

1. Applicant submits the General Application. KDOT will review submissions for eligibility and suggest the appropriate funding program.
2. Applicant submits the program specific application to both KDOT and WAMPO. Indicate if the project requires a quick response in facilitate an economic development project.
3. If it does, a decision will be made within 45 days. Otherwise, applications will be included in the annual round of selections.
4. WAMPO will review the application for consistency with regional priorities and goals then submit a recommendation to KDOT.
5. KDOT will make a decision and announce awards.
6. The applicant will enter into a funding agreement with KDOT that specifies the responsibilities of each party in conducting the study, design and/or construction process. Generally, KDOT will let the bid and manage the project while coordinating with the applicant.

WAMPO Programmed Funding

WAMPO chooses local government projects for funding using competitive selection processes. Each funding program has a set of project selection criteria (PSC) to determine project eligibility and priority. Selected projects must then be programmed in the Transportation Improvement Program (TIP) and included in the Metropolitan Transportation Plan (MTP) to receive funds. The current general selection process outlined in the TIP policy is:

1. WAMPO issues a call for projects.
2. Applicant submits the competitive project application.
3. Project applications are reviewed by the Technical Advisory Committee (TAC). TAC makes project funding recommendations to the Transportation Policy Body (TPB).
4. TPB endorses a list of competitive fund projects.
5. TAC recommends the TIP (or TIP amendment) for TPB approval.
6. TPB takes action on the TIP.
7. The applicant coordinates with KDOT and enters into a funding agreement that specifies the responsibilities of each party in conducting the study, design and/or construction process. KDOT will typically let the bid and manage the project while coordinating with the applicant. The applicant will report project status and funding progress to WAMPO.

INTEGRATION WITH LOCAL PLANS AND CODES

The general implementation process with plans such as the South Broadway Corridor Plan is to gain local approval, integrate it into the community's Comprehensive Plan and incorporate it into local development codes. On February 13, 2012, Haysville City Council passed a resolution officially endorsing the plan as an effective vision for future development of the South Broadway Corridor. Subsequently, the City of Haysville will integrate the planning recommendations into their Comprehensive Plan and local development codes as updates are made in the future.

Haysville Comprehensive Plan

Incorporating the South Broadway Corridor Plan into the Haysville Comprehensive Plan will establish it as a factor that must be considered in the development approval process. Additionally, it will make the Corridor Plan and its recommendations official City planning policy.

Coordination with Ongoing Planning Initiatives

At the time of this writing, there are the two applicable ongoing planning initiatives. Coordination with each of these should occur so the recommendations are integrated. First, KDOT is in the initial planning stages for the US-81/K-53 Casino Area Transportation Plan. The project study area is located immediately south of the South Broadway Corridor Plan study area. For continuity purposes, the recommended improvements and policies contained herein should be considered during KDOT's planning process.

Second, portions of the South Broadway Corridor study area overlap with the area included in the ongoing Sedgwick County Quad City Plan. MAPD's Advanced Plans Division has been involved on the Core Project Team. Additional consultation should occur to determine which elements of this Corridor Plan are applicable to the Quad City effort. Those critical aspects should be incorporated into the Quad City Plan as deemed appropriate.

Additionally, regional transportation planning is considered to be a continual and ongoing process. WAMPO should be aware of the findings and recommendations contained in the South Broadway Corridor Plan that may impact their ongoing analysis, planning and programming. These items can then be incorporated into the regional transportation planning process.

Development Code Integration

The most effective means of implementing the recommendations is to integrate them into Haysville's zoning and subdivision regulations. The first step will be for Haysville to determine as a community which specific planning policy, transportation policy, land use, development and design recommendations should be implemented and to what degree they should be implemented. For example, the City may want to implement the full set of commercial/industrial building material recommendations or implement them with only a 10% masonry coverage requirement.

After these items are decided, specific code language will need to be drafted and amended into the appropriate development code. Generally speaking, the most effective way to implement the land use, development and sign design components of the South Broadway Corridor Plan is to create a Corridor Overlay District in the Haysville Zoning Regulations. This zoning designation should then be assigned to the corridor.

It is not necessary for the overlay district boundaries to correspond exactly with the Corridor Plan study area. In fact, some planning recommendations, particularly the future land uses, may be applicable along the corridor but outside the study area. This should be considered and implemented as deemed appropriate.

Each recommendation for private development can be instituted through the overlay district mechanism. Upon determining the feasibility of the recommendations, design specifics and desired language, a zoning amendment should be adopted as soon as practicable to prevent inconsistent development from being approved.

Normally, a site plan review process is included with Corridor Overlay District language. This process would require submission of a sketch plan for proposed developments. City staff would then review the plan for deficiencies between the submittal and the zoning requirements and notify the applicant. This process gets all the expectations on the table early in the process and improves the applicant's chances for successful zoning approval.

Some recommendations will be implemented through the subdivision regulations and the property platting process. For example, dedication of property for needed right-of-way. Access spacing and driveway design requirements are often implemented in this way since they encroach into the public right-of-way.

Even if Haysville decides not to implement these standards through codification two related items are worth considering. Plats could be required to include a notice of applicability regarding the South Broadway Corridor Plan and the KDOT Access Management Policy. These items then become a matter of record and are more easily enforced. Some communities even require KDOT access controls to be shown on a plat. This enforces driveway spacing consistent with KDOT standards, helping to ensure appropriate access spacing into the future.

Sometimes, access management can be implemented through the recording of a separate instrument. Separate instruments are documents that are filed with the Register of Deeds and become part of a property's official record. So, they run with the land remaining in place from owner to owner until they are legally changed. These are particularly useful for implementing cross-lot access agreements or shared driveway agreements.

FINAL CONSIDERATIONS

The future vision of the South Broadway Corridor and the recommendations contained in this plan are the result of extensive analysis, discussion, consideration and coordination. Each recommendation has been conceived to further the Corridor Vision Principles and regional planning goals. If the plan is implemented, safe and efficient travel through the South Broadway Corridor will be preserved, appropriate land uses will be encouraged and the development quality will improve. This will help the South Broadway Corridor reach its full economic potential as traffic and population increase.

Regardless of how fully this plan is implemented, development pressure is likely to grow within the corridor. Certainly, there are ways to deal with the impacts of that growth other than those contained herein. If the community chooses to use other means, the key to success will be to use a transparent, comprehensive process to develop tools aimed at achieving community goals – just as the South Broadway Corridor plan has done.