SOUTH MERIDIAN CORRIDOR PLAN

ACKNOWLEDGEMENTS

The process of developing the South Meridian Corridor Plan was an important undertaking that drew on the abilities and cooperative efforts of many people. A Core Group was formed early in the process to add their technical expertise to the Plan along with an Advisory Group who provided broad direction. Composed of local business owners, concerned citizens, planners, transportation engineers, Unified School District (USD) #261 officials, and local and state officials, these interdisciplinary groups helped set the tone for the Plan and what it should accomplish. Members of the committees attended meetings, reviewed drafts, and provided valuable assistance throughout the process to answer questions and provide guidance. Special thanks to those employees of USD #261 who arranged meeting space and assisted in publicizing the Plan's community outreach efforts. Our thanks go to those who participated in determining the direction and content of the Plan, and to all those who gave their time and support in the interest of building a better community.

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

Purpose

The South Meridian Corridor Plan provides guidance for future improvements to an approximate 5.4-mile portion of Meridian Avenue within the southern part of Sedgwick County. The area under study is located along Meridian from a point one-quarter mile north of 55th Street South to one-eighth mile south of 95th Street South. The plan addresses land use, transportation and potential pedestrian, and aesthetic enhancements of the corridor through the year 2035.

Why Now?

Recent transportation studies in the region point to a need for the creation of an arterial street network to improve east/west connectivity and capacity within southern Sedgwick County. With the City of Haysville poised for additional growth and the likelihood this growth will occur along Meridian provides an important opportunity to begin planning for improvements. The timing is right to plan for this anticipated change and create a long term vision for land use, transportation, and open space on Meridian.

What Does it Do?

The Plan outlines land use, transportation, and to a degree open space goals. The Plan explores roadway configuration alternatives that strive to increase safety and capacity along Meridian, while creating a more pedestrian friendly street with an improved visual character. It identifies new land uses and patterns that seek to strengthen the corridor by encouraging growth of existing uses while incorporating new and complimentary ones. This study is intended to be a resource for decision makers, City and County staff, and potential private investors on the corridor.

What Doesn't it Do?

The Plan does not propose the specific redevelopment or dictate the location and type of future development of any site along the corridor, but seeks to guide future market driven redevelopment through 2035. The Plan does not immediately change the road alignment or close any access drives for businesses or residents.

What Happens Next?

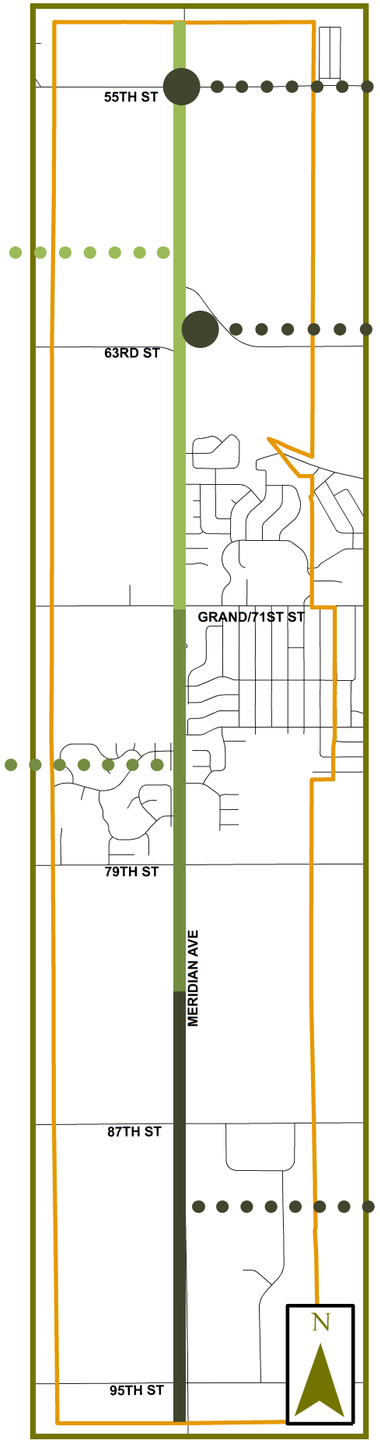
The City of Haysville and Sedgwick County will use the Plan to guide transportation and land use decisions along Meridian. Potential next steps include preparing an access management policy, programing plans for the reconstruction of the various segments of Meridian, and determining the City's financial role in enhancements for the corridor. Please refer to the "Corridor Recommendations" section for more information on the Plan's specific objectives.

ROAD IMPROVEMENTS: NORTH SECTION

- PROJECT: MAINTAIN EXISTING FOUR-LANE ROAD WITH TURN-LANES AND SIGNALS AS WARRANTED.
- TIMEFRAME: ADDITIONAL ROAD IMPROVEMENTS AS NEW DEVELOPMENT WARRANTS.
- COST: IMPROVEMENT COST TO BE BORNE BY THE DEVELOPER.

ROAD IMPROVEMENTS: CENTER SECTION

- PROJECT: WIDEN MERIDIAN TO A THREE-LANE ARTERIAL STANDARD AS WARRANTED.
- TIMEFRAME: WITHIN THE NEXT 5 YEARS.
- COST: APPROXIMATELY $3.9 MILLION.



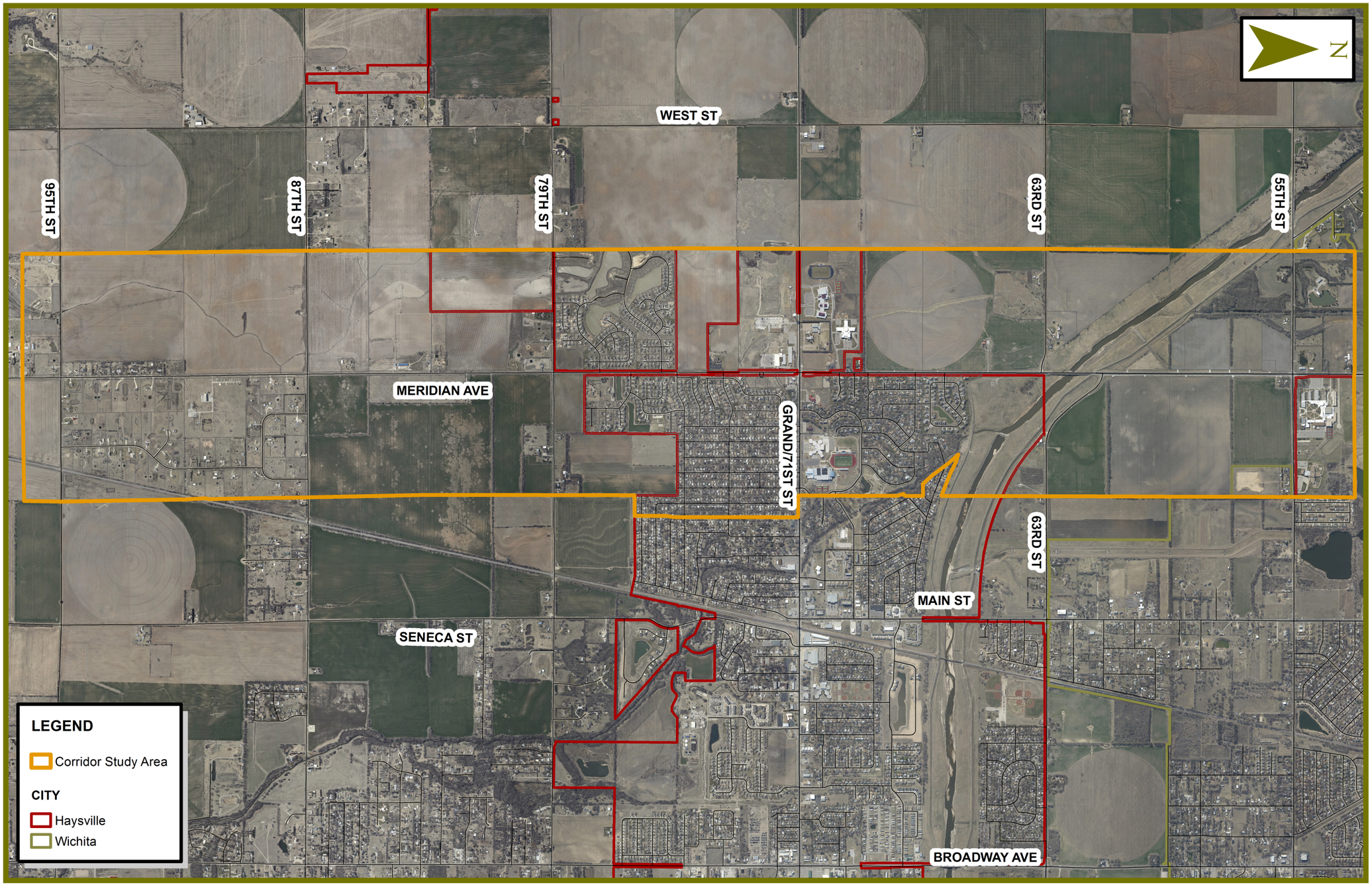
EXPLORE OPPORTUNITIES TO INSTALL TRAFFIC SIGNALS AT THE 55TH STREET AND MERIDIAN INTERSECTION.

PRIORITIZE THE CONSTRUCTION OF A PEDESTRIAN BRIDGE OVER THE FLOODWAY

ROAD IMPROVEMENTS: SOUTH SECTION

- PROJECT: WIDEN MERIDIAN TO A TO A "SUPER-TWO" ARTERIAL STANDARD AS WARRANTED.
- TIMEFRAME: WITHIN THE NEXT 15 YEARS AS PAVEMENT REQUIRES.
- COST: APPROXIMATELY $2.85 MILLION.

Figure 1: South Meridian Corridor Study Area



PROJECT BACKGROUND

In December, 2011 the Wichita Area Metropolitan Planning Organization (WAMPO) requested proposals to conduct an analysis of the "South Meridian Corridor" in Haysville and unincorporated Sedgwick County. The project encompasses an area centered along Meridian Avenue from one-quarter mile north of 55th Street to one-eighth mile south of 95th Street, and generally extends one-half mile east and west of Meridian (**see Figure 1**).

The Plan serves to guide development within the Meridian corridor through the year 2035, a timeline consistent with the Metropolitan Transportation Plan (MTP) 2035. To assist in its creation, WAMPO selected a consultant team comprised of Baughman Company, P.A. and DesignWorkshop to complete the project with assistance from the City of Haysville.

PROJECT OBJECTIVE

The South Meridian Corridor Plan (referred to as the Plan) will create a basis for ensuring Meridian continues to be a safe, accessible, efficient and appealing arterial corridor as development occurs through the year 2035.

A "Corridor Plan" is a document that outlines a long-range vision of typically 15 to 30 years for transportation improvements and development strategies communities can use to help generate positive momentum. This Plan can provide decision makers and the community with recommended policies to help guide future public improvements and private development within the corridor. The Plan examines the current conditions of the area, develops a future vision based on input from residents and business owners of the area and then formulates specific goals, objectives, and policies that will help implement that vision. This plan is intended to identify and develop a long-range plan ensuring that the South Meridian Corridor continues to grow and develop while addressing the needs and desires of the community.

The timing is right to be ahead of Haysville's future growth and create a long term vision for land use, transportation, and open space along Meridian. In discussions among project consultants and administrators leading into this project, it was agreed Meridian offers a unique opportunity to positively impact the quality of life of Haysville and the surrounding community, as well as enhance its ability to capture a greater share of quality development going forward. As such, this project should be approached from a different perspective compared to similar corridors in the area.

The Plan explores roadway configuration alternatives that strive to maintain the roadway's high level of service and make Meridian a more pedestrian friendly street with an improved visual character. It identifies land use patterns that seek to strengthen the unique districts within the corridor by encouraging growth of existing uses and introduction of new and complimentary ones.

WAMPO
Wichita Area Metropolitan Planning Organization

THE CITY OF HAYSVILLE

LEAD PROJECT CONSULTANT

Baughman
ENGINEERING | SURVEYING | PLANNING
LANDSCAPE ARCHITECTURE

PHILIP J. MEYER, L.A.
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The Plan will address the interactions and functions of several major and minor nodes along the corridor, illustrate its linkages with other key transportation routes within the area, and provide a broad discussion of future transportation/land use relationships as this corridor develops.

With these objectives in mind, one function the Plan does not serve is to dictate the specific development, or redevelopment, of any tract of land along the corridor but seeks to guide future market driven growth over the planning period. The Plan does not immediately change the road configuration, secure right-of-way, or close any access drives for businesses/residents. This Plan is intended to be a resource for decision makers, City and County staff, and potential private investors on the corridor.

PLANNING APPROACH

Meridian is a critical arterial roadway within south-central Sedgwick County, along which a significant percentage of adjacent properties have yet to be fully-developed. It is with this "blank canvas" mind-set that the community has a greater ability to help guide future development along Meridian rather than being forced to retrofit a relatively larger amount of frontage along other roadways.

The planning process for the South Meridian Corridor Plan was organized around a public consensus building process that included both a Core Group and Advisory Group comprised of local governmental officials, WAMPO and City of Haysville staff, property owners, school officials, and Haysville Forward members. The combination of these varied perspectives provided the consulting team with insight and community aspirations that were incorporated into the plan.

Successful corridor planning efforts tend to follow best practices as listed below and produce plans that are:

- **Comprehensive**, based on a full understanding of the dynamics of transportation and all interacting influences within the corridor;
- **Proactive**, seeking to identify and address transportation-related problems before they arise, rather than after they have grown to the point of being intolerable;
- **Visionary**, meaning that the recommended strategies for the corridor arise from a shared vision for the corridor established by local communities and state agencies with jurisdiction over the corridor; and
- **Collaborative**, meaning that transportation agencies, local governments, stakeholders and the public-at-large all participate in the development, implementation, and monitoring of the corridor plan.

PLAN INTEGRATION

This Plan will be the next logical step toward implementing previous planning efforts, such as the Haysville Comprehensive Plan, the Wichita-Sedgwick County Comprehensive Plan, WAMPO's Metropolitan Transportation Plan (MTP) 2035, as well as others. Several of these studies directly affect recommendations of this Plan, while others provide more limited guidance. This section will discuss these various studies as they relate to and influence the South Meridian corridor.

City of Haysville Comprehensive Plan

Updated in 2012, the City of Haysville's Comprehensive Plan calls for continued steady growth over the course of the planning period. Based on recent trends and the expectations of local officials, much of this growth is anticipated to occur along the western edge of Haysville and within the corridor boundary.

The Comprehensive Plan furthers several primary transportation goals, namely increasing the safety and convenience of the transportation network, accommodating non-motorized travel when possible, and including aesthetic elements in the roadway design. Planning considerations found in the Land Use section call for the orderly extension of infrastructure to support urban growth as well as provide protection of prime agricultural areas within the City's planning jurisdiction.

South Area Transportation Study

The South Area Transportation Study (SATS) plan originated to address the issues facing the southern-most area of WAMPO's jurisdiction. One of the principle issues is the lack of linkages throughout the area which affect the mobility of the population of several suburban cities and restrain the economic opportunities within the region.

The Meridian Corridor is identified as a major link (Tier 1 Priority) in the overall network of transportation routes within the SATS due to its connectivity with I-235 to the north, Grand Avenue within Haysville and the proposed 95th Street Parkway. Some of the suggested improvements in SATS have been completed, specifically Meridian being expanded to four-lanes between 47th Street and Grand Avenue. The Plan calls for 63rd Street to become a four-lane arterial west of Broadway (Tier 2 Priority), as well as 79th Street in order to act as a connector between Derby and Haysville (Tier 2 Priority).

The SATS plan states a preference for a "Four-Lane Arterial Parkway" system on the Tier 1 arterials (Greenwich Road, 95th Street, 119th Street, and Meridian Avenue) to reduce travel times between areas of development and growth as well as providing better access throughout the area. The SATS plan doesn't identify a significant need for an expanded arterial network in this area at this time, however. Based on this finding, it is presumed the Plan's alternative to the parkway design of Meridian remaining a "Paved Two-Lane Route" is consistent with this Plan's recommendations. In general, this "Paved Two-Lane Route" alternative should provide many of the same benefits as the "Four-lane Arterial Parkway" option to a lesser extent, but also at a "substantially" lower cost. Both this Plan and the SATS share similar recommendations for such issues as right-of-way preservation, implementation of access controls, and increased mobility as an "interim solution."

Metropolitan Transportation Plan (MTP) 2035

The vision of the Metropolitan Transportation Plan (MTP) 2035 is to foster a transportation system throughout the region that is safe, efficient, accessible and affordable. Improvements to Meridian should be in line with the MTP 2035 short-term and long-term objectives.

The MTP 2035 supports the assumption that the Meridian corridor will play a major role in supporting Haysville's population growth, primarily in areas located between the floodway and 79th Street. As such, the Plan outlines several potential road projects. Within the "Eligible for Funding List", Meridian is identified to be widened to a four-lane urban standard arterial in two separate projects. The first project improves Meridian between Grand and 79th Street and the second project expands Meridian from 79th Street to 87th Street. Also listed in the MTP 2035's "Eligible for Funding List" is the proposed pedestrian bridge over the Wichita-Valley Center Floodway and the Kirby Park Loop bicycle/pedestrian trail. All projects have an anticipated timeframe for implementation between 2014 and 2019.

City of Haysville Safe Routes to School Plan

In 2006, WAMPO was awarded $15,000 in Phase I funding from the Safe Routes to School (SRTS) Program to create a regional plan focused on the education and encouragement aspects of the "5 E's" (Engineering, Education, Enforcement, Encouragement, and Evaluation).

During this time, several communities in the region also applied for SRTS funding but were not selected. WAMPO extended an offer to each of those communities to assist in SRTS planning efforts using the funding that had been awarded. Subsequently, WAMPO teamed up with the Safe Kids Wichita Area Coalition, the City of Valley Center, Valley Center Public School District (USD 262), the City of Cheney, Cheney Public School District (USD 268), the City of Haysville, Haysville Public School District (USD 261), and Harry Street Elementary School in the Wichita Public School District (USD 259).

Regarding physical improvements to the South Meridian Corridor, the SRTS Plan identifies expansions and/or improvements to Haysville's system of hike and bike paths, ensure adequate sidewalks or pedestrian trails are included in new subdivisions, and install intersection improvements such as pedestrian actuated crosswalks.

WAMPO Regional Pathways System Plan

The Regional Pathways System Plan identifies two connections with Meridian - the proposed greenway along the floodway and a portion of the rural loop (Oz Trail) from 79th Street beyond 95th Street. However, neither are identified as priority missing links.

The Oz Trail is a proposed 100-mile loop around the City of Wichita that recreational cyclists can use for riding opportunities away from more heavily traveled urban arterials. This trail calls for the use of future paved roadway shoulders, or on-street bicycle lanes developed to urban street standards, as roadway segments are improved as part of Sedgwick County's Capital Improvements Program (CIP).

As parts of the WAMPO region continue to grow and roadways become widened to accommodate additional lanes and vehicular traffic flows, it is important to consider accommodating bicycle travel. Share-the-road signs are appropriate for use on higher speed suburban and rural roadways and should be implemented in conjunction with shoulder improvements.

Regarding the "Big Ditch Greenway", a change in the Wichita-Valley Center Flood Control Project (referred to further as the "Floodway") use rights would need to be realized before these areas could be used for a regional pathway system. If it comes to be, this route would provide connectivity from the City of Valley Center through western Wichita, and then across the north side of Haysville to Derby.

Sedgwick County Drainage Project No. D-21

In 2011 the Sedgwick County Board of County Commissioners requested a study of the drainage basin within the south-central portion of the county. The existing conditions related to storm-water runoff greatly impact the future development of areas south and west of Haysville and a long-term solution was sought.

The Sedgwick County Drainage Project No. D-21, referred to as "D-21", outlines a drainage basin approximately 3,500 acres in area, which the southern three miles of the Meridian corridor planning boundary is affected. Termed the "Meridian Tributary", drainage collects in the northern reaches of the basin and runs south from a point generally one-half mile west of Meridian to a discharge point approximately one-half mile south of 95th Street. The Meridian Tributary is largely undefined, but the proposed improvements would create a system of 30-foot to 70-foot wide channels to convey runoff. The primary system would run north to south along the half-mile line between Meridian Avenue and West Street, with a second channel running approximately 400 feet west of Meridian starting at a point approximately one-quarter mile south of 79th Street to a point north of 95th Street, then turning west to connect to the primary channel.

Effects of these proposed D-21 design solutions on the future road design of Meridian are minimal. In fact, once in place, the drainage channel will allow Meridian to be designed with a more typical stormwater sewer system instead of requiring expanded capacity, thereby keeping construction and design costs lower. Development west of Meridian and south of 79th Street will incur additional construction cost to bridge the secondary channel, but it is reasonable to assume these costs will not to be too great as to impede growth. A timeframe for the implementation of D-21, a nearly $9 million project, has yet to be established and funding mechanisms are still being discussed.

WAMPO Safety Plan

The Safety Plan is a "coordinated, strategic, and informed planning process for reducing fatalities, injuries, and traffic crashes on all public roads in the WAMPO region." The Safety Plan recommends strategies to increase the safety of roadways that are applicable to future improvements to Meridian. Although none of the intersections along Meridian are identified as needing specific changes or enhancements, the Safety Plan calls for increased access management policies and a program to "identify and remediate hazardous/substandard pedestrian and bicycle road crossings."

South Broadway Corridor Plan

A similar study as this one in many regards, the South Broadway Corridor Plan addresses the future design and function of one of the area's major north/south roadways. Although the two corridors offer a considerable amount of differences in existing conditions, function, improvement needs and future traffic volumes, they are both vital to the community's transportation network.

South Wichita/Haysville Area Plan

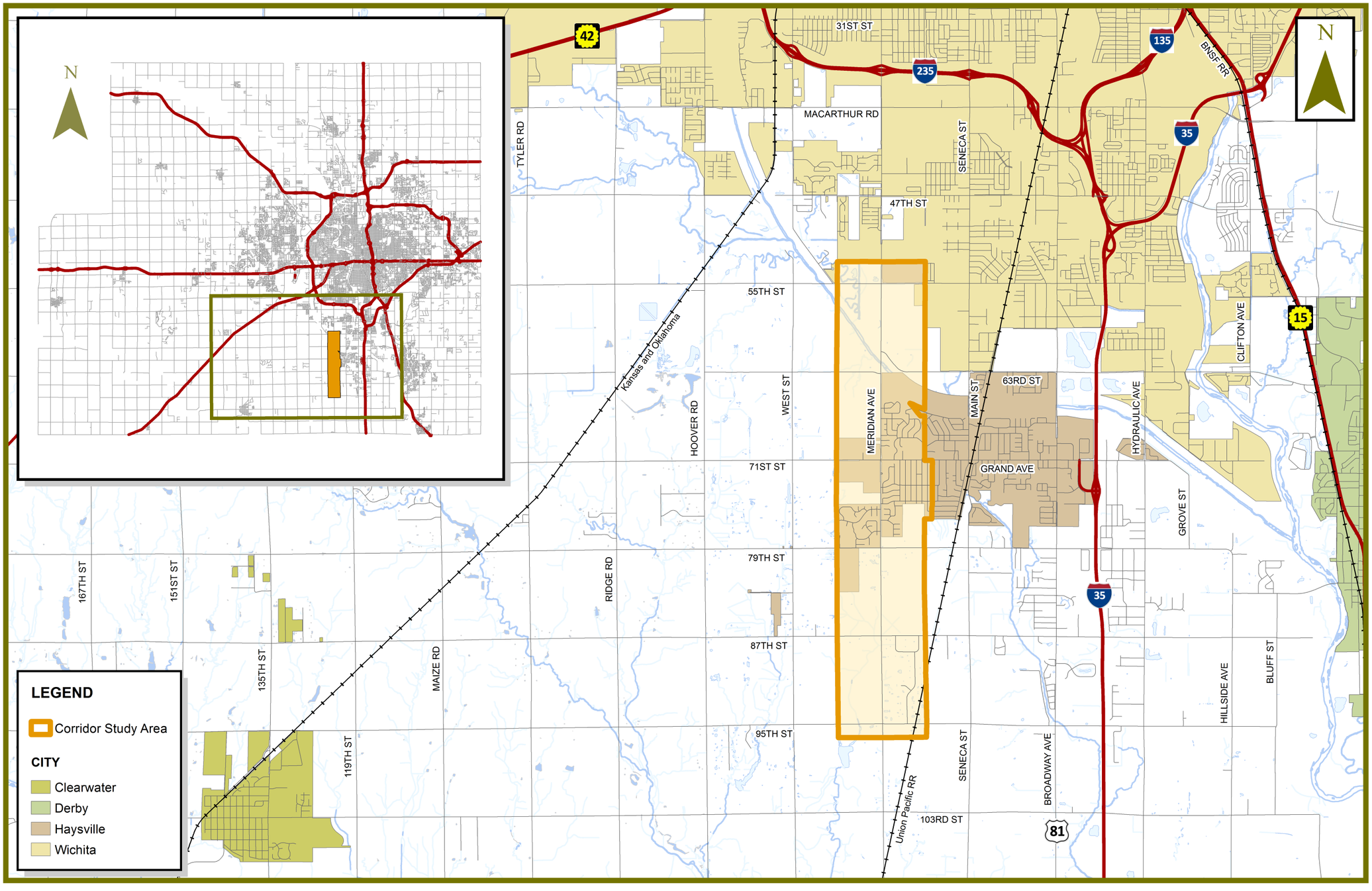
Completed in 2001, the South Wichita/Haysville Area Plan formed a foundation for decisions related to future development within a broad area centered around 55th Street and Seneca. The northern two miles of the Meridian Corridor is included in the discussion and the most-relevant element, expansion of Meridian from two-lanes to four-lanes has since been implemented. Other general goals of the South Wichita/Haysville Area Plan which remain applicable include strengthening commercial development standards and expanding pedestrian-oriented facilities.

WAMPO Congestion Management Process (CMP)

Developed in 2008 and updated 2011, the WAMPO Congestion Management Process evaluates roads throughout its jurisdiction in an effort to identify areas where transportation efficiencies were reduced by lack of capacity, high incidence of crashes and site-specific land use conflicts which contribute to congestion. At the time the CMP was developed, Meridian was identified as warranting action to reduce the potential for congestion between 55th Street and Grand. Based on current traffic counts it appears the issue of congestion was subsequently addressed by the recent road widening project, and no other portions of the corridor were noted.

CORRIDOR CONTEXT

Figure 2: Regional Perspective Map



REGIONAL PERSPECTIVE

Meridian is a major north/south arterial roadway within the south-central region of Sedgwick County, and primarily serves as a link from the west side of Haysville into Wichita with an interchange connection to I-235. Meridian is also an important link to the community of Peck, located three miles south of the study area on the Sedgwick County/Sumner County line, and ties into 103rd Street, a paved County arterial that currently serves as the major east/west road serving Clearwater (**see Figures 1 and 2**).

Meridian is identified in the regional transportation planning context as an important link between the future 95th Street South Area Parkway System to the south and I-235 to the north, as well as supporting east/west connections with other principle section line roads. Along with 119th Street to the west and Greenwich Road to the east, Meridian is considered the center axis in a proposed transportation network serving the southern portion of the County. Running parallel to the east of Meridian is U.S. Highway 81 (Broadway) and the Kansas Turnpike (I-35) 2 miles and 2.5 miles, respectively. These two facilities comprise the two major conveyors of traffic volumes in the area.

EXISTING COMMUNITY CHARACTERISTICS

Haysville is located south of Wichita in Sedgwick County, Kansas and is in the WAMPO transportation planning area. While the majority of the corridor study area currently lies in unincorporated Sedgwick County with a very small portion located within the City of Wichita, Haysville will likely incorporate the future growth expected along Meridian.

The City of Haysville has a population of 10,826 (2010 Census) persons and according to its 2012 Comprehensive Plan, anticipates population growth to increase to approximately 16,700 persons through 2035. Population densities are primarily located east of Meridian although much of the land expected to accommodate future urban growth lies to the west.

The South Meridian Corridor is also equally distributed among four townships; Ohio, Salem, Riverside, and Waco. Under state statutes the township appoints a "road overseer" to direct the construction and maintenance of all township roads, bridges, and culverts. These duties are under the supervision of the township board and the county engineer. Although no portion of Meridian is maintained by these townships, coordination with the Sedgwick County Public Works Department may be beneficial at the section line intersections.

With the exception of several small tracts of land south of 55th Street and east of Meridian that are within Wichita's city limits, the balance of the Plan area is in Haysville's Zoning Area of Influence. Haysville's subdivision jurisdiction encompasses the entire Area of Influence, while zoning applications must receive a recommendation by the Haysville Planning Commission that is ultimately decided by the Board of County Commissioners. With this in mind, the South Meridian Corridor Plan assumes most urban-level development to occur on the fringe of Haysville and be incorporated into the city limits of Haysville as a result.

Areas north of Floodway may be annexed by either Wichita or Haysville. However, it is expected the unincorporated land within Plan's study area should be annexed by Haysville as development occurs in the future.

Existing Land Use Pattern

Although the current development pattern along the Meridian corridor has not contributed to a degradation of the road's safety, function, or capacity, there is a possible need for policies to be put in place or amended to help guide land use decisions and future transportation improvements.

The South Meridian corridor study area is comprised of approximately 3,150 acres containing 1,623 individual tracts of land owned by 1,374 individuals or entities. Of the corridor's land area, approximately 70% of the land is classified as an agricultural use or otherwise undeveloped and 18.5% is classified as residential. The total 2011 appraised value of these properties is $234,938,970. **Figure 3** shows the existing land use based on current County tax classification within the corridor and the current zoning pattern is seen in **Figure 4**.

The project area also contains several USD #261 school facilities; Campus High School, Haysville Middle School, Haysville West Middle School, Freeman Elementary School, Rex Elementary School, Prairie Elementary School, and the District's administrative offices. There are several smaller churches within the corridor and the intersection of Grand and Meridian is developed with a few local-serving commercial uses (**see Figure 5**).

The study area south of 79th Street is primarily rural in nature with some suburban, large-acre residential lot developments. The single industrial use located between 87th Street and 95th Street is utility-based and not a significant traffic generator.

One consideration of this Plan is to account for regional land use changes, specifically the impact of the new Kansas Star Casino which is within five miles of the Meridian and 95th Street intersection.

Existing Parks, Public Uses and Open Spaces, and other Community Resources

The project area contains four developed City parks – Timberlane and Timberlane North, Riggs Park, and Kirby Park (**see Figure 6**). The City of Haysville also owns approximately 80 acres of land one-quarter mile west of Meridian south of 79th Street that is expected to serve as an active recreation facility at some point in the future.

Haysville has expanded their system of sidewalks and bike trails into areas within the Meridian corridor. The 1.05 mile Timberlane Bike Path runs north of Grand Avenue and extends into the study area to a point approximately one-quarter mile east of Meridian. The Meridian expansion north of Grand Avenue to 55th Street includes a 5-foot sidewalk on the east side of the road extending from Grand Avenue north to a terminus on either side of the Wichita-Valley Center Flood Control and onto the 55th Street intersection.

There are no facilities operated by the City of Haysville located within the corridor's boundary that would impact the objectives of the study. Likewise, the initial analysis of the corridor did not reveal historic or cultural resources, or otherwise important scenic opportunities, which would warrant consideration in this project.

Figure 3: Existing Land Use Along the Meridian Corridor

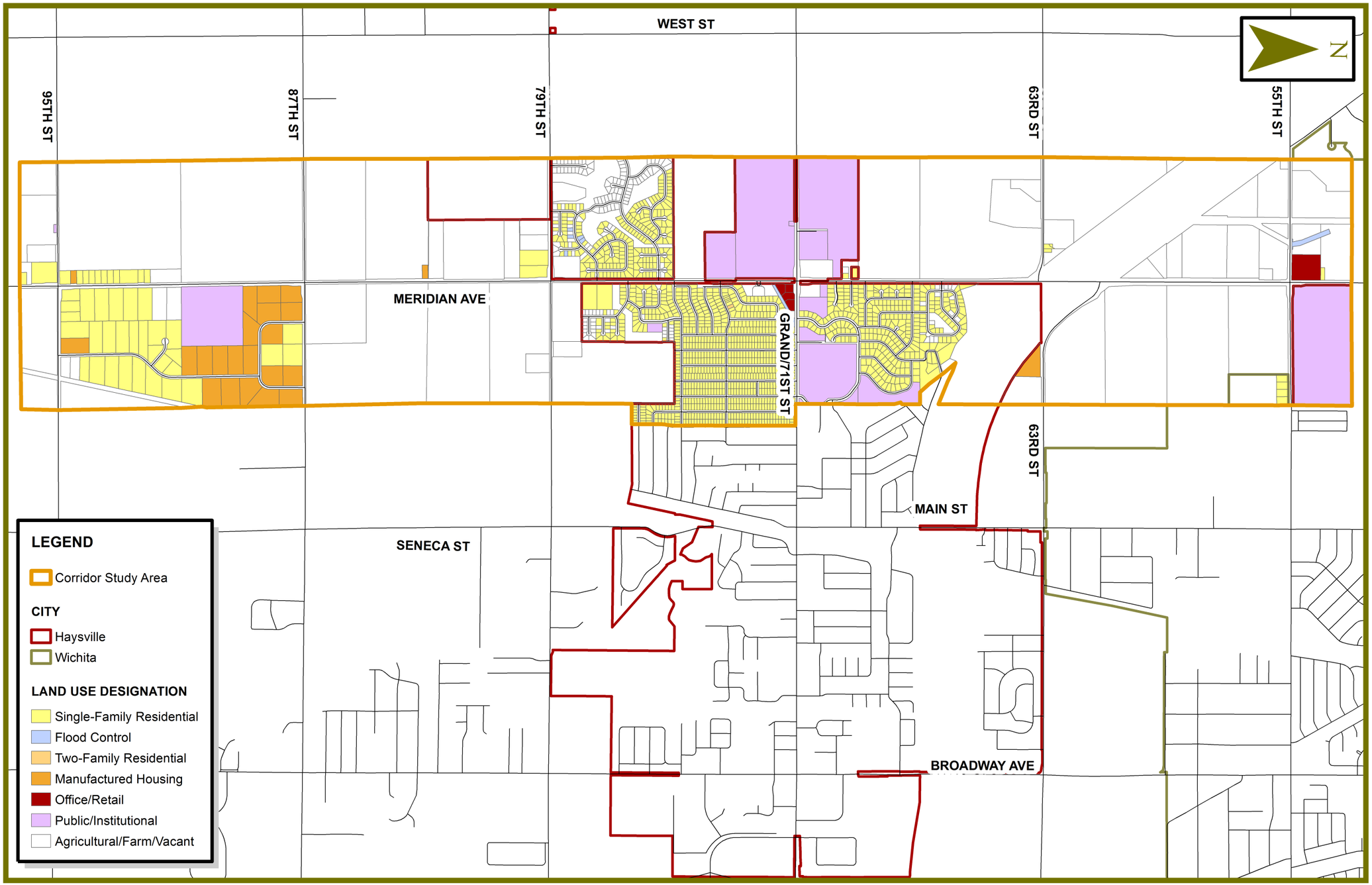


Figure 4: Existing Zoning along the Meridian Corridor

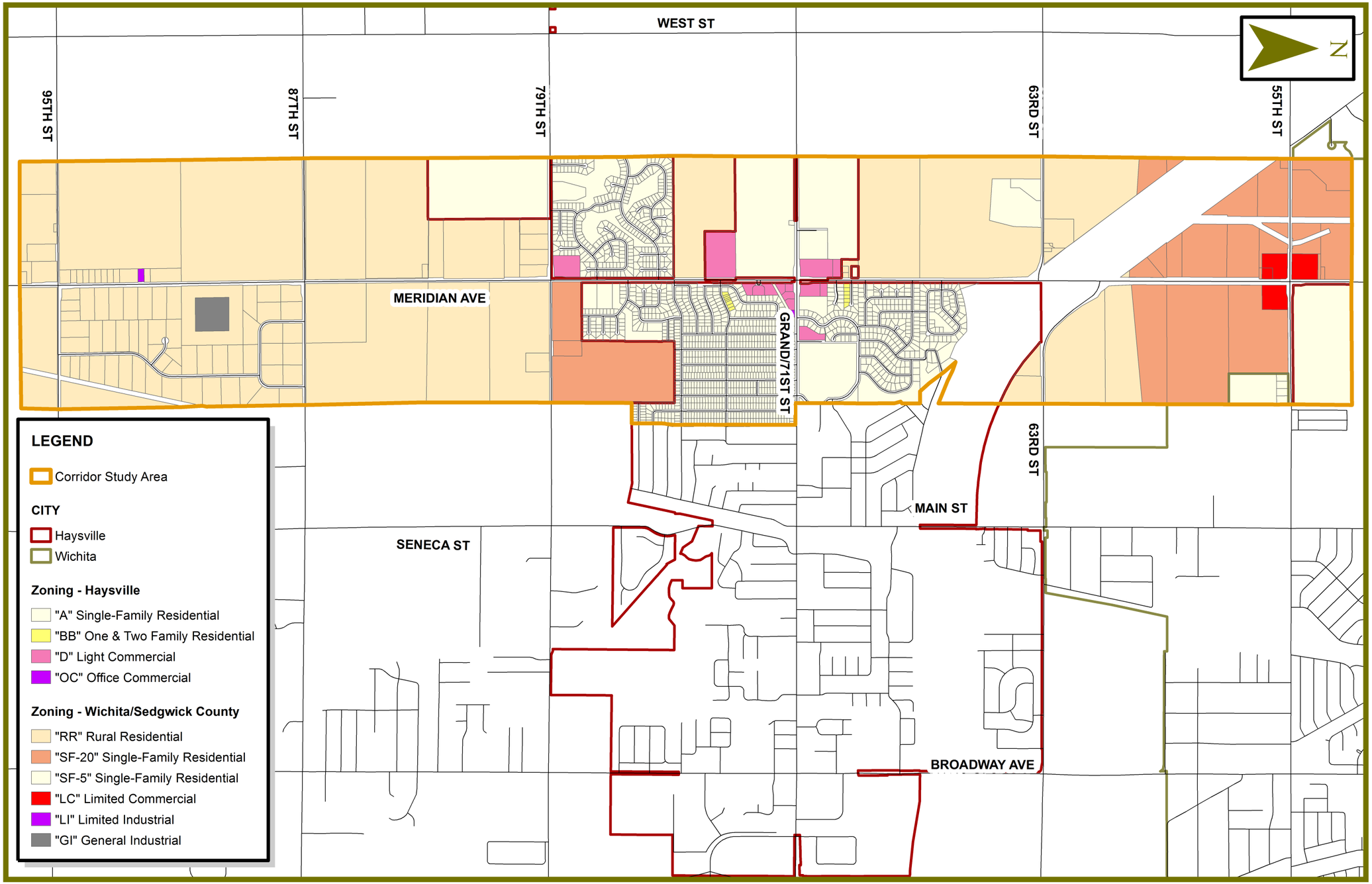


Figure 5: Area School Districts

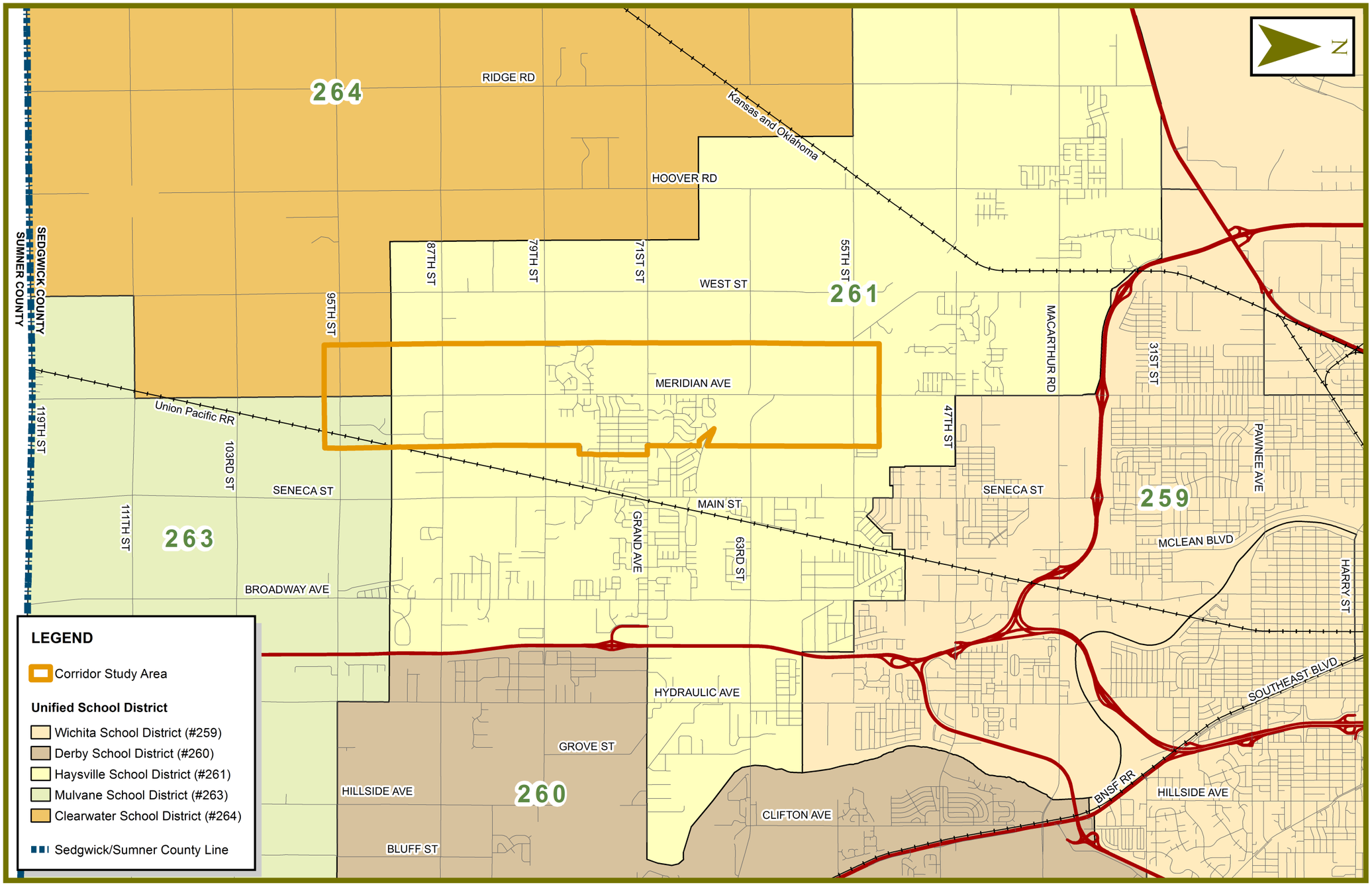
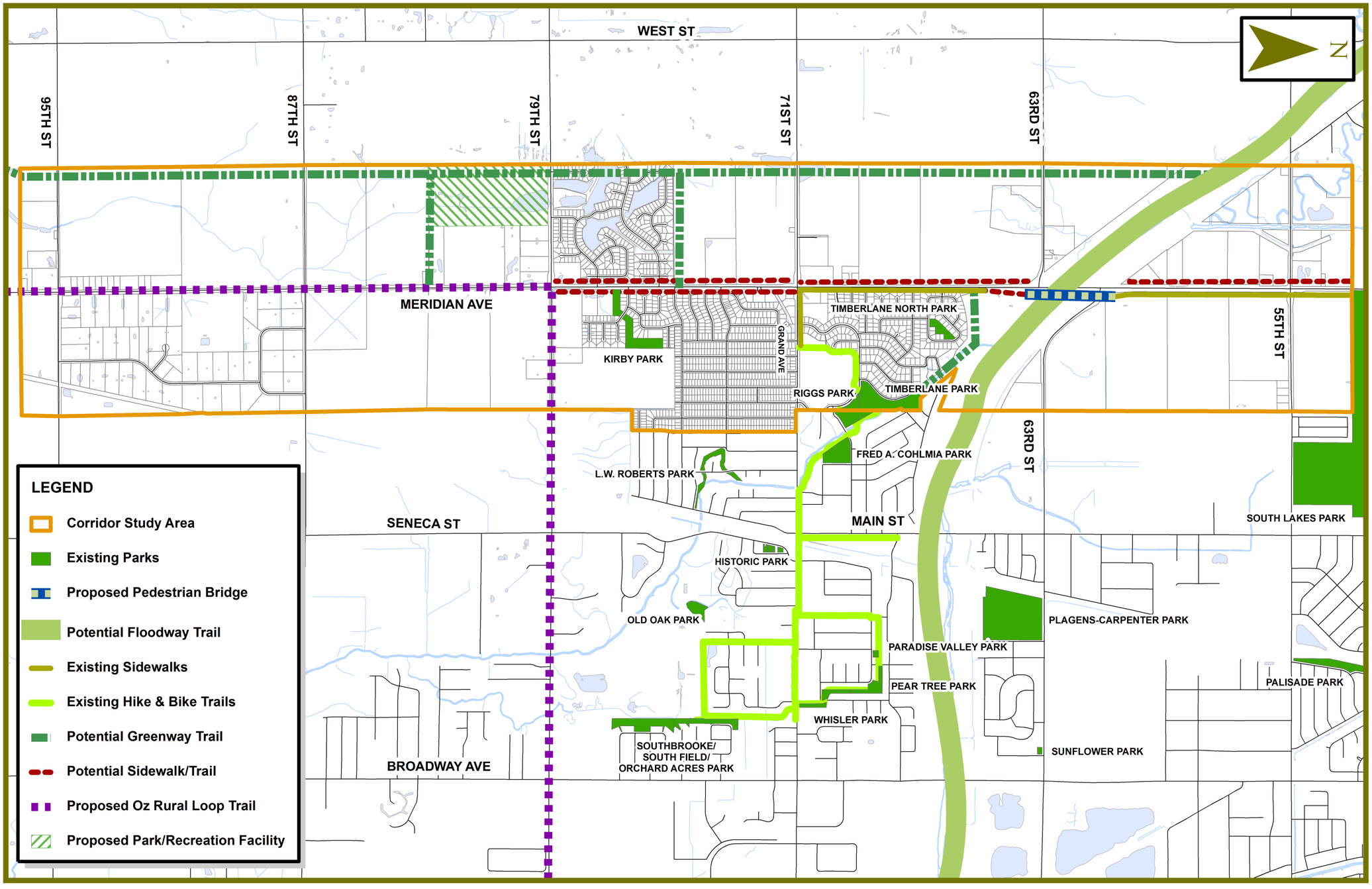


Figure 6: Parks and Pedestrian System Map

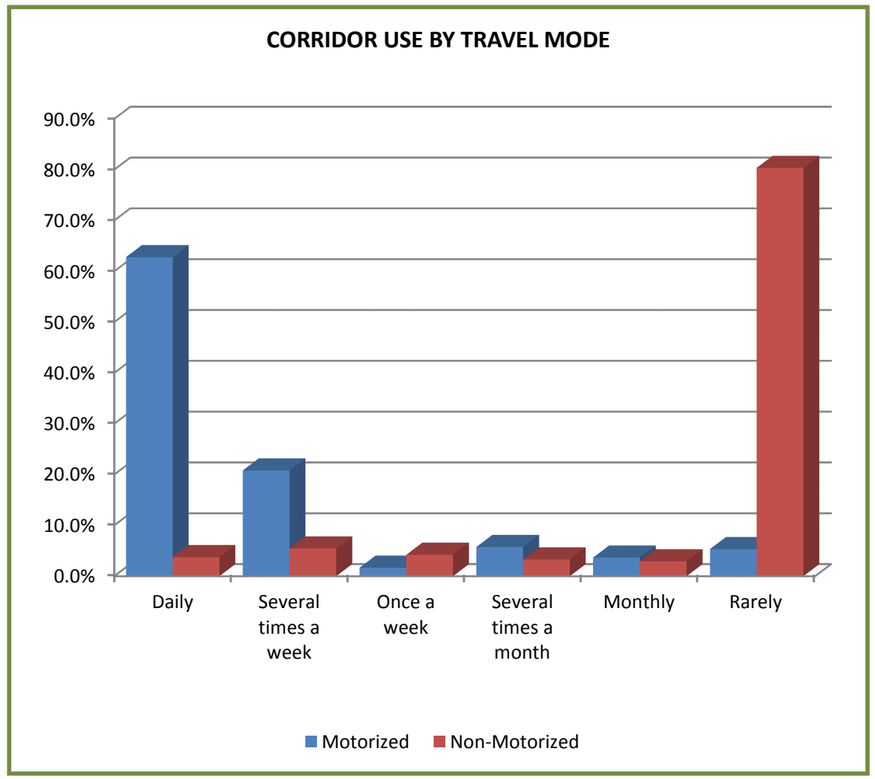


EXISTING ROADWAY CHARACTERISTICS

To facilitate discussion of certain elements of this project, Meridian will be grouped into three segments: The Northern Section which runs from one-quarter mile north of 55th Street to Grand; the Center Section running from Grand to one-half mile south of 79th Street; and the Southern Section beginning one-half mile north of 87th Street to one-eighth mile south of 95th Street.

Each segment either serves a unique function, carries dissimilar traffic volumes, is geometrically different, or a combination of the above. The Northern Section is a four-lane urban standard road which provides access into south Wichita and onto I-235. It also provides a critical transportation link between school facilities. The Central Section also carries a large percentage of residential traffic on Haysville's west side, but remains a two-lane County standard roadway. Also a two-lane County standard segment, the Southern Section primarily serves a number of large-lot, suburban residential developments in addition to handling agriculture-related traffic.

Meridian is classified as a "Minor Arterial" between 55th Street and 79th Street, according to WAMPO's Federal Roadway Functional Classification Map. This classification states the Minor Arterial System should "interconnect with the principal arterial system and provide service to trips of moderate length at somewhat of a lower level of travel mobility than principal arterials." Meridian south of 79th Street is classified as a "Rural Major Collector". The section of Meridian between I-235 and Grand Avenue (71st Street) has been improved to a four-lane urban standard road over the past several years through a series of construction project overseen by the City of Wichita and Sedgwick County. South of Grand Avenue, Meridian remains a two-lane asphalt roadway serving rural areas to the Sumner County line.



Source: Public Survey Data

The corridor currently carries a traffic volume of approximately 6,600 to 8,100 Average Daily Trips (ADT) between 55th Street and Grand Avenue and a lesser volume of 1,377 to 1,563 ADT between 87th Street and 95th Street. **Table 4** (on page 29) contains the traffic counts for each mile segment of Meridian under study. Turning movements were also recorded for each arterial intersection node along Meridian. The intersections with 55th Street and Grand Avenue experience the highest turn volumes, while the 87th Street and 95th Street intersections see the least amount.

Surface Width and Type

South Meridian was historically a two-lane, 24-foot wide asphalt mat roadway (a lesser paving standard) constructed with open ditches and without shoulders. In 2010/2011 Sedgwick County expanded the roadway section between 55th Street and Grand Avenue (71st Street) from a two-lane to four-lane wide asphaltic concrete roadway. This North Section was reconstructed with curb, gutter and stormwater sewer, typically referred to as an "Urban Standard". This standard also incorporates better paving material and depth of pavement into the design that helps create a much improved driving surface. The remaining segments between Grand Avenue and 95th Street remain as two-lane section line roads with open ditches that are somewhat narrower and deeper with occasional tree rows.

The Meridian/55th Street and Meridian/Grand intersections are paved to the Urban Standard and improved with turn lanes. The intersections with Meridian at east-bound 63rd Street, 79th Street and 87th Street are paved, while west-bound 63rd Street, west-bound 87th Street, and the 95th Street intersections are unimproved sand or gravel roads (**see Figure 7**).

Existing Right-of-Way Widths

As found in many fringe areas where urban meets rural development patterns, there are various right-of-way widths along Meridian within the study corridor limits. Standard practice within Sedgwick County is for arterial roads to consist of 120 feet of right-of-way (60 feet of half-street right-of-way) along the roadway expanding out at the intersections to 150 feet of right-of-way (75 feet of half-street right-of-way).

The North Section of Meridian, where recently rebuilt to four-lanes, is within varying widths of right-of-way. The intersection with 55th Street is a standard four-lane arterial intersection with sufficient right-of-way. East-bound 63rd Street is a paved road with only 100 feet of right-of-way with portions apparently constructed within the Wichita-Valley Center Floodway right-of-way. The unimproved west-bound section of 63rd Street is built within only 50 feet of total right-of-way (25 feet half-street right-of-way on both sides of the centerline).

Meridian's intersection with Grand has the recommended 150 feet of right-of-way dedicated, and right-of-way for Grand/71st Street beyond the intersection is 100 feet in width (50 feet half-street right-of-way on both sides of the centerline). The Center and South Sections are two-lane facilities with right-of-way width ranging from 80 to 110 feet, primarily due to the majority of the land being undeveloped for non-agricultural uses (**see Figure 8**). The ROW at the section-line intersections also vary at each node from the standard 150 feet (75-foot half-street right-of-way). Again, this is common at rural intersections where additional urban standard rights-of-way are not immediately needed.

Figure 7: Road Surface Type within Study Area

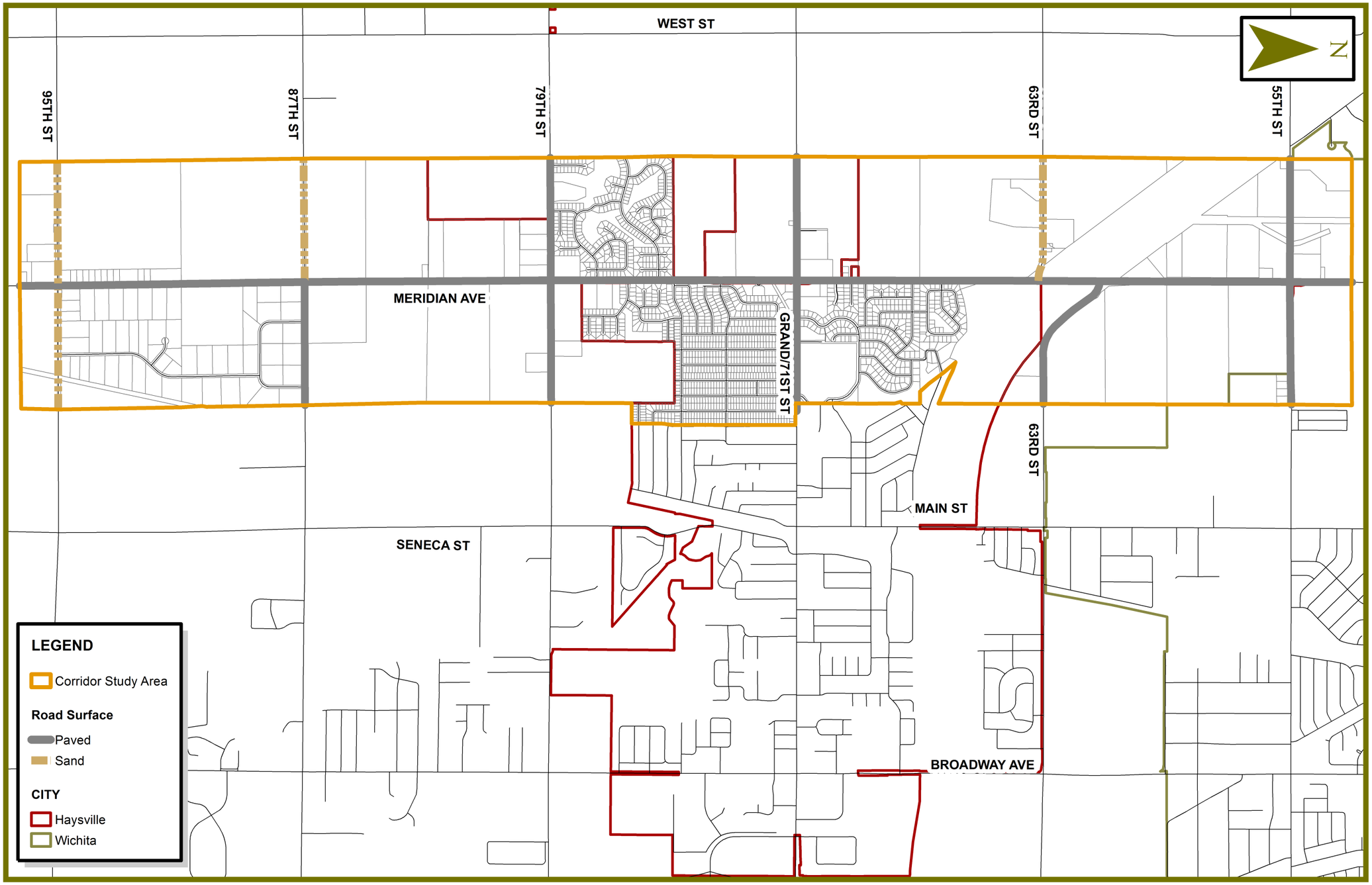


Figure 8: Meridian Right-of-Way

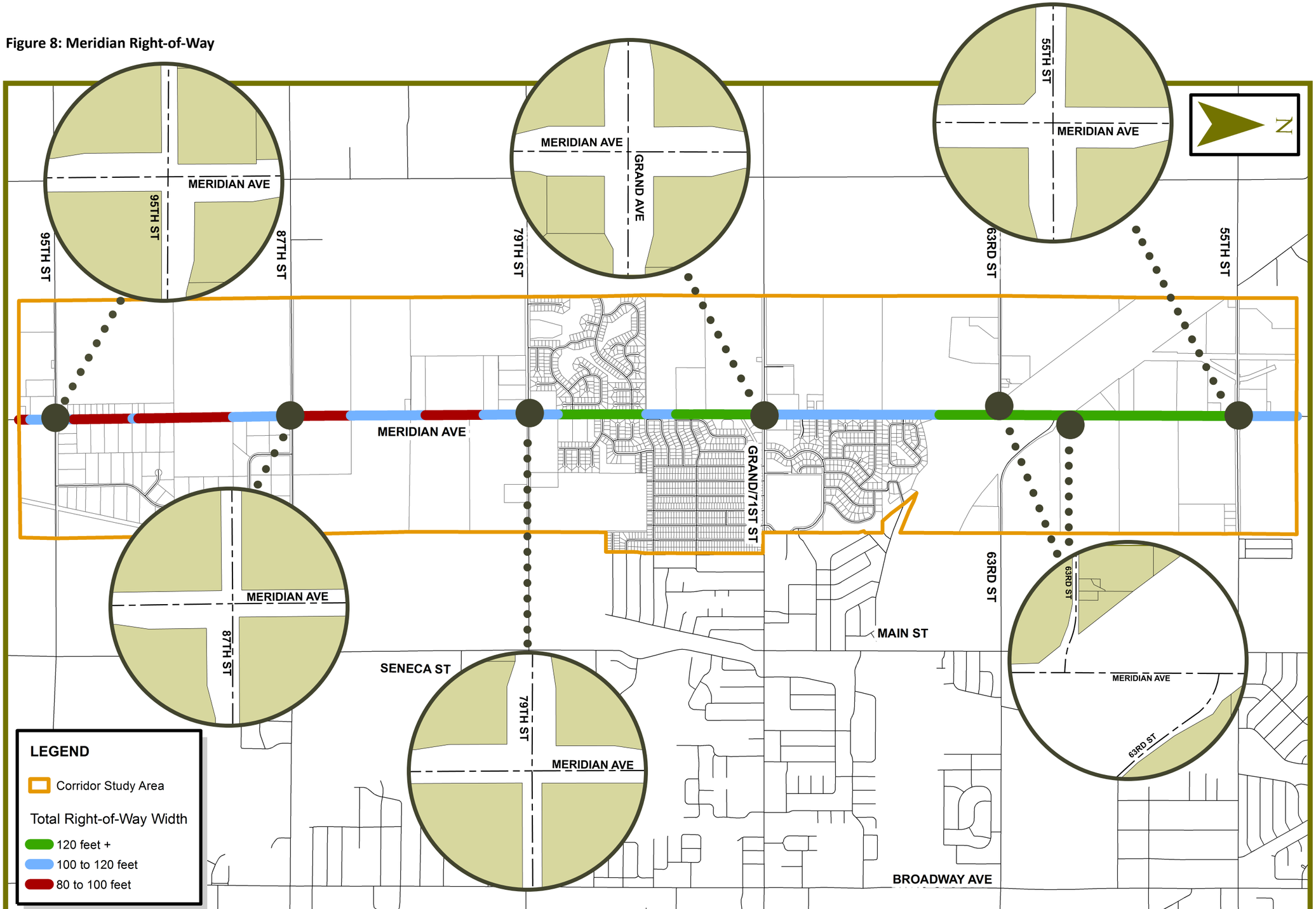


Table 1: Access Points on Meridian Corridor

Meridian Segment	Private Drive Connections	Minor Street Connections
55th St. to 63rd St.	19	0
63rd St. to Grand Ave.	12	6
Grand Ave. to 79th St.	11	5
79th St. to 87th St.	10	0
87th St. to 95th St.	31	0

Source: Baughman field work, Spring 2012

Access Control and Signalization

Access management can be defined as the control of the number, location, and spacing of entryways onto a roadway. Typically these connections include street intersections and private driveways. Management of these access points is a critical element in ensuring the future safety and mobility of a corridor. There are currently no unified access controls in place along Meridian within the study area, meaning the number of points of ingress and egress onto the roadway are unlimited and based on site specific developments. Case by case decisions are made for control over the placement and geometrics of connections as proposed projects are reviewed during the subdivision platting process for the safety of the traveling public. **Table 1** illustrates a somewhat problematic issue common along rural arterials where large-lot suburban residential development creates a substantial number of access points with the roadway. These connections can impede safe and efficient travel by contributing to frequent and poorly spaced turn movements. The sections of Meridian developed primarily with urban-density residential subdivisions contain much fewer drive connections and provide in their place local and collector street connections.

Regarding signalization along the corridor, the intersection of Meridian and Grand is the location of the only traffic signal within the corridor. 55th Street is controlled by a four-way stop sign system, while the remaining section-line intersections maintain stop signs on the east/west cross streets.

Other Existing Transportation Infrastructure

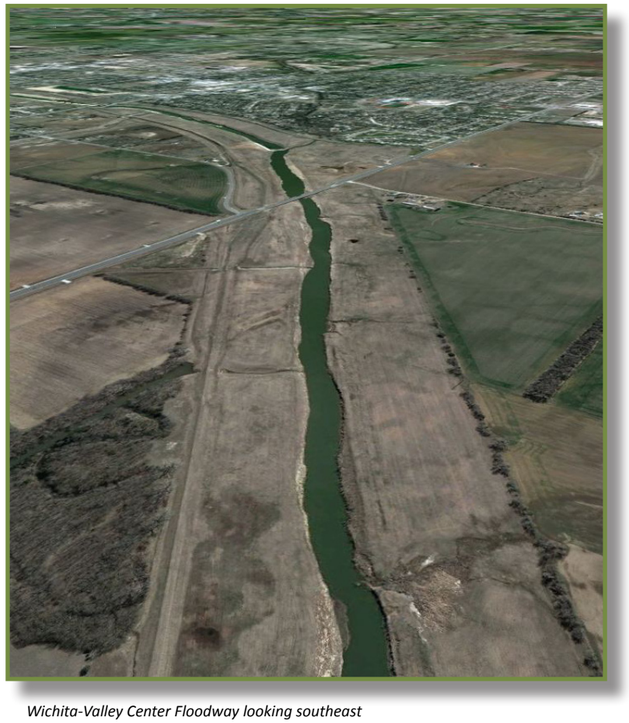
The Union Pacific Railroad runs through a portion of the southeast corner of the corridor, but intersects with Meridian outside the Plan's boundary approximately three-quarter of a mile south of 95th Street. Union Pacific transports 10 to 25 gross tons of cargo on this route annually. Based on the existing suburban residential development directly to the west of this section of rail line, and the elevation of the track being significantly higher than adjacent grades, it is assumed there will be little opportunity to create connections with the railroad. The region is served by Mid-Continent Airport located approximately 5 miles northwest of the study area.

Existing Utilities, Infrastructure and Miscellaneous Conditions

The City of Haysville either currently serves or is the most logical provider of future service with regard to public utilities and infrastructure. Haysville water and sewer mains are located along 79th Street providing the possibility for future extension into the southern portion of the corridor, and municipal services exist in the northern portion of the Timberlane developments abutting the floodway for potential extension north. In order to open the areas between 55th Street and 63rd Street for future urban development, an additional pump lift station for sanitary sewer service would be required. Haysville also currently serves areas north of the floodway near Seneca with water and future extension of mains to the west will be required as growth occurs.

PHYSICAL DEVELOPMENT CONSTRAINTS

This section documents constraints with the potential to impede future development or future streetscape and roadway improvements.



Wichita-Valley Center Floodway looking southeast

The topography of the region typically does not stand in the way of development; however the southern half of the corridor is directly impacted by a substandard drainage capacity for stormwater run-off. Residential development in particular is at a standstill based in part by the inability to convey drainage in a manner that does not cause downstream drainage issues. The County studied this issue over the past decade and is looking into the feasibility of creating an area wide open channel system (referred to as "D-21") running north to south that will carry drainage along the west edge of the study area to a southern discharge point. As illustrated by **Figure 12**, few areas are effected by floodplain and those that are impacted should not prevent development from occurring.

One prominent physical feature of the corridor is the Wichita-Valley Center Floodway project built between 1948 and 1958 to help mitigate flooding problems in and around Wichita. Although the floodway serves a critical function, it also impacts the ability for crossings. Specifically, the bridge over this facility is the longest in the County and was built without pedestrian accommodations thereby severing non-motorized access between Haysville and Campus High School. There are no identified environmental issues directly affecting development with the Meridian corridor itself, but underground contaminant plumes are found further to the northwest which may have a generalized impact on the direction Haysville grows well into the future.

Figure 9: North Section - Meridian

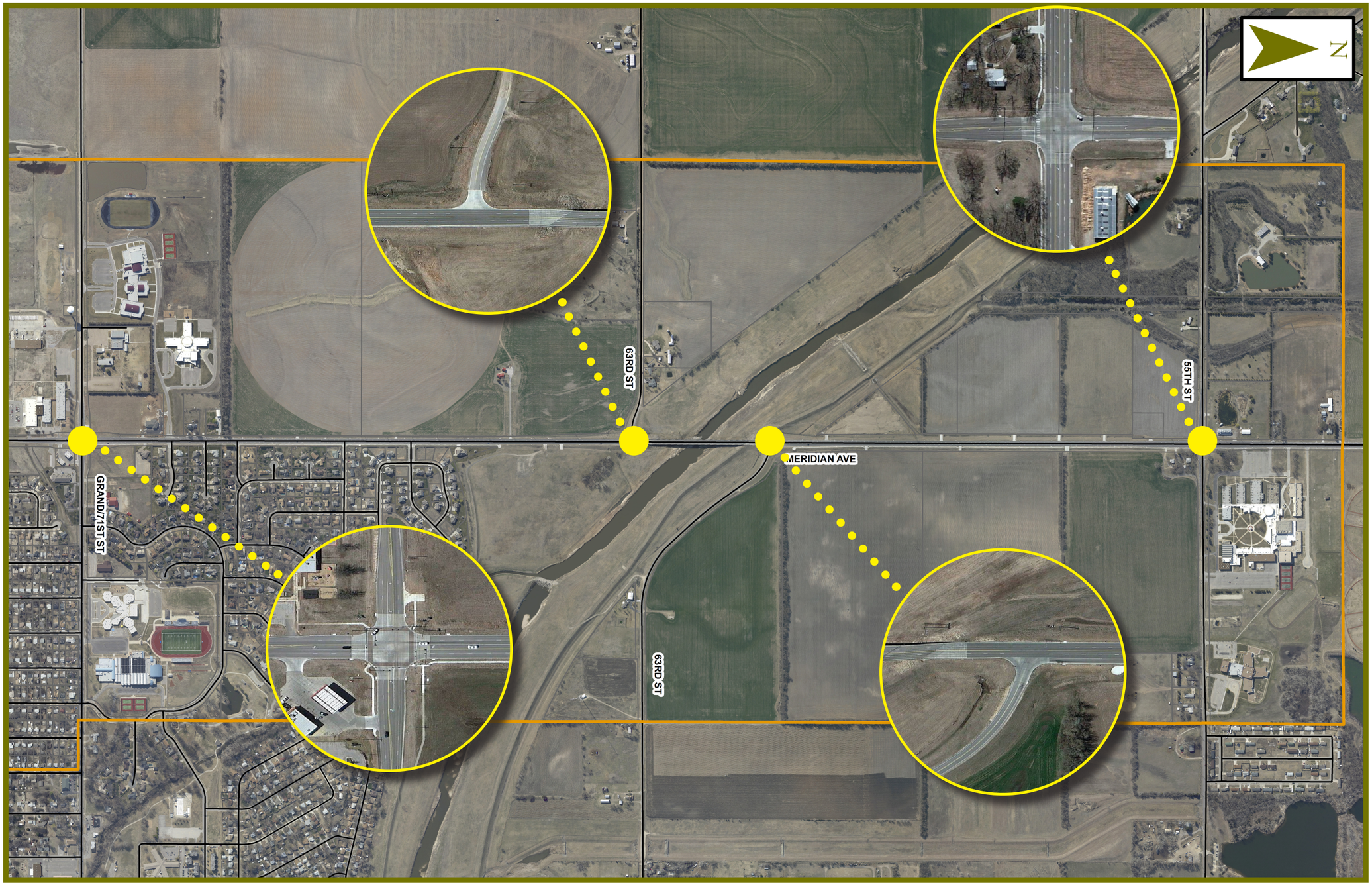


Figure 10: Center Section - Meridian

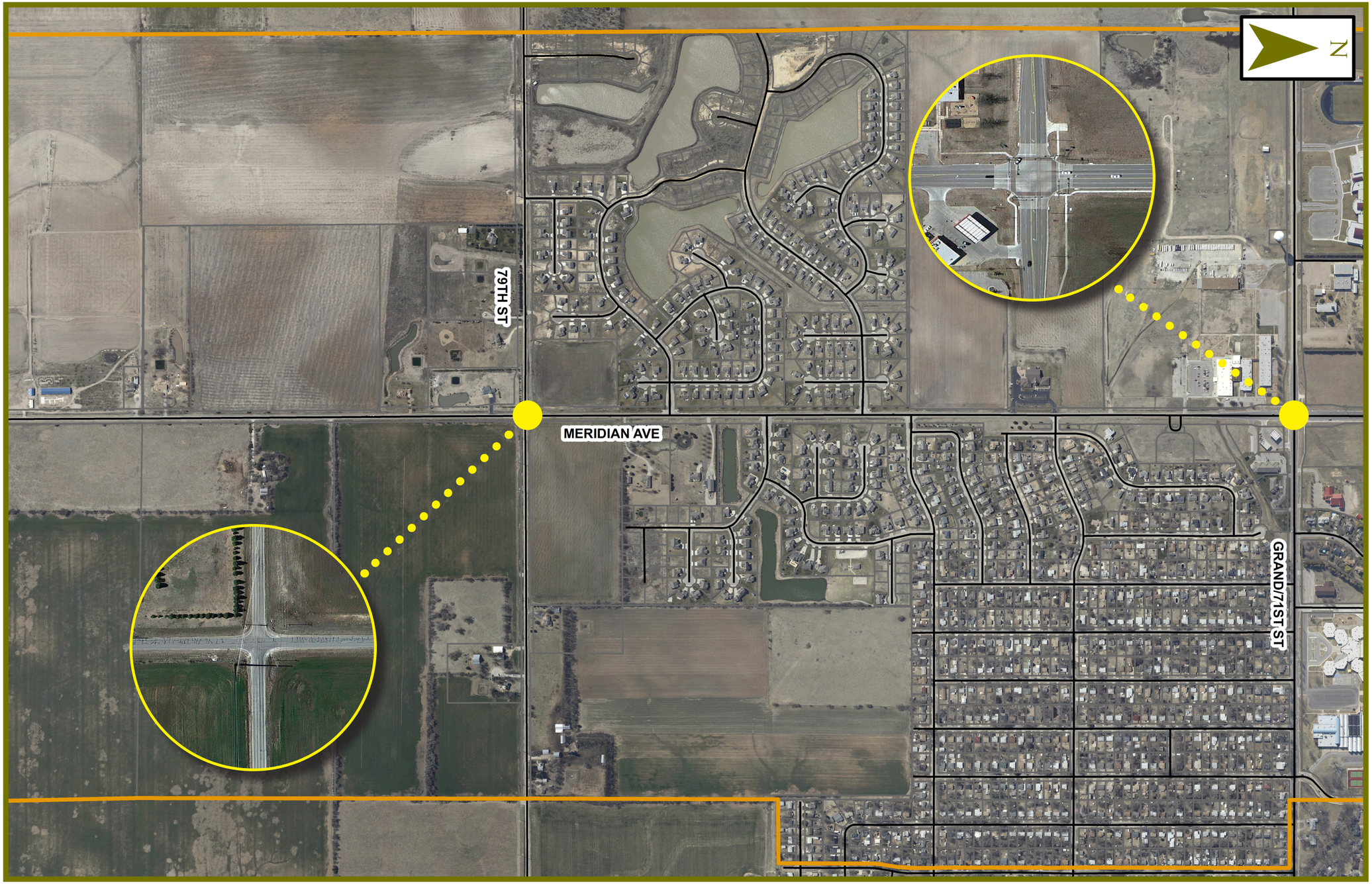


Figure 11: South Section - Meridian

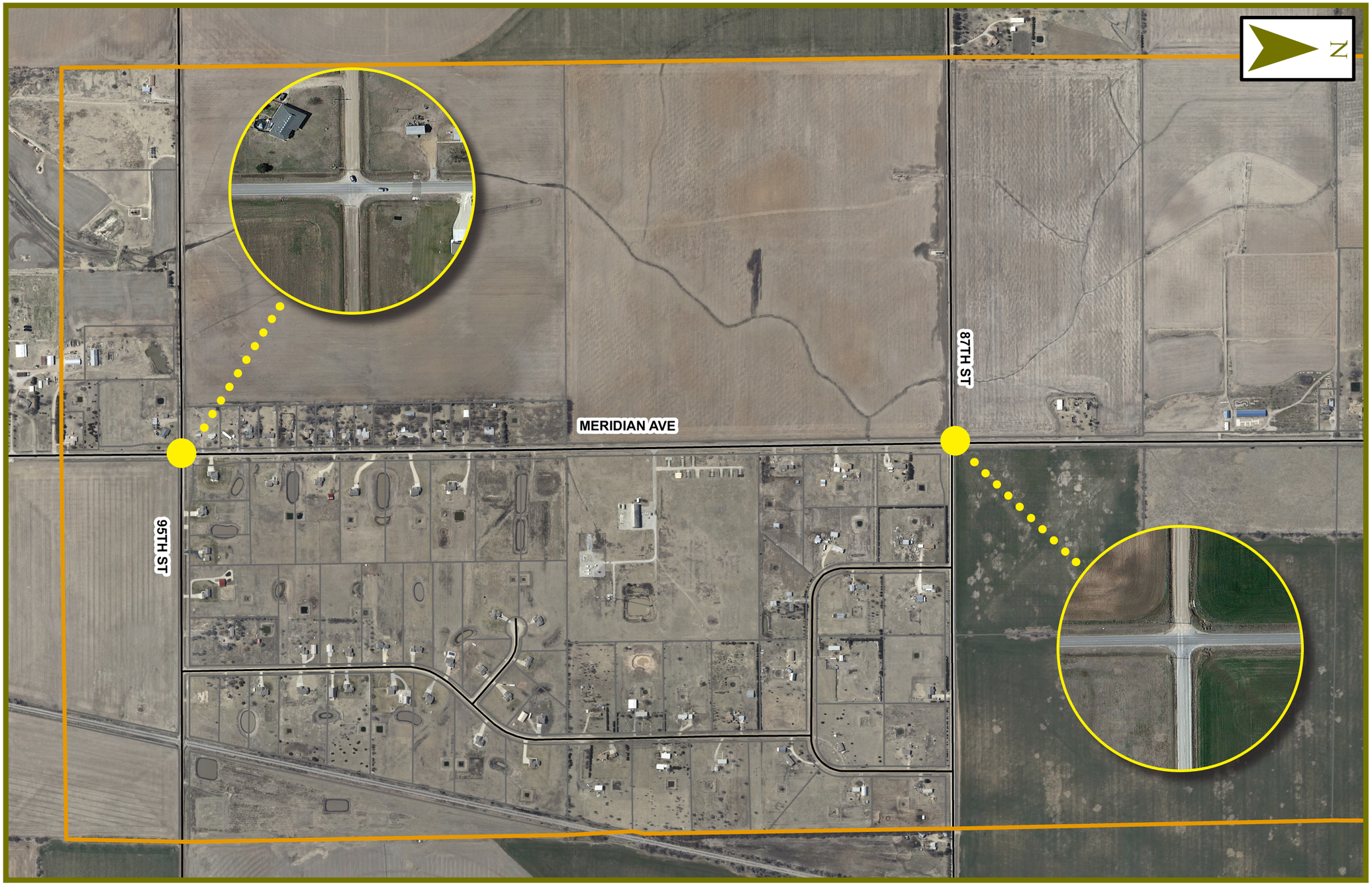
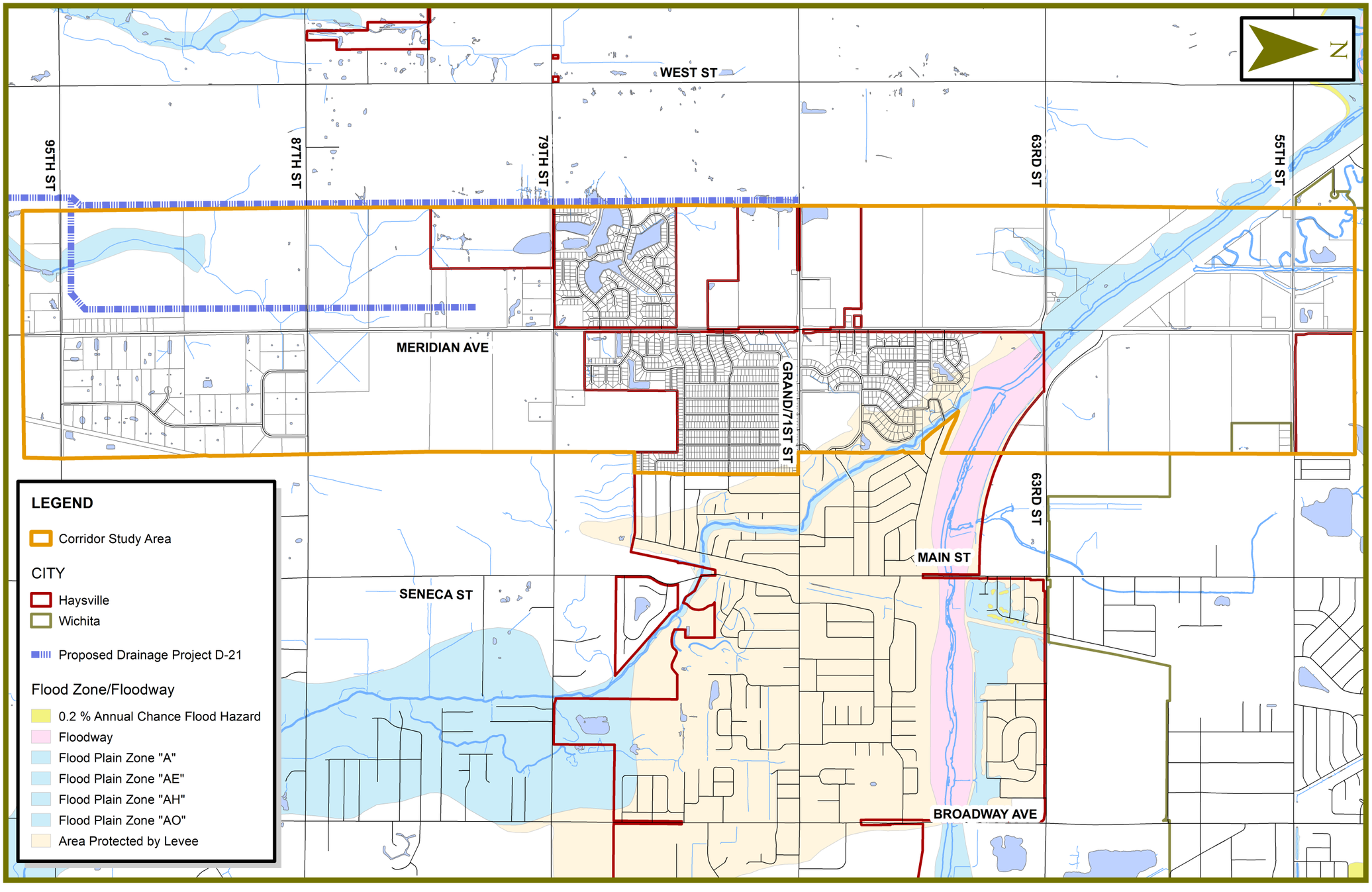


Figure 12: Area FEMA Floodplain Map



LAND USE

LAND USE ANALYSIS

The Plan's findings are predicated on the future land use mix, which will shape the character of traffic impacts along Meridian. The subject of land use has played a critical role throughout much of the Plan's development.

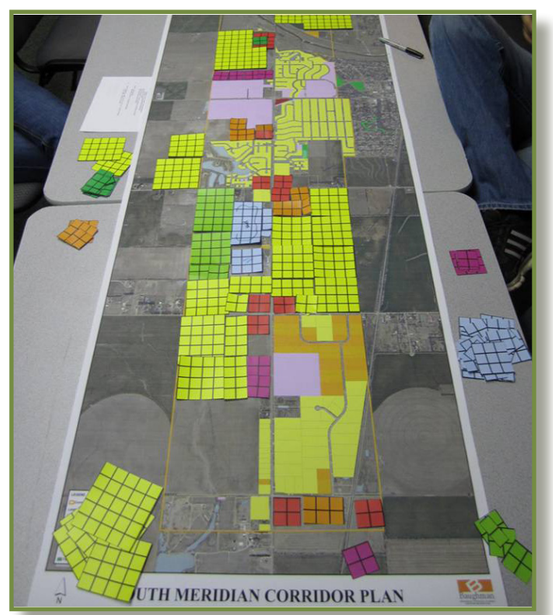
The project team developed three land use alternatives based on several stakeholder work sessions. These work sessions used "chips" for the various land use designations expected to develop over the course of the planning period. These land use chips were arranged over an aerial map of the corridor to indicate likely locations for future development.

Ultimately three sessions were conducted and the results were refined into the three Land Use Option maps used in discussion with the public in the second input session. Based on the comments made at the second open forum, results from the online survey, and discussions with the project team a final Land Use Option was created. The Plan utilizes this option as a basis for calculating future traffic demands on Meridian.

Growth Trends

In addition to the overall decline in housing starts over the past several years, several factors impact the area's growth potential. The existing Country Lakes subdivision north and west of the intersection of 79th Street and Meridian provides the corridor with the most immediate opportunity for residential development with other housing sites limited to infill projects due to the fact that new subdivision activity south of 79th Street is curtailed until the implementation of the D-21 drainage project. Areas north of Grand within the corridor would accommodate future growth without the constraint of needing D-21 to be built.

According to the MAPD's Development Trends Report, the City of Haysville has experienced a reduction in building permit activity from a 2006-2009 average of 69 permits to only 20 permits issued in 2010. However, in its recently updated Comprehensive Plan the City of Haysville estimates a growth rate of 1.95% based on an increasing level of building activity over the past year.



Land Use worksession using "chips"

General Impact on Meridian

The Plan's Land Use Option illustrates a relatively typical suburban development pattern occurring between 55th Street to one-half mile south of 79th Street. Within this portion of the corridor, the majority of new development is predicted to happen north of Grand and spread up to 55th Street.

It should be noted that the pace of growth is expected to be relatively slow in the near term, and complete build out of the study area should extend well beyond the Plan's timeframe.

Meridian's design and function vary along the corridor - ranging from four-lanes within the urbanizing areas at the northern end of the study area to a two-lane roadway serving rural and suburban uses within the southern portion of the study area. Based on these distinct characteristics of the corridor, the Plan groups the corridor into three segments: 55th Street to Grand, Grand to one-half mile south of 79th Street, and one-half mile north of 87th Street to 95th Street.

Land Use worksession with the Haysville Planning Commission

Land Use Designations

It is anticipated that areas immediately outside of urbanized areas will continue to develop as they have in the past. The single family detached subdivision is a common development pattern in the County's suburbs, and this will continue to be the case unless and until the market demand for different products dictates otherwise.

Haysville has indicated a desire for future development within the Meridian corridor be more suburban in nature, meaning a continued transition of existing agricultural areas to low-density residential projects, the potential for an expansion of school facilities, smaller mix of local-serving commercial, office, and multi-family residential uses.

The Plan uses the following land use classifications:

<u>Low-Density Residential</u>: Pattern of residential areas developed with single-family, urban-scale lots, typically yielding 2 to 2.5 dwelling units per acre of land. It is also assumed that the development of single-family detached houses on one-acre lots and larger may continue within the suburban growth areas as well.

<u>Moderate-Density Residential</u>: Twin homes, patio homes, and town homes are common uses in these areas. Often less used than traditional single-family residential, moderate-density offers an important housing type for a growing community. Traffic implications are similar to other low-density residential uses.

<u>High-Density Residential</u>: Typically represents multi-level, multi-tenant apartment complexes, with densities ranging between 12 and 18 dwelling units per acre. These developments usually seek direct connections to the arterial street, and may require turn-lane improvements to account for the added traffic volumes.

Mixed-Use: These are areas with the greatest flexibility in terms of land use and may be comprised of one or several use types. Although considered to be less of a traffic generator than true "commercial" developments, mixed use projects still require appropriate site design to ensure traffic impacts are kept minimal.

Office: Due to the fact that many office projects are relatively small in scope and have limited hours of operation, most are considered compatible with all other land use classifications. It should be noted some office uses, such as banks, can generate a high amount of traffic.

Commercial: Within the context of the Meridian corridor, commercial development is expected to occur at the arterial intersection nodes where the traffic generated can fully utilize the existing or future intersection improvements. It is expected most commercial projects within the study area will be local-serving, thereby limiting major traffic impacts associated with regional shopping districts.

Public/Institutional: These uses, such as schools and churches, have the ability to be significant traffic generators in a similar fashion as most other non-residential development. As such, their location at nodes should be encouraged.

Parks and Open Space: This designation recognizes areas that would otherwise have less development value for other uses, such as the Big Ditch or floodplains, or land already under consideration for park related uses.

Agriculture/Future Urban Development: The Plan recognizes the agricultural nature of existing tracts within the study boundary, and expects future urban development to occur in these areas beyond the Plan's timeframe. The Plan does not expect these areas to impact traffic volumes in a significant manner.

Table 2 and the following chart show the distribution of the above-referenced land use categories for those undeveloped properties within the study area. It is assumed there will be a need for approximately half the corridor's available land to support the residential growth expected over the next several decades with over a third of the area remaining in agricultural production.

Table 2: Land Use Distribution

PREFERRED LAND USE OPTION	ACRES	PERCENT
LOW DENSITY RESIDENTIAL	722	45%
MODERATE DENSITY RESIDENTIAL	29	2%
HIGH DENSITY RESIDENTIAL	0	0%
MIXED USE	72	4%
COMMERCIAL	52	3%
INSTITUTIONAL	52	3%
PARKS	72	4%
AGRICULTURE	626	39%
TOTAL	**1,625**	**100%**

Source: Baughman field work, Spring 2012

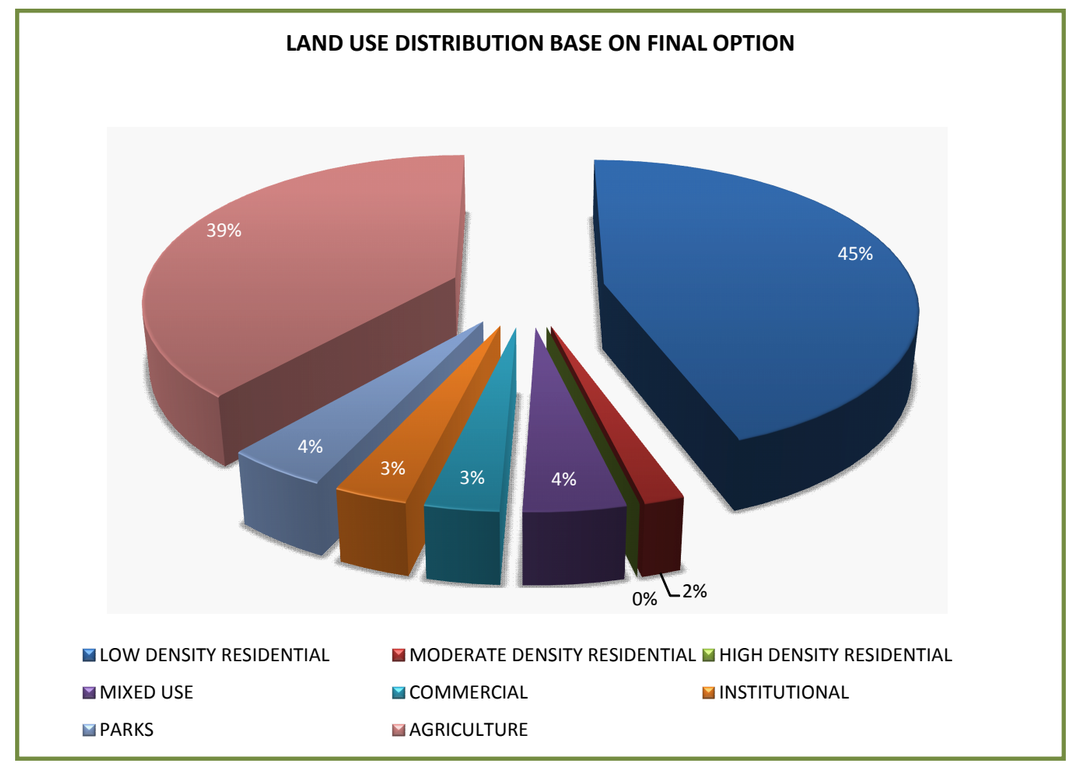
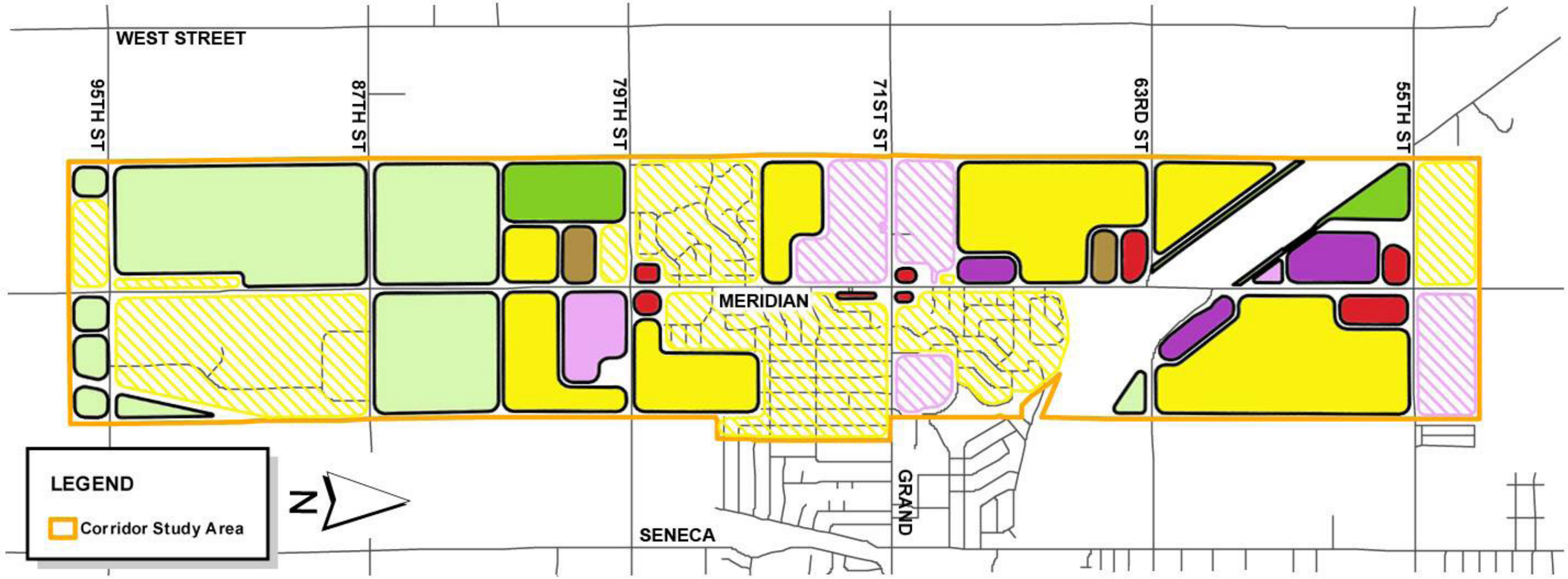


Figure 13: Land Use Option for the Meridian Corridor



The final Land Use Option used by this study is based on a typical suburban fringe development pattern seen throughout the region. This pattern is characterized by non-residential uses concentrated at the arterial intersections with the balance of available land comprised of low-density residential subdivisions, open space, and institutional uses. The existing land use pattern at Grand and Meridian is established to a great extent, leaving the 55th Street, 63rd Street, and 79th Street intersections with the greatest potential for higher-intensity development in the future. Areas within the northern two-thirds of the study area are assumed to be more likely to develop due in part to the ease of infrastructure extension and relative lack of drainage issues. This option also assumes less development occurring within the southern third of the corridor with a focus on maintaining the existing agricultural uses over the planning period.

The formation of this option takes into account several broad factors that affect land development. Among them are physical development constraints such as drainage, the efficient extension of municipal infrastructure to support development, school district boundaries, proximity to other transportation routes, as well as property owner sentiment. It is not the intent of this Plan to dictate or restrict future growth from following a different pattern than the one shown here, but simply to form the basis on which the Plan's recommendations are created. Further, this Land Use Option is not indefinite and acknowledges that other development scenarios may be appropriate.

LAND USE CLASSIFICATIONS

- LOW-DENSITY RESIDENTIAL
- MODERATE-DENSITY RESIDENTIAL
- HIGH-DENSITY RESIDENTIAL
- PUBLIC/CIVIC USES
- INSTITUTIONAL
- OFFICE
- COMMERCIAL
- MIXED USE
- PARKS & OPEN SPACE
- AGRICULTURE
- EXISTING RESIDENTIAL
- EXISTING INSTITUTIONAL

TRAFFIC ANALYSIS

EXISTING TRAFFIC EVALUATION

The following sections outline the roadway characteristics and baseline traffic conditions along the selected portions of the Meridian corridor.

Baseline Traffic Conditions

Baseline traffic conditions along the South Meridian Corridor study area (i.e., traffic volumes, accident data, roadway capacity, and level-of-service) were established early in the planning process. Traffic volume and turning movement data were collected over the month of March, 2012 using tube counters at each counting location. The study utilizes Kansas Department of Transportation (KDOT) accident information gathered between 2006 and 2011. Standard transportation engineering methods and practices were used to analyze current and future traffic volumes and future capacity constraints. The Plan also considered a mix of future land use models to better understand design needs, such as lane configuration, pedestrian accommodations, signalization, and access management along the corridor.

Table 3: Meridian Corridor Characteristics

Meridian Segment	Average Daily Trips	Lane Configuration	Median	Posted Speed
55th St. to 63rd St.	6,826	Four-lane	No	40 mph
63rd St. to Grand Ave.	9,578	Four-lane	No	40 mph
Grand Ave. to 79th St.	4,048	Two-lane	No	40 mph
79th St. to 87th St.	1,935	Two-lane	No	55 mph
87th St. to 95th St.	N/A	Two-lane	No	55 mph

Source: Baughman field work, Spring 2012

Traffic Counts

Baughman Company collected current traffic count data along the Meridian corridor from north of 55th Street to south of 95th Street. After comparing the collected data to the data provided by WAMPO, some differences were found. While generally in line with the WAMPO data for the northern portion of the study area, the southern portion varies from the WAMPO data greatly.

The WAMPO model is not typically used for detailing specific locations such as the Meridian corridor and the resulting differences in the projections can be expected. In broader terms, the regional traffic model becomes less specific as one expands out into the rural or fringe areas. It is understandable that localized counts show a different level of traffic volume under these circumstances.

Table 4 summarizes the average daily traffic (ADT) measured at the five vehicle count locations along Meridian.

Table 4 – Baseline Traffic Conditions

Intersection	Projected ADT*			Speed	
	2008	2020	2035	2012	85th %
55th and Meridian	(Veh)	(Veh)	(Veh)	(Veh)	(mph)
North of 55th Street	6,829	8,055	8,705	6,221	47.2
South of 55th Street	7,536	8,320	8,924	8,123	49.7
West of Meridian Avenue	6,782	6,897	7,248	3,336	48.1
East of Meridian Avenue	5,426	5,983	6,596	4,126	44.5
63rd and Meridian					
North of 63rd Street	5,964	8,543	9,438	#	49.7
South of 63rd Street	6,161	7,858	8,851	6,673	46.8
West of Meridian Avenue	3,251	3,551	3,831	341	#
East of Meridian Avenue	5,570	4,799	5,579	2,526	#
71st and Meridian					
North of 71st Street	5,964	7,474	8,531	6,628	46.5
South of 71st Street	1,719	2,679	3,319	5,214	47
West of Meridian Avenue	5,495	7,224	8,656	4,815	34.4
East of Meridian Avenue	8,959	10,071	10,633	6,584	34.4
79th and Meridian					
North of 79th Street	1,719	2,679	3,319	2,996	54.6
South of 79th Street	675	1,849	2,279	2,043	61.7
West of Meridian Avenue	3,632	4,582	5,039	442	50.1
East of Meridian Avenue	4,036	4,735	5,391	1,957	51.2
87th and Meridian					
North of 87th Street	675	1,849	2,279	1,789	61.7
South of 87th Street	316	1,241	1,592	1,563	62.4
West of Meridian Avenue	1,104	1,423	1,738	186	#
East of Meridian Avenue	1,406	1,915	2,226	463	52.3
95th and Meridian					
North of 95th Street	316	1,241	1,592	1,377	59.9
South of 95th Street	402	405	613	1,323	60.6
West of Meridian Avenue	1,469	2,173	3,202	136	31.1
East of Meridian Avenue	1,427	3,009	4,182	148	39.8

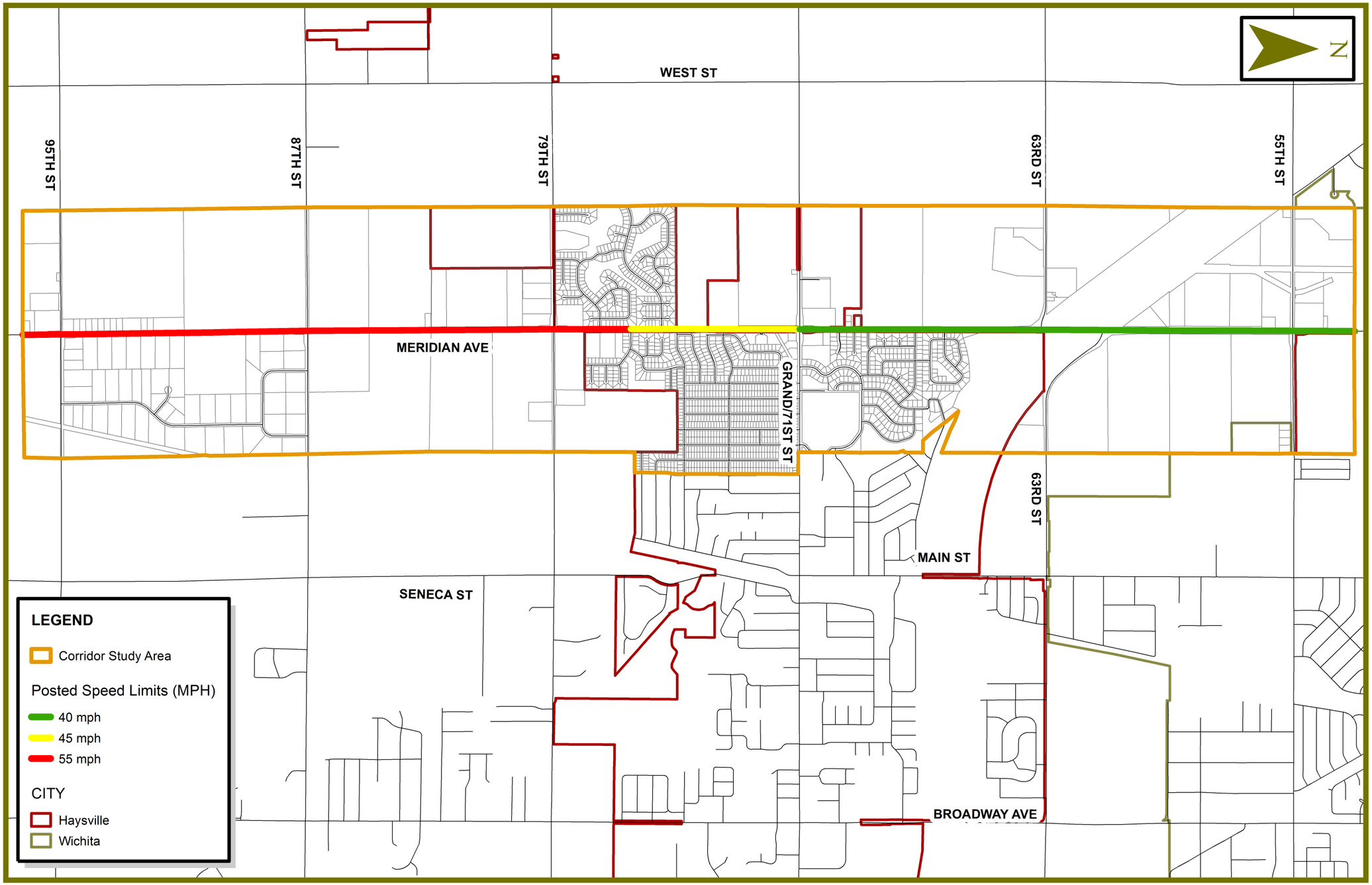
(*) Data Provided by WAMPO / (#) Data not collected

Figure 14: Meridian Traffic Volumes - North Section

Figure 15: Meridian Traffic Volumes - Center Section

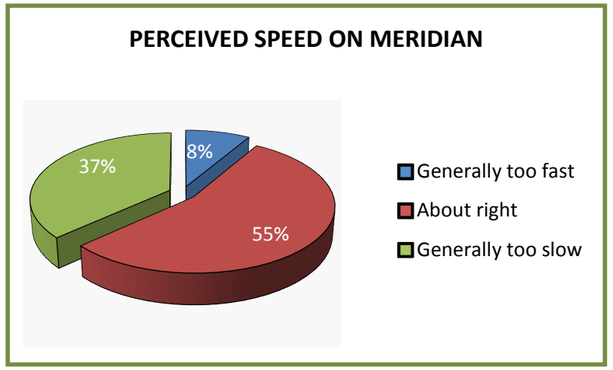
Figure 16: Meridian Traffic Volumes - South Section

Figure 17: Posted Speed Limits along Meridian



Speed Data

Speed data was collected along the corridor during the initial phase of this study in addition to traffic volumes. It was found that speeds along the corridor were higher than the posted limits along most mile sections within the study area.

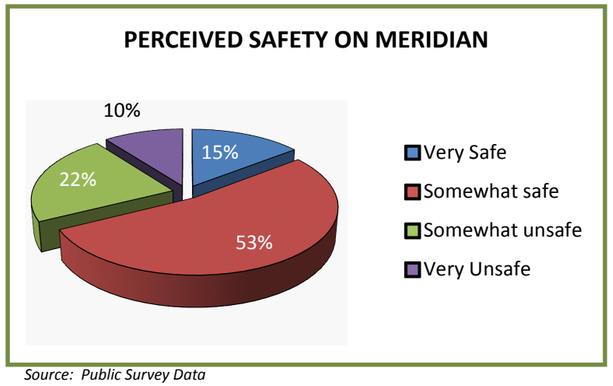


Source: Public Survey Data

These findings are most-likely due to the recent roadway expansion and lowering of the speed limits along Meridian between 55th Street to 71st Street from 45 mph to 40 mph. This assumption, coupled with little or no turning movements along the north portion of the corridor, may have created a greater sense of comfort to the traveling public, which perhaps translates into the higher travel speeds discovered. The southern portion of the study south of 79th Street showed even higher travel speeds, but no greater than any other rural county paved arterial.

Crash Summary

The Plan analyzed crash data for those segments of Meridian within the Plan's boundary in order to identify areas of concern. The KDOT Motor Vehicle Crash data for the years 2006-2011 indicates a reasonably safe roadway with no discernible area with a high accident rate. All crashes within the study area are almost evenly distributed among the various road segments relative to the individual segments traffic volume, and there doesn't seem to be a correlation between accident location and specific intersections or driveways along Meridian. It should also be noted the section between 55th Street and Grand has been widened since the majority of this data was collected.



Source: Public Survey Data

Baseline Roadway Capacity Analysis

Capacity and Level of Service (LOS) analyses were also performed for the road segments to determine the operation of the existing roadway under current demand.

The three sections of the corridor, when analyzed for intersection capacity and roadway flow characteristics, exhibit no major congestion problems and adequate LOS. The northern section of Meridian, which was improved to four-lanes, shows the greatest LOS, thereby offering room for future traffic growth. The middle section, which is currently two-lanes, is less accommodating to future traffic growth, and may be approaching conditions that could lead to warranting expansion to a three-lane urban standard arterial design with median-controlled turn lanes. This issue has less to do with operating at a lower LOS, but more with the existing pattern of residential collector streets creating turning conflicts. The data shows an extremely low volume of traffic within the southern segment of Meridian, and a corresponding high LOS.

Table 5: Meridian Crash Data by Location and Type

Meridian Segment	Number of Crashes	Fatal Accident	Injury Accident	Property Damage
55th St. to 63rd St.	17	0	4	13
63rd St. to Grand Ave.	33	1	12	20
Grand Ave. to 79th St.	12	0	4	8
79th St. to 87th St.	7	0	3	4
87th St. to 95th St.	5	0	1	4
Totals	**74**	**1**	**24**	**49**

Source: Kansas Department of Transportation Data (2006-2011)

Table 6: Definition of Intersection Levels of Service

Level of Service (LOS)	Average Control Delay (sec/veh)	Description
A	≤ 10.0	Progression is extremely favorable and most vehicles do not stop at all.
B	10.1 - 20.0	Progression is good with more vehicles stopping than at LOS A.
C	20.1 - 35.0	Progression is fair and individual cycle failures may begin to appear at this level.
D	35.1 - 55.0	Congestion becomes noticeable. Many vehicles stop and individual cycle failures become more prevalent.
E	55.1 - 80.0	Individual cycle failures are frequent.
F	> 80.0	Arriving traffic volumes exceed the capacity of the intersection. Significant cycle failures occur.

Source: Highway Capacity Manual 2000

FUTURE TRAFFIC CONSIDERATIONS

From the baseline traffic analysis, the Plan makes various assumptions regarding the future traffic volumes the South Meridian corridor can expect as development occurs over the next several decades.

The Plan utilized Institute of Transportation Engineers (ITE) trip generation information as a basis for future traffic volume projections, with some modification for the “commercial” and “mixed use” categories. The ITE trip generation rates are derived from generalized traffic data from across the country, therefore certain estimates were made based on more localize development practices and expectations.

For example, calculations based on area and densities take into consideration local development patterns (i.e. number of dwelling units per acre for residential and percent of gross area used for non-residential building coverage) in order to provide more practical volume projections. Typical single-family residential developments yield approximately 2.3 dwelling units to the acre and multi-family residential developments produce approximately 12 to 14 units per acre. Non-residential projects, office parks and commercial districts for example, utilize 20 percent to 26 percent of their gross acreage as building coverage.

The calculation of possible traffic volumes resulting from future development within the study area, the timing of development, and an analysis of its impact on Meridian form the basis for the following observations and assumptions:

- Existing four-lane portions of Meridian north of Grand should provide adequate capacity throughout the timeframe of the Plan, with the added impacts from new development being accounted for with site-specific improvements.
- Remaining phases of the Country Lakes residential development is likely to add near-term growth to existing volumes on Meridian between Grand and 79th Street.
- Projected traffic volumes north of Grand expected to reach approximately 20,000 to 25,000 average daily traffic (ADT) at full build-out.
- Volumes at 63rd Street (north of bridge) and 55th Street intersections approaching the need for signalization.
- Traffic between Grand and 79th Street approaching need for a three-lane arterial within the next five years.
- Volumes between 79th Street and one-half mile south are heavily predicated on the potential location of a second high school.
- Volumes between a point one-half mile north of 87th Street to 95th Street should remain relatively low over the study period.

PUBLIC INPUT

PUBLIC INPUT WORK SESSIONS

The South Meridian Corridor Plan sought input from business owners, land owners, residents, and the general public through a series of three public meetings where those in attendance were encouraged to share their vision for the area.

The stakeholders involved in the planning process provided important input to help develop the scope of the Plan's vision, refine alternatives, and substantiate its goals and objectives in an effort to help ensure the recommendations are feasible, acceptable, and reflect the community's values.

Land Use worksession with Haysville Forward, Inc.

In addition to holding these open forums, the project team also met with the Haysville City Council, Planning Commission, and Haysville Forward Inc. during April, 2012 to ensure the Plan echoes the opinions and objectives of these groups.

The public meetings utilized "keypad polling", in which participants chose answers to design questions and quickly obtain results of polling, to make the process transparent and provide an equal voice to all participants. In addition, the same survey questions were provided to those who were unable to attend the Public Input sessions in an online format in order to gain broader input from the general public. The following is a summary of the three public meetings:

Public Input Session #1

The first community open house was held at USD #261's Learning Center on March 29, 2012. The purpose of this open house was an introduction session which included the following:

- Introduced the purpose of the plan.
- Presented the Plan's development process & schedule.
- Provided project background.
- Answered questions.
- Conducted a key pad polling session.

Members of the community were asked to provide insight and comment on the direction and scope of the Plan and to identify corridor assets, liabilities, and what their vision was for the future of the corridor. The input gained from this effort provided an opportunity to better gauge the direction of the plan.

Public Input Session #2

The second public input session was held on the evening of May 3, 2012 in the commons area of the Haysville West Middle School. The purpose of this meeting included the following:

- Presented preliminary right-of-way cross-sections.
- Presented preliminary land-use options.
- Gained additional input regarding the Plan's recommendations.
- Conducted a key pad polling session.
- Answered questions.

This open house allowed community members the opportunity to review roadway sections, land use diagrams, and streetscape concepts. The attendees were encouraged to ask questions regarding plan components or process issues, express concerns, and discuss likes and dislikes of the exhibits. Those comments were reviewed by the project team, Core Group, and Advisory Group members and influenced the Plan's recommendations.

Public review of presentation boards during second meeting

Public Input Session #3

The third and final community input session was again held at the Haysville West Middle School on June 21, 2012. The purpose of this meeting included the following:

- Presented recommended road configurations.
- Presented the revised land-use option.
- Presented the revised streetscape concepts.
- Gained additional input and confirmation of the Plan's recommendations.
- Conducted a key pad polling session.
- Answered questions.

This session allowed stakeholders the opportunity to review and confirm the Plan's desired options. The attendees were encouraged to again discuss the various elements of the Plan. Those comments helped shape the direction of the Plan and provided and degree of buy-in from the community. See Appendix B for the three surveys and participant responses.

PUBLIC INPUT WORK SESSION FINDINGS

Comments from the Plan's stakeholder workshops, combined with plans and comments from previous projects begin to form a vision for the future development of the Meridian corridor.

The findings suggests that consideration be given to the introduction of a mix of residential uses on the corridor as a catalyst for future commercial and office development, and various aesthetic considerations be made in an effort to enhance Meridian as a future growth corridor. Also, public input indicated the scale and character of development should be especially sensitive to the existing low-density residential neighborhoods and schools within the Meridian corridor.

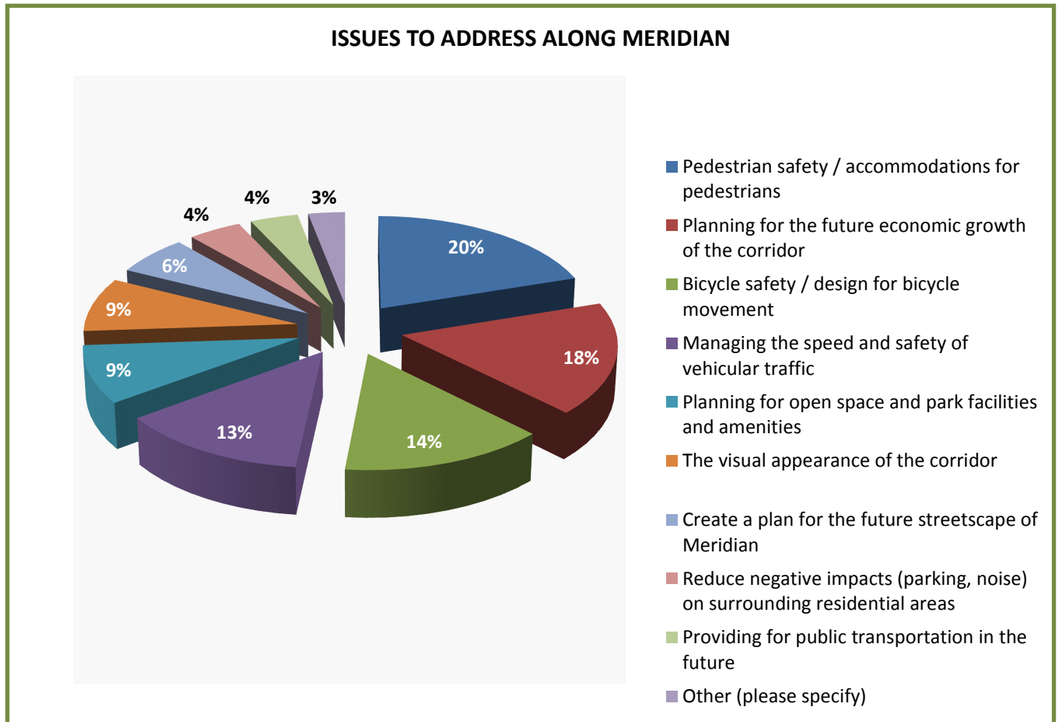
The community was asked to respond to questions specifically related to roadway design. These ranged from not only geometrics, but included such items as pedestrian elements (sidewalks, crossing locations, lighting, etc.), enhanced landscaping, and development regulations as well. The results indicate broad support for the inclusion of landscaped medians in addition to landscaping along the edges of the Meridian right-of-way. In an effort to enhance the aesthetics of Meridian and to establish a stronger image for Haysville the community showed support for greater controls regarding new development projects.

The Plan attempts to address the opinions and preferences of the community by providing recommendations for the various elements affecting the corridor. These recommendations can be found in the following "Corridor Recommendations" section.

Table 7: Issues to Address along Meridian

The most important issues to address in the Meridian plan are (select your top three)	
Answer Options	**Response Percent**
Pedestrian safety / accommodations for pedestrians	20%
Planning for the future economic growth of the corridor	18%
Bicycle safety / design for bicycle movement	14%
Managing the speed and safety of vehicular traffic	13%
Planning for open space and park facilities and amenities	9%
The visual appearance of the corridor	9%
Create a plan for the future streetscape of Meridian	6%
Reduce negative impacts (parking, noise) on surrounding residential areas	4%
Providing for public transportation in the future	4%
Other (please specify)	3%
Total	**100%**

Source: Public Survey Data



Source: Public Survey Data

Recommended Roadway Design

These roadway recommendations were not chosen to simply account for stakeholder preferences; rather they aim to balance the cost of widening with the expected benefit to the community and proposed future transportation needs. These stated designs were based on projected traffic from the horizon year and the expectations of growth over the Plan's timeframe.

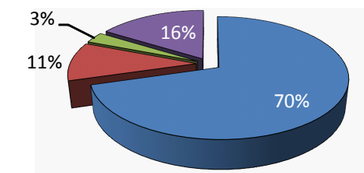
- North Section: Opinions call for maintaining the existing four-lane condition. Future improvements are expected to entail site-specific modifications, such as deceleration lanes and left turn lanes, as development occurs.
- Center Section: Traffic analysis, as well as public comment, indicates support for expanding the existing County standard roadway to a three-lane arterial with landscaped medians.
- South Section: Traffic analysis and public opinion do not support a recommendation for an expansion in the number of traffic lanes of this portion of Meridian over the study's timeframe. The recommendation is for Meridian to remain a two-lane road, but enhanced to a "Super Two" County standard arterial. In general terms a "Super-Two" road design incorporates a more substantial road base, a better grade of pavement, rock shoulders, and broader ditches.

Pedestrian Connectivity and Safety

One of the primary aspects of the plan is to link existing and future uses on and around the corridor through a system of pedestrian connections. Based upon public input at the community visioning sessions concerning key areas requiring improvements for sidewalks and other pedestrian connections, the proposed alternatives suggest priorities for improvements in the sidewalk network, as well as the design of sidewalk and bike path facilities in the South Meridian Corridor.

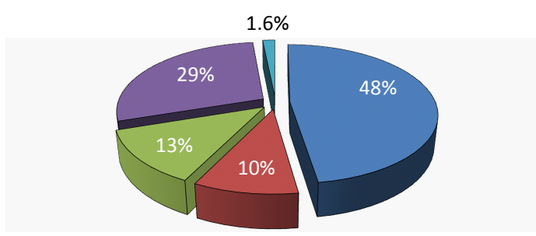
The results from the Public Input sessions indicate a preference for off-road facilities aligned with the arterial road system, better connections between developments and a crossing over the Floodway. The Plan recognizes that on-street bike lanes are not desired, and seeks to provide safer off-street connections away from the traffic on Meridian at the time individual sections of the roadway are improved in the future.

PEDESTRIAN IMPROVEMENTS



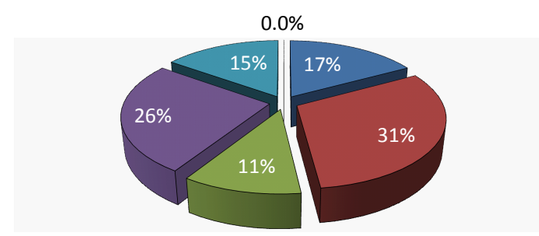
- Bike paths running parallel to the roadway and separated by a landscape or planted area
- Designated bike lanes located within the roadway area
- Shared auto / bike lanes (aka "sharrows")

PREFERRED STREET DESIGN - NORTH SECTION



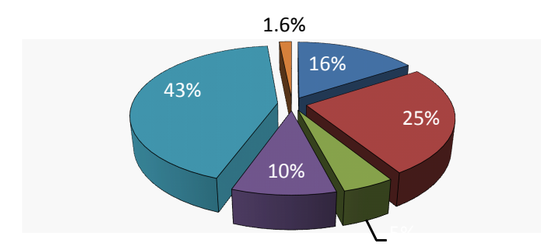
- "The Existing Condition" (two lanes in each direction, with no center median)
- "Three lane street" (one lane in each direction plus a combination of center turn lane and landscaped median)
- "Five lane street with paved median" (two lanes in each direction plus a paved median lane in the middle of the street)
- "The Parkway Option" - Five lane street with landscaped median (two lanes in each direction plus a landscaped median in the middle of the street)

PREFERRED STREET DESIGN - CENTER SECTION



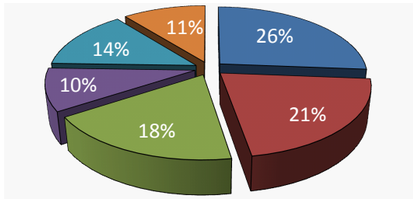
- "Four Lane Street" (two lanes in each direction, with no center median)
- "Three lane street" (one lane in each direction plus a combination of center turn lane and landscaped median)
- "Five lane street with paved median" (two lanes in each direction plus a paved median lane in the middle of the street)
- "The Parkway Option" - Five lane street with landscaped median (two lanes in each direction plus a landscaped median in the middle of the street)

PREFERRED STREET DESIGN - SOUTH SECTION



- "Four Lane Street" (two lanes in each direction, with no center median)
- "Three lane street" (one lane in each direction plus a combination of center turn lane and landscaped median)
- "Five lane street with paved median" (two lanes in each direction plus a paved median lane in the middle of the street)
- "The Parkway Option" - Five lane street with landscaped median (two lanes in each direction plus a landscaped median in the middle of the street)

ACCESS MANAGEMENT CONCEPTS



- Require interconnections of parking lots / connections from one property to another
- Require minimum distances between driveways
- Installation of a median along Meridian where possible
- The use of backstreets / parallel streets in commercial areas
- All of the above
- None of the above

There is also a desire to improve pedestrian connections across Meridian, specifically to concentrate crossings at the corridor's arterial intersections.

The other aspect of expanding community connections is the opportunity for more public space within the corridor's boundary. As new development occurs on the corridor the opportunity exists to consider designating various areas for open space or parks.

Access Management Policy

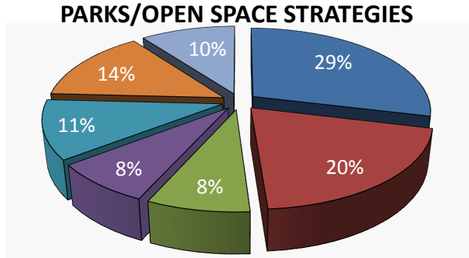
In broad terms the community expressed support for controlling access points along Meridian. The public was given a general overview of the concepts supporting access management and the importance of regulating access along roadways. Several standard strategies communities may adopt for implementing access management policies were also part of the discussion.

Landscape & Screening

General landscape design ideas for various street segments within the South Meridian Corridor were also brought before stakeholders. The alternatives suggested different groupings of street trees and other plantings that would be acceptable for different settings, such as residential areas and commercial developments. Alternatives included either moderate planting densities for developments along Meridian – envisioned to be consistent with Haysville's landscape regulations – and a higher-density planting scheme were used.

While public input supported the inclusion of landscaping and screening as a part of new residential development, there was no clear preference shown to expand the amount of landscaping currently required for non-residential projects.

PARKS/OPEN SPACE STRATEGIES



- Installation of a separated bike/pedestrian bridge along Meridian, crossing the Big Ditch
- Creation of a greenway along the Big Ditch
- Creation of a linear park along South Meridian
- Creation of a new park to the west of 71st and Meridian, integrated with USD 261 facilities such as West Middle School

Parks and Open Space

While there was interest shown for developing a new park within the southern portion of the Meridian Corridor, the primary focus for these improvements centered around expanding the use of the Floodway area for recreational activity.

Streetscape Elements

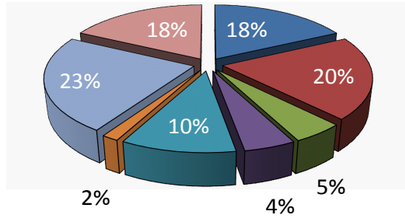
A comprehensive streetscape within a road corridor attempts to incorporate aesthetic, non-paving design elements to create a quality first impression as the traveling public enters a community, as well as establish and/or improve the identity for all land uses along the corridor. Studies show that streetscape improvements are not just about aesthetics but have shown the ability to increase a business's bottom line by making a corridor friendlier for pedestrians and customers.

Drawing from public input at these sessions, including feedback provided via keypad polling and online surveys, the Plan outlines streetscape strategies by street segment for the South Meridian Corridor. For each street type, a collection of amenities to include in the eventual construction of improvements were discussed, such as benches, planters, pavers, and lighting elements.

Economic Enhancement

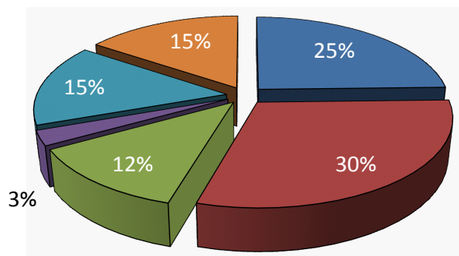
The public recognized the economic benefits to Haysville of creating and maintaining a vibrant corridor. Similar suburban corridors were shown to have a positive impact on adjacent property values and tend to build momentum for future growth.

STREETSCAPE PRIORITIES



- Benches
- Shade areas
- Bike racks
- Public art
- Enhanced signage and wayfinding
- Dog waste stations
- Improved street lighting
- Improved pedestrian lighting

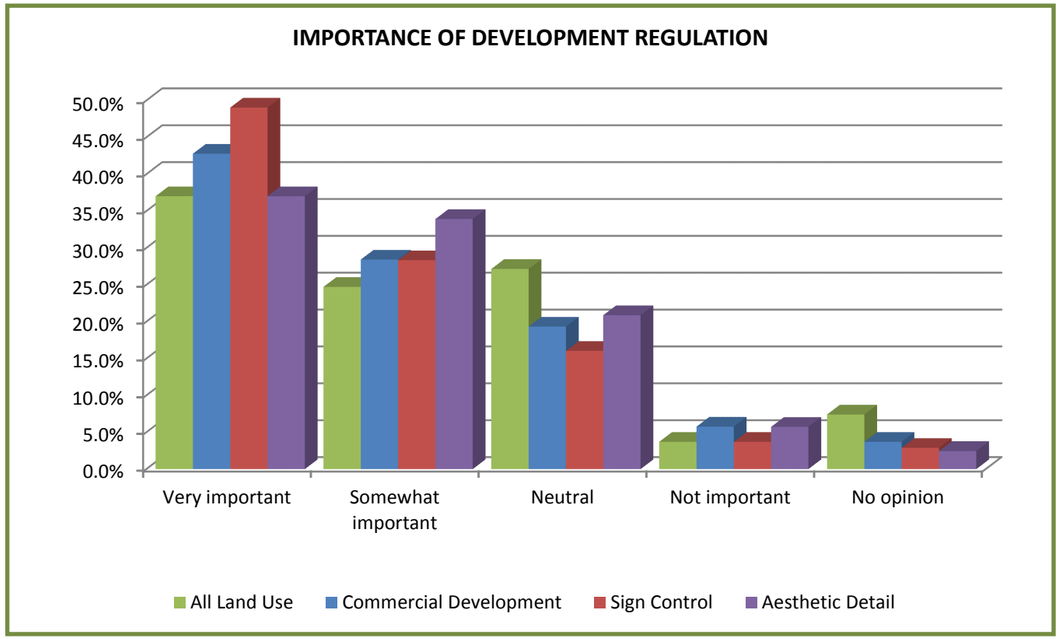
STREETSCAPE IMPROVEMENTS



- Wider Sidewalks
- Bike paths separated from the street
- Benches
- Bike facilities (bike racks, etc.)
- Street trees

Development Regulation

The public also recognizes the need for Haysville and Sedgwick County to continue review and approve new development projects in a manner that limits negative impacts to the corridor and seeks appropriate design standards and dedications to mitigate any potential negative impacts. The Plan acknowledges that by evaluating projects on a case by case basis, Meridian as a whole will continue to evolve into an attractive and viable part of the community.



CORRIDOR RECOMMENDATIONS

PLAN RECOMMENDATIONS / IMPLEMENTATION CONSIDERATIONS

Recommended Roadway Improvements - North Section

The need to widen Meridian from 55th Street to Grand Avenue is not expected within the timeframe of the Plan.

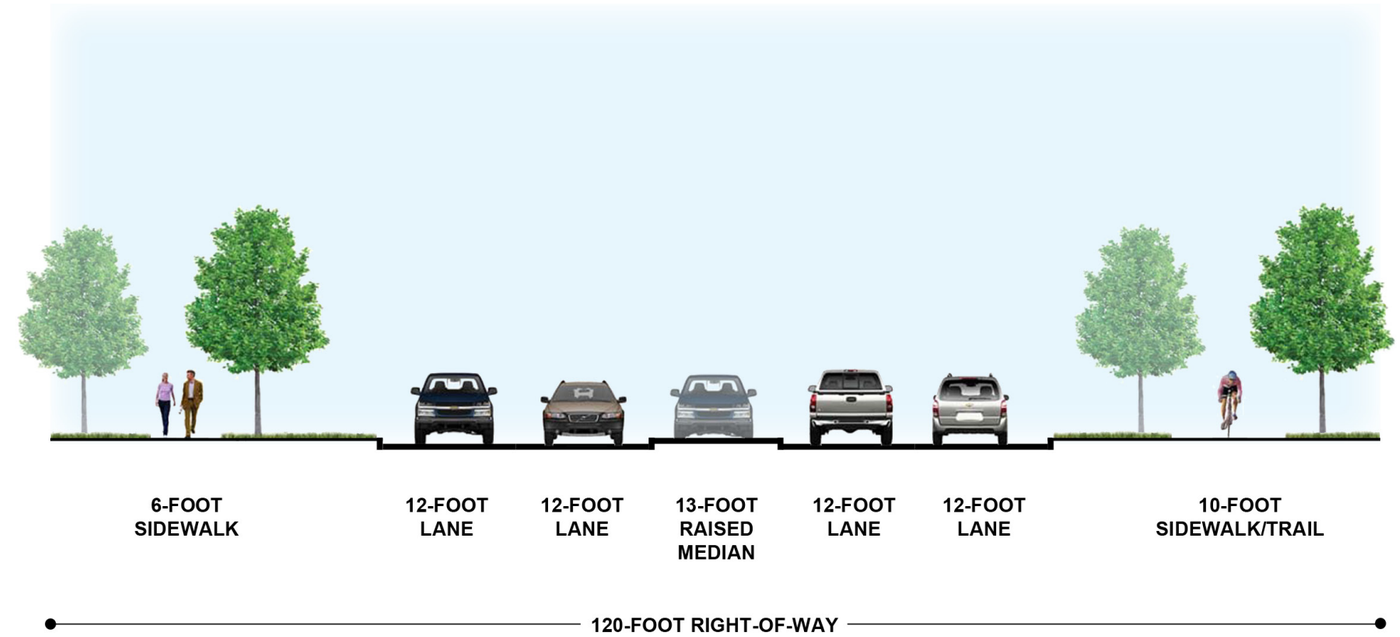
However, as new development occurs along the corridor and generates additional traffic impacts, there may be a need for localized road improvements. Since the need for improvements are typically directly related to a development project, these costs should be assessed to the developer.

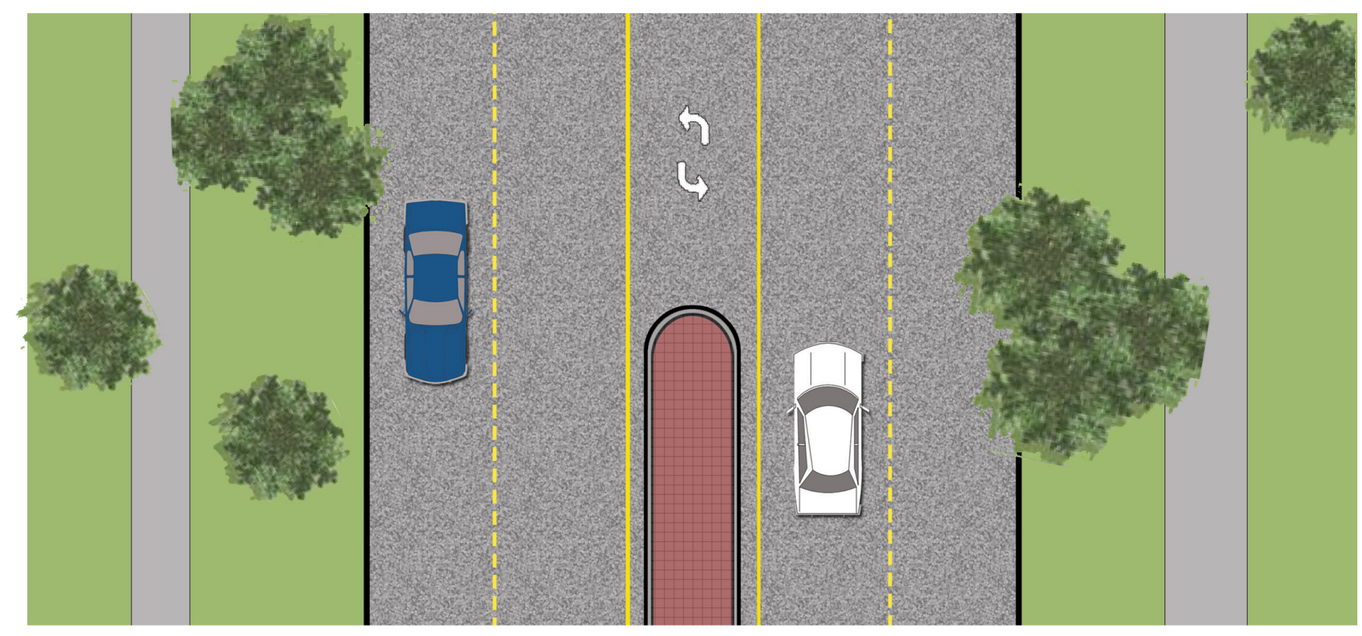
- Maintain the existing condition of a Four-Lane "Urban Standard" arterial.
- Require additional turn-lane and traffic signal improvements as warranted by new development projects.
- Ensure guarantees for these improvements at the time of development and establish the manner in which the costs are covered. The creation of a policy should be encouraged that states the manner in which costs associated with site-specific improvements will be borne by the developer.

Recommended Alternative

In the event additional capacity is needed in the future the Plan recommends widening Meridian to a Five-Lane roadway.

- Seek to expand Meridian from the existing Four-Lane "Urban Standard" configuration to a Five-Lane "Parkway" option with raised medians, except where center turn lanes are warranted.
- The "Parkway" option would require additional pavement at the edge of existing road and thereby necessitating the relocation of existing stormwater sewer at a substantial cost.
- The "Parkway" option is estimated to cost approximately $1.85 million, in 2012 dollars.





Recommended Roadway Improvements - Center Section

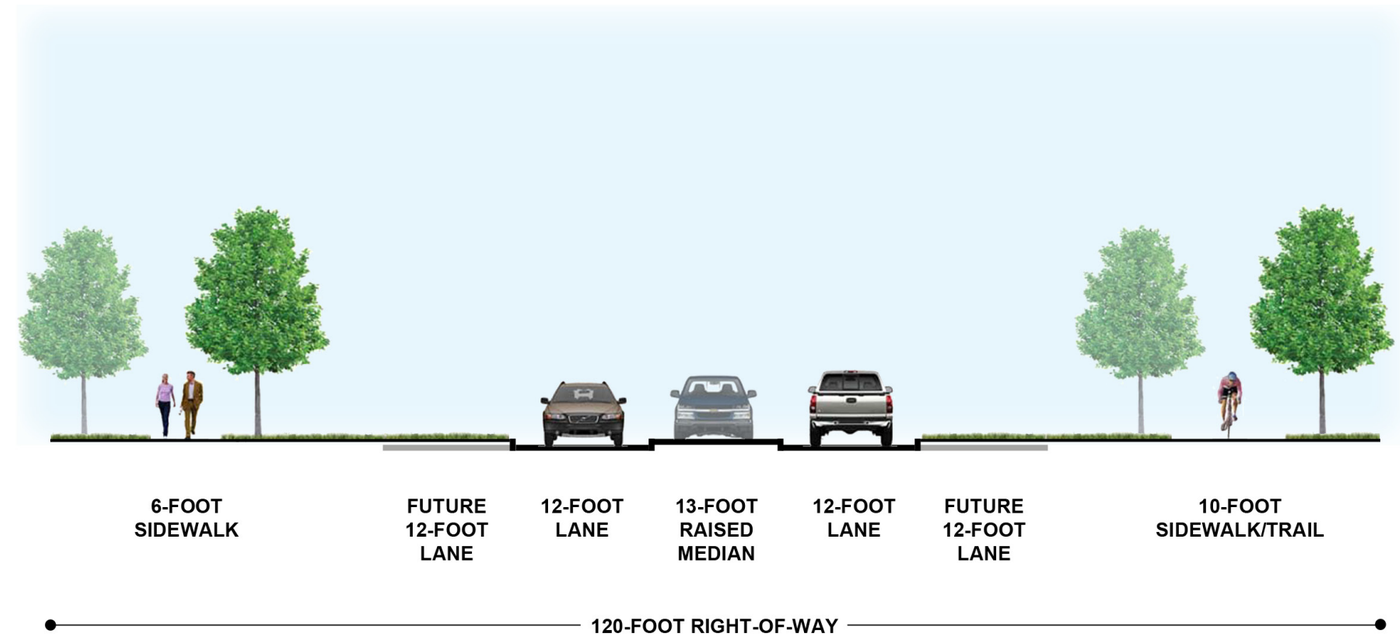
The need to widen Meridian from Grand Avenue to a point one-half mile south of 79th Street is expected to be warranted within the timeframe of the Plan, perhaps within the next five years depending on the rate of growth west of Haysville.

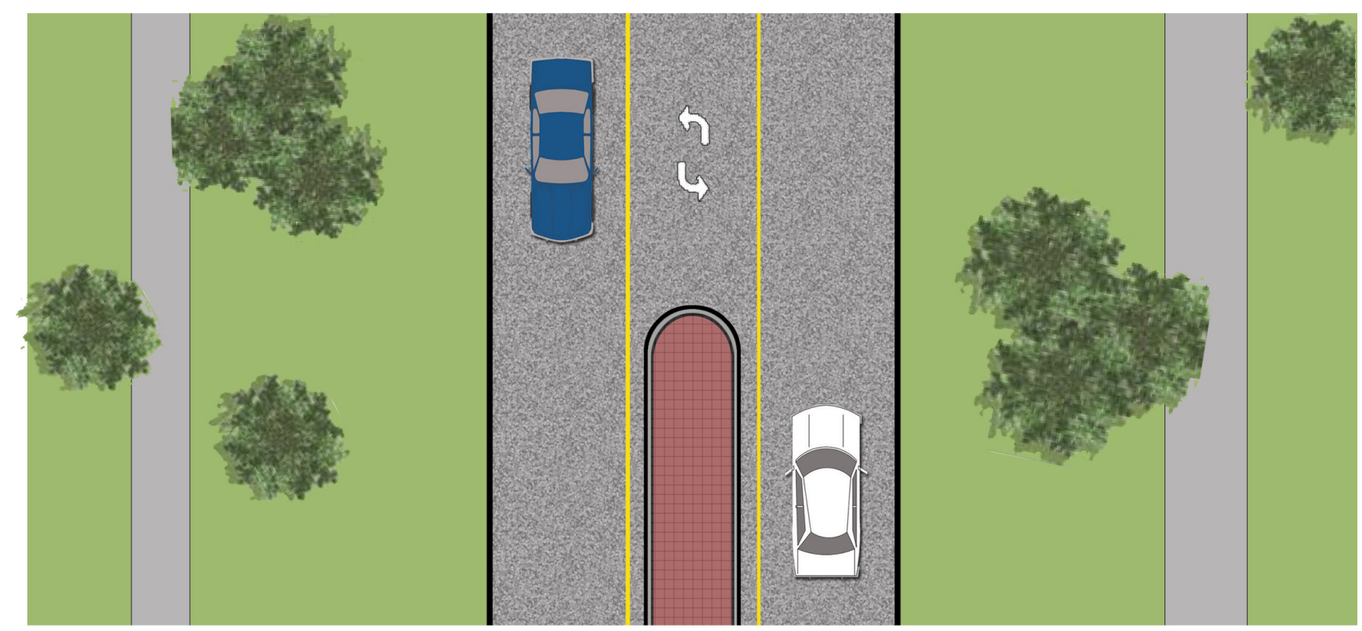
- The Plan recommends improving Meridian to a Three-Lane "Urban Standard" arterial with raised medians within the Center Section.
- The estimated cost of rebuilding Meridian to a Three-Lane arterial with raised medians is approximately $3.9 million in current dollars.
- The first phase of the project is to expand Meridian to three lanes from Grand to 79th Street at a cost of $1.9 million.
- The second phase for the Center Section would be improving the intersection to three-lanes at 79th Street. The project should provide medians, crosswalks and signalization at a cost of approximately $1.1 million.
- The final phase is the one-half mile section of Meridian south of the 79th Street intersection. This project would be recommended in the event a significant trip generator such as a school or subdivision is located south of 79th Street. The cost associated with this southern segment is estimated to cost approximately $900,000.
- Programming potentially within the next five years may be warranted based on the rate of new housing starts within existing subdivisions, or further development at the Meridian and Grand intersection.

Recommended Alternative

In the event a future traffic volumes warrant the Plan recommends widening Meridian to a five-lane roadway for the Center Section.

- Seek to expand Meridian from the existing Two-Lane condition to a Five-Lane "Parkway" option with raised medians, except where center turn lanes are warranted.
- The "Parkway" option for the Center Section is estimated to cost approximately $4.8 million, including intersection improvements, in 2012 dollars.





Recommended Roadway Improvements - South Section

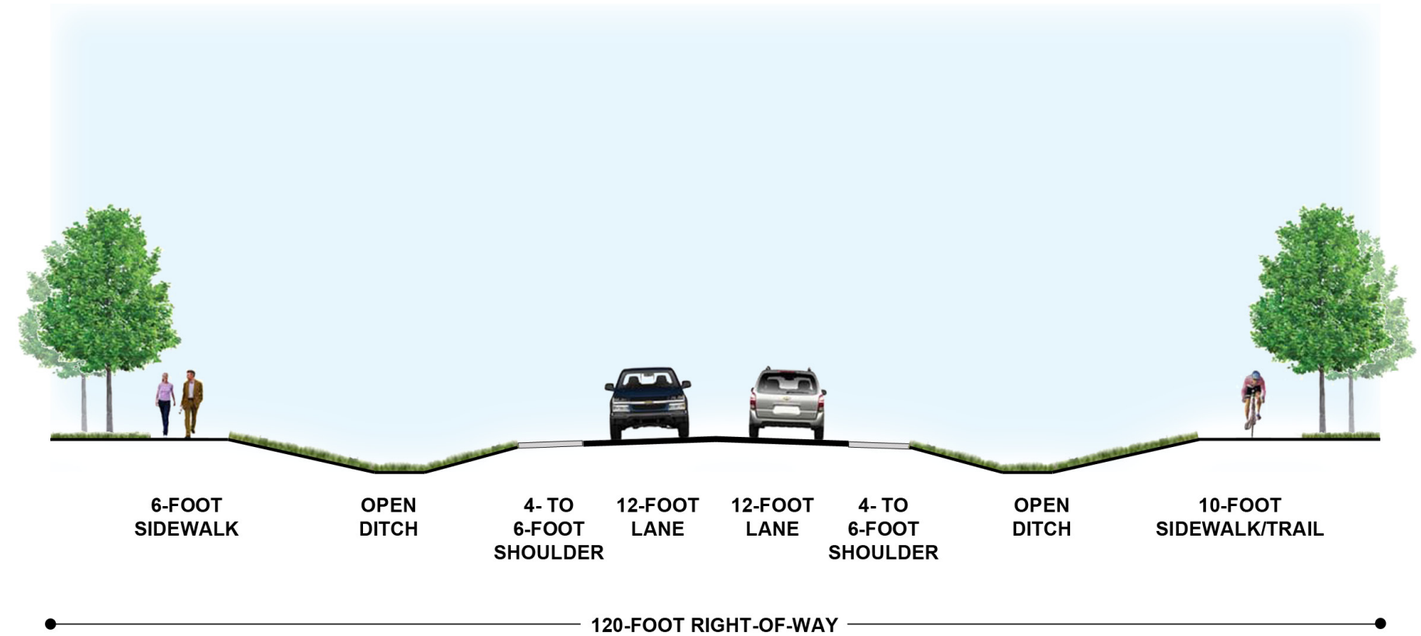
The need to widen Meridian within the South Section from one-half mile south of 79th Street to one-eighth mile south of 95th Street is not expected to be warranted through 2035. It is likely, however, this south portion of Meridian will require improvements at some point in the Plan's timeframe.

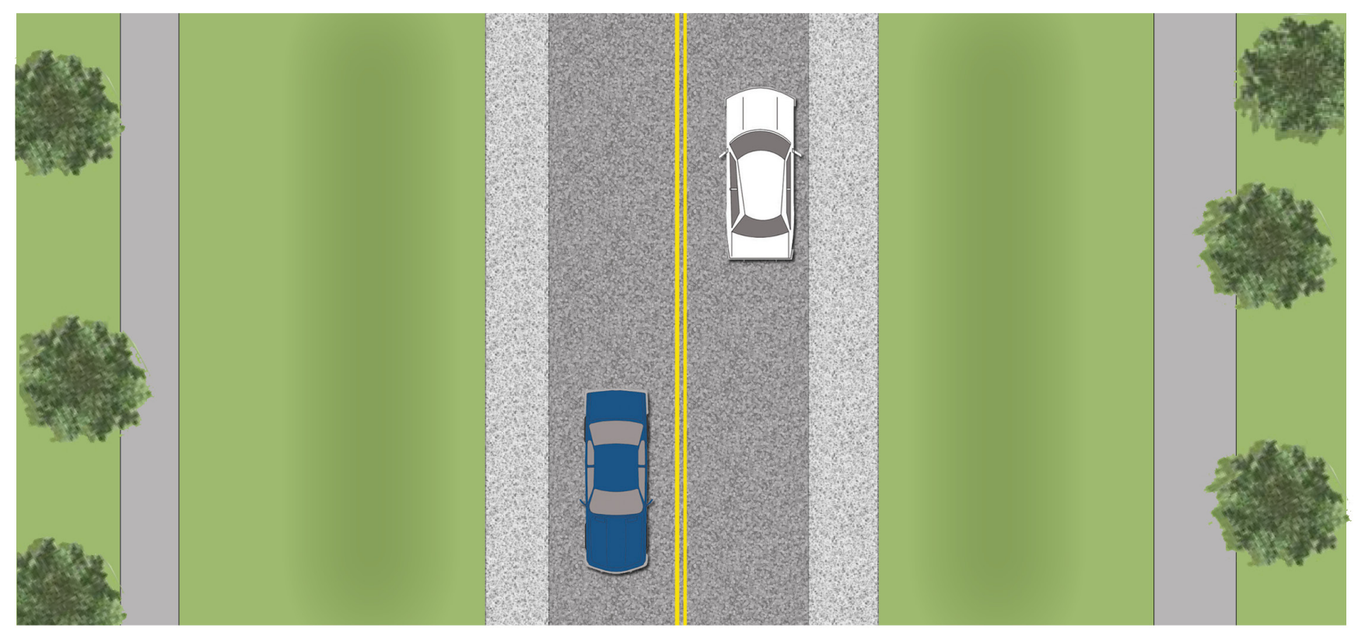
- The Plan recommends improving Meridian to a "Super Two" County standard arterial within the South Section.
- This segment of the corridor is expected to be rebuilt when the existing roadway's condition warrants at an estimated cost of $2.85 million, in 2012 dollars. The typical life expectancy for asphalt mat roads can be up to 20 years depending on the amount of traffic, the type of vehicles, and the maintenance of the road.
- Rebuild Meridian when the existing roadway's condition deteriorates to the point where reconstruction is warranted.

Recommended Alternative

As with the Center Section, when future traffic volumes warrant the Plan recommends widening Meridian to a five-lane roadway for the Center Section.

- Seek to expand Meridian from the existing Two-Lane condition to a Five-Lane "Parkway" option with raised medians, except where center turn lanes are warranted.
- The "Parkway" option for the South Section is estimated to cost approximately $5.7 million, including improvements to both the 87th Street and 95th Street intersections, in 2012 dollars.





The following recommendations were identified to further the goals of maintaining acceptable operating conditions along the South Meridian Corridor.

Access Management Concepts & Considerations

In general terms, the primary goal of access management is to seek a balance between the need to provide access to individual properties and developments while protecting the effective and safe flow of traffic on the supporting road system.

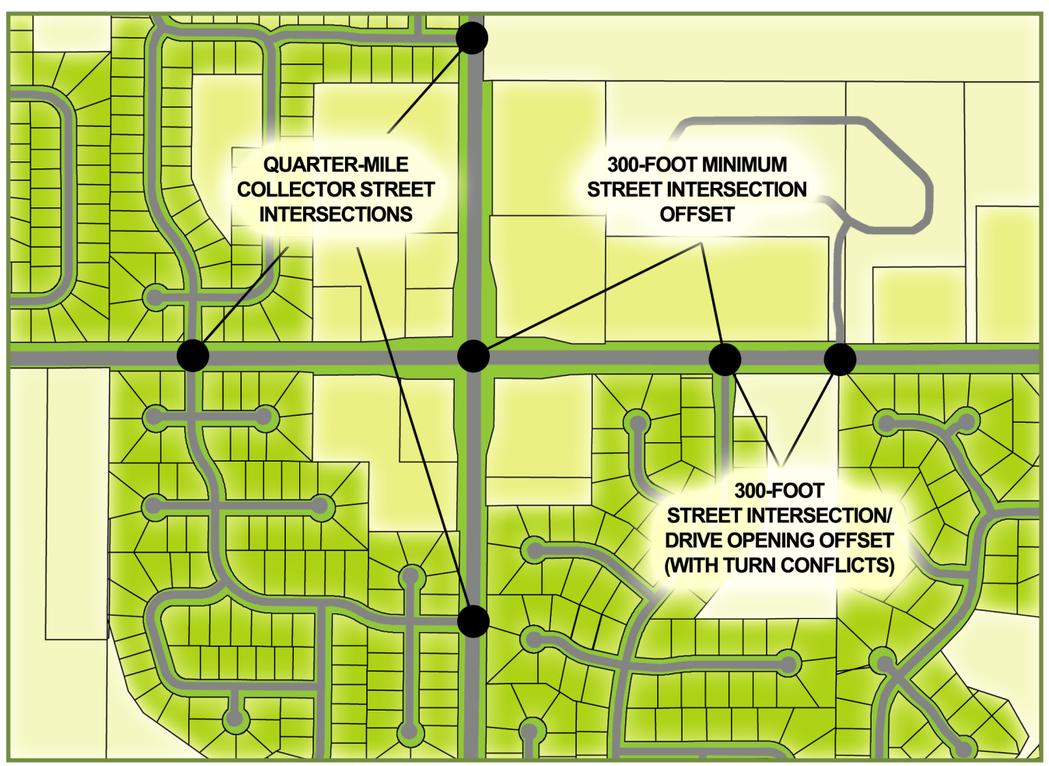
As traffic volumes increase along the Meridian corridor with future growth and development, safe and efficient travel will be achieved through capacity improvements and applying sound access management principles. Although the following basic design guidelines for managing direct access onto Meridian should not be considered a substitute for a more comprehensive approach to access management through a separate policy, the Plan outlines several key recommendations specific to the Meridian corridor.

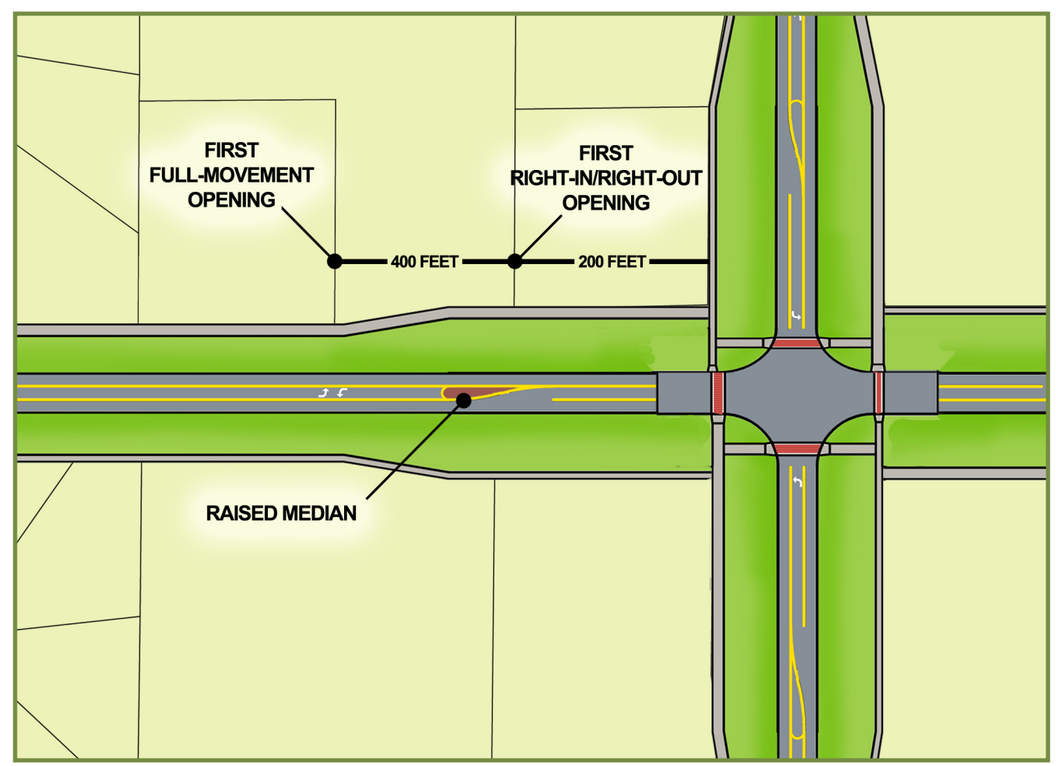
While application of these guidelines would enhance mobility and safety on Meridian, they would also limit the access to which adjacent property owners are accustomed. It is not the intent of the Plan to mandate complete compliance of these recommended guidelines. However, as opportunities arise through capital improvements and development proposals, implementation of as many of these guidelines should be encouraged.

The combination of effective land use planning and access management can be an instrumental tool for maintaining high service levels along Meridian. Although these general guidelines are intended to be applied to this corridor, it is recommended that the City of Haysville develop an access management policy applicable throughout the community that is consistent with the following general practices and strategies.

Intersecting Street & Driveway Spacing (distances are measured from the point where the street right-of-ways intersect)

- Discourage collector streets within 660 feet of an intersection with a section line road.
- Discourage local streets within 300 feet of an intersection with a section line road.
- Establish a minimum distance of 200 feet for the first right-in/out driveway from an intersection.
- Establish a minimum distance of 400 feet for the first full-turning movement driveway from an intersection.
- Establish a minimum distance of 400 feet between full-turning movement drives on the same side of the street.
- Establish a minimum 200-foot offset for drives not lined up on opposite sides of Meridian and not having conflicting left turns.

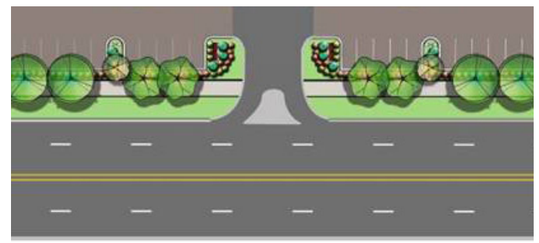


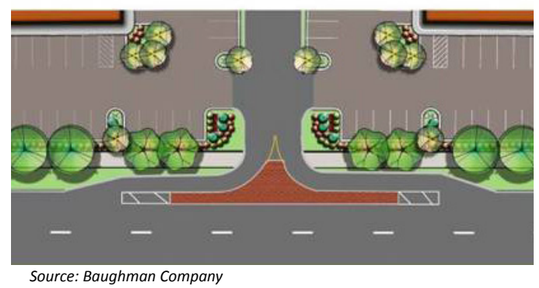


- Establish a minimum 300-foot offset for drives on opposite sides of Meridian with conflicting left turns.
- Discourage driveways within the taper or storage area of a turn lane.
- Discourage individual residential properties from building driveways with direct access onto Meridian.
- Promote the creation of shared access by multiple property owners that replace individual access points, thereby eliminating the need for meeting the spacing criteria between those two access openings.

Medians - The primary function of raised median on a roadway is to control turning and crossing movements in order to maintain a high degree of safety and efficiency. Raised medians are generally used on streets with relatively high traffic volumes and/or travel speeds.

- Discourage median breaks within 400 feet of a section line road intersection.
- Ensure raised medians are included in the road design as individual segments of Meridian are improved.
- Permit median breaks at 400-foot intervals, where feasible, to allow full turning movements.
- Require access openings to provide effective right-in/right-out driveway designs when no raised median control is present.
- Require new subdivision projects to provide collector street intersections with Meridian at quarter-mile intervals where feasible.
- Create a system for the appropriate Haysville official to review access issues along developed portions of Meridian on a case-by-case basis that will promote the goals of this Plan while still providing reasonable access to the site.





Source: Baughman Company

Traffic Impact Studies

Traffic Impact Studies may be required, depending upon the potential impacts of the development on the adjacent street corridor and/or surrounding neighborhoods. This additional analysis offers an objective evaluation of a project's impact on a road and what specific improvements are needed to offset the impact. The graphic below outlines a potential approach to determining when a study would be requires as part of a development project, and the following are suggested action items:

- Develop policy for requiring traffic impact studies based on standard practices.
- Implement this requirement through the building permit application and review process for existing parcels, and through the subdivision process for new development.

SITE GENERATED PEAK HOUR TRAFFIC	INTERSECTIONS & TIME HORIZONS FOR STUDY
0 TO 99 CARS (ENTERING & EXITING)	• NO TRAFFIC STUDY NEEDED - DOCUMENT ANTICIPATED TRAFFIC GENERATED BY PROPOSED SITE AND ENSURE ADEQUATE SIGHT DISTANCE IS PROVIDED FOR PROPOSED ACCESS INTERSECTIONS
100 TO 200 CARS (ENTERING & EXITING)	• PROPOSED ACCESS INTERSECTIONS AND INTERSECTIONS ADJACENT TO SITE • PROPOSED OPENING YEAR OF FULL DEVELOPMENT
201 TO 500 CARS (ENTERING & EXITING)	• PROPOSED ACCESS INTERSECTIONS AND INTERSECTIONS ADJACENT TO SITE • STOP SIGN CONTROLLED INTERSECTIONS ANTICIPATED TO BE IMPACTED WITHIN 1,300 FEET OF SITE • TRAFFIC SIGNAL OR ROUNDABOUT CONTROLLED INTERSECTIONS WITHIN 2,600 FEET OF SITE • PROPOSED OPENING YEAR OF FULL DEVELOPMENT
501 TO 1000 CARS (ENTERING & EXITING)	• PROPOSED ACCESS INTERSECTIONS AND INTERSECTIONS ADJACENT TO SITE • STOP SIGN CONTROLLED INTERSECTIONS ANTICIPATED TO BE IMPACTED WITHIN 1,300 FEET OF SITE • TRAFFIC SIGNAL OR ROUNDABOUT CONTROLLED INTERSECTIONS WITHIN 5,300 FEET OF SITE • PROPOSED OPENING YEAR OF FULL DEVELOPMENT + FIVE YEARS AFTER OPENING
1000+ CARS (ENTERING & EXITING)	• PROPOSED ACCESS INTERSECTIONS AND INTERSECTIONS ADJACENT TO SITE • STOP SIGN CONTROLLED INTERSECTIONS ANTICIPATED TO BE IMPACTED WITHIN 1,300 FEET OF SITE • TRAFFIC SIGNAL OR ROUNDABOUT CONTROLLED INTERSECTIONS WITHIN 5,300 FEET OF SITE • PROPOSED OPENING YEAR OF FULL DEVELOPMENT + FIVE YEARS AFTER OPENING + TWENTY YEARS AFTER OPENING

Source: Spack Consulting

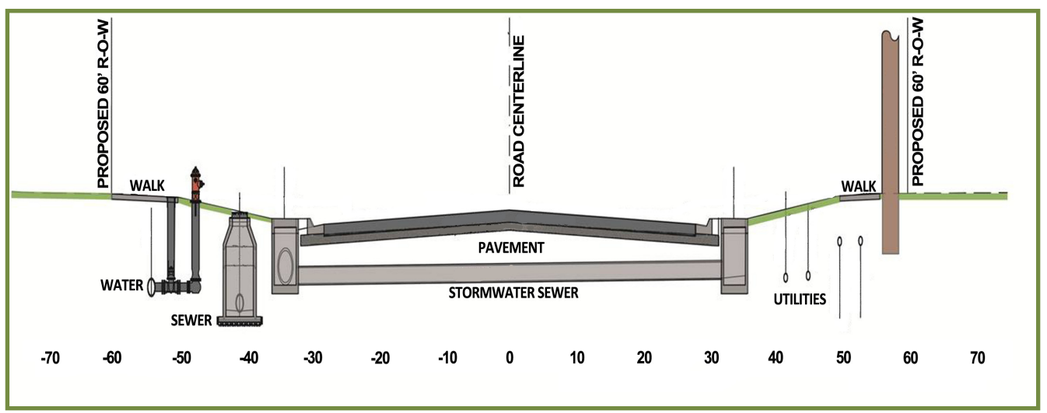
Turn Lanes – These improvements help maintain a road's safety and efficiency by removing turning movements onto side streets or driveways from the through lanes of traffic. The need for left-turn lanes and/or deceleration lanes should be determined through a separate traffic study at the time development projects are proposed. The following are suggested standards to be considered at such time:

- Require right-turn deceleration lanes and/or left-turn lanes where warranted as site-specific modifications to Meridian in order to maintain an acceptable LOS within the North Section.
- Require left-turn lanes where warranted on streets or driveways intersecting Meridian at full median breaks.
- Require left-turn lanes at the intersection with any side street or driveway serving non-residential development.
- A continuous left-turn lane should be provided where successive left-turn lanes are required.
- The length of the left-turn lane should be increased as necessary to accommodate estimated queue length.
- Require deceleration lanes at the intersection with any street or driveway where warranted.

Right-of-way Acquisition and Preservation

The Plan found that in order to best ensure future improvements to Meridian can be accomplished in an efficient and cost effective manner, the various jurisdictions should ensure adequate right-of-way is dedicated at the time development projects seek plat approval, as part of site plan approval, or the potential use of zoning conditions. The following are suggested action items:

- Continue to implement the City of Haysville's subdivision requirement of obtaining 120 feet of total right-of-way, and expanding to 150 feet at the section line intersections, along Meridian.
- Ensure appropriate building setbacks are established for rural or suburban development in order to minimize the possible negative impacts of future road expansion.
- Direct future utilities to be located within the outer edges of the preferred right-of-way as to avoid conflicts with future road designs.



Bicycle/Pedestrian Considerations

The Plan identifies the need to incorporate bicycle and pedestrian facilities within the corridor and recommends the following:

- Ensure the construction of the pedestrian bridge over the floodway as identified in the Sedgwick County Capital Improvement Plan and the MTP 2035.
- Provide for the expansion of local and regional bicycle and pedestrian facilities as identified in **Figure 6** on page 15.
- Include a minimum 10-foot hike/bike path within the east portion of the Meridian right-of-way and a minimum 6-foot sidewalk within the west portion of the Meridian right-of-way. Priority should be given to the construction of a 10-foot hike/bike path in the event funding is not available for both. The location of the path and/or sidewalk may also be determined on a case by case basis.
- Provide adequate pedestrian crossings at all section line road intersections and at mid-mile signalized intersections as they develop.
- Provide pedestrian amenities as part of roadway improvements.

Traffic Signalization Considerations

Establishing desirable spacing between traffic signals ensures a safe and efficient traffic flow on arterial streets. Traffic signal coordination becomes a critical traffic management tool and the objective is to move platoons of vehicles from one traffic signal to and through another as efficiently as possible in order to maximize the capacity of the street. The following presents recommended traffic signalization guidelines to be implemented as development continues to occur along Meridian:

- Establish a minimum desirable spacing of traffic signals for optimum coordination of one-quarter mile.
- Require financial guarantees for traffic signals as properties seek zoning or subdivision approvals based on a reasonable allocation of costs.
- Investigate funding options for traffic signals at the intersection of 55th Street and Meridian.
- Create a system for reviewing the appropriateness of signalization along Meridian on a case-by-case basis that will promote the goals of this Plan.

Screening & Landscape Considerations

The Plan seeks to expand the opportunity to enhance the visual quality of the Meridian corridor through the inclusion of landscaping and screening as part of future road projects as well as private development abutting the corridor. Landscape and screening requirements are already in place for all jurisdictions within the corridor. These policies typically govern new development; therefore it may be necessary to expand these policies to include public projects as well.

Example of Recommended Residential Landscaping and Screening

Example of Recommended Non-Residential Landscaping and Screening

The following are suggested action items:

- Review Chapter 13 Article 3 of the City Code of Haysville to see if there is an opportunity to include a proactive system of street tree planting along arterial roads such as Meridian. This could address plantings within segments already improved and/or dictate planting as part of future roadway construction projects.
- Review Section 501 of the Haysville Zoning Code to determine the appropriateness of including landscaping/screening requirements for single-family residential subdivisions.

Streetscape/Aesthetic Considerations

Often overlooked, streetscape elements, such as architectural controls, signage, street furniture, and lighting, can play a role in creating a viable corridor. The public supported the idea of incorporating some enhancements as part of the street like pedestrian shelters and benches at the arterial intersections. Support was also shown for greater control over the appearance and scale of signs, as well as maintaining a relatively low-impact scale of development along Meridian. The following are suggested action items:

- Seek opportunities for the installation of pedestrian accommodations at arterial nodes.
- Explore the possibility of requiring a site plan review process for approvals for new non-residential development in order to better address issues such as building design, lighting, signage and screening.

Development Policies and Regulations

As with most planning projects, there is a need to review existing development regulations and offer recommendations deemed necessary to carry the Plan's vision forward. The physical design, mixture of uses, and density of activity associated with land development dictate the transportation demand on roadways. Land development regulations guide the implementation and realization of community-wide goals, policies, and objectives identified in the Plan.

The Plan suggests a review and possible changes to the City of Haysville's and Sedgwick County's policies, codes, and regulations to identify any additional methods for managing the visual impact of development along the roadway. The Plan may discuss how amendments to regulations may assist in implementing the Plan's recommendations at the time property within the corridor is developed. The following are suggested action items:

- Review the City of Haysville's Municipal Code, Zoning Code, and Subdivision Regulations to determine whether amendments are needed to further the Plan's goals.

Comprehensive Plan Considerations

The Plan also recommends inclusion in the Haysville Comprehensive Plan. The goal of adopting the recommendations found here is to achieve the consistency and coordination necessary to protect this increasingly valuable transportation corridor. The following are suggested action items:

- Amend the City of Haysville's Comprehensive Plan to reference the South Meridian Corridor Plan.

SUPPORT INFORMATION

APPENDIX A: TRAFFIC

Traffic Summary

Intersection	Projected ADT*				AM Peak			PM Peak			Speed
	2008	2020	2035	2012	Peak Hour		PHF	Peak Hour		PHF	85th %
55th and Meridian	(Veh)	(Veh)	(Veh)	(Veh)		(Veh)			(Veh)		(mph)
North of 55th	6,829	8,055	8,705	**6,221**	7:00-8:00	680	0.85	14:45-15:45	616	0.92	47.2
South of 55th	7,536	8,320	8,924	**8,123**	7:00-8:00	942	0.80	14:45-15:45	863	0.84	49.7
West of Meridian	6,782	6,897	7,248	**3,336**	10:15-11:15	199	0.84	15:00-16:00	457	0.79	48.1
East of Meridian	5,426	5,983	6,596	**4,126**	8:00-9:00	285	0.92	14:45-15:45	563	0.65	44.5
63rd and Meridain											
North of 63rd	5,964	8,543	9,438	**#**							
South of 63rd	6,161	7,858	8,851	**6,673**	7:00-8:00	926	0.74	15:00-16:00	689	0.88	46.8
West of Meridian	3,251	3,551	3,831	**341**	6:30-7:30	38	0.58	15:30-16:30	54	0.35	#
East of Meridian	5,570	4,799	5,579	**2,526**	7:15-8:15	239	0.90	16:30-17:30	288	0.87	#
71st and Meridain											
North of 71st	5,964	7,474	8,531	**6,628**	7:00-8:00	899	0.75	15:00-16:00	701	0.84	46.5
South of 71st	1,719	2,679	3,319	**5,214**	7:00-8:00	524	0.86	16:30-17:30	517	0.93	47.0
West of Meridian	5,495	7,224	8,656	**4,815**	7:00-8:00	696	0.64	16:00-17:00	523	0.81	34.4
East of Meridian	8,959	10,071	10,633	**6,584**	7:00-8:00	784	0.77	15:00-16:00	659	0.93	34.4
79th and Meridain											
North of 79th	1,719	2,679	3,319	**2,996**	7:00-8:00	277	0.93	16:30-17:30	310	0.91	54.6
South of 79th	675	1,849	2,279	**2,043**	7:00-8:00	156	0.90	16:45 - 17:45	217	0.89	61.7
West of Meridian	3,632	4,582	5,039	**442**	7:00-8:00	53	0.68	15:45 - 16:45	55	0.72	50.1
East of Meridian	4,036	4,735	5,391	**1,957**	7:00-8:00	210	0.87	16:15 - 17:15	203	0.90	51.2
87th and Meridain											
North of 87th	675	1,849	2,279	**1,789**	7:00-8:00	130	0.77	15:15 - 16:15	186	0.86	61.7
South of 87th	316	1,241	1,592	**1,563**	7:00-8:00	112	0.84	15:15 - 16:15	155	0.90	62.4
West of Meridian	1,104	1,423	1,738	**186**	11:30-12:30	18	0.45	15:15 - 16:15	23	0.52	#
East of Meridian	1,406	1,915	2,226	**463**	7:00-8:00	45	0.64	15:15 - 16:15	64	0.77	52.3
95th and Meridain											
North of 95th	316	1,241	1,592	**1,377**	6:45-7:45	98	0.84	15:45 - 16:45	142	0.74	59.9
South of 95th	402	405	613	**1,323**	7:00-8:00	99	0.85	15:45 - 16:45	137	0.73	60.6
West of Meridian	1,469	2,173	3,202	**136**	7:00-8:00	15	0.56	17:00-18:00	20	0.81	31.1
East of Meridian	1,427	3,009	4,182	**148**	6:15-7:15	18	0.53	18:30-19:30	21	0.57	39.8

(*) Data Provided by WAMPO

(#) Data not collected

AM Peak Turn Summary

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
55th and Meridian	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	7:15 - 8:15
Vehicle Total	85	210	4	68	77	114	126	334	115	23	93	69	1318	
Factor	0.71	0.86	0.50	0.53	0.71	0.68	0.77	0.77	0.54	0.57	0.77	0.66	0.86	
Approach Total	0.91			0.77			0.83			0.81				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
63rd (E) and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	7:00 - 8:00
Vehicle Total	48	297	0	51	0	64	0	515	59	0	0	0	1034	
Factor	0.80	0.76	0.00	0.75	0.00	0.76	0.00	0.66	0.57	0.00	0.00	0.00	0.78	
Approach Total	0.80			0.90			0.65			0.00				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
63rd (W) and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	7:00 - 8:00
Vehicle Total	0	357	6	0	0	0	2	555	0	4	0	2	926	
Factor	0.00	0.75	0.50	0.00	0.00	0.00	0.25	0.71	0.00	0.50	0.00	0.50	0.76	
Approach Total	0.76			0.00			0.71			0.50				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
71st and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	7:15 - 8:15
Vehicle Total	97	98	104	47	150	167	91	192	86	88	124	35	1279	
Factor	0.78	0.79	0.52	0.90	0.61	0.68	0.73	0.76	0.60	0.56	0.57	0.58	0.78	
Approach Total	0.76			0.69			0.77			0.57				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
79th and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	7:00 - 8:00
Vehicle Total	49	43	4	1	8	63	5	91	8	12	9	0	293	
Factor	0.77	0.72	0.50	0.25	0.50	0.83	0.42	0.76	0.67	0.50	0.75	0.00	0.92	
Approach Total	0.75			0.82			0.74			0.66				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
87th and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	7:00 - 8:00
Vehicle Total	5	29	1	4	1	16	0	76	8	2	4	2	148	
Factor	0.42	0.81	0.25	0.33	0.25	0.67	0.00	0.70	0.67	0.50	0.50	0.25	0.79	
Approach Total	0.88			0.75			0.75			0.67				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
95th and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	7:00 - 8:00
Vehicle Total	1	43	0	3	1	4	0	61	0	5	0	1	119	
Factor	0.25	0.98	0.00	0.75	0.25	0.50	0.00	0.73	0.00	0.62	0.00	0.25	0.88	
Approach Total	0.92			0.67			0.73			0.50				

PM Peak Turn Summary

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
55th and Meridian	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	16:45 - 17:45
Vehicle Total	71	304	5	67	48	58	48	190	62	12	138	185	1185	
Factor	0.71	0.92	0.42	0.80	0.80	0.69	0.92	0.83	0.82	0.38	0.84	0.89	0.95	
Approach Total	0.93			0.87			0.84			0.91				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
63rd (E) and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	15:00 - 16:00
Vehicle Total	121	382	0	40	0	52	0	264	48	0	0	0	907	
Factor	0.72	0.66	0.00	0.83	0.00	0.65	0.00	0.82	0.60	0.00	0.00	0.00	0.84	
Approach Total	0.67			0.82			0.78			0.00				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
63rd (W) and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	15:00 - 16:00
Vehicle Total	0	418	6	0	0	0	1	310	0	2	0	4	741	
Factor	0.00	0.68	0.75	0.00	0.00	0.00	0.25	0.70	0.00	0.50	0.00	0.33	0.85	
Approach Total	0.68			0.00			0.70			0.50				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
71st and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	15:15 - 16:15
Vehicle Total	106	190	47	89	73	128	28	118	67	37	146	73	1102	
Factor	0.72	0.88	0.62	0.89	0.76	0.76	0.70	0.80	0.76	0.62	0.87	0.76	0.92	
Approach Total	0.88			0.92			0.89			0.94				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
79th and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	16:45 - 17:45
Vehicle Total	56	114	8	6	9	35	1	56	3	3	6	0	297	
Factor	0.88	0.89	1.00	0.75	0.75	0.67	0.25	0.67	0.38	0.38	0.50	0.00	0.88	
Approach Total	0.95			0.78			0.71			0.45				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
87th and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	16:00 - 17:00
Vehicle Total	16	94	4	3	2	2	0	67	1	1	2	0	192	
Factor	0.57	0.81	0.50	0.75	0.50	0.25	0.00	0.88	0.25	0.25	0.50	0.00	0.89	
Approach Total	0.75			0.58			0.89			0.39				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
95th and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	16:45 - 17:45
Vehicle Total	6	72	9	1	2	0	0	26	0	2	0	0	118	
Factor	0.75	0.82	0.56	0.25	0.50	0.00	0.00	0.72	0.00	0.50	0.00	0.00	0.95	
Approach Total	0.91			0.75			0.72			0.50				

APPENDIX B: PUBLIC INPUT INFORMATION

SOUTH MERIDIAN CORRIDOR PLAN BACKGROUND SURVEY #1

1 What is the frequency with which you travel on Meridian? (choose one)

Answer Options	Response Percent
Daily	62.8%
Several times a week	20.8%
Once a week	1.7%
Several times a month	5.7%
Monthly	3.7%
Rarely	5.3%
	100.0%

2 When you travel on Meridian, which of the following are the most frequent reasons for your trip? (select all that apply)

Answer Options	Response Percent
Shopping or basic errands	20.3%
Work or business travel	26.1%
School Drop-off or other activities for your child	17.8%
Visiting friends or relatives	13.0%
Medical services	4.6%
Recreation or entertainment	12.7%
Other (please specify)	5.5%
	100.0%

3 What is the frequency with which you walk/bicycle along Meridian? (choose one)

Answer Options	Response Percent
Daily	3.8%
Several times a week	5.4%
Once a week	4.2%
Several times a month	3.3%
Monthly	2.9%
Rarely	80.4%
	100.0%

4 When you walk/bicycle along Meridian, which of the following are the most frequent reasons for your trip? (choose one)

Answer Options	Response Percent
Shopping or basic errands	1.9%
Work or business travel	5.1%
School Drop-off or other activities for your child	8.5%
Visiting friends or relatives	2.6%
Medical services	0.6%
Recreation or entertainment	45.4%
Other (please specify)	35.9%
	100.0%

5 How safe would you consider traffic conditions on Meridian? (choose one)

Answer Options	Response Percent
Very Safe	14.5%
Somewhat safe	53.1%
Somewhat unsafe	22.0%
Very Unsafe	10.4%
	100.0%

6 Which of the following intersections along Meridian is the most dangerous? (choose one)

Answer Options	Response Percent
55th Street South	54.4%
63rd Street South (East Bound from Meridian north of the bridge)	18.8%
63rd Street South (West Bound from Meridian south of the bridge)	7.0%
71st Street South	5.8%
79th Street South	5.8%
87th Street South	0.8%
95th Street South	0.0%
None of the above	7.4%
	100.0%

7 What is your perception of the travel speed on Meridian? (choose one)

Answer Options	Response Percent
Generally too fast	8.5%
About right	54.7%
Generally too slow	36.8%
	100.0%

8 How safe would you consider the pedestrian conditions along Meridian? (choose one)

Answer Options	Response Percent
Very Safe	9.0%
Somewhat safe	29.6%
Somewhat unsafe	34.9%
Very Unsafe	26.5%
	100.0%

9 How frequently do your children walk/bicycle across Meridian to attend school or run errands? (choose one)

Answer Options	Response Percent
Daily	3.3%
Several times a week	5.0%
Once a week	2.5%
Several times a month	2.9%
Monthly	0.8%
Rarely	8.3%
Never	43.2%
Not Applicable	34.0%
	100.0%

10 At which locations along Meridian do you currently feel most comfortable in crossing on foot or a bicycle? (choose one)

Answer Options	Response Percent
At any location	12.3%
Intersection crossings	58.0%
Mid-mile crossings	1.7%
Would not feel safe at any location	28.0%
	100.0%

11 How important is the regulation of all land use development along Meridian? (choose one)

Answer Options	Response Percent
Very important	37.0%
Somewhat important	24.7%
Neutral	27.2%
Not important	3.7%
No opinion	7.4%
	100.0%

12 How important is the regulation of commercial development along Meridian? (choose one)

Answer Options	Response Percent
Very important	42.8%
Somewhat important	28.4%
Neutral	19.3%
Not important	5.8%
No opinion	3.7%
	100.0%

13 How important is the regulation of signage along Meridian? (choose one)

Answer Options	Response Percent
Very important	49.0%
Somewhat important	28.4%
Neutral	16.0%
Not important	3.7%
No opinion	2.9%
	100.0%

14 How important is the regulation of aesthetic details of development – such as building architecture and landscaping - along Meridian? (choose one)

Answer Options	Response Percent
Very important	37.0%
Somewhat important	33.9%
Neutral	20.9%
Not important	5.7%
No opinion	2.5%
	100.0%

15 How would you rate the current aesthetic appearance of the Meridian corridor? (choose one)

Answer Options	Response Percent
Very poor	3.3%
Poor	17.2%
Neutral	51.7%
Good	24.5%
Very good	3.3%
	100.0%

16 How important is the development of access management policies in managing traffic flow and reducing the number of accidents along Meridian? (choose one)

Answer Options	Response Percent
Very important	54.9%
Somewhat important	28.1%
Neutral	12.0%
Not important	2.5%
No opinion	2.5%
	100.0%

17 Overall, how important do you think the Meridian corridor is to the economic development of Haysville? (choose one)

Answer Options	Response Percent
Very important	54.0%
Somewhat important	30.6%
Neutral	11.2%
Not important	2.9%
No opinion	1.3%
	100.0%

18 How safe would you consider the pedestrian conditions along Meridian? (Choose One)

Answer Options	Response Percent
Very safe	0.0%
Somewhat safe	13.0%
Somewhat unsafe	35.0%
Very unsafe	52.0%
No opinion	0.0%
	100.0%

19 How important is the inclusion and style of streetscape pedestrian amenities along Meridian? (choose one)

Answer Options	Response Percent
Very important	39.5%
Somewhat important	31.2%
Neutral	18.8%
Not important	8.8%
No opinion	1.7%
	100.0%

20 I would like to see more of the following types of land uses along Meridian in the future (select all that apply)

Answer Options	Response Percent
Professional offices	9.4%
Service businesses	8.5%
Restaurants	21.4%
Retail and shopping	16.0%
Night clubs	1.3%
Entertainment venues	6.9%
Multi-family housing	2.5%
Single-family housing	10.6%
Open space and parks	16.0%
Agriculture	4.6%
	2.8%
	100.0%

21 The most important issues to address in the Meridian plan are (select your top three)

Answer Options	Response Percent
Providing for public transportation in the future	3.5%
Managing the speed and safety of vehicular traffic	13.3%
Pedestrian safety / accommodations for pedestrians	20.1%
Bicycle safety / design for bicycle movement	14.2%
The visual appearance of the corridor	8.5%
Planning for open space and park facilities and amenities	9.1%
Planning for the future economic growth of the corridor	17.6%
Create a plan for the future streetscape of Meridian	6.2%
Reduce negative impacts (parking, noise) on surrounding residential areas	4.4%
Other (please specify)	3.1%
	100.0%

22 Where do you live?

Answer Options	Response Percent
Haysville	53.7%
Wichita	27.1%
In the unincorporated portion of Sedgwick County	10.5%
Other (please specify)	8.7%
	100.0%

23 If you live within Sedgwick County, how long?

Answer Options	Response Percent
Less than a year	0.4%
Between a year and less than 5 years	3.2%
Between 5 years and less than 10 years	9.1%
Between 10 years and less than 20 years	20.5%
20 years and over	66.8%
	100.0%

24 What is your age?

Answer Options	Response Percent
Less than 18 years old	0.4%
Between 18 years old and 29 years old	8.1%
Between 30 years old and 39 years old	10.8%
Between 30 years old and 39 years old	22.4%
Between 40 years old and 49 years old	29.1%
Between 50 years old and 59 years old	23.8%
60 years old and over	5.4%
	100.0%

SOUTH MERIDIAN CORRIDOR PREFERRED OPTION SURVEY #2

1 I live in the following geographic area (choose one)

Answer Options	Response Percent
Along or near Meridian, from 55th to 71st / Grand	16.9%
Along or near Meridian, from 71st / Grand to 79th South	30.6%
Along or near Meridian, from 79th to 95th Street	26.8%
In Haysville (but not along or near Meridian)	13.6%
In Wichita	6.0%
In unincorporated Sedgwick County	3.0%
None of the above	3.1%
	100.0%

2 My relationship to the Meridian corridor is as follows (choose all that apply)

Answer Options	Response Percent
I am a business owner along Meridian	0.0%
I am a commercial property owner along Meridian	0.8%
I live along the Meridian corridor	34.2%
I have children who attend school along the Meridian corridor	17.1%
I attend a school located within the Meridian corridor	3.3%
I frequent businesses or offices along Meridian	15.4%
I travel through the Meridian corridor to other regional destinations	28.4%
None of the above	0.8%
	100.0%

3 I am in support of the following long-term street alignment for South Meridian, from 55th South to 71st South (choose one)

Answer Options	Response Percent
"The Existing Condition" (two lanes in each direction, with no center median)	47.7%
"Three lane street" (one lane in each direction plus a combination of center turn lane and landscaped median)	9.6%
"Five lane street with paved median" (two lanes in each direction plus a paved median lane in the middle of the street)	12.6%
"The Parkway Option" - Five lane street with landscaped median (two lanes in each direction plus a landscaped median in the middle of the street)	28.5%
None of the above	1.6%
	100.0%

4 I support of the following long-term street alignment for South Meridian, from 71st South to 79th South (choose one)

Answer Options	Response Percent
"Four Lane Street" (two lanes in each direction, with no center median)	17.3%
"Three lane street" (one lane in each direction plus a combination of center turn lane and landscaped median)	31.2%
"Five lane street with paved median" (two lanes in each direction plus a paved median lane in the middle of the street)	11.0%
"The Parkway Option" - Five lane street with landscaped median (two lanes in each direction plus a landscaped median in the middle of the street)	25.2%
"Existing Condition" - Remain a two-lane County standard roadway	15.3%
None of the above	0.0%
	100.0%

5 **I support of the following long-term street alignment for South Meridian, from 79th South to 95th South (choose one)**

Answer Options	Response Percent
"Four Lane Street" (two lanes in each direction, with no center median)	15.8%
"Three lane street" (one lane in each direction plus a combination of center turn lane and landscaped median)	25.3%
"Five lane street with paved median" (two lanes in each direction plus a paved median lane in the middle of the street)	4.8%
"The Parkway Option" - Five lane street with landscaped median (two lanes in each direction plus a landscaped median in the middle of the street)	9.6%
"Existing Condition" - Remain a two-lane County standard roadway	42.9%
None of the above	1.6%
	100.0%

6 **I support the following long-term street alignment for Grand Avenue / 71st South, from Meridian Avenue to West Street (choose one)**

Answer Options	Response Percent
"Four Lane Street" (two lanes in each direction, with no center median)	27.5%
"Three lane street" (one lane in each direction plus a combination of center turn lane and landscaped median)	22.6%
"Five lane street with paved median" (two lanes in each direction plus a paved median lane in the middle of the street)	9.7%
"The Parkway Option" - Five lane street with landscaped median (two lanes in each direction plus a landscaped median in the middle of the street)	17.5%
"Existing Condition" - Remain a two-lane County standard roadway	22.7%
None of the above	0.0%
	100.0%

7 **I would be in support of including the following elements in an Access Management Plan for the South Meridian Corridor (check all that apply)**

Answer Options	Response Percent
Require interconnections of parking lots / connections from one property to another	26.3%
Require minimum distances between driveways	21.1%
Installation of a median along Meridian where possible	18.4%
The use of backstreets / parallel streets in commercial areas	9.7%
All of the above	13.8%
None of the above	10.7%
	100.0%

8 **I am in support of the following long-term land use plan for the South Meridian Corridor (choose one) - Please click the icon to the right of the answer to view the three options**

Answer Options	Response Percent
Land Use Option #1	29.1%
Land Use Option #2	23.2%
Land Use Option #3	15.3%
I support a combination of the concepts shown	20.0%
None of the Above	12.4%
	100.0%

9 **I support of the use of mixed-use zoning (allowing a combination of retail, office, and residential uses in the same development, either vertically or horizontally) (choose one)**

Answer Options	Response Percent
Yes	57.3%
No	25.4%
I don't know	17.3%
	100.0%

10 **How important is it to preserve the agricultural nature of the southern part of the corridor (south of 79th Street) over the next 20 years?**

Answer Options	Response Percent
Absolutely important. All growth should be directed to areas north of 79th or to the west of Meridian	41.6%
Somewhat important. Development to the south should only proceed if new infrastructure pays its own way.	44.6%
Not important at all. Let development happen wherever property owners or developers can receive approvals from the city or county.	13.8%
	100.0%

11 **I would like to see the following land uses within commercial or mixed-use areas along and near the South Meridian corridor (check all that apply)**

Answer Options	Response Percent
Big box stores	7.9%
Free standing retail buildings	19.3%
Free standing office buildings	16.8%
Auto dealerships	0.5%
Mixed-use buildings (housing and/or office located above ground floor retail or office)	12.6%
Drive-in / drive-through businesses	14.1%
Pocket parks and plazas	24.1%
None of the above	4.7%
	100.0%

12 **In order to encourage development along South Meridian I would support a building height of the following for non-residential development (choose one)**

Answer Options	Response Percent
Two or fewer stories	40.7%
Three stories	17.2%
More than three stories	12.3%
One story only	29.8%
	100.0%

13 **In order to encourage development along South Meridian I would support a building height of the following for multi-family residential development (choose one)**

Answer Options	Response Percent
Two or fewer stories	52.2%
Three stories	19.2%
More than three stories	3.1%
One story only	25.5%
	100.0%

14 **Considering appearance, accessibility, and walkability, indicate your preferred parking lot location for commercial development along the corridor (rank your choices)**

Answer Options	Response Average
Front of building	22.9%
Rear of building	43.8%
Side of building	33.3%
	100.0%

15 **I believe the following areas should be protected as open space through zoning along and near the South Meridian Corridor (choose one)**

Answer Options	Response Percent
Flood plain areas	9.3%
Prime agricultural lands	15.2%
Future park locations	15.6%
All of the above	50.8%
None of the above	9.1%
	100.0%

16 **I believe the City of Haysville should prioritize the following areas for growth going forward (rank your choices)**

Answer Options	Response Average
South Meridian, from 55th Street to the Big Ditch	15.9%
South Meridian, from 63rd Street to Grand	12.9%
Grand / 71st South, from Meridian Avenue to the west	16.2%
South Meridian, from Grand to 79th Street	19.6%
South Meridian, from 79th to 95th Street	24.3%
None of the above	5.2%
I do not believe the city should prioritize potential growth areas	5.9%
	100.0%

17 **I believe future streetscape improvements along Meridian should include the following elements (choose your top three)**

Answer Options	Response Percent
Benches	17.8%
Shade areas	20.0%
Bike racks	4.8%
Public art	4.7%
Enhanced signage and wayfinding	10.5%
Dog waste stations	1.5%
Improved street lighting	23.0%
Improved pedestrian lighting	17.7%
	100.0%

18 **I believe future non-residential development along Meridian should include the following level of landscaping (choose one)**

Answer Options	Response Percent
A few landscaping elements	17.4%
A moderate amount of plantings	45.3%
Heavy use of landscaping	34.3%
Landscaping should not be required	3.0%
	100.0%

19 **I believe future residential development along Meridian should include the following level of landscaping (choose one)**

Answer Options	Response Percent
A few landscaping elements	14.0%
A moderate amount of plantings	39.8%
Heavy use of landscaping	38.4%
Landscaping should not be required	7.8%
	100.0%

20 **I would prefer creating the following type of bike paths / bike lanes along the Meridian corridor (choose one)**

Answer Options	Response Percent
Bike paths running parallel to the roadway and separated by a landscape or planted area	70.4%
Designated bike lanes located within the roadway area	10.4%
Shared auto / bike lanes (aka “sharrows”)	3.0%
None of the above	16.2%
	100.0%

21 **I would be in support using the following tools to help better integrate developments and improve pedestrian and bicycle connectivity (choose all that apply)**

Answer Options	Response Percent
Require sidewalk connections from commercial shopping districts to adjacent residential neighborhoods	40.1%
Require street networks to connect commercial districts with adjacent residential and office areas	21.1%
Require cross-lot circulation between non-residential properties.	25.1%
None of the above	13.7%
	100.0%

22 **I would be most interested in the following park / open space strategies along the South Meridian Corridor:**

Answer Options	Response Percent
Installation of a separated bike/pedestrian bridge along Meridian, crossing the Big Ditch	28.6%
Creation of a greenway along the Big Ditch	20.6%
Creation of a linear park along South Meridian	7.8%
Creation of a new park to the west of 71st and Meridian, integrated with USD 261 facilities such as West Middle School	7.8%
Creation of a new park in the area between 55th and the Big Ditch, along or either side of Meridian	11.2%
Creation of a new park in the southern part of the corridor, between 79th and 95th Street	13.9%
No parks or open space	10.1%
	100.0%

23 **I would like the Meridian corridor to develop in terms of function, appearance and sense of place similar to the following area corridors (choose one)**

Answer Options	Response Percent
Rock Road in Derby	35.8%
13th Street North in East Wichita	6.4%
Maize Road in Northwest Wichita	12.6%
Rock Road in Northeast Wichita	7.7%
None of the above	37.5%
	100.0%

SOUTH MERIDIAN CORRIDOR PLAN PREFERRED RECOMMENDATION SURVEY #3

1 I am in favor of the preferred transportation plan for the three Meridian segments as shown (choose one):

Answer Options	Response Percent
Yes	64.9%
Yes, with Modifications	20.6%
No	14.5%
I don't know	0.0%
Other (please specify)	0.0%
	100.0%

2 I would prefer that the City of Haysville prioritize the following segments in terms of transportation improvements (choose one):

Answer Options	Response Percent
Meridian, from 55th Street to Grand	41.3%
Meridian, from Grand to one-half mile south of 79th Street	49.7%
Meridian, from one-half mile north of 87th Street to 95th Street	3.1%
I don't know	3.1%
Other (please specify)	2.8%
	100.0%

3 I am in favor of the preferred land use plan for Meridian as shown (choose one):

Answer Options	Response Percent
Yes	50.1%
Yes, with Modifications	21.1%
No	23.6%
I don't know	2.6%
Other (please specify)	2.6%
	100.0%

4 The preferred land use plan preserves farm and open space in the southern part of the corridor. How important is this to you?

Answer Options	Response Percent
Very important.	68.6%
Somewhat important	10.4%
Neutral	10.4%
Not important at all	10.6%
	100.0%

5 I would prefer that the City of Haysville prioritize the following improvements along Meridian (choose your top three):

Answer Options	Response Percent
Wider Sidewalks	24.6%
Bike paths separated from the street	29.8%
Benches	12.4%
Bike facilities (bike racks, etc.)	2.7%
Street trees	15.1%
General landscaping (bushes, plantings, etc.)	15.4%
	100.0%

6 In general, do you support implementing the Access Management recommendations outlined in the Meridian Corridor Plan (i.e. limit non-residential driveways, align street connections, require cross-lot access within developments, etc.)? (choose one):

Answer Options	Response Percent
Yes	66.0%
Yes, with Modifications	15.9%
No	7.8%
I don't know	10.3%
Other (please specify)	0.0%
	100.0%

7 In general, do you support implementing the Bicycle/Pedestrian recommendations outlined in the Meridian Corridor Plan (i.e. provide wide sidewalks along both sides of Meridian, crossings at arterial intersections, etc.)? (choose one):

Answer Options	Response Percent
Yes	81.6%
Yes, with Modifications	8.1%
No	2.5%
I don't know	7.8%
	100.0%

8 **In general, do you support implementing the Landscaping/Screening recommendations outlined in the Meridian Corridor Plan (i.e. continue requiring non-residential landscaping/screening and suggest a landscaping/screening component to new residential development)? (choose one):**

Answer Options	Response Percent
Yes	65.3%
Yes, with Modifications	13.3%
No	8.2%
I don't know	13.2%
	100.0%

9 **In general, do you support implementing the Development Regulation recommendations outlined in the Meridian Corridor Plan (i.e. suggest review of zoning code and subdivision regulations to determine how best to implement preferrences)? (choose one):**

Answer Options	Response Percent
Yes	64.7%
Yes, with Modifications	16.3%
No	13.7%
I don't know	5.3%
	100.0%

10 **Did you feel you had an adequate opportunity (to date) to be informed of this corridor plan and able to provide your input in its development?**

Answer Options	Response Percent
Yes	73.2%
No	5.3%
My involvement was too limited to answer	18.9%
Other (please specify)	2.6%
	100.0%

APPENDIX C: LAND USE ALTERNATIVES

The first Land Use Option assumed a typical suburban fringe development pattern with a greater concentration of commercial and mixed use concentrated around the 55th Street South and Meridian intersection. This option also assumed less development occurring within the southern third of the corridor and a focus on maintaining the agricultural uses over the planning period.

The second Land Use Option expands the suburban development pattern further south to 87th Street South. This option illustrates a more aggressive growth scenario over the planning period and identifies the potential for higher-intensity uses at the 95th Street and Meridian intersection as well.

The third Land Use Option represents the most aggressive growth scenario over the next several decades, with nearly all undeveloped tracts devoted to a full mix of uses and an expanded role for the 95th Street and Meridian intersection.