



Haysville Bicycle and Pedestrian Implementation Plan

Haysville, Kansas

November 8, 2018



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"A well-connected park is more than green space in the midst of a concrete jungle—it makes a city lovable and livable."

-unknown author



Table of Contents:

• Introduction	4 - 5
• Existing Conditions	6 - 7
• Community Engagement	8-13
<i>Engagement Process</i>	8-10
<i>Feedback</i>	11-13
• Analysis	14-19
<i>Community Impact</i>	16-17
<i>Community Connectivity</i>	18
<i>Community Activity</i>	19
• Recommendations	20 - 37
<i>Priority Improvements</i>	22 - 35
<i>Additional Improvements</i>	36 - 37
<i>Improvement Typology</i>	37 - 39
• Next Steps	40 - 41
• Appendix	42 - 69
<i>Future Vision</i>	44 - 47
<i>Existing Conditions Rating Guide</i>	48 - 49
<i>Community Engagement Boards</i>	50 - 67
<i>Comprehensive Project List</i>	68 - 69

Plan prepared by:



In collaboration with :



Existing Greenway Trail



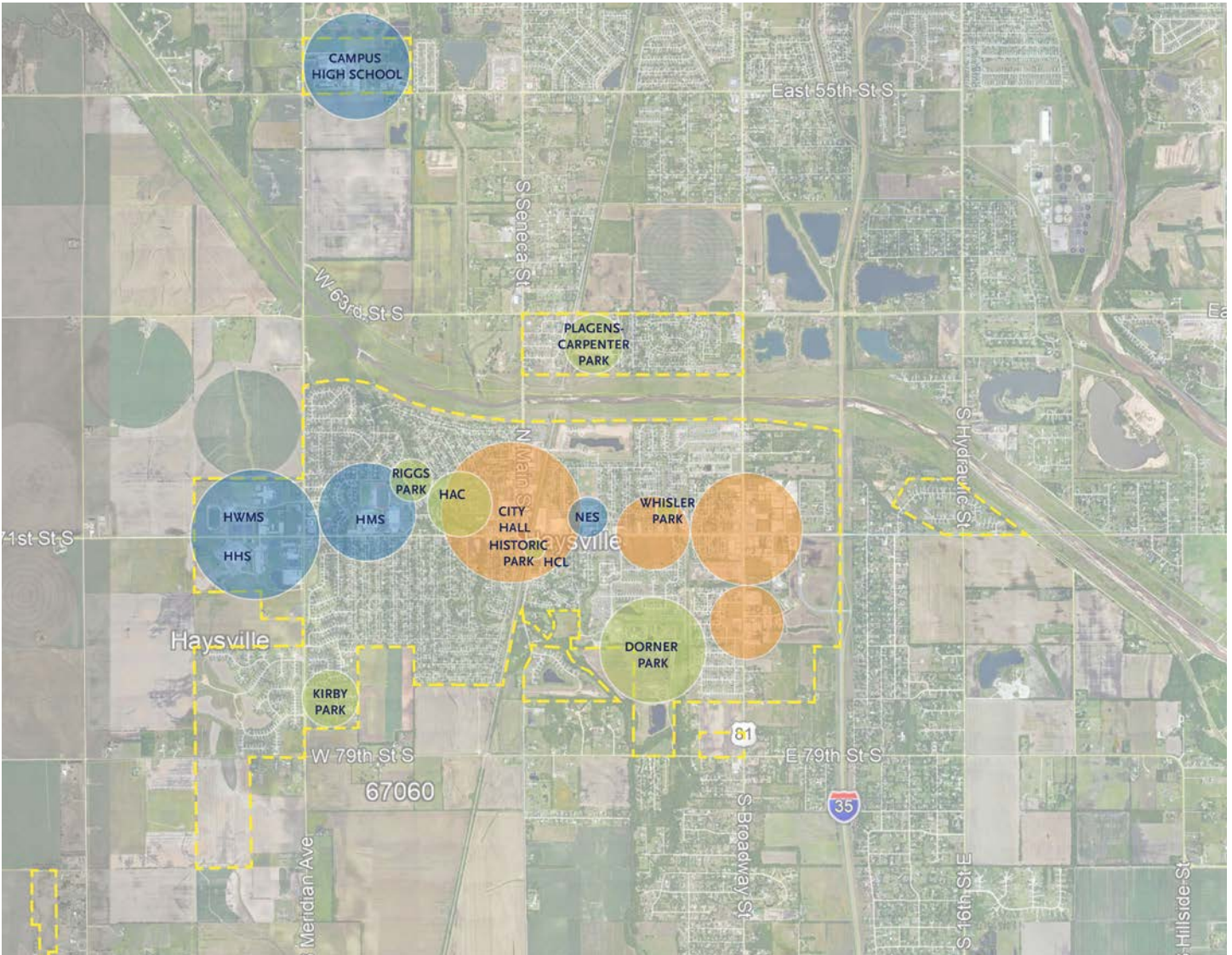
INTRODUCTION

Purpose

The purpose of this study is to build on the Bicycle & Pedestrian Master Plan and address connectivity issues including: future routes, missing links, lighting, crossings, ADA compliance, traffic calming, wayfinding, amenities, and others. The Implementation Plan includes elements to aid in carrying out the actions including educational and outreach efforts, infrastructure design guidelines, cost estimates, and funding options.

Process

A dynamic process was utilized in the development of this plan. This process will be explained in length over the coming pages. In summary the process included five key milestones. The process began by examining the existing conditions within the City of Haysville. Inventory was coupled with a robust public engagement strategy. The data collected in the inventory and public engagement segments was analyzed in depth. With analysis in hand, a plan was developed to accomplish the goals of the document. These findings were then evaluated for impact and prioritized with preliminary cost estimates and implementation strategy.



LEGEND

Existing Conditions Diagram

- Parks + Recreation Destinations
- Education Destinations
- Civic + Commercial Destinations



EXISTING CONDITIONS

Site Inventory

A sound understanding of the existing conditions is paramount in developing an effective planning document. In order to understand the existing conditions in Haysville, the design team spent several days on site performing a site inventory. During the inventory a few observations were made in regards to the existing infrastructure and the state of bicycle and pedestrian connectivity within the city. Existing conditions review identified four distinct development types in regards to pedestrian and bicycle infrastructure. *Educational Core, Commercial Core, Residential Zones and Recreation Nodes.*

Educational Core

While three distinct areas of Haysville feature educational facilities, the primary concentration of schools lie near the intersection of West Grand and Meridian Avenue. This area is home to Haysville High School, Haysville Middle School, Haysville West Middle School, Freeman Elementary School, Prairie Elementary School, Rex Elementary School and St. Cecilia Catholic School. Campus High School lies north of town and Nelson Elementary falls in the Commercial Core of town; these schools will be addressed as stand alone destinations with the same standards as schools within the Educational Core. Bicycle and pedestrian infrastructure in the Educational Core is better developed than some other portions of town but faces unique challenges that need near-term attention. Completion of the pedestrian and bicycle circulation system within this zone, expansion of the school zones and pedestrian crossing improvements are key to the success and safety of the educational Core.

Commercial + Civic Core

Roughly identified as West Grand Avenue - *from German Ave. to South Meade Dr.*, North Main Street - *from East Karla Ave. to West Grand Ave.*, and South Broadway Street - *from Kay Ave. to East Grand Ave.* The Commercial and Civic Core of Haysville contains a large percentage of the businesses and governmental facilities that were identified as potential bicycle and pedestrian destinations by surveyed residents. This area will benefit from a completion/extension of the existing bicycle and pedestrian infrastructure as well as a comprehensive pedestrian friendly wayfinding strategy to help instill a sense of place.

Recreation Nodes

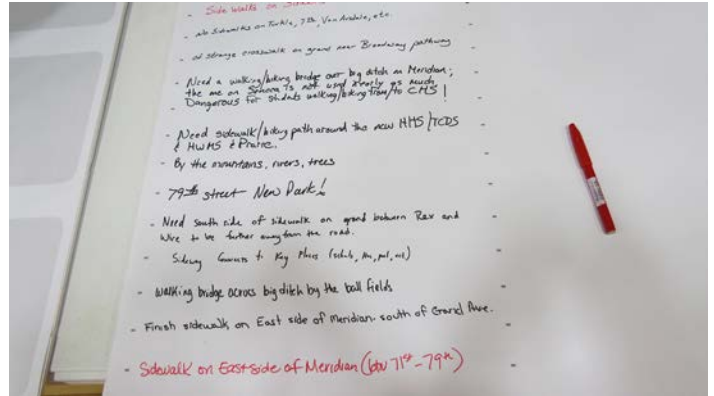
Evenly spread throughout Haysville, recreation nodes exist in various forms. In general parks within Haysville have robust existing bicycle + pedestrian infrastructure. Cleaning up accessibility and ensuring adequate wayfinding would be a very beneficial short term objective for these nodes. Given their locations throughout Haysville, recreation nodes are primed for an interconnected greenway system as well.

Residential Zones

Haysville has housing stock of varying scale and connectivity. Very few sidewalks exist currently in the Haysville residential areas. Connecting existing residential areas to desired destinations through selective collector sidewalks is the most feasible approach in these areas. For new residential areas it would benefit the community to explore codes requiring the construction of pedestrian infrastructure during development. Connection of neighborhoods to pedestrian destinations in a safe manner is the primary need in these areas.



School District Inservice



School District Inservice



School District Inservice



School District Inservice



Advisory Committee



School District Inservice



Community Engagement

Value of Engagement

Community Engagement is a necessary companion to technical analysis in bicycle and pedestrian planning. While technical analysis is the appropriate means of determining availability and condition of facilities, as well as the propensity for potential use, it is feedback from community engagement that identifies the community's interest in bicycle and pedestrian investment, willingness to pay for those investments and the prioritization of goals or specific projects.

An advisory committee was developed at the beginning of the process to provide guidance throughout the study. Membership of the committee included City staff, school district leadership, a member of the City Council and members of the general public. At the first meeting, members participated in a goal setting process. The main goals for the project were:

- Connect people to the places they want to go
- Create safe routes, especially for students.
- Create a tangible and achievable list of priority projects.

The committee also acknowledged the impact of bicycle and pedestrian connectivity for business and resident attraction/retention. Achieving the goals defined by the advisory committee will increase the quality of life within Haysville for residents of all ages and activity levels.

Community Engagement Process

In coordination with the technical analysis, the City sought information from the public regarding the Implementation Plan. Building on previous experience with public engagement in the city, it was decided by the advisory committee to forgo open house engagement in favor of engaging the community at various events throughout the community. During these engagement events, residents were asked questions to determine the following items:

- The locations where residents currently travel.
- The locations where residents would travel if conditions would improve.
- The reasons why residents don't currently walk or bike.
- Priority improvement areas from a resident perspective.

The City, Advisory Committee and Consultant Team used boards to seek feedback from the public at the beginning of the study process. Two boards featured dot polling, the third was a demographic checklist and the fourth allowed for write in comments.

Dot poll board one:

1. Where do you Live?
2. Where do you walk or bike to?
3. What barriers block your way?

Dot poll board two:

1. Where are crosswalks needed?
2. Where are gaps in the sidewalk system?
3. Where are other safety challenges?

Demographics checklist:

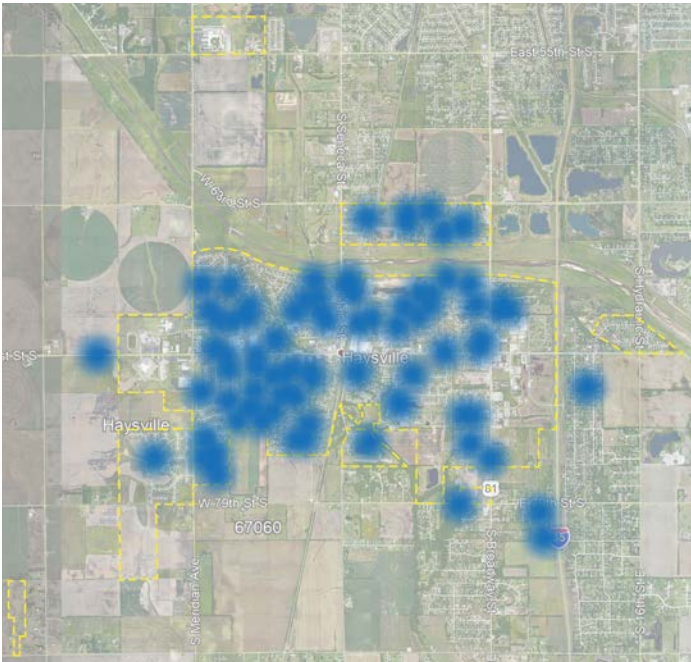
1. Are you a Haysville Resident?
2. Do you currently walk or bike in Haysville?
3. Would you walk or bike with improvements?
4. Do others in you home walk or bike? (If yes, how many?)

City staff, Advisory Board Members, and Consultants accompanied the boards, discussed the project and it's goals and assisted with any questions residents had during the engagement activities. The following engagement opportunities were attended by advisory committee members and or design team members:

- Library - *Display boards at the check-out desk* | May 2018
- Haysville School District In-Service Day - *Display boards and consultant staff* | April 27th
- Grocery Store - *Display boards, city staff, and advisory committee members* | May 12th
- Mayor's Bike Ride - *Display boards, city staff, and advisory committee members* | May 18th
- Campus High School - *Display boards, city staff, and advisory committee members* | Coffee Shop

Community Feedback Results

Aggregate Dot Poll Heat Maps



Where do you live?

Summary

The dot poll exercise asked three pointed questions in relation to the bicycle and pedestrian activities within the City of Haysville. The aggregated heat maps of these dot polls are shown here. This provides a view of how residents and visitors to the City view the existing bicycle and pedestrian networks.

Where do you live?

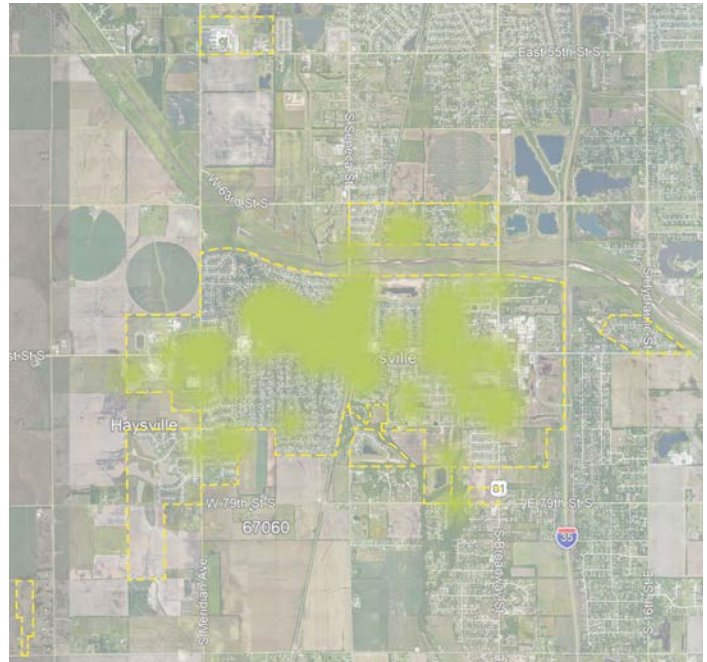
This maps allows us to recognize a fairly even distribution of responses from the cities residential areas. No large gaps in our survey group are readily evident. Geographically speaking all areas of the city are fairly well represented in the feedback data with the exception of the easternmost edge of the city limits near S. Hydraulic St.

Where do you walk or bike to?

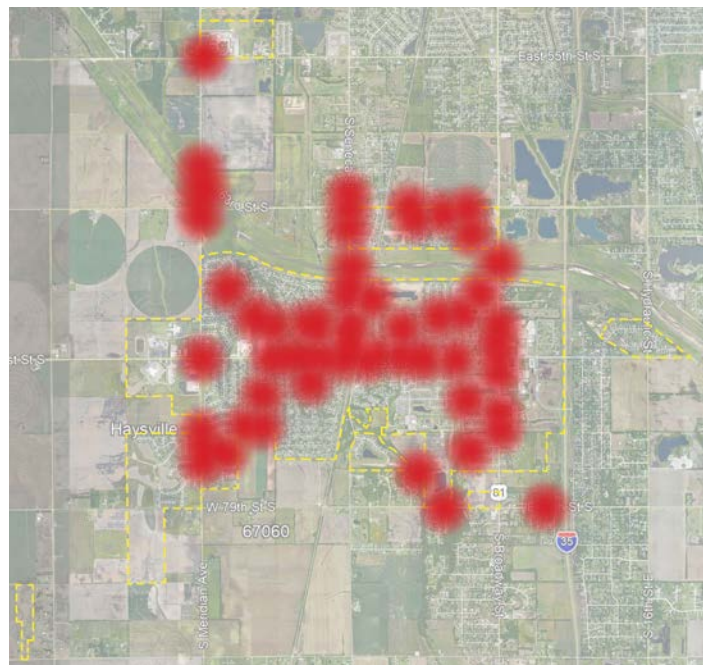
High concentrations of bicycle and pedestrian desire areas align with the design team assessment of Education, Recreation, and Commercial + Civic nodes. A few residential destinations appeared on the feedback and were attributed to resident to resident travel/interaction.

What barriers block your way?

The barriers map gives an insight into the perceived challenges residents and visitors face when biking and



Where do you walk or bike to?

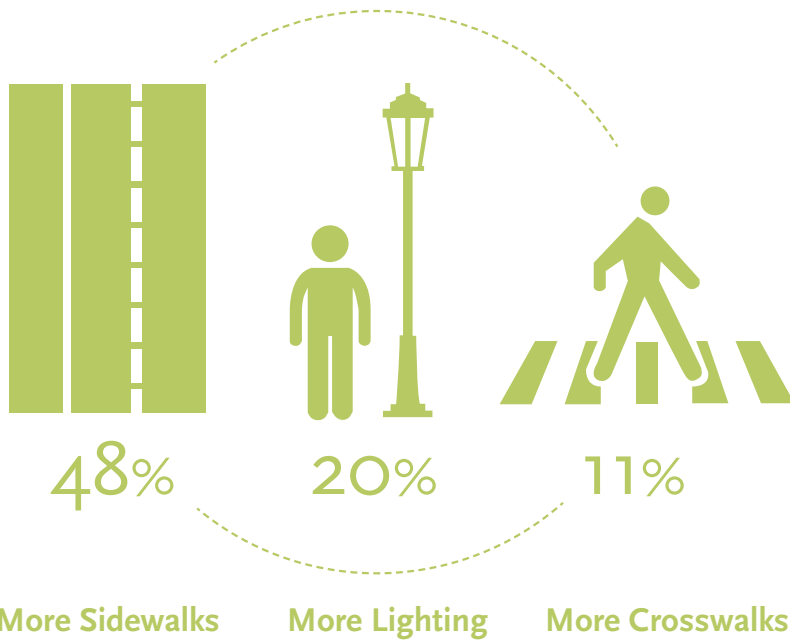


What barriers block your way?

walking within Haysville. In general these correlate with primary circulation routes and high volume destinations. While a number of these barriers can be attributed to a lack of sidewalks in some portions of town, traffic volumes and the perception of crossing conflicts manifest themselves on primary circulation routes.

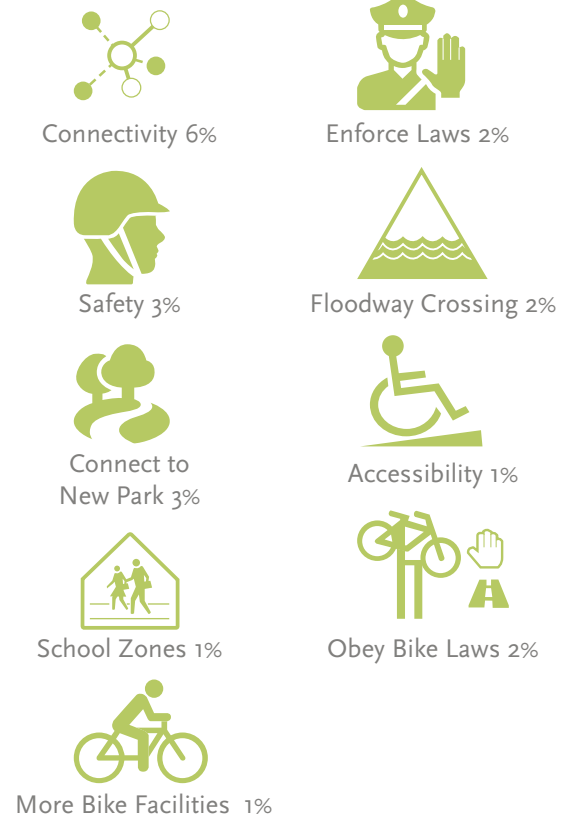
Community Feedback Results

Common Themes



When asked what were the most important themes to be considered for this plan, the community voted “more sidewalks, lighting, and crosswalks” as their top three with nearly 80 percent of the votes.

Other important themes include:



Community Feedback

Demographics

Our team determined key demographic data about who uses existing facilities and their potential use:

Are you a resident of the City of Haysville?

67% Yes **43% No**

Would you consider walking or biking if better facilities were provided?

80% Yes **26% No**

Do you currently walk or ride a bike as part of your commute?

38% Yes **22% No**

Do you walk or bike in home?

23 Yes **157 No**





Analysis

The analysis phase of the Haysville Bicycle and Pedestrian Implementation Plan was aimed at implementation. Primary objectives included: identifying existing infrastructure, identifying gaps in the existing network, and identifying safety concerns. Once these objectives were completed the analysis was used to confirm/adjust existing planning studies and identify primary goals for implementation. The data collected in the analysis phase was used to prioritize projects based on impact to community safety, connections to community attractions/destinations, and completion of existing infrastructure.

Process

Three phases of analysis were conducted as part of this study.

First, projects were evaluated based on their proximity and impact to the Educational Core, Commercial and Civic Core, and Recreation Nodes. These areas represent the preferred destinations of pedestrians and cyclists within Haysville as Identified during the public engagement period. In order to achieve the first two goals of this study (*Connect people to the places they want to go*, and *Create safe routes, especially for students*), it is imperative that the priority projects identified impact Education, Commercial, Civic and Recreation destinations.

Second, Gap Analysis was conducted to determine where critical holes exist in existing infrastructure. Examples of these may be where existing sidewalks fall short of important destinations such as the Ward's 4th . Furthermore, a component of the gap analysis was to identify where partial completion of infrastructure exists. An example of a partially complete improvement is the existing multi-use path on South Meridian St. between West Grand Ave and Saddle Brooke St. While this is a critical link to the school zone, the lack of crosswalks or infrastructure on the east side of South Meridian isolates residents in those neighborhoods. This creates a gap in pedestrian infrastructure linking a large residential area to the school zone. Projects that fill gaps in the existing infrastructure have a profound impact on the overall bicycle and pedestrian network. For this reason these projects are given a higher priority consideration than stand alone or isolated improvement projects.

Third, Recreation Connectivity & Greenways were analyzed to identify both existing infrastructure as well as preferred future routes. Haysville is home to a number of off-street "greenway" type trails. The primary challenge with the existing trails identified by the design team is a tendency for isolation. The existing trails do not connect into complete loops nor do they connect the existing recreation destinations in a complete circuit. This evaluation influenced the design of both the future off-street greenway trail system as well as the future on-street multi-modal path network expansion. As a result, the interconnectivity of community recreation areas with a combination of on-street and off-street bicycle and pedestrian infrastructure became a primary consideration for the Implementation Plan.

Community Impact - Proximity to Critical Destinations

Community impact was determined based on three factors; recreation destinations, commercial + civic destinations, and educational destinations. Each of these three categories was represented by pertinent destinations with 1/4 and 1/2 mile walking buffers. Projects falling into the 1/4 mile walking barriers were considered to have the highest level of immediate impact to critical destinations due to proximity. However, projects within the 1/2 mile buffer zone were given priority as well due to their propensity to connect population centers to critical destinations. Its is vital to allow community members living in residential neighborhoods to have safe bicycle and pedestrian infrastructure to travel between living space and critical bicycle and pedestrian destinations. If residents are unable to access the infrastructure immediately adjacent to their destination because their neighborhood is isolated by vehicular infrastructure or other barriers then it is unlikely that they will utilize such infrastructure. For this reason all project falling within the identified walking buffers were given preference when considering short term priority projects.



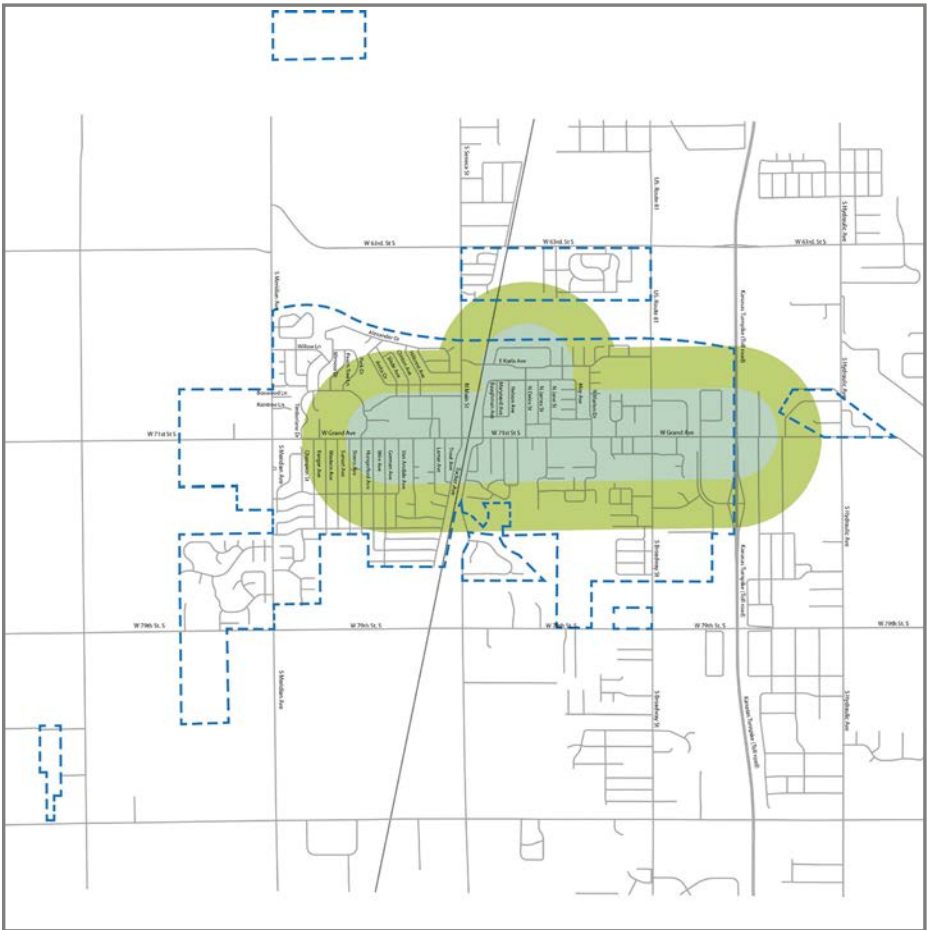
Recreation Destinations

Recreation destinations include:

- Riggs Park
- Fred Cohlmia Park (Pool & HAC)
- W.W. Hays Historic Park
- Pride Park
- Orchard Acres
- Plagens-Carpenter Sports Complex
- Whisler Park
- Pear Tree Park
- Kirby Park
- Chris Elsen Memorial Skate Park
- Randal L. Dorner Park
- Old Oak Park

LEGEND

- 1/4 mile Buffer (1/2 mile across)
- 1/2 Mile Buffer (1 mile across)



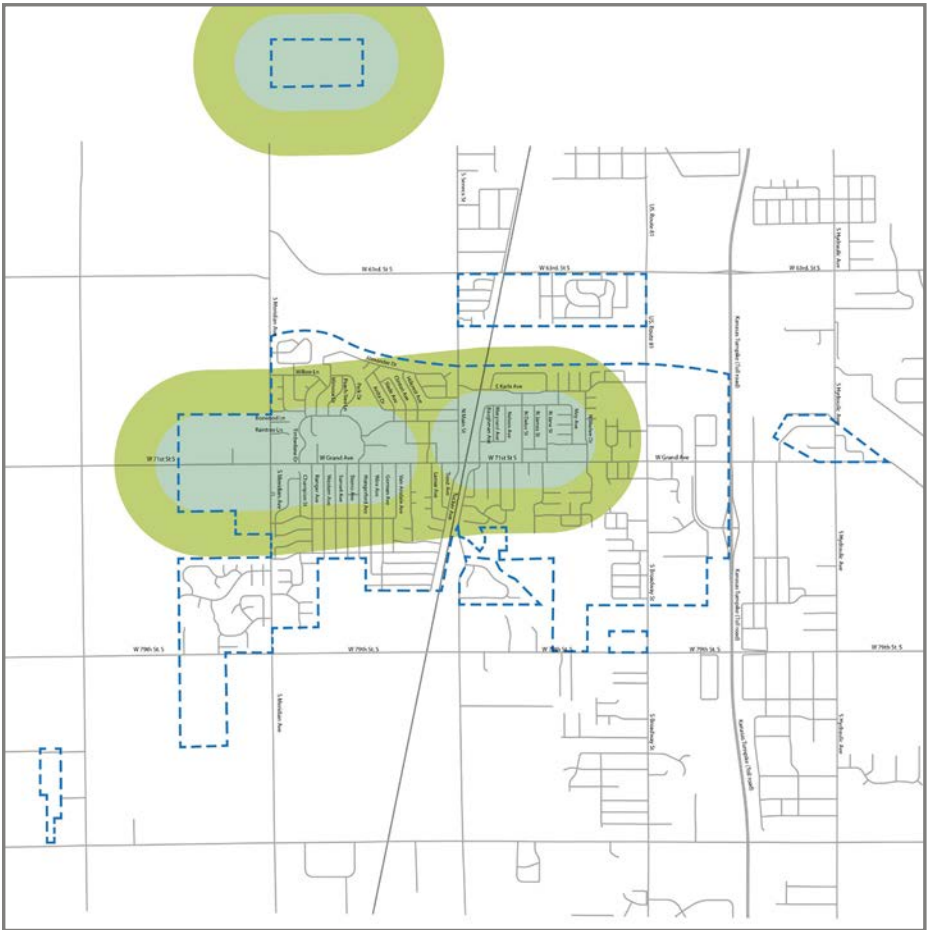
Civic + Commercial Destinations

Civic + Commercial destinations include:

- City Hall (Police Dept. + Court)
- Post Office
- Banks
- Shopping
- Manufacturing
- Restaurants
- Haysville Community Library
- Senior Center
- Chamber of Commerce

LEGEND

- 1/4 mile Buffer (1/2 mile across)
- 1/2 Mile Buffer (1 mile across)



Educational Destinations

Educational destinations include:

- Freeman Elementary
- Nelson Elementary
- Oatville Elementary
- Prairie Elementary
- Rex Elementary
- Ruth Clark Elementary
- Haysville Middle School
- Haysville West Middle School
- Campus High School
- Haysville High School | Tri-City Day School
- WSU Haysville
- Learning Cafe

LEGEND

- 1/4 mile Buffer (1/2 mile across)
- 1/2 Mile Buffer (1 mile across)

Community Connectivity - Gap Analysis

Gap analysis was performed by overlaying the existing sidewalks, bicycle and pedestrian infrastructure and off street greenways in Haysville with our conceptual routes for proposed improvements. The difference between the existing and proposed illustrated a number of gaps in the existing infrastructure. Several of these gaps represented links to residential areas on the perimeter of the City.

A few notable gaps identified:

- West Grand Ave [Haysville High School to South Meridian St.] - Complete lack of bicycle and pedestrian infrastructure on both sides of road.
- East Grand Ave [S. Plaza to Kansas] - Complete lack of bicycle and pedestrian infrastructure on both sides of road.
- South Seneca St. [Bridge to W. 63rd St. S.] - Complete lack of bicycle and pedestrian infrastructure on both sides of road.
- W. 63rd St. S. [S. Seneca St. to Broadway]- Complete lack of bicycle and pedestrian infrastructure on both sides of road.
- South Main St. [Past Spencer Dr. to W. 79th St. S.] - Complete lack of bicycle and pedestrian infrastructure on both sides of road.
- Broadway/US 81 [W. 63rd St. S. to W. 79th St. S.] - Complete lack of bicycle and pedestrian infrastructure on both sides of road. It should be noted that US 81 is managed by KDOT and falls outside of the jurisdiction of the City of Haysville.
- South Meridian Ave. [Saddlebrooke St. to W. 79th St. S.] - Complete lack of bicycle and pedestrian infrastructure on both sides of road.
- W. 79th St. S. [S. Meridian St. to Cattail St.] - Complete lack of bicycle and pedestrian infrastructure on both sides of road.



LEGEND

- | | | | |
|---|-------------------------------------|---|---|
|  | Existing Sidewalk Infrastructure |  | Existing Signalized Intersection/Crossing |
|  | Existing Multi-Modal Infrastructure |  | Existing Non-Signalized Intersection/Crossing |
|  | Existing Greenways |  | Pedestrian Gaps |

Community Activity - Recreation & Greenways

While a majority of the implementation plan focuses on infrastructure that connects people to commuter or commercial destinations, recreation is an important quality of life element. Recreation destinations were identified during the community feedback process and it is important to address not only connections to existing parks but also expanding recreation opportunities in Haysville through the expansion of the greenway trail network. The existing greenway network in Haysville does a good job of connecting parks and neighborhoods within isolated regions of the community. However, the existing trails do not interconnect nor create loops favored for recreation. Our analysis suggests the need for infill to connect existing parks and trails as well as the exploration of trails that embrace the floodway and create a loop trail opportunity on the north end of town. The floodway is the largest undisturbed piece of undeveloped land in the community and should be embraced for recreational purposes.



LEGEND

- Existing Greenways
- 1/4 Mile Buffer (1/2 mile across)
- 1/2 Mile Buffer (1 mile across)



Riggs Park Trail

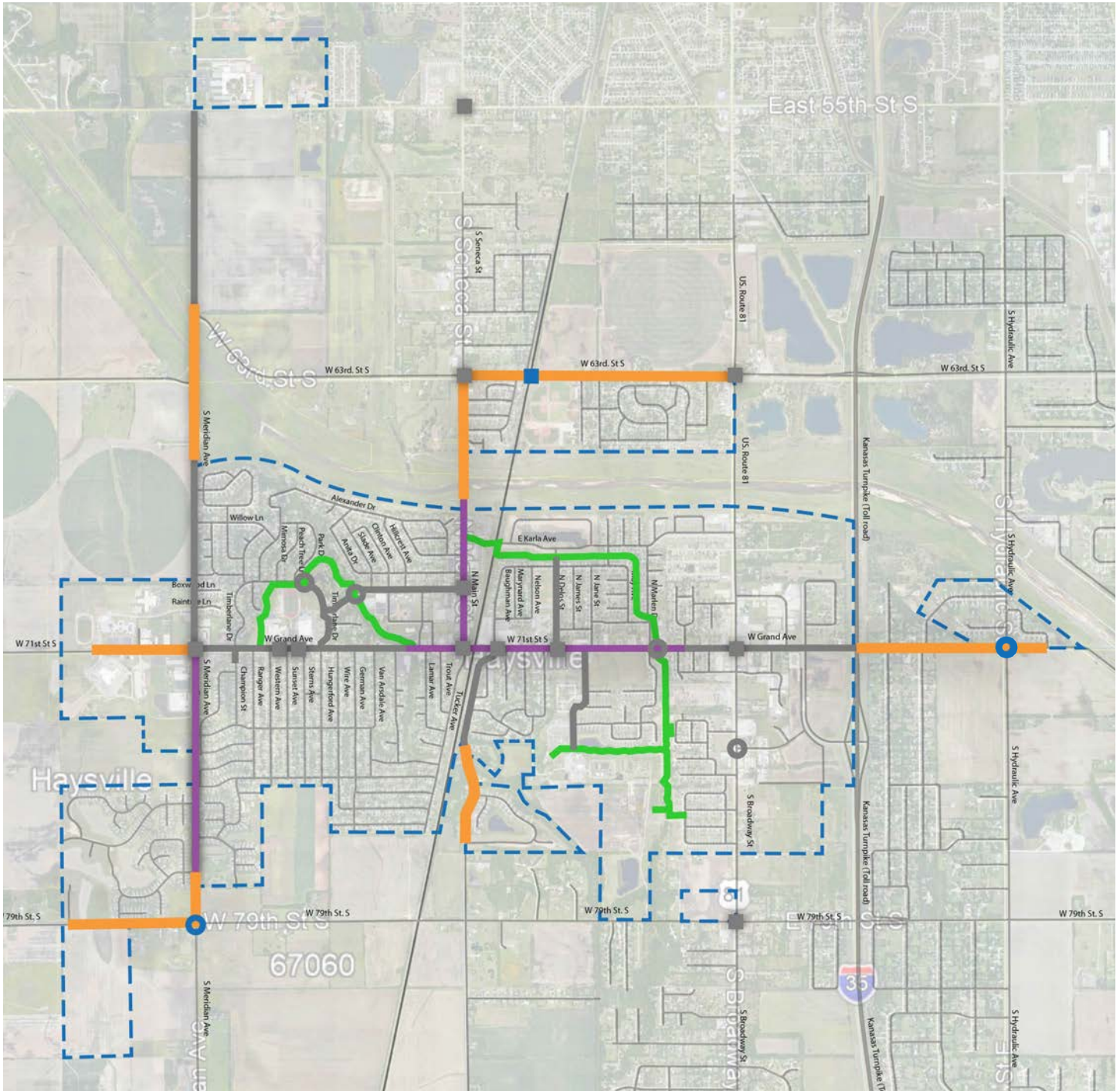


Bicycle and Pedestrian Implementation Plan

Based on the results of the existing conditions and analysis phases of this study, the design team has developed a Strategic Implementation plan for the city of Haysville. This plan represents four key types of improvements: Bicycle + Pedestrian, Greenway Trails, Intersection Improvements and Code Improvements. The primary goals of this plan are to *Connect People to the places they want to go; Create safe routes, especially for students; and to Create a tangible and achievable list of priority projects for the city of Haysville.*

It is important to note that opportunities for additional improvements exist outside of the designated alignments shown on the overall plan. Some areas outside of the designated improvements are addressed in a later section of this document through Code Improvements. It is also important to note that this plan is not intended to be static. While general timelines for the designated improvements are spelled out in terms of priority, as new development occurs within Haysville and necessities fluctuate, it is important to reevaluate and address these improvements over time. All improvements identified in this document should be considered important items for implementation. However, given the realities of budget and phased implementation of improvements, a number of priority projects are identified at the end of this section. These projects include order of magnitude cost and should be immediately pursued by the city with the goal of implementation with the next 5 years. The following pages describe the pedestrian and bicycle improvements recommended by the Haysville Bicycle and Pedestrian Implementation Plan.

Map of Priority Improvement Projects



LEGEND

- Existing Multi-Modal Infrastructure
- Existing Pedestrian Infrastructure
- Existing Greenway Infrastructure
- Proposed Sidewalk Extensions
- City Limits
- Existing Signalized Intersection/Crossing
- Existing Non-Signalized Intersection/Crossing
- Proposed Signalized Intersection/Crossing
- Proposed Non-Signalized Intersection/Crossing

Priority Improvement Projects

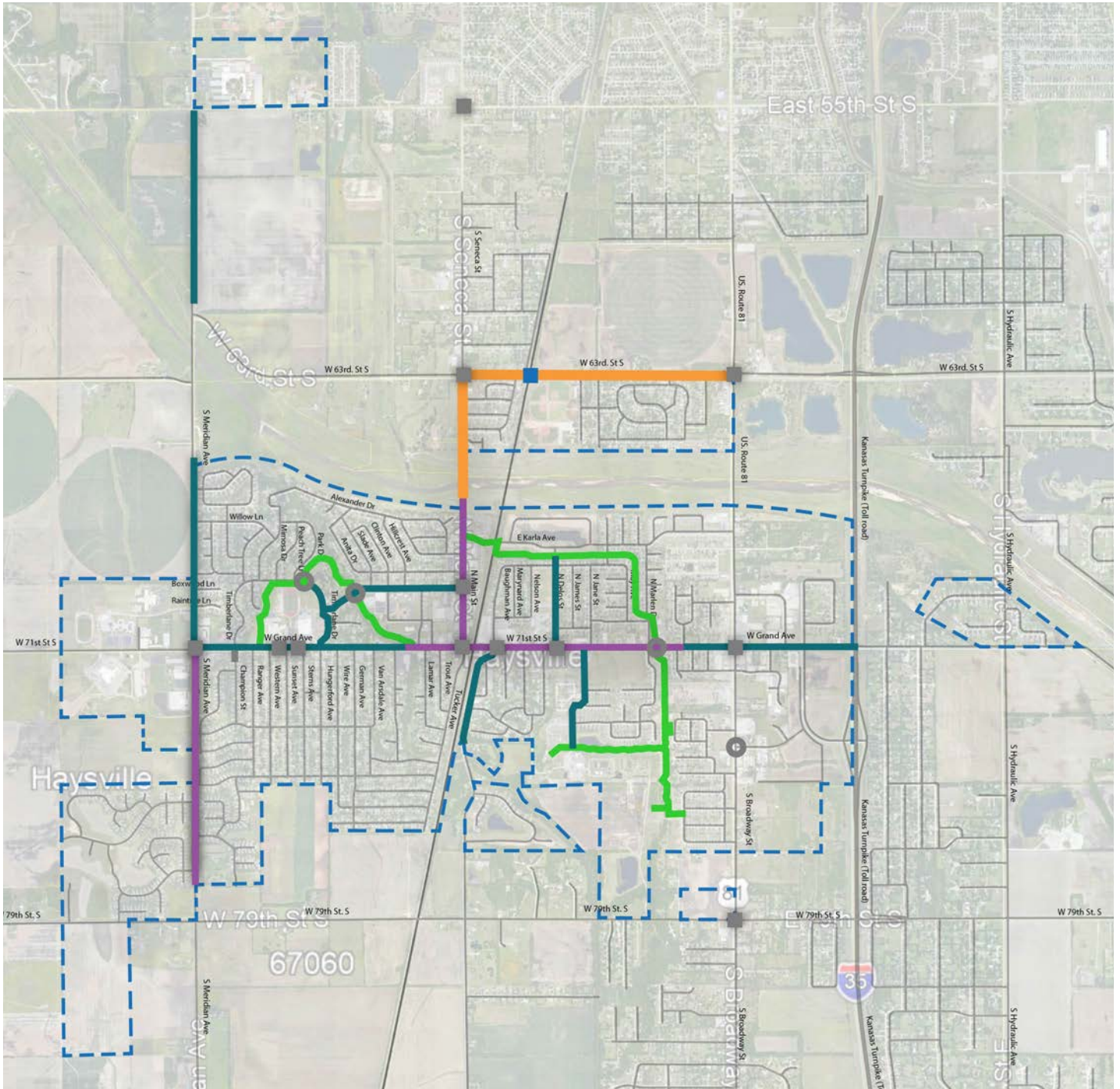
Six Priority Improvement projects have been identified as part of this plan. These projects have been determined to have the most impact to connectivity and pedestrian safety within the city. Priority improvements are listed below and explored in more depth in the coming pages.

- Ward's 4th Addition - Sidewalk Extension
- South Main/South Seneca - Sidewalk Extension
- Country Lakes - Sidewalk Extension
- East Grand- Sidewalk Extension
- West Grand - Sidewalk Extension
- Meridian - Floodway Crossing (Project currently underway)

Code Improvements + Residential Areas

Other improvements outside those outlined in this plan would be beneficial for the community. While the Bicycle and Pedestrian Implementation Plan focuses primarily on circulation routes and connections to serve the community, smaller scale improvements can improve safety and accessibility on a block by block basis. Infrastructure improvements in aging residential areas present unique challenges due to right-of way access and funding. The proposed Implementation plan does not propose the retrofit of existing residences with sidewalk infrastructure. Sidewalk connections are an important part of a comprehensive bicycle and pedestrian infrastructure network. For the most part, scale and traffic within the existing neighborhoods of Haysville does not necessitate large scale sidewalk additions in residential areas, we recommend the City to monitor block level infrastructure within the city and ensure safety and accessibility throughout. The development of specific plans to address these improvements as they are identified is recommended. The inclusion of sidewalk specific requirements in the city development code will prevent future developments from lacking pedestrian infrastructure. This is an immediately implementable plan that will be expanded upon in the coming sections.

Ward's 4th - Sidewalk Extension



LEGEND

- Existing Multi-Modal Infrastructure
- Existing Pedestrian Infrastructure
- Existing Greenway Infrastructure
- Proposed Pedestrian Connection
- Existing Signalized Intersection
- Existing Non-signalized Intersection
- Proposed Intersection Improvements



Description

A pedestrian connection to the Ward's 4th Addition is an impactful approach to improve pedestrian connectivity within the City of Haysville. Based on community feedback and on-site observations, it is apparent that a connection to this area of the community is both needed and desired. Currently the Seneca Street bridge crossing is equipped with sidewalks that end immediately north of the bridge. A desire line is evident leading into the Ward's 4th addition from the eastern side of the Seneca bridge.

Providing a pedestrian connection along Seneca Street from the east side of the Seneca Street bridge, north to the intersection of West 63rd Street and continuing east along the south side of West 63rd St. to the intersection of South Broadway is a priority improvement project. This improvement consists of a 6 foot wide pedestrian sidewalk, an at grade pedestrian train crossing and requisite safety and wayfinding signage. For safety reasons it is recommended that the sidewalk improvements include a minimum of 3 foot of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. Preliminary ROW review based on available GIS data indicates that sufficient ROW is available on this route to implement these improvements within existing ROW. ROW will need to be confirmed by survey at the time of implementation to confirm these findings. Additional coordination between the city and the railroad will need to occur in regards to the crossing on West 63rd St. While it appears that enough crossing width is in place to accommodate a sidewalk crossing at this location, this must be confirmed by regulatory parties prior to implementation. The rail crossing is currently signalized for vehicular traffic but will need to be signed appropriately for pedestrian use. The rail crossing will require coordination with railroad officials to ensure the proposed improvements meet all railroad requirements. An extension of the concrete crossing panels may be required. MUTCD approved pedestrian crossing signage should be included where sidewalk crosses street intersections on this route. NACTO wayfinding signage is recommended along this route to direct visitors to regional amenities [City Hall to the South, Plagens-Carpenter Park]. Wayfinding signs should include turn signs with amenities at the intersection of 63rd St. and Seneca St. Turn Signs should be located at the entrance to Plagens-Carpenter Park. Confirmation signage should be included near the floodway crossing.

Secondary projects for this improvement area include:

- A connection east on 63rd St. towards Hydraulic Ave and ultimately connecting regionally with the cities of Wichita and Derby.
- A connection north on South Seneca to the intersection of S. Seneca and W. 55th St. S. to connect to the City of Wichita.

Costs

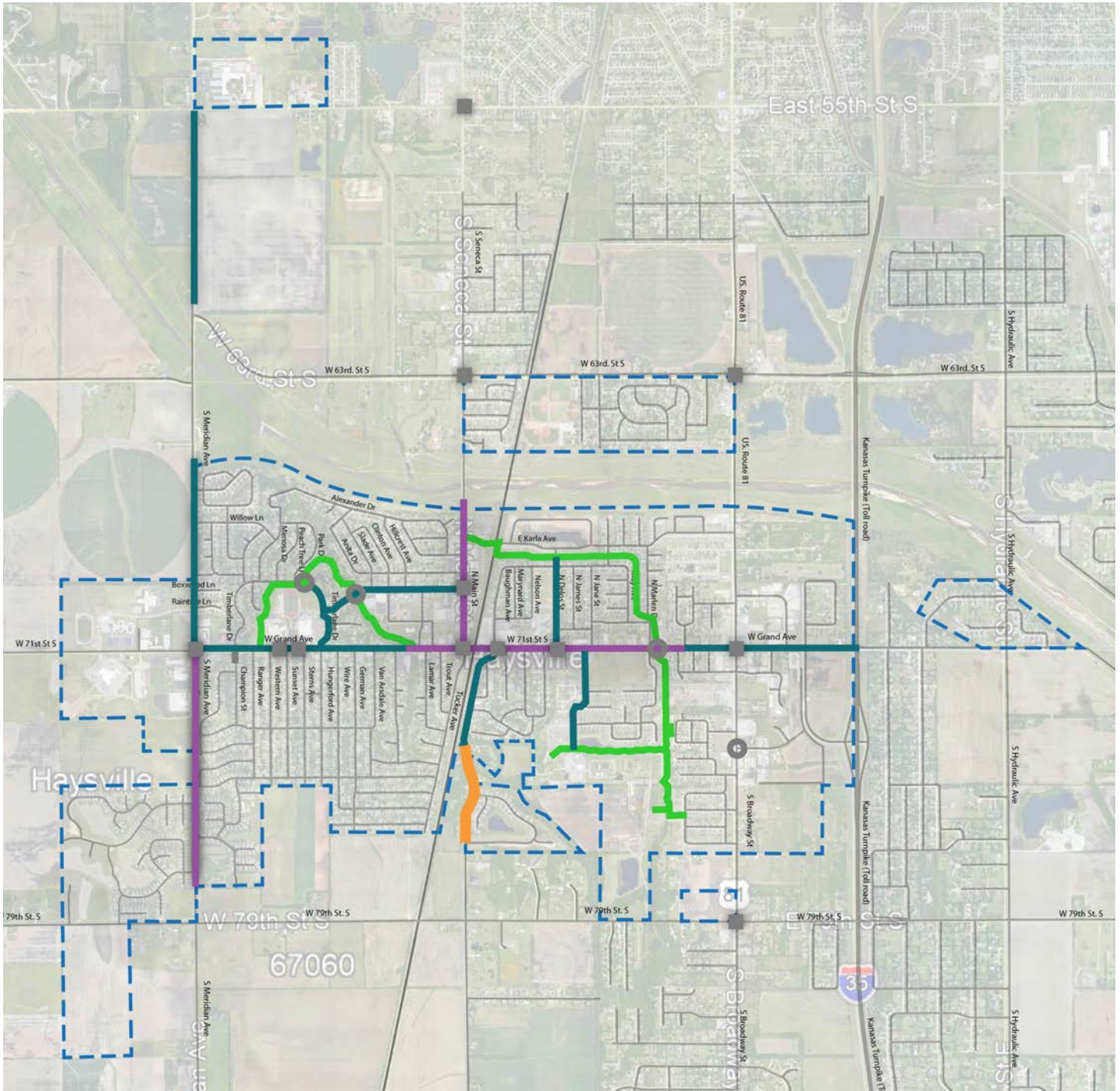
Ward's 4th Sidewalk Extension				
Item	Quantity	Unit	Unit Cost	Subtotal
Sidewalk Construction	1	LS	\$316,861.53	\$316,861.53
Signage and Wayfinding (10% of Project Cost)	1	AL	\$31,686.15	\$31,686.15
Design Services (10%)	1	AL	\$31,686.15	\$31,686.15
			Subtotal	\$380,233.84

Funding

There are a few options for funding the Ward's 4th sidewalk project. The first and most time and cost effective option would be for the City of Haysville to fund the project locally. This would allow the project to move at the pace and schedule that is deemed appropriate based on other local priorities and would not require the project to be subject to federal requirements (such as expanding the sidewalk to 10 feet in width to be consistent with the Transportation Alternatives program).

However, should the City want to consider the use of federal funding, this project, and especially the portion on S. Seneca, would show the type of regional significance that is required of federal funding programs. The City would be able to apply for Transportation Alternatives funding through WAMPO (the Wichita Area Metropolitan Planning Organization) to receive an 80% reimbursement on construction costs of the project. The next call for projects will be in 2019-2020 for program years 2023-2024. In order to be favorably considered for this program, the project should be submitted in WAMPO's forthcoming Long Range Transportation Plan's project list, which will also have a call for projects in 2019-2020.

South Main - Sidewalk Extension



LEGEND

- Existing Multi-Modal Infrastructure
- Existing Pedestrian Infrastructure
- Existing Greenway Infrastructure
- Proposed Pedestrian Connection
- Existing Signalized Intersection
- Existing Non-signalized Intersection



Description

A pedestrian connection on South Main Street extending south to the south entrance to Timber Creek will connect the residents of Timber Creek to the heart of Haysville. Currently there is an sidewalk extending mid-block between Spencer Dr. and Timber Creek St. on the east side of Seneca/South Main St.

This plan proposes extending the existing walk on the east side of S. Main/S. Seneca St. south to the intersection with W. 79th St. S. The creek crossing between Spencer Dr. and Timber Creek St. poses a potential challenge for the sidewalk extension. At the time of construction documentation, a survey and geotechnical report will be necessary to determine the best option for crossing the creek with a pedestrian walk. It is possible that a small retaining wall will be necessary in order to widen the shoulder and accommodate the proposed walk. The infrastructure proposed for this sidewalk extension is a 4 inch thick 6 foot wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons it is recommended that the sidewalk improvements include a minimum of 3 foot of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. Preliminary right-of-way (ROW) review based on available GIS data indicates that sufficient ROW is available on this route to implement these improvements within existing ROW. ROW will need to be confirmed by survey at the time of implementation to confirm these findings. MUTCD approved pedestrian crossing signage should be included where sidewalk crosses street intersections on this route. NACTO wayfinding signage is recommended along this route for northerly travel to indicate the amenities that lie ahead [Historic Park, City Hall, Library, Police Station]. If NACTO signage is used along this route, decisions signs should be placed at the intersection of S. Main and E. Grand.

Secondary projects for this improvement area include:

- A Connection South to W. 79th St. S.
 - A connection west on W. 79th St. S. to S. Meridian St.
 - A connection East on W. 79th St. S. to the South entrance of Dorner Park.

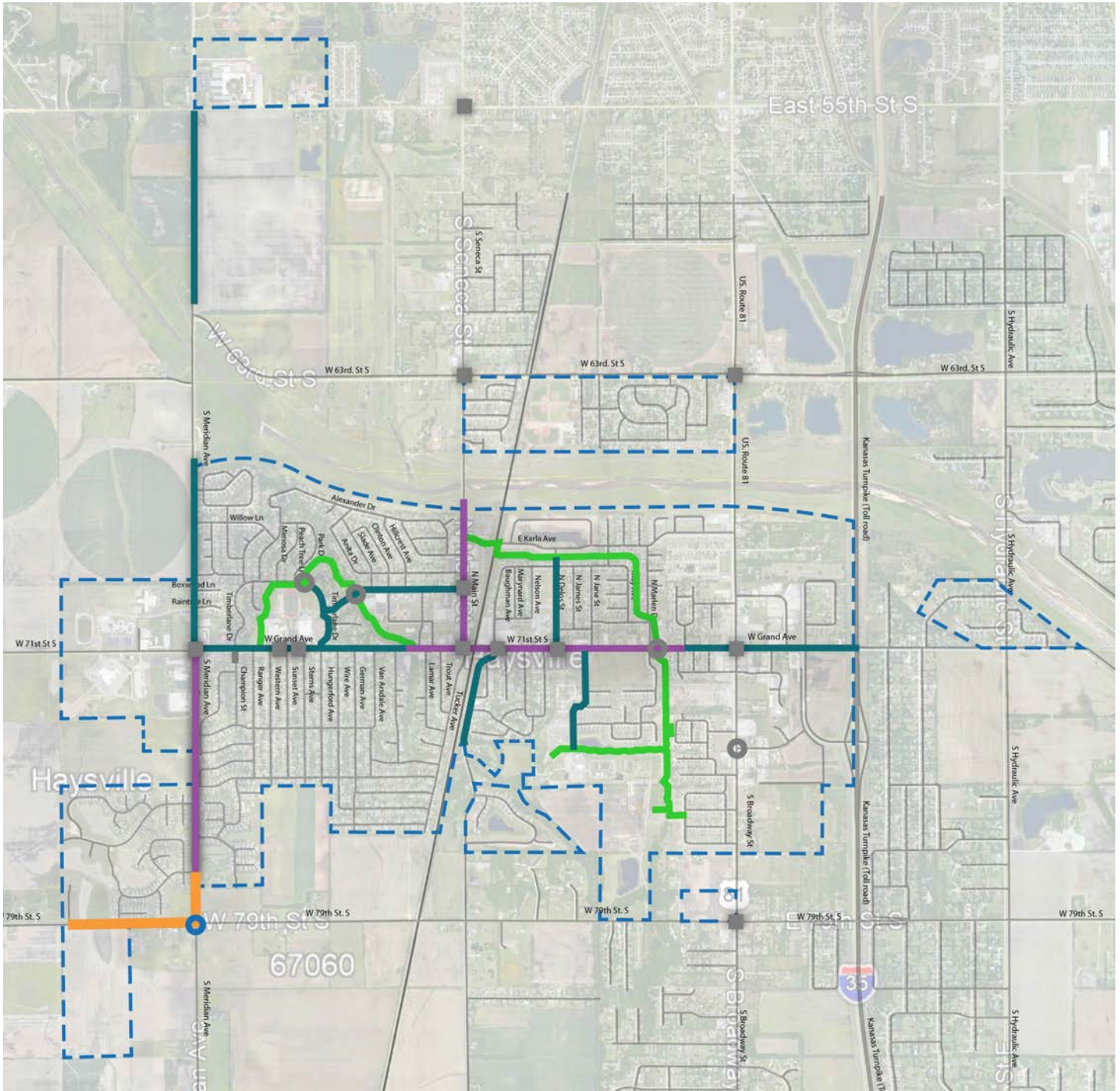
Costs

South Main Sidewalk Extension					
Item	Quantity	Unit	Unit Cost	Subtotal	
Sidewalk Construction	1	LS	\$132,380.91	\$132,380.91	
Signage and Wayfinding (10% of Project Cost)	1	AL	\$13,238.09	\$13,238.09	
Design Services (10%)	1	AL	\$13,238.09	\$13,238.09	
			Subtotal	\$158,857.09	

Funding

It is recommended that the City of Haysville fund the project locally. This would allow the project to move at the pace and schedule that is deemed appropriate based on other local priorities and would not require the project to be subject to federal requirements (such as expanding the sidewalk to 10 feet in width to be consistent with the Transportation Alternatives program). Also, because this corridor is less regionally significant than other projects in Haysville, it may not have the same level of success competing regionally with other projects.

Country Lakes - Sidewalk Extension



LEGEND

- Existing Multi-Modal Infrastructure
- Existing Pedestrian Infrastructure
- Existing Greenway Infrastructure
- Proposed Pedestrian Connection
- Existing Signalized Intersection
- Existing Non-signalized Intersection
- Proposed Intersection Improvements



Description

A pedestrian connection on South Meridian and W. 79th St. S. to Cattail St. will connect the southwest edge of the city to the broader pedestrian infrastructure system. This allows residents on the expanding southwest edge of the city to utilize the pedestrian connectivity of Haysville.

This plan proposes extending the existing walk on the west side of S. Meridian St. south the intersection with W. 79th St. S. At the intersection of S. Meridian St. and W. 79th St. S. a sidewalk will extend west on the north side of W. 79th St. to connect to the new development on Cattail St.

The infrastructure proposed for this sidewalk extension is a 4 inch thick 6 foot wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons it is recommended that the sidewalk improvements include a minimum of 3 foot of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. Existing open ditch drainage will dictate that this sidewalk be pushed to the west side of the swale, and grading revisions may be required based on survey data at the time of implementation. The recently constructed sidewalk north of these proposed improvements should be used as an example of development along this corridor. Preliminary right-of-way (ROW) review based on available GIS data indicates that sufficient ROW is available on this route to implement these improvements within existing ROW. ROW will need to be confirmed by survey at the time of implementation to confirm these findings. MUTCD approved pedestrian crossing signage should be included where sidewalk crosses street intersections on this route. NACTO wayfinding signage is recommended along this route to direct northerly traffic to destinations in the area [Schools, Kirby Park]. Decision signage should be placed to accommodate Kirby park and it is recommended that directional signage be included at the intersection of W. Grand and S. Meridian to further assist travelers. Secondary projects for this improvement area include:

- A connection east on W. 79th St. S. to S. Main/S. Seneca St.

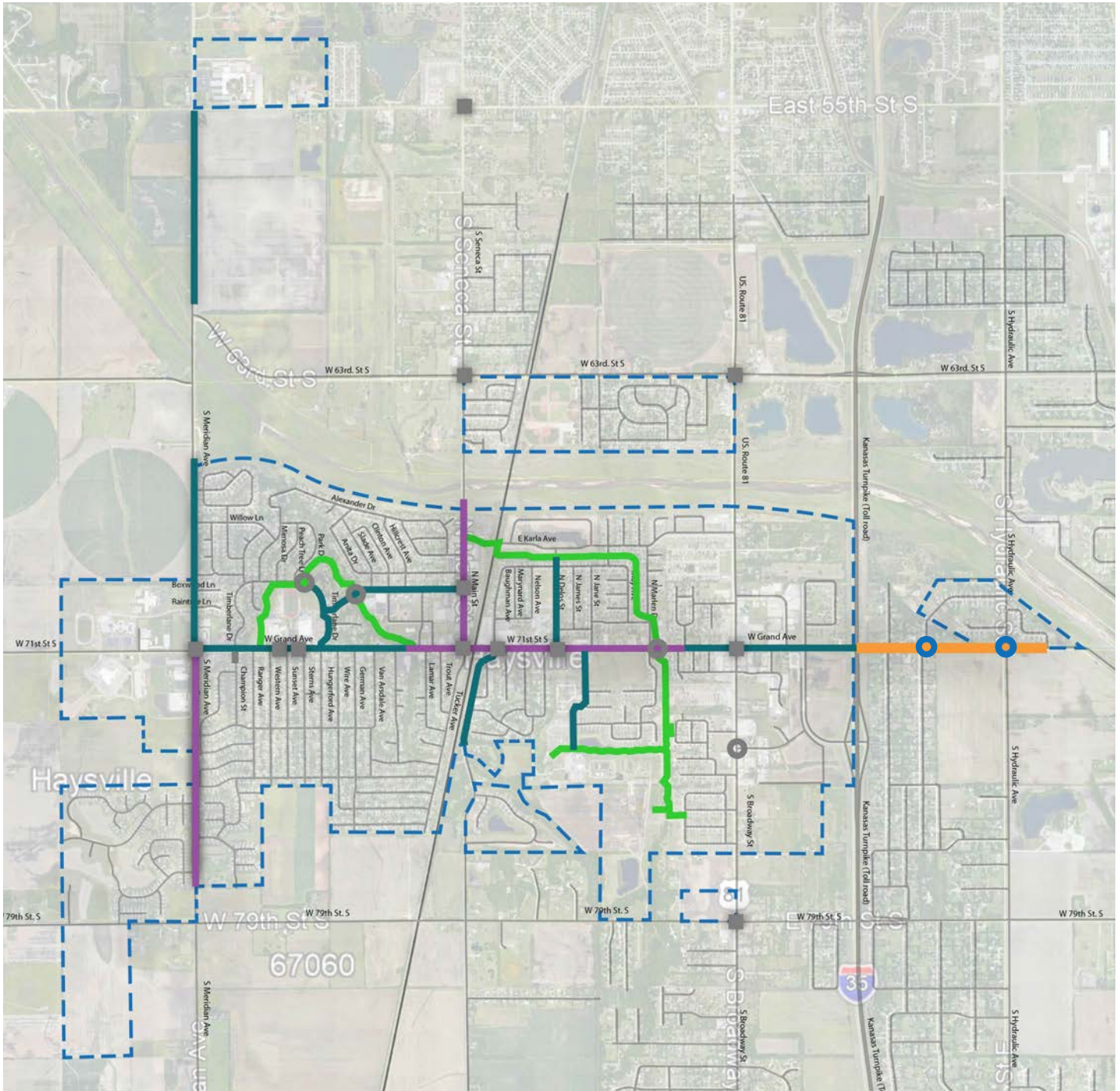
Costs

Country Lakes Sidewalk Extension					
Item	Quantity	Unit	Unit Cost	Subtotal	
Sidewalk Construction	1	LS	\$124,407.98	\$124,407.98	
Signage and Wayfinding (10% of Project Cost)	1	AL	\$12,440.80	\$12,440.80	
Design Services (10%)	1	AL	\$12,440.80	\$12,440.80	
			Subtotal	\$149,289.57	

Funding

It is recommended that the City of Haysville fund the project locally. This would allow the project to move at the pace and schedule that is deemed appropriate based on other local priorities and would not require the project to be subject to federal requirements (such as expanding the sidewalk to 10 feet in width to be consistent with the Transportation Alternatives program). Also, because this corridor is less regionally significant than other projects in Haysville, it may not have the same level of success competing regionally with other projects

East Grand - Sidewalk Extension



LEGEND

- Existing Multi-Modal Infrastructure
- Existing Pedestrian Infrastructure
- Existing Greenway Infrastructure
- Proposed Pedestrian Connection
- Existing Signalized Intersection
- Existing Non-signalized Intersection
- Proposed Intersection Improvements



Description

A pedestrian connection on East Grand Avenue extending east to the intersection of East Grand Ave and Kansas St. will connect the residents of the easternmost portion of Haysville back into the core of town. Currently there is a sidewalk on the south side of Grand extending to east side of Interstate 35. Extending this route to the outer extents of Haysville will add an additional 3,928 lf of sidewalk on the south side of East Grand Ave.

This sidewalk extension improvement will require coordination with Sedgwick county as a portion of the roadway falls outside of Haysville city limits. The infrastructure proposed for this sidewalk extension is a 4 inch thick 6 foot wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons it is recommended that the sidewalk improvements include a minimum of 3 foot of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. A crosswalk at the intersection of Grand and Winesap St. will transition the proposed sidewalk back to the north side of Grand and allow access to the neighborhoods in this area. Preliminary right-of-way (ROW) review based on available GIS data indicates that sufficient ROW is available on this route to implement these improvements within existing ROW. ROW will need to be confirmed by survey at the time of implementation to confirm these findings. MUTCD approved pedestrian crossing signage should be included where sidewalk crosses street intersections on this route. NACTO wayfinding signage is recommended along this route for westward traveling pedestrians to indicate destinations ahead [City Hall, Library, Police Station, Whisler Park, Dorner Park, Historic Park]. Additional turn signs should be included to reference amenities that do not directly front Grand Ave [Dorner Park, Whisler Park, etc].

Costs

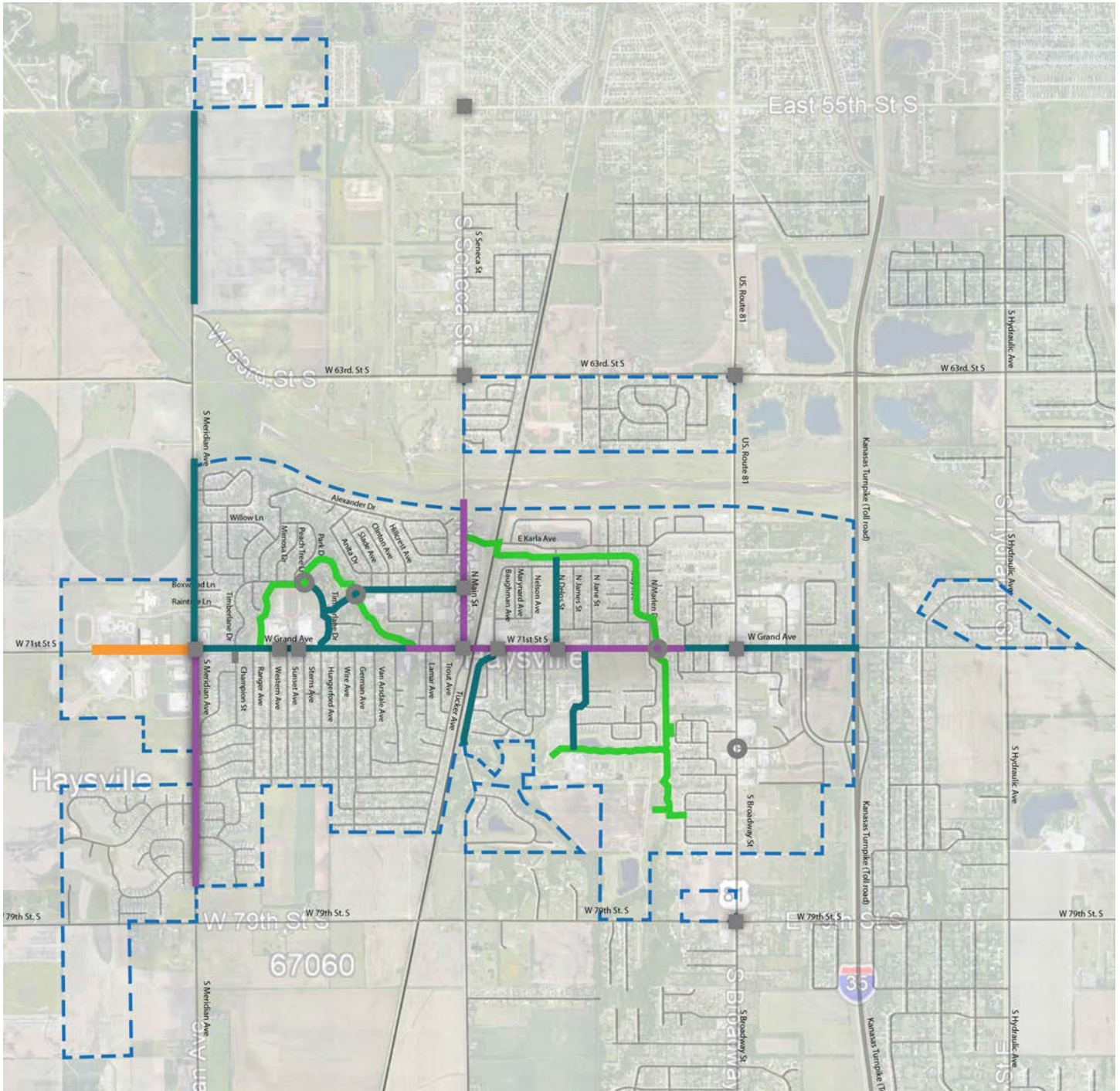
East Grand Sidewalk Extension				
Item	Quantity	Unit	Unit Cost	Subtotal
Sidewalk Construction	1	LS	\$196,385.50	\$196,385.50
Signage and Wayfinding (10% of Project Cost)	1	AL	\$19,638.55	\$19,638.55
Design Services (10%)	1	AL	\$19,638.55	\$19,638.55
			Subtotal	\$235,662.60

Funding

There are a few options for funding the East Grand sidewalk project. The first and most time and cost effective option would be for the City of Haysville to fund the project locally. This would allow the project to move at the pace and schedule that is deemed appropriate based on other local priorities and would not require the project to be subject to federal requirements (such as expanding the sidewalk to 10 feet in width to be consistent with the Transportation Alternatives program).

However, should the City want to consider the use of federal funding, this project would show the type of regional significance that is required of federal funding programs. The City would be able to apply for Transportation Alternatives funding through WAMPO (the Wichita Area Metropolitan Planning Organization) to receive an 80% reimbursement on construction costs of the project. The next call for projects will be in 2019-2020 for program years 2023-2024. In order to be favorably considered for this program, the project should be submitted in WAMPO's forthcoming Long Range Transportation Plan's project list, which will also have a call for projects in 2019-2020

West Grand - Sidewalk Extension



LEGEND

- Existing Multi-Modal Infrastructure
- Existing Pedestrian Infrastructure
- Existing Greenway Infrastructure
- Proposed Pedestrian Connection
- Existing Signalized Intersection
- Existing Non-signalized Intersection
- Proposed Intersection Improvements



Description

A pedestrian connection on W. Grand ave., west to the westernmost entrance to Haysville Middle School on the north and Haysville High School on the south will provide pedestrian access from these campuses to the Haysville pedestrian circulation system. Currently the sidewalks stop at the intersection of W. Grand Ave. and S. Meridian St.

This plan proposes extending sidewalks on both the north and south sides of W. Grand Ave. to eliminate the need for a mid block crossing. It should be noted that improvements to W. Grand Ave. are planned for this area and work should be coordinated to avoid duplication of efforts or removal of newly built infrastructure. It is likely that a portion of this sidewalk will be constructed with the roadway improvements. If the opposite walk is to be constructed prior to the completion of the roadway, it is recommended that thorough study of the proposed roadway layout be conducted to ensure that the sidewalk will not be in conflict. If all improvements cannot be conducted at once, it is preferred that the roadway be constructed prior to the completion of sidewalk. Furthermore, conversations with school district representatives have indicated the potential for on-site pedestrian improvements, these may reduce the need for street side walks. For this reason it is recommended that these improvements be coordinated with the school district to avoid duplicating work.

The infrastructure proposed for this sidewalk extension is a 4 inch thick 5 foot wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons it is recommended that the sidewalk improvements include a minimum of 3 foot of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. Preliminary right-of-way (ROW) review based on available GIS data indicates that sufficient ROW is available on this route to implement these improvements within existing ROW. ROW will need to be confirmed by survey at the time of implementation to confirm these findings. MUTCD approved pedestrian crossing signage should be included where sidewalk crosses street intersections on this route. NACTO wayfinding signage is recommended along this route at the intersection of Grand Ave and Meridian St. This signage should address travelers in all directions to indicate the locations of schools, parks and attractions in the vicinity. Previous studies have been conducted in this area; at the time of implementation, previous studies should be referenced for additional information.

Costs

West Grand Sidewalk Extension

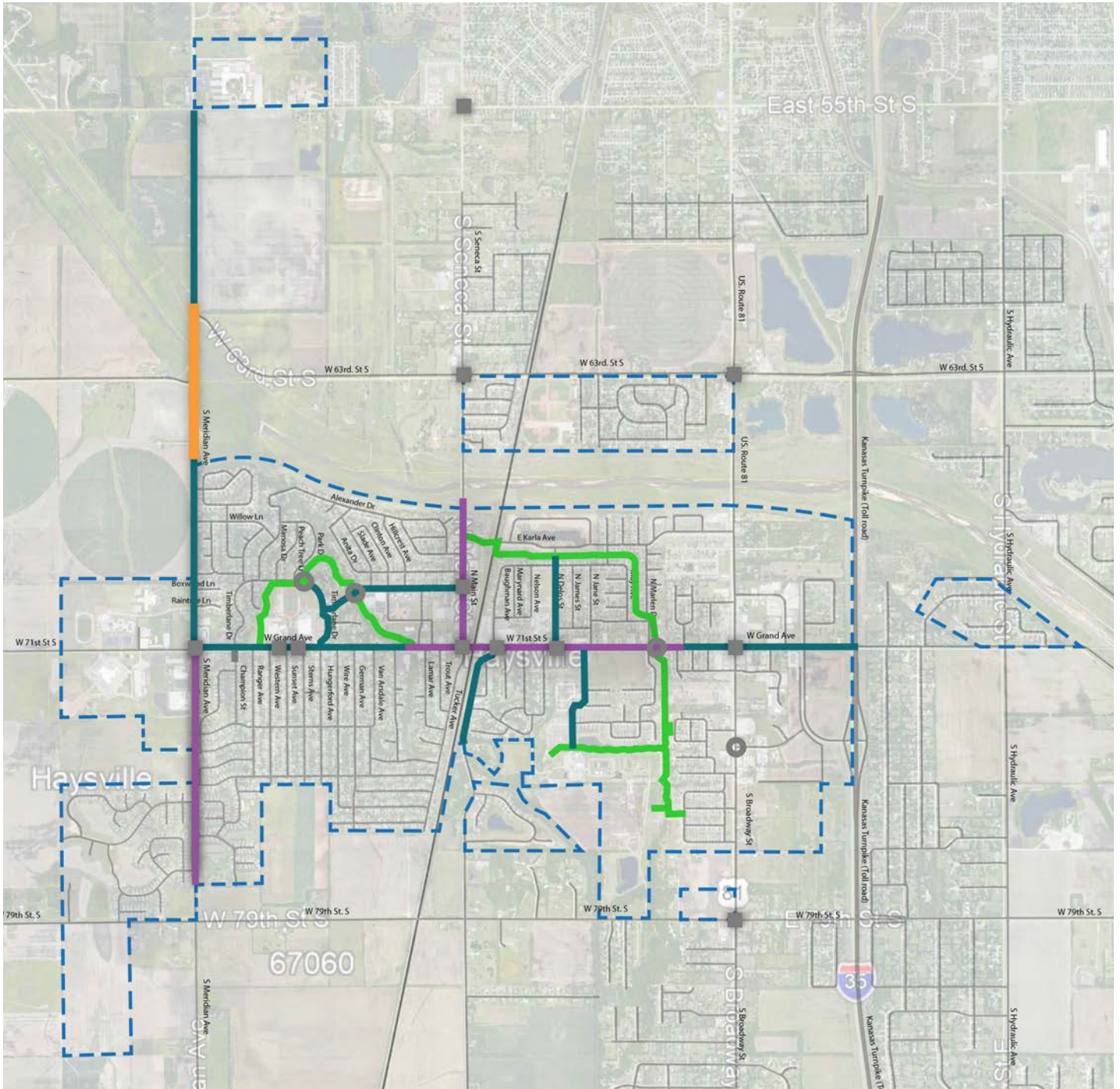
Item	Quantity	Unit	Unit Cost	Subtotal
Sidewalk Construction	1	LS	\$166,225.68	\$166,225.68
Signage and Wayfinding (10% of Project Cost)	1	AL	\$16,622.57	\$16,622.57
Design Services (10%)	1	AL	\$16,622.57	\$16,622.57
			Subtotal	\$199,470.82

Funding

There are a few options for funding the West Grand sidewalk project. The first and most time and cost effective option would be for the City of Haysville to fund the project locally. This would allow the project to move at the pace and schedule that is deemed appropriate based on other local priorities and would not require the project to be subject to federal requirements (such as expanding the sidewalk to 10 feet in width to be consistent with the Transportation Alternatives program).

However, should the City want to consider the use of federal funding, this project would show the type of regional significance that is required of federal funding programs. The City would be able to apply for Transportation Alternatives funding through WAMPO (the Wichita Area Metropolitan Planning Organization) to receive an 80% reimbursement on construction costs of the project. The project would be categorized as a Safe Routes to School project due to its proximity to the Middle School and other schools on the Grand corridor. The next call for projects will be in 2019-2020 for program years 2023-2024. In order to be favorably considered for this program, the project should be submitted in WAMPO's forthcoming Long Range Transportation Plan's project list, which will also have a call for projects in 2019-2020

Meridian Street - Floodway Crossing



LEGEND

- Existing Multi-Modal Infrastructure
- Existing Pedestrian Infrastructure
- Existing Greenway Infrastructure
- Proposed Pedestrian Connection
- Existing Signalized Intersection
- Existing Non-signalized Intersection
- Proposed Intersection Improvements

Description

A 14' standalone pedestrian multi-use bridge on S. Meridian St. north across the Wichita Valley Center Floodway. Currently sidewalk extension exist to the floodway easement but do not cross the floodway. Based on past studies the bridge has been deemed incompatible with a pedestrian path. Currently a proposal is being pursued by regional governments to build a pedestrian bridge across the floodway. It is recommended that the city coordinate with all applicable parties to ensure the connection of the existing sidewalk connections to the proposed bridge crossing.

Though this project is being pursued independently of this study, it is recommended that the infrastructure be designed in a way that is compatible with city standards to ensure a seamless transition to the existing sidewalks within Haysville city limits. For safety reasons it is recommended that the sidewalk improvements include a minimum of 3 foot of tree lawn between the roadway and the proposed sidewalk. Preliminary costing for this project is based on previous bid proposals for this work. Pricing may vary based on final design and factors unknown at this time. NACTO wayfinding signage is recommended along this route to direct visitors to regional amenities [Schools]. Wayfinding signs should address traffic moving both north and south.

Costs

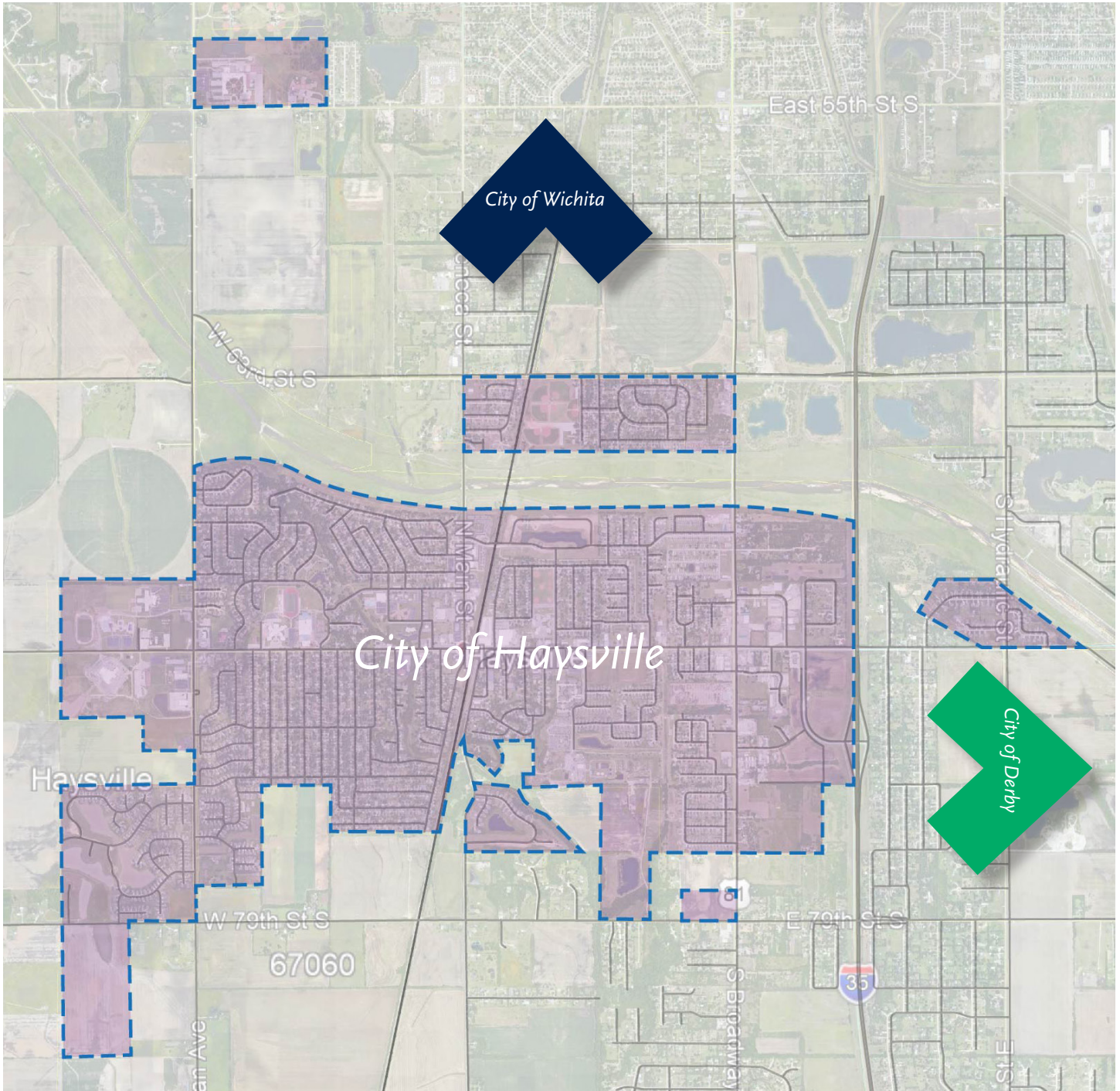
Meridian Floodway Crossing (Not a city funded project)

Item	Quantity	Unit	Unit Cost	Subtotal
Bridge Construction	1	LS	\$3,000,000.00	\$3,000,000.00
Sidewalk Connections	1,712	LF	\$50.00	\$85,600.00
Signage and Wayfinding	1	AL	\$20,000.00	\$20,000.00
Design Services (10%)	1	AL	\$308,560.00	\$308,560.00
			Subtotal	\$3,414,160.00

Funding

Currently, this project is a Sedgwick County submitted project, funded through a WAMPO's Surface Transportation Program (STP) dollars and alternatives are being considered to bring the project to an appropriate budget for bidding.

Additional Improvements



LEGEND

 City Limits - Code Overlay

What are additional Improvements?

While this document details essential pedestrian and bike connections that will positively impact Haysville, it is important to mention the areas outside of these specific recommendations that will need attention.

Code Improvements

In reviewing the subdivision regulations, it is unclear as to whether the 6 foot sidewalk regulation for new residential subdivisions are required on one or both sides of the street on new subdivision. It is also unclear as to whether the required new sidewalk is constructed when the roadway is constructed or when the parcel units are constructed. It is recommended that this regulation be clarified to read that sidewalk be required on a minimum of one side of the street and that sidewalks be constructed at the time when streets are constructed, not when parcel units are constructed. Constructing the sidewalk at the time the streets are constructed stops the gaps in sidewalks that occur in subdivisions that have some parcels that are still greenfields. Sidewalk construction is to be the responsibility of the developer. Any damage that occurs to the sidewalk during the time of development shall be the responsibility of the developer to repair and maintain. Once a parcel is transferred to private ownership, it is recommended that maintenance be the responsibility of the homeowner. Typically maintenance costs are assessed by the city as a part of property taxes in the event that repairs are required. This assessment can occur in installments to lessen the burden of repair costs. It is within the purview of the city to determine the acceptable assessment rate for these costs and should be reviewed in conjunction with city budgets. While this is a standard practice in many communities it is not a one size fits all approach and it is recommended that the City of Haysville review annual budgets and funding mechanisms to determine the best approach for the community. Code improvements should be treated as a priority project and engaged by the city as soon as possible. Future developments that adhere to sidewalk requirements that abut existing developments may create isolated sidewalk conditions. It is recommended that the City of Haysville evaluate these gaps as they occur and address them through local funding streams.

Regional Connectivity

The city of Haysville is located in close proximity to several municipalities. The successful coordination between these municipalities to connect bicycle and pedestrian infrastructure in a meaningful way will have a dramatic impact on regional connectivity. The City of Haysville should work in coordination with the City of Wichita, the City of Derby, and Sedgwick County to implement bicycle and pedestrian infrastructure in a strategic way. This coordination is critical when considering connections to Campus High school. Due to its location, a bicycle and pedestrian connection to campus High will pass through the jurisdiction of City of Haysville, Sedgwick County, and the City of Wichita. Due to the adjacency of multiple agencies each with their own infrastructure standards, it will be critical for each of these governing bodies to work closely to coordinate development to achieve a uniform and safety oriented bicycle and pedestrian connection. This plan recommends the development of a unified development standard for use in these perimeter locations. This will help to maintain safety standards while creating a sense of place respectful of each municipal identity.

Funding for Regional Projects

WAMPO provides many opportunities for communities to work together on projects of regional significance. Planning funds can be allocated to communities for studies to identify regional projects, and capital improvement funds such as the STP program and the TA program can be allocated to communities for projects that cross city boundaries.

Secondary Projects

Sidewalk connection (6' walk) on the east side of S. Meridian St. from E. Grand Ave. to W. 4th St.. This connection is a secondary project to be evaluated for feasibility over time with City budget opportunities. This connection will allow residents on the east side of Meridian to connect with Grand Ave via Meridian St. without the need to cross Meridian St. Existing open swale ditches along this corridor will require grading operations and a boundary survey to ensure no ROW conflicts exist.

Improvement Typology

The following treatments are recommended as potential solutions for Bicycle and Pedestrian Improvements in Haysville.

High Visibility Crosswalks

Crosswalks with wide stripes perpendicular to the pedestrian's path, as opposed to the traditional parallel lines, increase visibility. High visibility crosswalks are appropriate for any location. High visibility crosswalks are especially critical near schools and other destinations that draw a high volume of pedestrians. High visibility crosswalks are a must at signalized intersections, at mid-block crossings, and at stop-controlled intersections. On streets with more than three lanes, or with high vehicular volumes or speed, crosswalks alone will not improve safety.

High-Intensity Activated Crosswalk

High-intensity Activated Crosswalk (HAWK) consists of a signal-head with two red lenses over a single yellow lens on the major street, and pedestrian and/or bicycle signal heads for the minor street. There are no signal indications for motor vehicles on the minor street approaches. Hybrid beacons were developed specifically to enhance pedestrian crossings of major streets. These treatments should be located on streets with speeds of less than 35 mph. Warrants for such a crossing are based on a calculation that includes persons per hour crossing and the volume of vehicles per hour. The lowest threshold would be 20 persons per hour and 600 cars per hour (in both directions) for a crossing length of 100 feet. The volumes increase in pedestrians/bicyclists and motorists and decrease in crossing length from that threshold. (NACTO Bicycle Design Guide). The Manual on Uniform Traffic Control Devices (MUTCD) should be referenced for additional information on crossings, signage and signalization.

Multi-Modal Path

10' wide concrete path adhering to all city standards to match existing multi-modal paths. Paths shall meet all ADA standards for access and include marked crossings and pedestrian activated signals where applicable.

Standard Pedestrian Sidewalk

6' wide concrete path adhering to all city standards. Paths shall meet all ADA standards for access and include marked crossings and pedestrian activated signals where applicable.

Bicycle and Pedestrian Signage

Safety and wayfinding signage is an important component of any successful bicycle and pedestrian infrastructure system. In terms of safety, it is important to properly sign intersections and areas where pedestrians/cyclists/vehicles can or will interact with each other. The Manual on Uniform Traffic Control Devices is an important resource for safety oriented signage and signalization. Wayfinding signage is an equally critical component of a multi-modal circulation system. Directional signage that indicates common destinations to inform system users as well as confidence signage along a route to ensure users they are traveling in the right direction are very useful in maximizing user experience. For areas of historic significance or visitor appeal, additional interpretive signage can be added to inform visitors of important information. A number of regulatory and best practice guidelines exist to assist in the development of signage and wayfinding. The following are two guides to assist the city in establishing a comprehensive sign approach to all bicycle and pedestrian routes in the city, including the priority projects identified in this document.

Manual on Uniform Traffic Control Devices (MUTCD): *MUTCD is the standard for roadway signage developed by the Federal Highway Administration. MUTCD standards address all manner of safety and traffic control signage. These standards are best practice at all crossings and areas of potential pedestrian/vehicular conflict. MUTCD standards address not only bicycle and pedestrian signage but all other forms of vehicular and traffic signage.*

National Association of City Transportation Officials (NACTO): *NACTO is an association of municipalities and governing agencies that exchange transportation best practices in order to promote safe, sustainable, accessible, and equitable transportation choices. NACTO has a number of design guidelines to assist with the development of effective and efficient signage. The Urban Bikeway Design Guide is especially applicable to the challenges faced by the City of Haysville in regards to bicycle and pedestrian wayfinding signage. NACTO includes guidelines to assist in sign spacing, information to include and the styling of signs. It is recommended that these guidelines be used to develop the wayfinding signage referenced in the previous pages.*

Improvements Typology



Multi-modal Path



Greenway Railroad Crossing Tunnel



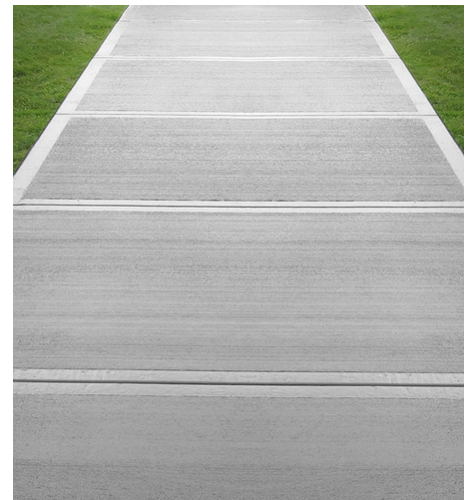
Greenway Trail - Typical



Designated Route Signage



Signalized Crossings



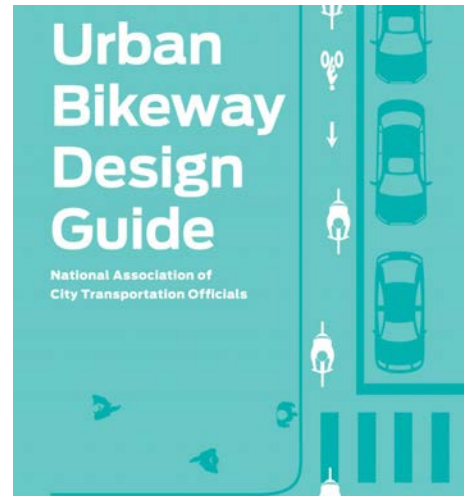
Accessible Sidewalk Pavement



Accessible Crossings



Greenway Trail - Floodway



System Wayfinding Signage



GIS

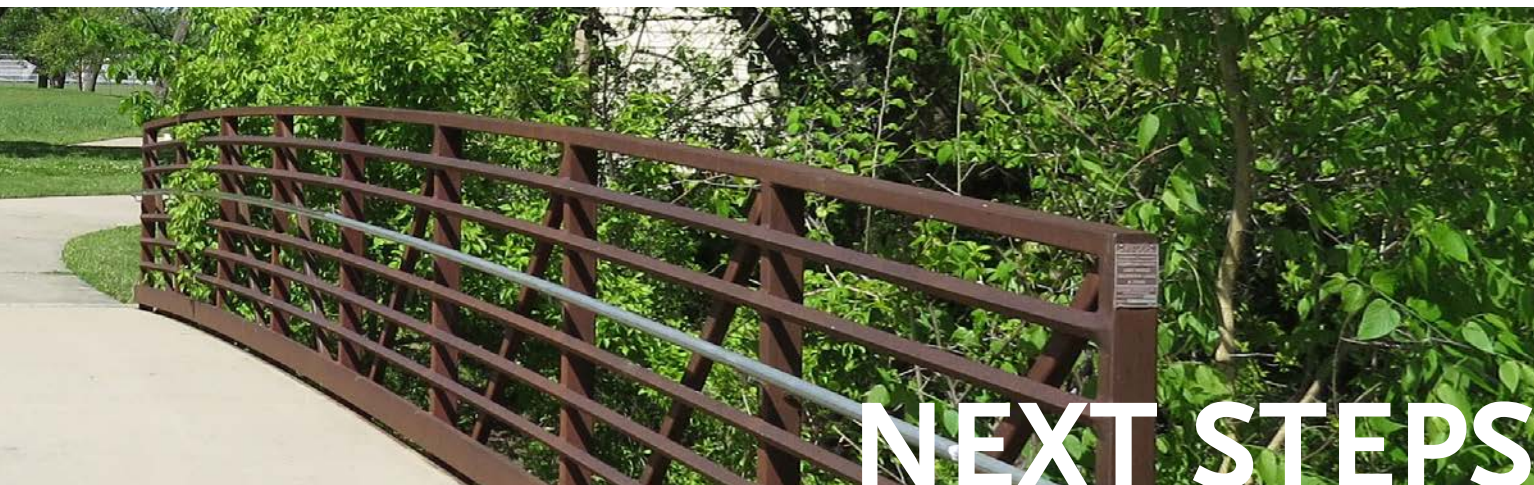
A component of the Haysville Bicycle and Pedestrian Implementation Plan effort was to develop a digital GIS database for the city to build on moving forward. It is important to understand this database and add to it/update it moving forward. GIS is a powerful tool and can help the city make informed decisions moving forward. However, it is important to understand that GIS can only be as useful as the quality of the information being put into the system. Training or staffing for GIS management is a critical next step for the city. Continuing the inventory of existing and future infrastructure in the Geodatabase is important in making the software as informative as possible.

Implementation

Implementation is the most rewarding next step for the city and its residents once the Haysville Bicycle and Pedestrian Implementation Plan is adopted. Implementation of the planned improvements will happen in multiple forms. First, integration of proposed improvements into annual capital improvement budgets will allow short-term implementation of priority projects. While this is the most rapid and tangible implementation process, it is limited by available funding. The second implementation strategy to be explored is grant funding. Grants are available for a myriad of different project types and scales. Funding is discussed in more detail on the following page. Donor engagement is a good way to instill community pride in the improvements and a sense of individual involvement. For improvements that are important to the community but beyond the abilities of current funding streams, the evaluation of additional community infrastructure taxes should be considered. Additional funding information is included on the following page.

Future Study

A critical component of any planning study is the refreshment of the ideas proposed once the realities of a community evolve. This is no different for the Haysville Bicycle and Pedestrian Implementation Plan, while the recommendations in the document span the coming decade, it is important to know that these proposals have a shelf life. Each plan is different and it is hard to accurately predict the lifespan of a planning document. It is recommended that this plan be reviewed annually and revised as needed to address any future developments that may impact the plan. Both this plan and previous planning documents must be evaluated together and strategically implemented and revised as necessary. Furthermore, the expanding of the multi-modal path that currently exists in the core of Haysville will expand recreation and connectivity opportunities within the city. In addition to on-street multi-modal paths, off-street greenways are an important recreation amenity for the City of Haysville. Included in the appendix of this plan are proposals to expand both on-street multi-modal and off-street greenways. These improvements are complex and have significant costs associated with them. For this reason they are included as a future vision section and are not tied to a specific timeline. Projects in the future vision section should be evaluated in the future by the city for feasibility as future budgets and grant opportunities allow.



Maintenance

An essential component to any bicycle and pedestrian network is the ongoing maintenance of the infrastructure in place. Included in the appendix of this document is a rating table that will allow the city to continually review and evaluate built infrastructure. It is recommended that an annual or biannual infrastructure review be conducted and inventoried in the new GIS database. This inventory allows the city to document and inventory the existence and condition of built infrastructure allowing for strategic planning for maintenance and replacement as needed.

Funding

The development of this plan provides Haysville with a list of projects to implement in the near future. There are funding sources, both regionally and statewide, that support active transportation in communities.

The Wichita Area Metropolitan Planning Organization (WAMPO) coordinates planning activities in the Wichita region and passes federal funding to communities within the region. There are two federal funding programs that can be used for active transportation projects in Haysville:

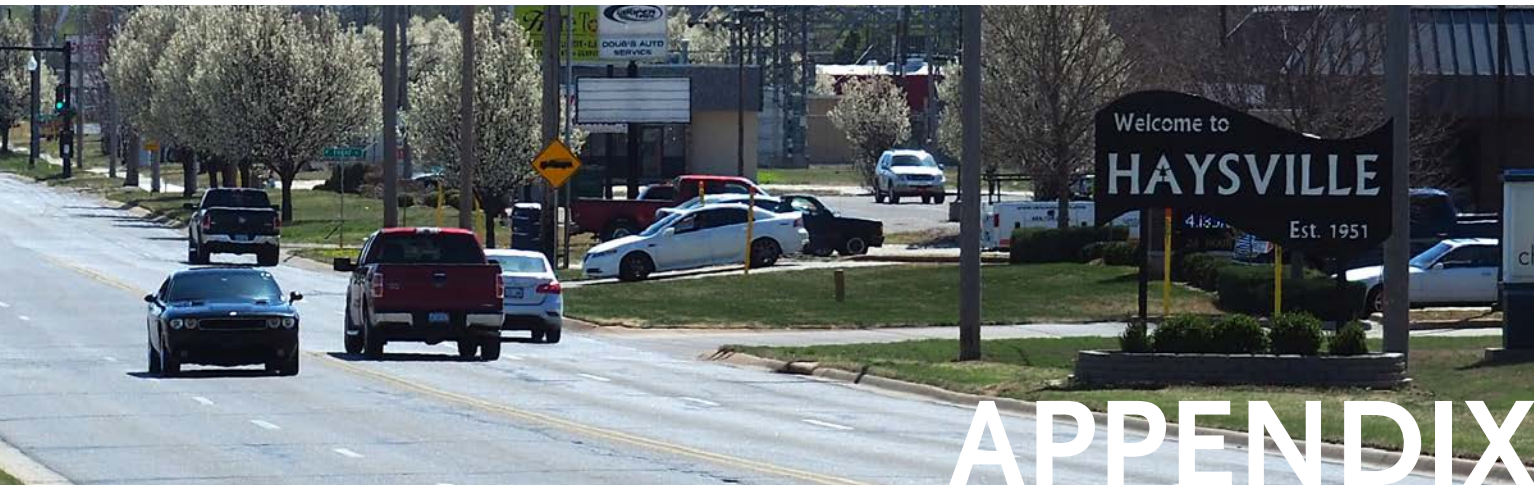
Surface Transportation Program: STP funding is the most flexible funding program within the Federal Highway Administration (FHWA) and can be used for highway and bridge projects, transit, bicycle and pedestrian project and safety initiatives. It is also the largest funding program offered through FHWA. In the Wichita Metropolitan Area, this program has generally been allocated to roadway, highway and bridge projects. There is currently funding allocated in this program for the S. Meridian Ave crossing of the Floodway.

Transportation Alternatives Program: TA funding is intended to be used for small scale community improvement projects with eligibility including bicycle and pedestrian facilities, recreational trails, safe routes to school projects, historic preservation and vegetation management. In order to be most successful, the projects should show regional significance and provide a transportation option and not only an output for recreation.

The next funding round for STP and TA programs for WAMPO will take place in 2019-2020 and will be for program years 2023-2024. In order to have eligible projects for these programs, the projects should be included within the most current Long Range Transportation Plan (LRTP). A Call for Projects for the updated LRTP will also take place in 2019-2020. Kristen Zimmerman is the contact at WAMPO who can provide updated information on project selection for these programs.

In addition to FHWA pass through funding through WAMPO, the City of Haysville has the opportunity to use Community Development Block Grant funding for community improvements such as sidewalks. This funding is provided from the US Department of Housing and Urban Development through the Kansas Department of Commerce. The CDBG Facilities Application for 2018 is due on November 1.

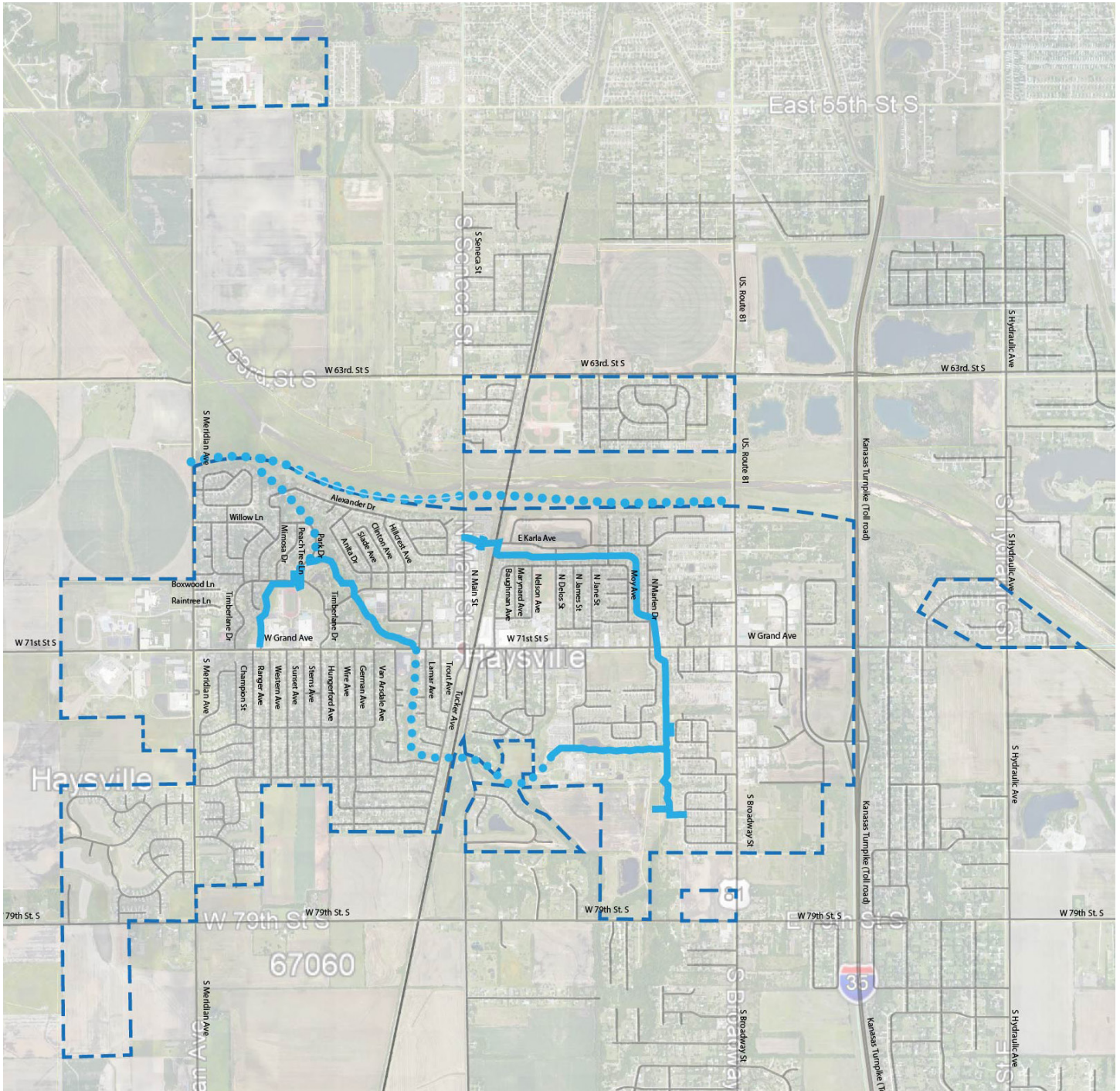




- Future Vision
 - Existing Conditions Rating Guide
 - Community Engagement | Templates
 - Dot Poll + FAQ*
 - School District Inservice Boards*
 - Community Engagement | Feedback
 - School District Inservice*
 - Senior Center*
 - Library*
 - Campus High School*
 - Mayor's Bike Ride*
 - Grocery Store*
- Findings
 - Comprehensive project Lists.*

Appendix A - Future Vision Projects

Greenway Trails - Future Vision



LEGEND

- Existing Greenways
- Proposed Greenway Planning Study

Greenway Trails

Standard - 10' wide concrete path adhering to all city standards to match existing multi-modal paths. Paths shall meet all ADA standards for access and include marked crossings and pedestrian activated signals where applicable. Greenway trails should include comprehensive sign family providing adequate wayfinding information as well as park and interpretive information. Typical Section below for reference.

Floodway - 10' wide native stabilized aggregate path. Paths shall meet all national parks standards for access and include marked crossings and pedestrian activated signals where applicable. All reasonable effort should be made to keep slopes within standards set forth by the current ADA guidelines. Greenway trails should include comprehensive sign family providing adequate wayfinding information as well as park and interpretive information.

Greenway Trails

A greenway trail is a place where residents can walk or bike for recreational purposes with limited interaction with cars. These are situated in areas with natural features, and serve to connect regional destinations, like parks.

The greenway trail will typically be a 10' concrete trail with trailside amenities but may include other elements or materials. These amenities may include:

- Seating areas at approximately every 800' interval
- A trailhead at each end of a major segment, which may include parking, drinking fountains, litter receptacles and bike racks.
- Scenic overlooks and pavilions at points of interest.

At roadway crossings, wide high-visibility cross walks should be used.

It is recommended that the study and evaluation of potential greenway trail improvements be considered a priority planning study by the city. A large amount of coordination and potential grant opportunities make these studies important yet often lengthy processes.

Wichita Valley Center Floodway Greenway

The crown jewel of the Haysville greenway trail system, the 2+ mile long Floodway Greenway embraces the largest unprogrammed expanse of open greenspace in the city. Currently access to the floodway is restricted, however, the floodway represents a great potential for passive recreation. Preliminary discussions with the City of Wichita, and Sedgwick County have revealed the potential for greenway development in this corridor given the coordination of permitting agencies and design parameters. Levee construction in the floodway is such that governing agencies prefer to limit public access to levees. Two potentially viable alternatives to levee top trails should be evaluated through further study. First, Corps of Engineers land that exists to the south of the southern levee could be condemned for recreational use and utilized for greenway trail development. Second, an in-channel trail developed with low maintenance materials and no vertical elements could be explored as an alternative. A trail system outside of the existing levees is preferred from a permitting perspective due to the reduction of flood study requirements and potential risk factors involved with access to the floodway itself. However, development within the confines of the existing levee is a more scenically attractive solution as it would allow users to view the channel and adjacent vegetation. Furthermore, the greenway trail in this area should examine the use of low maintenance and flood tolerant materials. For example, the use of decomposed granite (chat) pathways as opposed to traditional hard surfacing will allow for ease of flood cleanup and reduce the need for future cost heavy maintenance. The Implementation Plan proposes a further study of the potential greenway connection along the Wichita Valley Center Floodway between South Meridian St. and South Broadway. This connection would provide a tremendous quality of life amenity to residents of the city of Haysville.

Riggs Park Extension Greenway

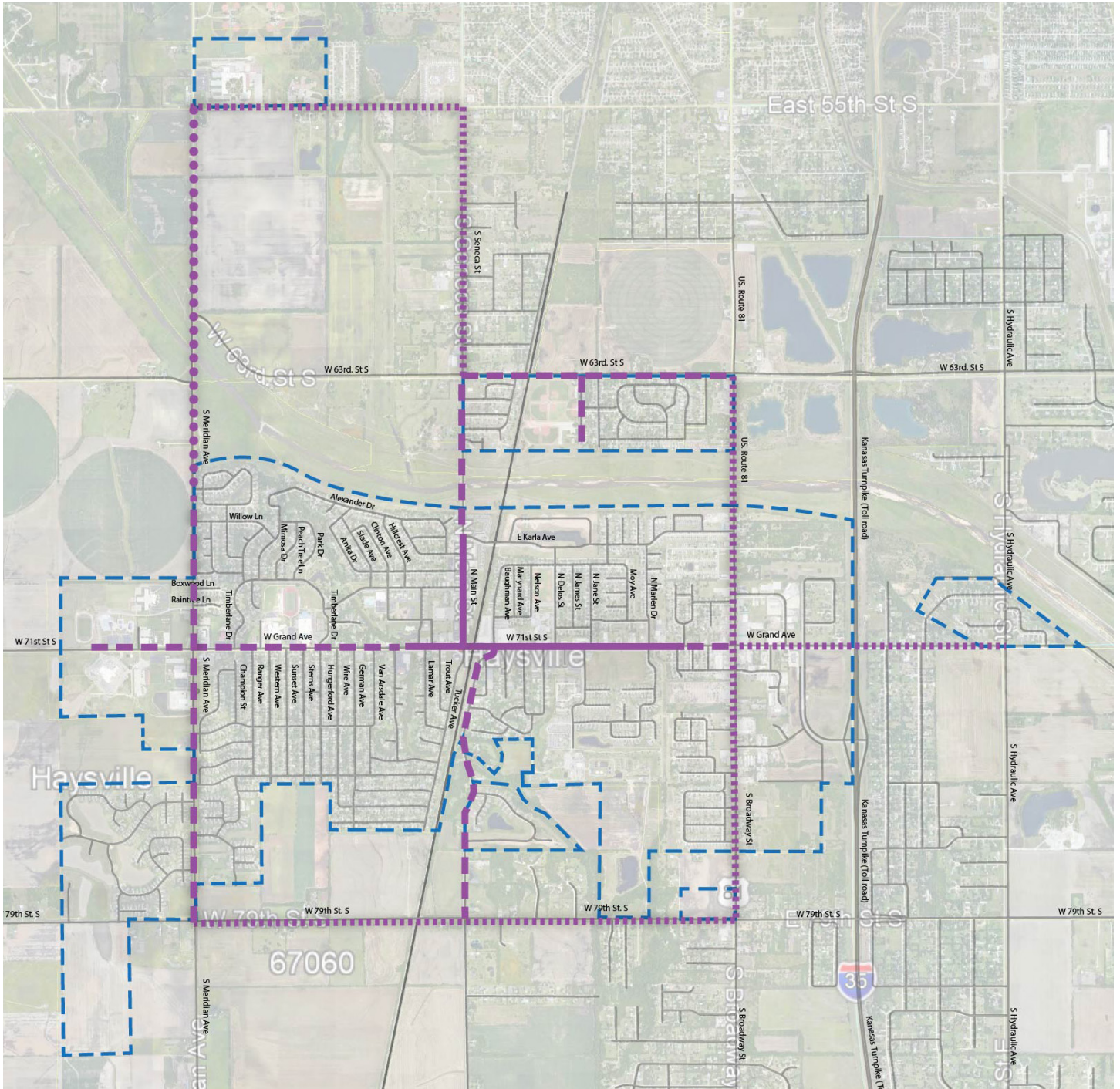
Riggs Park Extension Greenway is proposed from the existing trail within Riggs Park, through the Cowskin Creek riparian corridor and connecting to the proposed Wichita Valley Center Floodway Greenway. If this Greenway were to be completed prior to the Floodway Greenway, it should connect Riggs Park to the proposed multi-modal path on South Meridian Ave. A detailed stud of the alignment of this greenway will be required prior to implementation to determine easement requirements and any stream stabilization efforts that may be required. This section of Greenway will serve to connect a large stretch of existing trail through Riggs park and Fred Cohlmlia Park to the floodway and pedestrian infrastructure on South Meridian Ave. Offering a very different ecotype, this riparian trail corridor will offer a great juxtaposition to the open grassland of the Floodway Greenway.

Central Greenway

Connecting the Fred Cohlmlia Park trail to the Chris Elsen Memorial Skate Park via a stream corridor trail, the Central trail is approximately one mile in length. The Central Greenway is so aptly named due to its central location within Haysville. The crossing occurs between Turkle Ave and S. Seneca St. This will require an engineering study and likely result in a pedestrian tunnel below the rail bed. The Central Greenway is the single most impactful piece of greenway planned from a community connectivity perspective. Completion of this section of greenway will allow users to travel via off-street trail from Riggs Park, through the following parks: Chris Elsen Skate Park, Old Oaks Disc Golf Course, Randal Dorner Park, Orchard Acres Park, Whisler Park, and Pear Tree Park; before ending at the multi-modal path on North Main St. at East Karla Ave. Central Greenway's one mile connection will result in over 3 miles of interconnected greenway. Advanced study of the creek corridor in order to determine the best routing and any requisite stabilization will be required.

Appendix A - Future Vision Projects

Bicycle and Pedestrian Routes - Future Vision



LEGEND

- Existing Multi-Modal Infrastructure
- Priority Multi-Modal Infrastructure
- Future Multi-Modal Infrastructure
- Multi-Modal Infrastructure Planning Study

Pedestrian Improvements

All bicycle and pedestrian routes should include sidewalk infrastructure for pedestrian circulation in addition to the bicycle infrastructure described below. Pedestrian sidewalks shall consist of 6' wide concrete walks with all required ADA infrastructure at street crossings (ramps, truncated dome panel, signal where necessary).

Multi-Modal Path

A complete network of 10' multi-modal concrete pathways to accommodate bicycle and pedestrian circulation is the vision of the City of Haysville. This infrastructure has been implemented on North Main street [Grand Ave to E Karla Ave] and Grand Ave [N Lamar Ave to N Ward Pkwy.]. The Implementation Plan proposes the expansion of this infrastructure to encompass the primary arterial circulation of the city. Proposed routes are shown on the accompanying plan graphic. Multi-modal paths work in conjunction with standard pedestrian infrastructure and crossing interventions where street crossings are required. Proposed crossing information is included in the coming sections. Multi-modal paths shall consist of a 10' wide concrete walk set back from adjacent roadways 6' (minimum of 3') and buffered by a planted strip. Where possible for distances of at least one block; multi-modal paths should meander with broad sweeping curves suitable to accommodate the riding speeds of cyclists. All multi-modal paths shall be built to current ADA requirements as defined by the U.S. Department of Justice. A typical sections of a multi-modal route is shown below for reference. It should be noted the section is for reference only and will vary based on site specific.



Typical Multi-Modal Section

Appendix B - Existing Conditions Rating Guide

The following rating scale was developed to apply consistent and measurable evaluations to the walks in Haysville. A “0” rating represents no sidewalk and a “5” rating represents a newly constructed, fully accessible walk. Sidewalk ratings are a useful tool for the city to use to determine the lifecycle status of existing walks within the community. As proposed implementation strategies are assessed in the coming pages, it is important to note that the following ratings should be applied to existing infrastructure now and in the future to determine the proper time for maintenance and replacement.



Rating - Zero

‘0’ ratings indicate areas with no sidewalk or trail present. ‘0’ ratings may indicate a need for walks or simply an area that does not have a walk and does not have a specific need for a walk. These areas will be distinguished in the recommendations based on whether priority projects are identified for these areas.



Rating - One

Inaccessible walks or trails:

Ratings of ‘1’ indicate severe degradation of the walk or trail. These walks are in need of replacement in order to be functional for pedestrian circulation. Walks and trails with a rating of ‘1’ are not accessible and pose a public safety risk. These walks and trails should be prioritized when planning capital improvement projects. ‘1’ ratings are indicative of crumbling pavement, large cracks, overgrown vegetation, vertical heaving.



Rating - Two

Occasional accessibility challenges:

Walks and trails with a ‘2’ rating are a mix of serviceable pavement and inaccessible pavement. These walks and trails present accessibility issues for children, wheelchairs, and strollers. Moderate public safety risk exists on these walks and trails. ‘2’ rated walks and trails should be considered priority repair projects. Examples of this category include root heaved pavement, lack of accessible ramps, and pavement cracks.



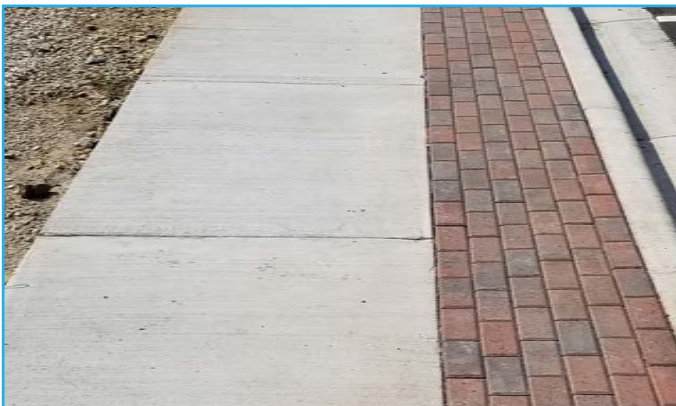
Rating - Three

'3' ratings are indicative of aging infrastructure that will fall into a '1' or '2' rating in the near future. This infrastructure has met or exceeded its material lifecycle and is still performing as an acceptable pavement surface. '3' ratings should be considered for replacement if located within priority project areas. '3' rated pavement outside of priority improvement areas should be monitored and planned for replacement in near term budgeting.



Rating - Four

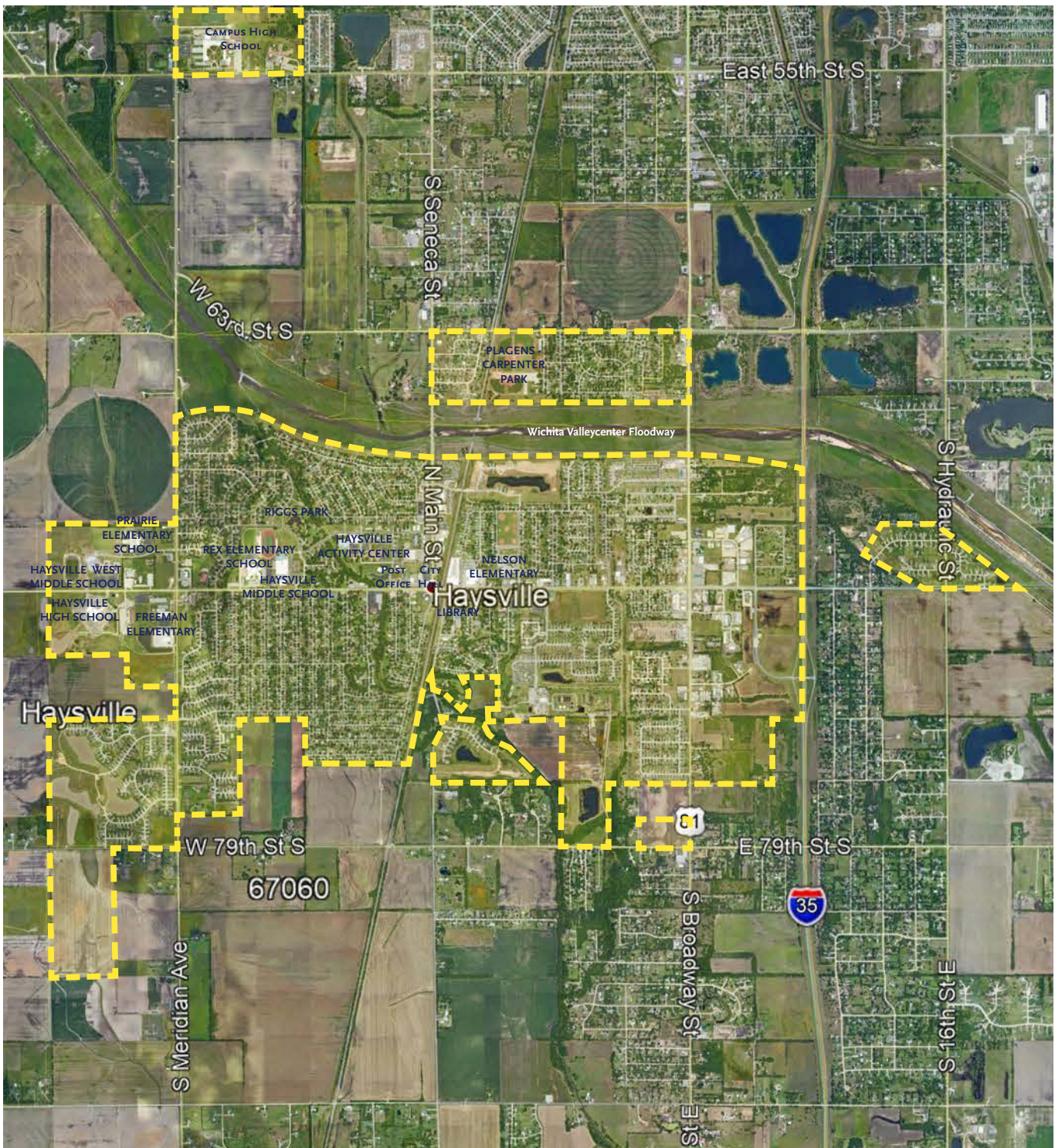
'4' ratings are pavements that fall into the designed lifecycle of the material and are still fully accessible. Examples of these pavements would be 1-10 year old concrete sidewalks with accessible curb ramps and no accessibility barriers. There is no need for improvement to '4' rated walks and trails. Once these areas fall into a '3' rating they should be identified as improvement projects.



Rating - Five

'5' Ratings are given to newly installed pavement that meets all current accessibility guidelines.

Appendix C - Community Engagement Boards



- *Where do you live?*
- *Where do you walk or bike to?*
- *What barriers block your way?*

Instructions:

- Place a Blue dot in the approximate location of your place of residence/ place of work.
- Place Green dots to Indicate destinations that you travel to or would like to travel to by foot or on bicycle.
- Place Red dots on locations that present barriers or hazards to bicycle and pedestrian travel. These should be things that make you feel unsafe, or actual physical barriers/ gaps in your route.



COMMUNITY FEEDBACK EXERCISE
BICYCLE & PEDESTRIAN IMPLEMENTATION PLAN HAYSVILLE, KS



IN COLLABORATION WITH:



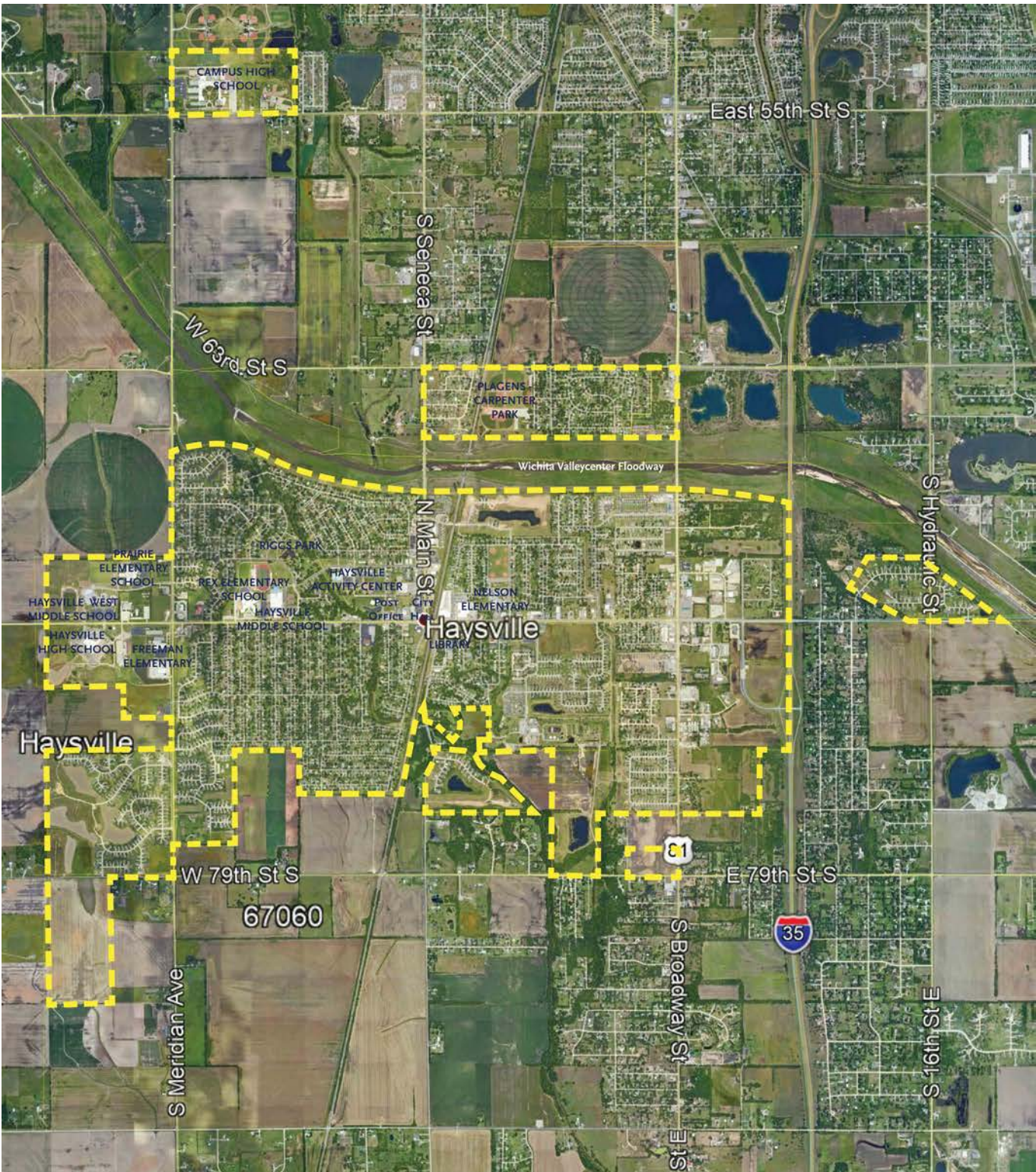


COMMUNITY FEEDBACK DOT POLL - F.A.Q.

City of Haysville

Bicycle & Pedestrian Implementation Plan

- Question: *Why do you need to know where I live or work?*
Answer: *The dot poll exercise is completely anonymous, we gather residence and workplace information to ensure these areas are properly connected to the greater community and popular destinations as identified by the community.*
- Question: *What types of destinations are you looking for?*
Answer: *Any destination that you currently walk or bike to or would if the route were available/was safer. There are no wrong answers, walk or bike there, put it on the map.*
- Question: *What counts as a barrier?*
Answer: *A barrier is any thing or condition that make walking or biking uncomfortable, unsafe, or impossible. This can include dangerous intersections, gaps in sidewalks, or even deteriorating infrastructure (potholes, buckled sidewalks, etc).*
- Question: *What is this project/poll for?*
Answer: *[From RFQ] “The Bicycle & Pedestrian Implementation Plan will build on the Bicycle & Pedestrian Master Plan and will not only address connectivity issues but should also include: future routes, missing links, lighting, crossings, ADA compliance, traffic calming, wayfinding, amenities, and others. The Implementation Plan should include elements to aid in carrying out the actions including educational and outreach efforts, infrastructure design guidelines, cost estimates, and funding options.”*
- Question: *What is this project timeline?*
Answer: *The project will wrap up in August with a presentation of the implementation plan to City Council.*



- *Where do you live?*
- *Where do you walk or bike to?*
- *What barriers block your way?*

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COMMUNITY FEEDBACK EXERCISE
BICYCLE & PEDESTRIAN IMPLEMENTATION PLAN HAYSVILLE, KS



IN COLLABORATION WITH:



COMMENT BOARD (CHECK ONE COLUMN PER ROW):

Are you a Haysville Resident?

Resident

Nonresident

Do you currently walk or bike in Haysville?

Yes

No

Would you walk or bike with improvements?

Yes

No

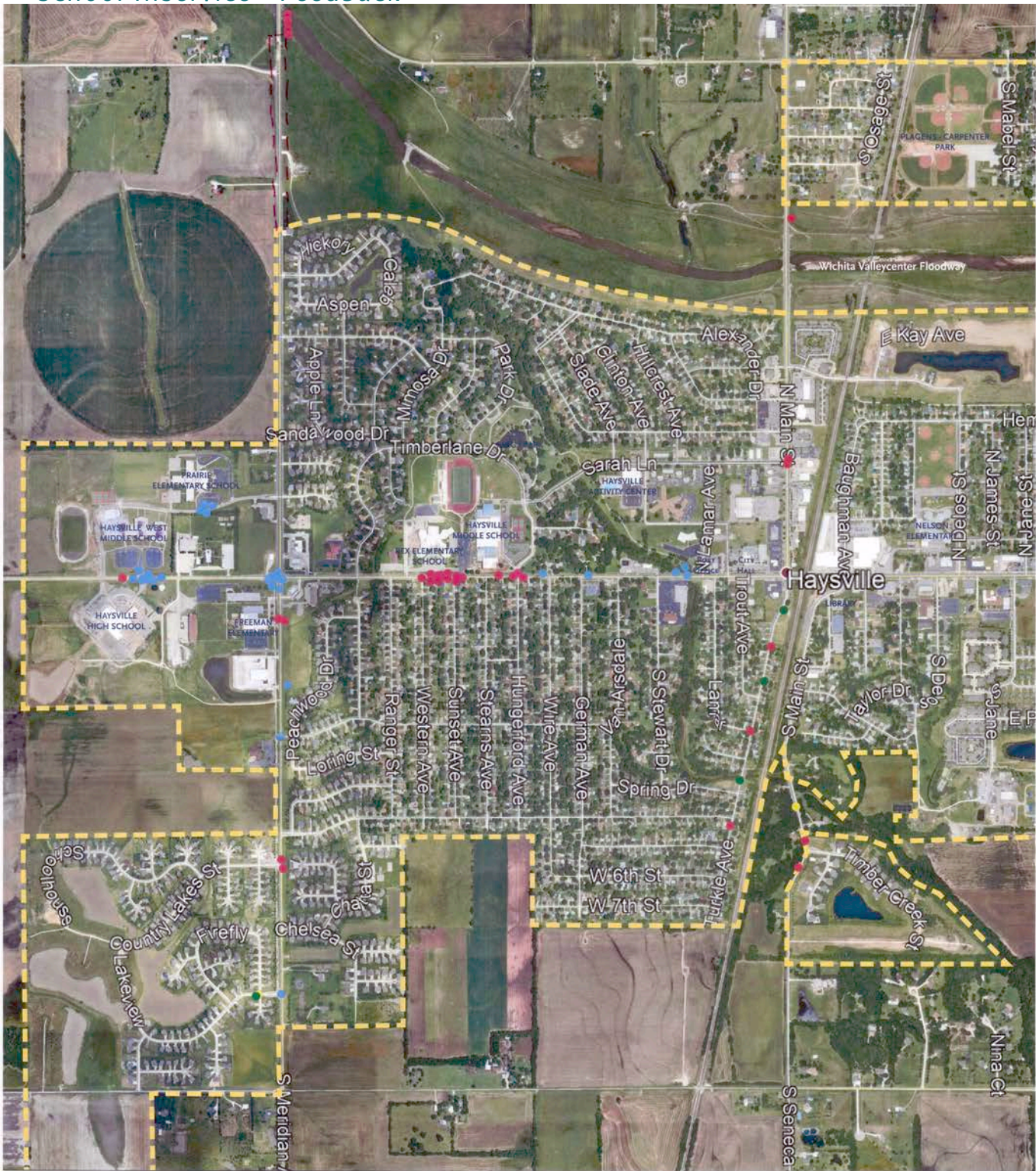
Do others in your home walk or bike? (if yes, how many?)

Yes

No



School Inservice - Feedback



- *Where are Crosswalks needed?*
- *Where are gaps in the sidewalk system?*
- *Where are other safety challenges*

Instructions:

- Place a Blue dot in the approximate location of your place of residence/ place of work.
- Place Green dots to Indicate destinations that you travel to or would like to travel to by foot or on bicycle.
- Place Red dots on locations that present barriers or hazards to bicycle and pedestrian travel. These should be things that make you feel unsafe or actual physical barriers/ gaps in your route.



SCHOOL FACULTY FEEDBACK
BICYCLE & PEDESTRIAN IMPLEMENTATION PLAN HAYSVILLE, KS

APRIL 27, 2018



IN COLLABORATION WITH:



COMMENT BOARD (CHECK ONE COLUMN PER ROW):

Are you a Haysville Resident?

Resident

Nonresident

Do you currently walk or bike in Haysville?

Yes
||||| ||||| ||||| |||||
||||| ||||| |||||

No
||||| ||||| ||||| ||||| ||

Would you walk or bike with improvements?

Yes
||||| ||||| ||||| |||||
||||| ||||| ||||| |||||

No ||| |||

Do others in your home walk or bike? (if yes, how many?)

Yes
		3					2											
		3					2					4						

No
||| |||||



COMMUNITY FEEDBACK DEMOGRAPHICS
BICYCLE & PEDESTRIAN IMPLEMENTATION PLAN HAYSVILLE, KS



IN COLLABORATION WITH:



School Inservice - Feedback

COMMENT BOARD (FILL IN YOUR THOUGHTS):

WALKING AND BIKING IN HAYSVILLE IS CHALLENGING BECAUSE...

- Lack of sidewalks limits my walks!
- School Zone Clarification @ Rex & HHS
The school zone stops before HHS
- South side Grand Side walks!
- Better police patrol on sidestreets
- Finish Meridian Sidewalk ||
- lack of bike only trails |
- BIKE LANES WHERE SIDEWALKS DO NOT EXIST
- Sidewalk crossing Big Ditch on Meridian!
- More sidewalks - ~~Bridge Pathway~~ sidewalk on Meridian Bridge X Z x 3
- More connected paths
- Sidewalks on 55th ||||
- Sidewalks on Streets in Timberlane |
- no Sidewalks on Turkle, 7th, Van Arsdale, etc.
- of strange crosswalk on grand near Broadway pathway
- Need a walking/biking bridge over big ditch in Meridian; the one on Seneca is not used nearly as much. Dangerous for students walking/biking from/to CHS!
- Need sidewalk/biking path around the new HHS/TCDS & HWS & Prairie.
- By the mountains, rivers, trees
- 79th street New Park!
- Need south side of sidewalk on grand between Rex and Wire to be further away from the road.
- Sidewalk connects to Key Places (sch, lib, pol, ect)
- Walking bridge across big ditch by the ball fields
- Finish sidewalk on East side of Meridian. south of Grand Ave.
- Sidewalk on East side of Meridian (btw 71st - 79th)
- cross b/w W & E side of Meridian closer to 79th
- Larger, Longer infrastructure around and through Haysville and surrounding area



COMMUNITY FEEDBACK EXERCISE
BICYCLE & PEDESTRIAN IMPLEMENTATION PLAN HAYSVILLE, KS



IN COLLABORATION WITH:

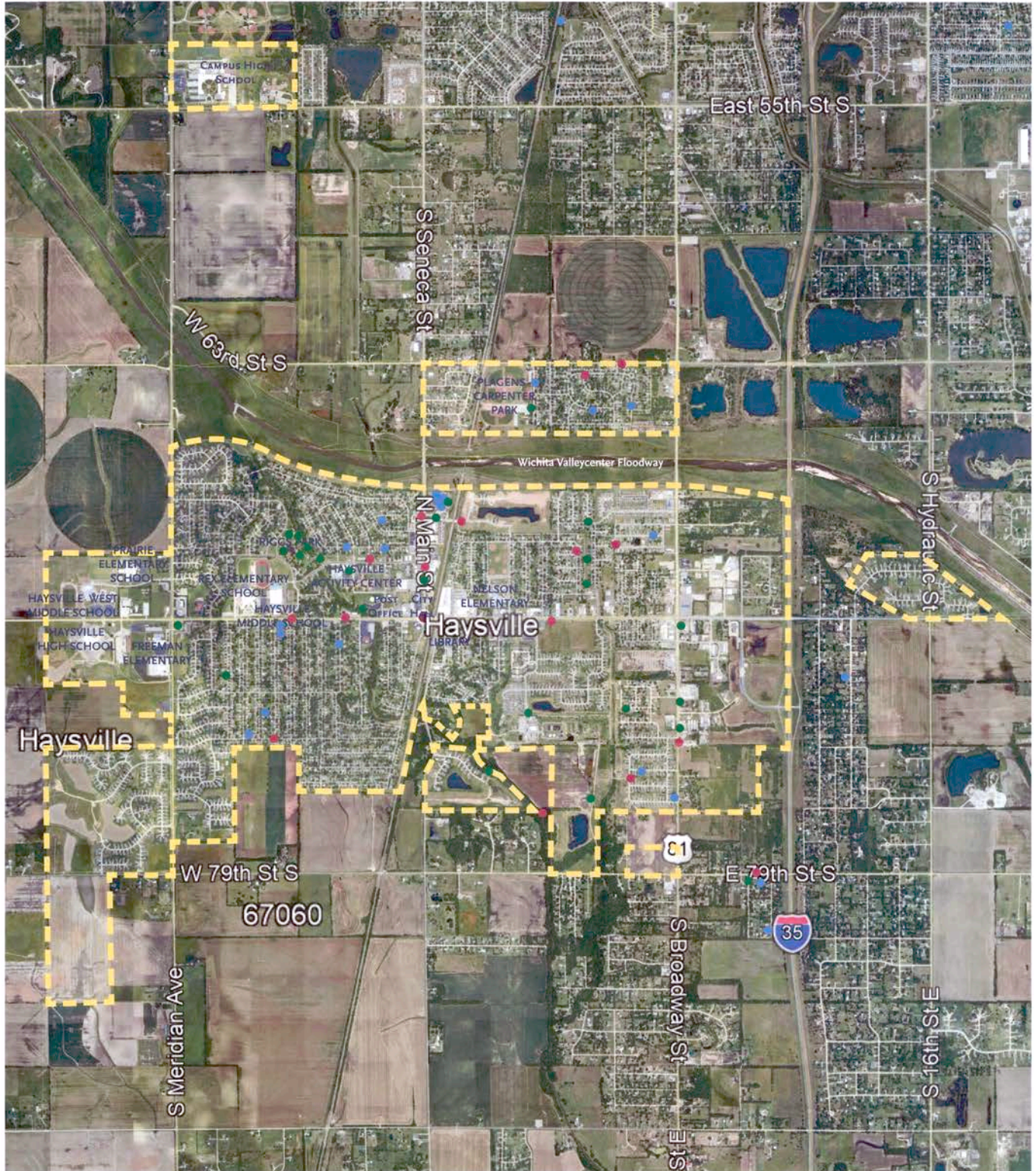


KAW VALLEY
ENGINEERING



GROUNDWELL
CONSULTING

Senior Center - Feedback



- *Where do you live?*
- *Where do you walk or bike to?*
- *What barriers block your way?*

Instructions:

- Place a Blue dot in the approximate location of your place of residence/ place of work.
- Place Green dots to Indicate destinations that you travel to or would like to travel to by foot or on bicycle.
- Place Red dots on locations that present barriers or hazards to bicycle and pedestrian travel. These should be things that make you feel unsafe, or actual physical barriers/ gaps in your route.

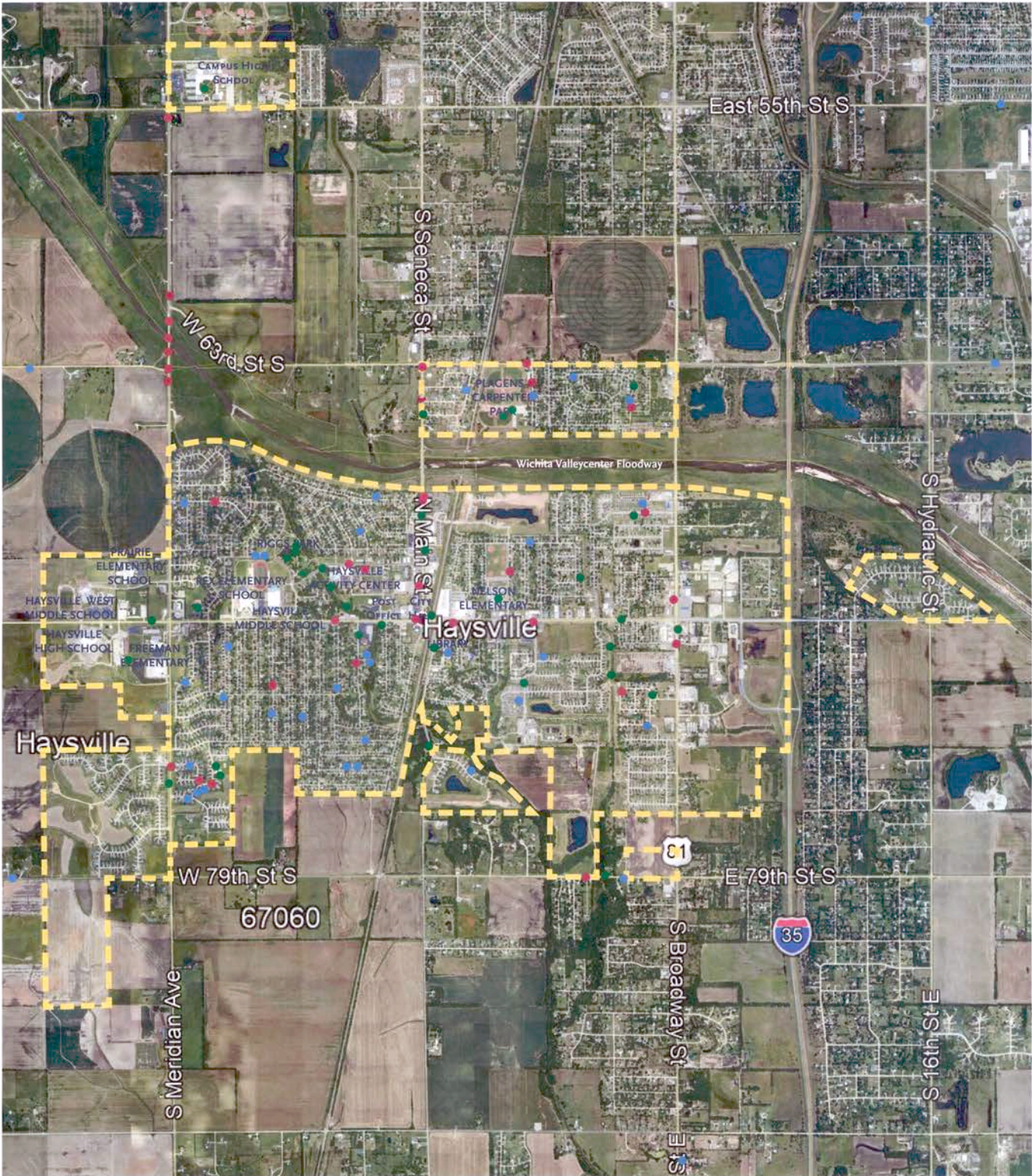


COMMUNITY FEEDBACK EXERCISE
BICYCLE & PEDESTRIAN IMPLEMENTATION PLAN HAYSVILLE, MO



IN COLLABORATION WITH:





- *Where do you live?*
- *Where do you walk or bike to?*
- *What barriers block your way?*

Instructions:

- Place a Blue dot in the approximate location of your place of residence/ place of work.
- Place Green dots to Indicate destinations that you travel to or would like to travel to by foot or on bicycle.
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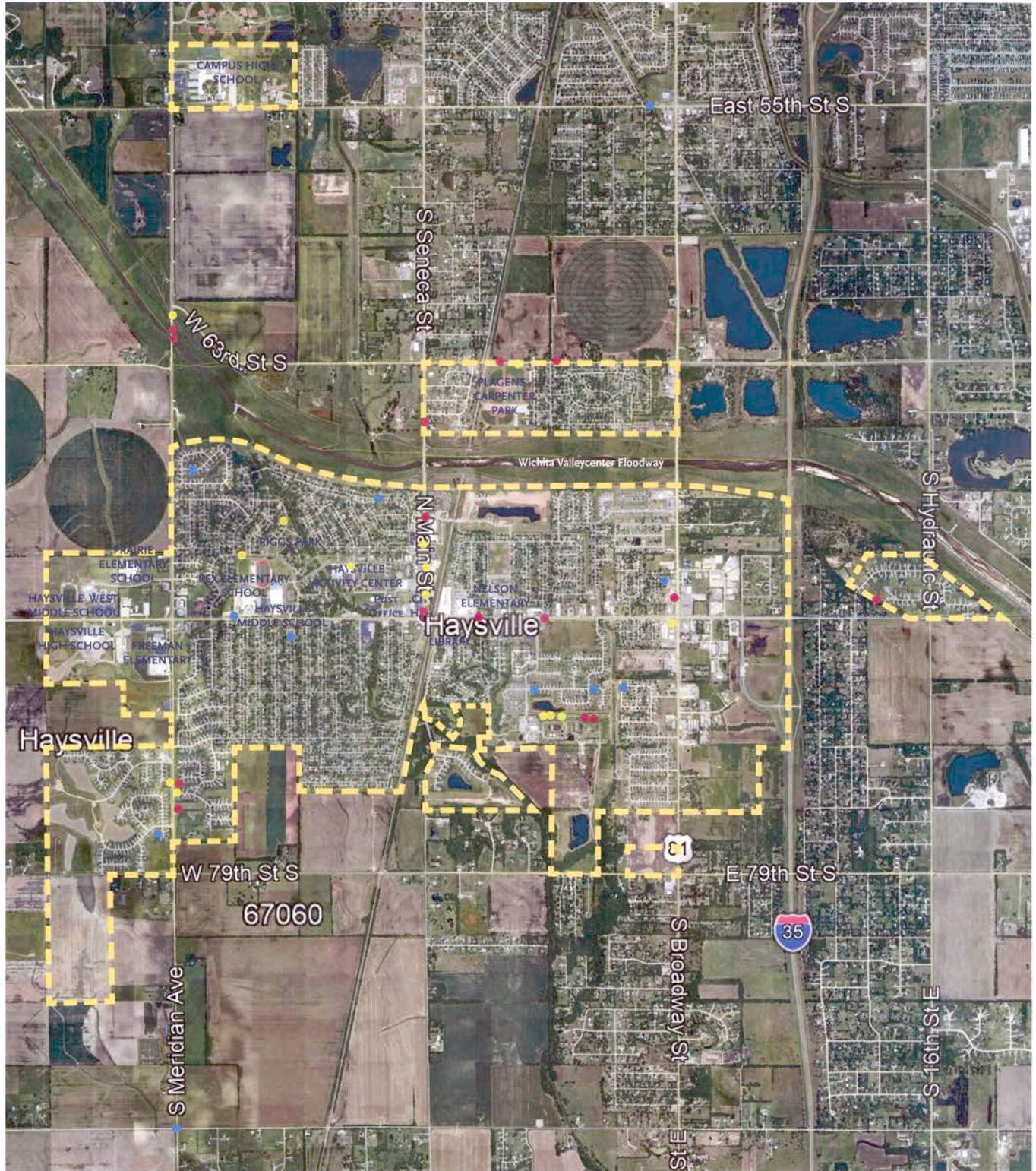
COMMUNITY FEEDBACK EXERCISE
BICYCLE & PEDESTRIAN IMPLEMENTATION PLAN HAYSVILLE, KS



IN COLLABORATION WITH:



Campus High School - Feedback



- *Where do you live?*
- *Where do you walk or bike to?*
- *What barriers block your way?*

Instructions:

- Place a Blue dot in the approximate location of your place of residence/ place of work.
- Place Green dots to Indicate destinations that you travel to or would like to travel to by foot or on bicycle.
- Place Red dots on locations that present barriers or hazards to bicycle and pedestrian travel. These should be things that make you feel unsafe, or actual physical barriers/ gaps in your route.



COMMUNITY FEEDBACK EXERCISE
BICYCLE & PEDESTRIAN IMPLEMENTATION PLAN HAYSVILLE, MO



IN COLLABORATION WITH:



Mayor's Bike Ride - Feedback



- *Where do you live?*
- *Where do you walk or bike to?*
- *What barriers block your way?*

Instructions:

- Place a Blue dot in the approximate location of your place of residence/ place of work.
- Place Green dots to Indicate destinations that you travel to or would like to travel to by foot or on bicycle.
- Place Red dots on locations that present barriers or hazards to bicycle and pedestrian travel. These should be things that make you feel unsafe, or actual physical barriers/ gaps in your route.



COMMUNITY FEEDBACK EXERCISE
BICYCLE & PEDESTRIAN IMPLEMENTATION PLAN HAYSVILLE, KS



IN COLLABORATION WITH:



Mayor's Bike Ride - Feedback



- *Where are Crosswalks needed?*
- *Where are gaps in the sidewalk system?*
- *Where are other safety challenges*

Instructions:

- Place a Blue dot in the approximate location of your place of residence/ place of work.
- Place Green dots to Indicate destinations that you travel to or would like to travel to by foot or on bicycle.
- Place Red dots on locations that present barriers or hazards to bicycle and pedestrian travel. These should be things that make you feel unsafe or actual physical barriers/ gaps in your route.



SCHOOL FACULTY FEEDBACK
BICYCLE & PEDESTRIAN IMPLEMENTATION PLAN HAYSVILLE, KS

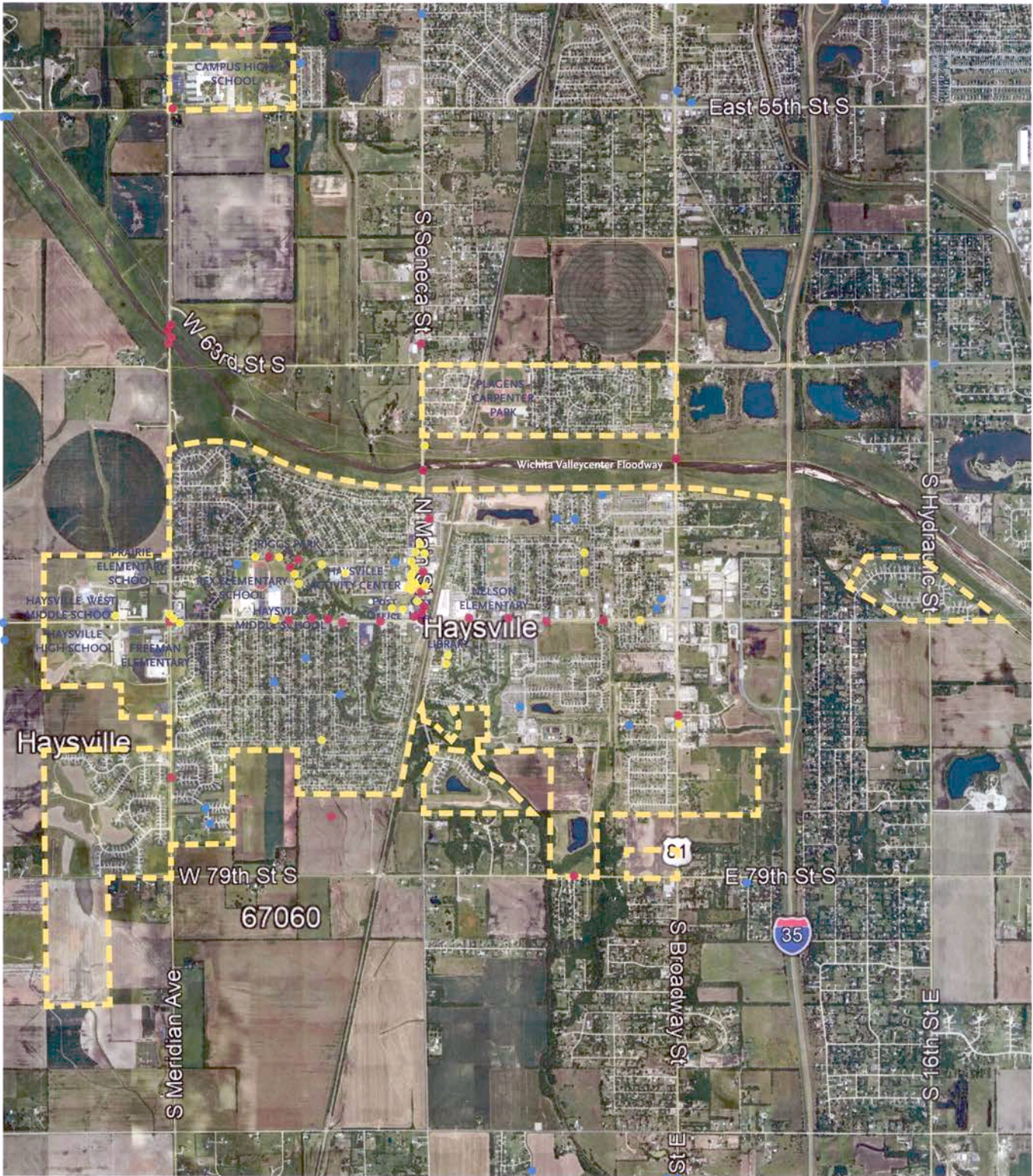
APRIL 27, 2018



IN COLLABORATION WITH:



Grocery Store - Feedback



- *Where do you live?*
- *Where do you walk or bike to?*
- *What barriers block your way?*

Instructions:

- Place a Blue dot in the approximate location of your place of residence/ place of work.
- Place Green dots to Indicate destinations that you travel to or would like to travel to by foot or on bicycle.
- Place Red dots on locations that present barriers or hazards to bicycle and pedestrian travel. These should be things that make you feel unsafe, or actual physical barriers/ gaps in your route.



COMMUNITY FEEDBACK EXERCISE
BICYCLE & PEDESTRIAN IMPLEMENTATION PLAN HAYSVILLE, KS



IN COLLABORATION WITH:



Appendix C - Comprehensive Project List

Ward 4th Sidewalk Extension								
Street	Beginning	End	Status	Notes	Infrastructure Type	Length	Unit Cost (lf)	Estimated Cost
S. Seneca St.	Hollywood St.	W. 63rd St. S.	Incomplete		6' Sidewalk east side of road	476	\$50	\$23,804.15
S. Seneca St.	Summey St.	Hollywood St.	Incomplete		6' Sidewalk east side of road	289	\$50	\$14,468.08
S. Seneca St.	W. 6th St. S.	Summey St.	Incomplete		6' Sidewalk east side of road	290	\$50	\$14,495.40
W. 63rd St. S.	S. Seneca St.	S. Osage St.	Incomplete		6' Sidewalk south side of road	1031	\$50	\$51,534.34
W. 63rd St. S.	S. Osage St.	Southern St.	Incomplete		6' Sidewalk south side of road	192	\$50	\$9,618.84
W. 63rd St. S.	Southern St.	Mabel St.	Incomplete		6' Sidewalk south side of road	1074	\$50	\$53,708.08
W. 63rd St. S.	Mabel St.	Corey St.	Incomplete		6' Sidewalk south side of road	340	\$50	\$17,010.11
W. 63rd St. S.	Corey St.	S. Pleasant St.	Incomplete		6' Sidewalk south side of road	1401	\$50	\$70,064.02
W. 63rd St. S.	S. Pleasant St.	Sunnyside St.	Incomplete		6' Sidewalk south side of road	709	\$50	\$35,425.14
W. 63rd St. S.	Sunnyside St.	S. Broadway St.	Incomplete		6' Sidewalk south side of road	535	\$50	\$26,733.37
					Signage and Wayfinding	AL	10% of Construction	\$31,686.15
					Design Services	AL	10% of Construction	\$31,686.15
Subtotal								\$380,233.84
South Main Sidewalk Extension								
Street	Beginning	End	Status	Notes	Infrastructure Type	Length	Unit Cost (lf)	Estimated Cost
S. Main St.	Spencer Dr.	Timber Creek St.	Incomplete		6' Sidewalk east side of road	1685	\$50	\$84,270.55
S. Main St.	Timber Creek St.	River Birch St.	Incomplete		6' Sidewalk east side of road	962	\$50	\$48,110.36
					Signage and Wayfinding	AL	10% of Construction	\$13,238.09
					Design Services	AL	10% of Construction	\$13,238.09
Subtotal								\$168,857.09
East Grand Sidewalk Extension								
Street	Beginning	End	Status	Notes	Infrastructure Type	Length	Unit Cost (lf)	Estimated Cost
E. 71st St. S.	Turnpike	S. Ida	Incomplete		6' Sidewalk South side of road	1644	\$50	\$82,207.00
E. 71st St. S.	S. Ida	Winesap St.	Incomplete		6' Sidewalk South side of road	725	\$50	\$36,236.00
E. 71st St. S.	Winesap St	S. Hydraulic Ave.	Incomplete		6' Sidewalk South side of road	1559	\$50	\$77,942.50
					Signage and Wayfinding	AL	10% of Construction	\$19,638.55
					Design Services	AL	10% of Construction	\$19,638.55
Subtotal								\$235,662.60
Country Lakes Sidewalk Extension								
Street	Beginning	End	Status	Notes	Infrastructure Type	Length	Unit Cost (lf)	Estimated Cost
S. Meridian St.	Saddle Brooke St.	W. 79th St. S.	Incomplete		6' Sidewalk west side of road	992	\$50	\$49,579.48
W. 79th St. S.	Lakeview	S. Meridian St.	Incomplete		6' Sidewalk north side of road	1497	\$50	\$74,828.50
					Signage and Wayfinding	AL	10% of Construction	\$12,440.80
					Design Services	AL	10% of Construction	\$12,440.80
Subtotal								\$149,289.57
West Grand Sidewalk Extension								
Street	Beginning	End	Status	Notes	Infrastructure Type	Length	Unit Cost (lf)	Estimated Cost
W. Grand Ave.	S. Saint Cecilia Ave.		Incomplete	Haysville W. Middle School	5' Sidewalk both sides of road	781	\$90	\$70,305.27
W. Grand Ave.	S. Meridian St.	S. Saint Cecilia Ave.	Incomplete	St. Cecilia School	5' Sidewalk both sides of road	1066	\$90	\$95,920.41
					Signage and Wayfinding	AL	10% of Construction	\$16,622.57
					Design Services	AL	10% of Construction	\$16,622.57
Subtotal								\$199,470.82
Meridian Floodway Crossing								
Street	Beginning	End	Status	Notes	Infrastructure Type	Length	Unit Cost (al/lf)	Estimated Cost
S. Meridian St.	Hannah Ln.	W. 63rd St. S.	Incomplete	Based on 2016 Bid	Pedestrian Bridge.	1030	\$3,000.00	\$3,000,000.00
S. Meridian St.	Hannah Ln.	W. 63rd St. S.	Incomplete	Sidewalk on E. side of St.	Sidewalk Connections	1712	\$50	\$85,600.00
					Signage and Wayfinding	AL	\$20,000.00	\$20,000.00
					Design Services	AL	10% of Construction	\$308,560.00
Subtotal								\$3,414,160.00
Construction Total								\$4,135,487.75
Grand Total								\$4,537,673.91

