridge St. to the rest of Park City
There is a need for more sidewalks for kids who walk to school or people who walk dogs. But....park city needs to up their game on keeping stores open and things for families to do to even walk to. There is not anything but parks worth walking to here. This will be a waste of money for the city. The only thing that makes park city worthwile is the school. And its easy access to Wichita for everything else. We just sold our house here and wont be shedding any tears. The city needs to wake up. This town is not growing and more importance should be placed on things to make it a community for families instead of a cheap place to live so you can work in Wichita.
Yes, I wish there were sidewalks built in the High Ridge subdivision.
I live in the Highridge development off of Hydraulic, south of 69th street. It's incredibly frustrating trying to walk my toddler to the park because there is no clear route for pedestrians. Please, please add some sidewalks along Hydraulic all the way to 69th and a crossing with lights by McLean Park so that I can feel safe walking through the city with my family.
I would love to see walking trails put in, especially if they could lead to a community pool!
Sidewalks need to be installed throughout the city. Bicycle lanes would be fantastic as my small children love to ride bikes but it is unsafe for them to do so now.
61st and hydraulic by the old police station needs sidewalks badly! It cuts off trying to get to the library and that's our main go to!
Sidewalks on major roadways.
I applaud you for thinking of this, and I think it's smart to do this survey. I lived in Denver, which had excellent bike and pedestrian accommodations. They also had a larger budget, needless to say.
I think it would nice if we had signs to tell people where our parks are like maize and Haysville have. That way more people may take the time to go to the parks. I've lived in park city for almost 7 years and I thought our only park was the mclean park.

I truly believe that it would be 1000% safer for cyclists to be encouraged/allowed/required to use sidewalks or only ride on roads with dedicated bike paths or wide shoulders. Park City has many roads with no shoulder that have a sidewalk running next to the road, yet cyclists are required to use the roadway...this is unsafe for cyclists and motorists, and is often a hindrance to traffic as well, especially during rush hour traffic where both lanes are heavily traveled and vehicles cannot swerve into oncoming traffic to avoid a cyclist riding down the middle of the road. Cyclists need to be held to the same standards as motorists and traffic laws enforced. I've lived in Park City for less than 4 years, and AT LEAST on a weekly basis I see cyclists ignoring traffic laws, rolling through stop signs or red lights, crossing where there is no crosswalk, riding down the center of the lane, etc. While I feel that Park City PD does a good job at enforcing traffic laws with motorists, I have witnessed officers ignore cyclists breaking those same laws without taking action. While safety responsibilities should be assumed by both cyclists and motorists, the cyclist is going to be on the losing end of an accident, even if the motorist is at fault, so I feel actions should be taken to prevent as many of those accidents as possible, such as requiring them to ride on sidewalks or only on roads with shoulders/bike paths. I'd much rather risk a pedestrian get hit by a cyclist than a cyclist get hit by a car.

Both sides of parkview should have a bike and walking path or a crosswalk for kids after school. Drivers either can't see in some situations or are going to fast and kids are darting across all over the place. Also a safe way for the kids in the area behind qt to get to the park without crossing hydraulic in odd spots would be great. Or a crosswalk with stoplights.

Need sidewalks on 61st from 135 to Hillside. I am against bike lanes on that stretch due to the road being small as it is.

I wish all neighborhoods had sidewalks, but especially those close to schools!

Previous planning had been poor. Crossing at 61st & Hydraulic makes no sense. Not having a light turning on to 61st from Chisholm Trail Elementary makes no sense.

City laws that fully protect pedestrians and cyclists in the event of an accident involving a motor vehicle that includes the loss of drivers license. Signs, signs and more signs. More police presence and traffic safety. Enforcement of posted speed limits, crosswalks and construction zones. Bike racks at all city/public buildings. Allow touring cyclist a public place to camp, rest and shower while traveling through our city.

Funded with grants, city funding and special assessments? If so what would be a likely plan?