

**HAYSVILLE PLANNING COMMISSION
& BOARD OF ZONING APPEALS**

Agenda

June 27, 2024

6:00 p.m., Municipal Building, 200 W. Grand

- I. Call to Order
- II. Roll Call
- III. Presentation and Approval of Minutes
 - A. Minutes of April 11, 2024 - Tabled from May 9
 - B. Minutes of May 9, 2024
- IV. Public Forum
- V. New Business
 - A. Election of Officers
 - i. Chair
 - ii. Vice Chair
 - iii. Secretary
 - B. Review of the Haysville Bicycle & Pedestrian Plan
- VI. Old Business
- VII. Correspondence
- VIII. Off Agenda
 - A. Next Meeting July 25, 2024
- IX. Adjournment

HAYSVILLE PLANNING COMMISSION/BOARD OF ZONING APPEALS

Minutes

April 11, 2024

The regular Planning Commission Meeting was called to order by Chairperson Tim Aziere at 6:00 p.m. in the Council Chambers at the Haysville Municipal Building, 200 W. Grand.

Those members present were: Jeff Blood, Dan Rinke, Jimmy Wallis, Tim Aziere, Debbie Coleman, Brandon Trube, and Mark Williams. Also present were Planning and Zoning Administrator Jonathan Tardiff, and Deputy Administrator Georgie Carter.

The first item of business was the Minutes of March 28, 2024.

Motion by Coleman Second by Trube.

To approve the minutes as presented.

Blood aye, Rinke aye, Wallis abstain, Aziere aye, Coleman aye, Trube aye, Williams aye.

Motion carried.

Under new business was the review of the Preliminary Plat of Lazy Days Estates Addition to Sedgwick County.

Tardiff stated that this was the preliminary plat for the Lazy Days Estates Addition to Sedgwick County and is Haysville's area of influence, located south of 81st Street and east of Seneca Street, zoned rural residential and is approximately 43.61 acres. Tardiff stated that comments from area utility companies are in the staff report before the commission and that staff was recommending the applicant address the issues listed in the comments before submitting the final plat for approval. Tardiff stated that the applicant Mr. Austin, and Mr. Heinen with Kaw Valley Engineering were present if the commission had any questions.

Aziere asked if there were any questions for staff. There was none.

Aziere asked the commission if they had any questions for the applicant or the agent. There was none.

Aziere asked the commission if there were any questions or general discussion. There was none.

Aziere asked for a motion. Williams made a motion to approve the preliminary plat.

Aziere asked if this was approval for Sedgwick County or Haysville of the preliminary plat. Carter stated that the final plat would be reviewed by Haysville before going to Sedgwick County and that this was just a recommendation for the preliminary plat. Aziere asked Williams if he wanted to rephrase his motion.

Aziere asked for a motion.

Motion by Williams Second by Trube.

To recommend approval of the preliminary plat for Lazy Days Estates Addition to Sedgwick County as presented.

Blood aye, Rinke aye, Wallis aye, Aziere aye, Coleman aye, Trube aye, Williams aye.

Motion carried.

Under old business was the public hearing of the Zoning Code Chapter 16, Articles 3 and 4.

Aziere read the instructions for opening the public hearing and asked the commission if they had any conflict of interest in the case. There was none.

Aziere asked for staff to present the staff report.

Carter stated that before the commission was the red-lined copy of the proposed changes, and that there is a lot of formatting as she had moved wording around. Carter stated that also before them was a clean copy of the proposed changes if this was approved and recommended to the city council for approval. Carter stated that in the staff report under Article 3, updates to Section 303 Regulations, All Districts, and did Section I Setbacks that has repetitive language that was throughout each district and was moved here so as not to repeat it in each district, added Section J for Maximum Height Structures to restrict windfarms as this is not wanted to see right outside of town or in town, and Section F is not an addition and some wording was removed.

Carter stated that Section 304, Accessory Uses and Structures was added as language was repetitive throughout each district, and took the bulk part of accessory uses and put it here, and listed locations for accessory uses either in the side or rear yard and listed the setback for all the districts. Carter asked the commission if they had any questions. There was none.

Carter stated that in Article 4, Zoning Districts, in SF15 Single-Family Suburban Residential District, accessory uses and structures, see reference to section 304 were added to all zoning districts, and she would not keep repeating that was added in all the districts. Carter stated that also in the SF15 district, the accessory setback for the rear and side yard was reduced from 5 feet to 3 feet and this is also throughout each district, and rearranged wording throughout all districts to be the same in bulk regulations, lot size requirements, setbacks, and parking and landscaping requirements if they are required.

Aziere asked if all the rear yards were changed from 5 feet to 3 feet. Carter stated yes. Aziere asked if this would only apply if there were no existing drainage or utility easements in the back of the lot. Carter stated that was correct because, under the Accessory Use or Structure definition, it cannot be on a platted easement or block drainage. Carter stated that pools are still 5 feet and are under the Building Code which is different as a pool is 5 feet from side and rear property lines. Aziere stated that was his concern, and if that does not work for someone, there is a mechanism so that someone can have that changed. Carter stated they would need to apply for a variance, a pool is separate and is under the Building Code as 5 feet, not 3 feet, and the accessory rear yard setback applies for sheds or other structures as long as they are not in the easement or block drainage they would be fine.

Carter stated that also under SF15 Single-Family, reducing the maximum height of a structure from 45 to 35 feet, added a minimum lot width of 50 feet, and added a minimum lot depth of 90 feet. Carter stated that previously there was not any lot depth or width listed, that it only listed a 6,000 square feet minimum, and asked the commission if they wanted to see an increase or decrease of the lot depth or lot width to let her know.

Carter stated that under Single-Family Zero Lot Line, Accessory Uses and Structures was added, reducing the minimum lot width from 50 feet to 40 feet, this was to make everything the same throughout the districts as some districts have the lot width and depth listed, or they did not have them, and was trying to make sure each district had the same wording. Carter stated that she was suggesting reducing the minimum lot width from 50 feet to 40, and the lot depth from 90 feet to 80 feet, this was

up for discussion, and having looked at other cities, if the commission does not want the minimums to be this small to let her know.

Coleman asked what page Carter was on. Carter stated she was reading off of the staff report. Rinke stated that this was on page 39 of the clean draft of the proposed changes. Carter stated this was SFZ Single-Family Zero Lot Line, and that under part C Lot Size Requirements, the minimum lot size would be 5,000 square feet, the minimum lot is 40 feet, and the minimum lot depth is 80 feet. Carter stated she was fine with leaving the lot width at 50 feet and the lot depth at 90 feet, and asked the commission if they had any comments concerning the proposed changes.

Aziere stated he was thinking through the 35-foot height of a structure as there are some two-story houses that once you hit the peak it is close to 30 feet or above due to 3-foot trusses on the roof. Aziere stated that he does not want to create an issue for someone else, and two-story houses should not be unrestrictive. Carter asked if this was on single-family homes. Aziere stated yes, but without taking plans individually as they come in, is there a mechanism to allow the home to be 36 feet high? Carter stated yes there was, and that if you don't want to be so restrictive and leave it at 45 feet they can. Aziere stated he was not sure it should be left at 45 feet either, and was worried that having it reduced to 35 feet is cutting it too close. Carter stated they could change it to 40 feet. Williams asked what the reason for reducing them was. Carter stated it was to keep the homes uniform throughout single-family residential without having one home two stories high next to a one-story home. Carter stated that she changed it for two-family in MF4 Multi-Family Residential so they would blend in easier with the neighborhood. Aziere asked what the new homes in Copper Tail were. Carter stated that she does not recall and had meant to look at those as they are a little bit taller. Aziere stated to leave the height of the structure at 35 feet.

Carter stated that SF Single-Family Residential they were going to leave the height of the structure at 35 feet, and asked the commission if they were good with a lot width of 50 feet and a lot depth of 90 feet. Aziere stated yes they were. Carter stated that on SFZ Single-Family Zero Lot Line the height was already in the code at a maximum height of 35 feet and most of the homes are going to be single story. Carter stated they are proposing reducing the lot width from 50 feet to 40 feet and reducing the minimum lot depth from 90 feet to 80 feet. Carter stated that if the commission wanted to leave the lot width at 50 feet and the lot depth at 90 feet they could since the minimum square footage is 5,000 that residents have to meet. Aziere stated that he thought the 40-foot lot width seemed small and he was ok leaving the 80-foot lot depth and the 50-foot lot width. Carter stated they would reduce the lot depth to 40 feet, and keep the 50 feet lot width. Aziere asked the commission if there was any other discussion about changing the lot width to 40 feet. There was none.

Carter stated that they added to the side yard setback: On the zero-setback side, no windows or doors are allowed, and under general conditions: On the side setback, exterior materials must be constructed with fire-rated materials for 2 hours. Carter stated this comes from the Building Code that is more in-depth about zero lot setbacks, and they still need to maintain 10 feet in between structures. Aziere stated he was concerned about that, but is ok with the side yard setback.

Carter stated that Section 404: Tiny Homes, Accessory Uses and Structures, section 304 was added, and as this district was recently added to the zoning regulations, not a lot of work has been done to this section, and currently, no one has asked about constructing a tiny home. Carter stated that Section 405: Two-Family Residential, added the minimum lot width of 50 feet and the minimum lot depth of 90 feet, and reduced the minimum height of a structure from 45 feet to 35 feet. Carter asked the commission if they wanted to accept these changes to Two-Family Residential. Aziere stated yes.

Carter asked the commission if they were good with these changes so far. The commission stated they were good with the changes so far.

Carter stated that under Section 406: MF4 Multi-Family Four Residential District, added a minimum lot width of 50 feet and a minimum lot depth of 90 feet, and reduced the maximum height of a structure from 45 feet to 35 feet. Carter asked the commission if they were ok with the proposed changes. There were no changes made by the commission.

Carter stated that under Section 407: MFA Multiple-Family Apartment Residential District, added a minimum lot width of 50 feet and a minimum lot depth of 90 feet, and added a maximum height of a structure of 55 feet. Aziere asked if this was already in the regulations. Carter stated that this was not in the regulations currently, and this was an addition to the regulations. Aziere stated he was ok with the proposed additions. Aziere asked about the apartments behind Bionic Burger, and if he wanted to build high-rise apartments what would need to be done. Carter stated that they would have to apply for a variance. Aziere stated he didn't believe they would receive a lot of 5 story structures. Carter stated that if the commission did not want to add a maximum height structure on apartments they did not have to. Aziere stated he was fine with this, and if it was to go through a zone change to apartments, that conversation could happen then. Carter stated they could apply for a conditional use as well.

Carter stated that Section 408: MH Manufactured Home Parks or Manufactured Home District will be looked at later, and the only thing added was the accessory uses and the setbacks as this will require some more changes at a later date. Aziere asked if this would require another public hearing. Carter stated yes it would, and currently no one is looking at doing a manufactured home park or manufactured home.

Carter stated that for Section 409: HMC Hotel and Motel Commercial District, the minimum lot width, lot depth, and accessory setback were added. Carter asked if the commission had any questions. There was none.

Carter stated that for Section 410: OC Office Commercial District, added the minimum lot depth, removed the hours of operation, and added the Accessory structure setback, this will be looked at again as this district may not be needed, and may be included with light commercial, but leaving it here for now. Carter asked if there was any feedback concerning the Office Commercial District. Aziere stated that with the removal of the hour's operations that may be the only difference between office commercial and light commercial. Carter stated the office commercial district has been in the regulations for a long time and may be outdated.

Carter stated for Section 411: LC Light Commercial District, the minimum lot width of 50 feet, the maximum structure height of 45 feet, and the minimum lot depth of 90 feet were all added. The accessory setback for the rear and side yard was reduced from 5 feet to 3 feet, and the use limitations were added. Carter stated that the use limitations would need to be paid attention to as some of the uses are already in here, but this is where we are trying to control the outdoor storage for commercial use and avoid some of the problems we have. Carter asked if anyone on the commission had a question on these. There was none. Carter read the Use Limitations that: 1. No outdoor storage is permitted, except for display of goods for sale as temporary use (no more than 45 days) except as otherwise allowed or approved in accordance with these regulations; 2. Merchandise that is for sale may be displayed in areas immediately adjacent to the building; 3. No required off-street parking space or loading area shall be utilized for storage or the display of vehicles or items for sale; 4. Storage shall occur within a solid screened areas and shall not be visible from any adjacent non-elevated street nor

from ground level view in any adjacent lot except as otherwise allowed or approved in accordance with these regulations. Carter stated that concerning this limitation, there were under the use chart some conditions stated there concerning use limitations, for instance, car sales would be allowed. Carter stated that for 5. There shall be no manufacture, compounding, processing, or treatment of products other than that which is clearly incidental and essential to a retail store or business and where all such products are customarily sold at retail on the premises; 6. Operations or products are not objectionable due to odor, dust, smoke, noise, vibration, or other similar causes; and 7. Vending machines and newspaper displays may be displayed outside. Carter stated that these few were already in the code and asked if there were any questions.

Aziere asked about seasonal sales for plants in the summer, and other sales like that. Carter stated that number 1. No outdoor storage is permitted, except for the display of goods for sale as temporary use no more than 45 days would cover this. Aziere asked if they wanted to do more than 45 days for the whole summer to sell plants, is this a conditional use? Carter stated except where otherwise allowed or approved in accordance with these regulations, this would be an allowed use for outdoor sales. Carter stated that if the sales were immediately adjacent to the building it would be an allowed use like Nifty Thrifty does sales by the sidewalk not all year round, and True Value has items immediately outside their building. Aziere stated True Value was who he was thinking of as they buy mulch in bulk. Carter stated that True Value talks to the City if they have extra mulch for sale. Rinke asked if they have these items out all year long. Carter stated True Value has items out on the sidewalk adjacent to the building. Aziere stated that Rinke was talking about the far end of parking lot stalls and that from what was just read is strictly prohibited unless the number of required stalls per square footage of the building and would be exempt because the parking stalls are extra. Carter stated that under use limitations: except as otherwise allowed or approved in accordance with these regulations, and that she could put with these regulations or with zoning approval, could be added to Section 1 under Use Limitations. Aziere stated that there are times where outdoor storage is appropriate, and we should have some control over it. Carter stated that for Use Limitations under Section 1 could add: otherwise allowed or approved in accordance with these regulations, or with the Zoning Administrator. Trube asked how this would be done through a variance or a permit. Carter stated that this would be done by staff, and done like how True Value had contacted the City concerning the mulch. Carter asked the commission if there were any other questions concerning Use Limitations. There was none.

Carter stated for Section 412: Heavy Commercial District, the minimum lot size was already in the code, added maximum height of a structure to 55 feet, added minimum lot width of 50 feet, added minimum lot depth of 90 feet, added use limitations as in light commercial district, and will add approval by the Zoning Administrator to Section 1, Section 2 and 3 are the same as listed in light commercial, Section 4: all business activities shall occur within fully enclosed structures or solid screed areas, and Section 5, 6, and 7 was already in the zoning regulations. Carter asked the commission if they had any questions, comments, or if they wanted anything changed. Rinke asked what businesses these updates would be sent out to. Carter stated that this would not apply to any businesses in operation currently and that these regulations would apply to anyone new applying for a business's license going forward.

Carter stated for Section 413: Light Industrial District, the lot width of 60 feet and a lot depth of 90 feet were added, under limitations that are less restrictive except for the outdoor storage was the main thing added as well as illumination was added.

Carter stated for Section 414: Heavy Industrial District that the minimum lot width is 100 feet and the minimum lot depth is 100 feet was the main difference, and the use limitations are the same as light

industrial. Blood asked if Section E. 3: Items stored outdoors shall not be visible from any adjacent non-elevated street nor from ground level view in any adjacent lot that is a lower intensity zoning and kept on an all-weather surface needed to be in the zoning regulations; because you cannot park a trash truck behind a fence and not be visible there. Carter asked what the commission would want to be stated there for outdoor storage viewed from the road. Aziere stated that Heavy Industrial is the most intense use they have, and one needs a place to store things outside. Carter stated that was correct. Aziere asked if there was anywhere else in the code that allows screening of outdoor storage, agrees that screening should be attempted and do the best we can, and agrees with Blood that his point is well made that it is hard to screen a trash truck, skid steer, or crane and if they were to allow it that heavy industrial is the place to limit screening.

Trube asked about equipment rental like the Haysville Rental Center, but imagines they have backhoes and other equipment that would not be stored indoors and is probably light commercial. Aziere asked if outdoor storage comes with a conditional use for them. Carter stated yes does. Aziere stated they would have to deal with these as individual cases, go look at a property to see where it was specifically at and guide the screening, lighting, and all of that on an individual basis instead of a full land use, or as long the property is zoned correctly and there are no other regulations other than what's in the code. Trube stated that he didn't think they are zoned heavy industrial and are zoned light industrial. Carter stated that they are zoned light industrial, and they are not outdoor storage, but rental equipment that you can see but it would not be material storage is the difference. Trube asked if this would fall under products then for sale. Carter stated they would not be considered stored if they are being rented, and would be fine in a fenced area, and that is a good point you make, but outdoor storage yards are conditional uses now, they would have to come before us, and there would be screening requirements looked at if it is a 10-foot fence. Aziere stated that would be a better way to handle heavy industrial as screening requirements for a crane are different than for a skid steer, the commission can do a case-by-case based on the actual location when a case comes in, and what the right size fits the property. Trube asked if it needs to be stated in there. Aziere stated that he believes it needs to be stated in there and leave the wording in the code. Carter stated that she was trying not to be too restrictive on these, but also trying to prevent not having everything viewable from the road or the adjacent property.

Coleman asked if the rental place would grandfathered in. Aziere stated yes as they already have a conditional use permit. Carter stated that anything that is there right now does not apply to them, but if somebody comes and asks us for a business license and what they're going to have to do for this property are going to have to have screening for their property just like the business going over on Pirner currently has screening going up. Trube asked if somebody wanted to a RV storage like at the last meeting. Aziere stated they would not put RV storage on Broadway, they would have to come to us as a conditional use, and we could individually look at the property. Carter stated that if the commission wanted to change something in that sentence concerning outdoor storage, she is open to discussion, and now would be the time to do so. Aziere stated that the way it is written now makes sense, we are pretty sensitive to outdoor storage, and this gives us the most ability to control the solution.

Carter stated that was all the changes she currently has for the zoning regulations unless the commission has any questions on anything. Aziere asked the commission if there were any questions for staff. There was none.

Aziere asked if there was anyone from the public that wished to speak. Aziere asked Mr. Leely if he wished to speak. Mr. Leely stated he was just here to listen. Aziere asked Mr. Leely if his comments were in the staff report. Mr. Leely stated yes. Aziere closed the public comment portion of the public

hearing and opened the floor for the commission action to make comments. Aziere asked the commission if they had any comments, general discussion, or questions. There was none.

Aziere asked for a motion.

Motion by Coleman Second by Williams.

To adopt the recommended amendments to the Zoning Code with the discussed changes and forward the recommendation of approval to the city council.

Blood aye, Rinke aye, Wallis aye, Aziere aye, Coleman aye, Trube aye, Williams aye.

Motion carried.

There was no correspondences.

There was no off-agenda.

Motion by Trube Second by Coleman.

To adjourn tonight's meeting.

Blood aye, Rinke aye, Wallis aye, Aziere aye, Coleman aye, Trube aye, Williams aye.

Motion carried.

The meeting adjourned at 6:24 p.m.

DRAFT

HAYSVILLE PLANNING COMMISSION/BOARD OF ZONING APPEALS

Minutes

May 09, 2024

The regular Planning Commission Meeting was called to order by Vice-Chairperson Debbie Coleman at 6:00 p.m. in the Council Chambers at the Haysville Municipal Building, 200 W. Grand.

Those members present were: Jeff Blood, Dan Rinke, Jimmy Wallis, Debbie Coleman, and Mark Williams. Also present were Planning and Zoning Administrator Jonathan Tardiff.

The first item of business was Coleman asking to amend the agenda to include Citizens to be Heard after Roll Call. Tardiff asked for a motion.

Motion by Williams Second by Blood.

To amend the Agenda to include Citizens to be Heard.

Blood aye, Rinke aye, Wallis aye, Aziere absent, Coleman aye, Trube absent, Williams aye.

Motion carried.

Under Citizens to be Heard, Kimberly Murrow, 8191 S. Meridian, spoke in regards to the minutes of the April 11th meeting in regards to the Zone Code Amendment, Chapter 16, specifically the outdoor storage. On the December 2023 PC Agenda, there was under New Business: D – Public Hearing Amending Chapter 16 Zoning Regulations, changes were approved at the January meeting. In February, on the PC Agenda there was under New Business: B – Public Hearing Zoning Code Amendment – Article 4, Section 401-414, and in March, under PC Old Business there was: A – Zoning Code Amendment Chapter 16, it says rescheduled for April PC meeting for additional changes. Murrow is questioning why this is under Old Business and if it should have been under New Business.

Murrow's other question was why was this not a public hearing amending Chapter 16 as the other two in December and February. On April 11th, under the Zone Change Regulations under Old Business, the request for outdoor storage was denied, whereas in December it would be allowed if it had all-weather surface. Murrow stated that she had come to the Planning Commission meeting about an outdoor storage on March 28th, it was denied and said members of the PC understood the need for it, but stated along Broadway in a commercial area would be the better place for it. She stated on April 11th, outdoor storage was addressed under Old Business, and said it is not allowed in Light Industrial. Her concerns are it was not brought up under New Business, it was brought up under Old Business, and there was no public hearing. Before the minutes are approved for the meeting, Murrow requested the PC look at the legalities to be sure it was under the right agenda item of Old Business, because under Robert's Rules, it should have been under New Business.

Tardiff addressed PC stating on November 16th the city published on their web page the public hearing notice for the zoning regulation changes for section 200, definitions and section 400, use chart which were approved at the PC meeting on December 14th.

On February 2nd the city published on their web page the public hearing notice for the zoning regulation changes to sections 401-414, which got tabled on February 22nd and on March 28th to the April 11th meeting. The public hearing was rescheduled so a public hearing was still given. The reason why it went from New Business to Old Business was because the public hearing was opened and tabled to a later date. The public hearing was then held on on April 11th. Coleman advised she had spoken with

Georgie regarding the minutes and she understands that the minutes stand as correct about the information and Jonathan verified.

The next item of business was the Minutes of April 11, 2024.

Rinke asked what the objection to the minutes of April 11th, 2024 is and wondered if it was because it was listed as Old Business and not New Business or if it was something substantial to the subject.

Citizen Murrow said that it was because it was not open for the public when it was brought back to the table and it was not a public hearing and it was talked about amongst the commission compared to March when she was told if she takes it somewhere else, that's commercial and would be a better fit and then in April say it isn't allowed at all. One concern is it is under old business, two it wasn't open for public, and three it was a complete 360 compared to what she was told in March. Wallis asked if it was posted on the website, to which Murrow said there was no mention of it being an open hearing or public hearing. Coleman advised that all of the meetings are open to the public, unless they are in executive session. Tardiff advised that they did open and close the public hearing for the Zone Code Regulation Amendment back in April. Murrow had questions about it being Old Business since there was no talk about Outdoor Storage in any New Business prior to that meeting. Rinke advised her that the old business was part of the zoning regulations in general, so it's part of the old business, it wasn't a new agenda item. This specific item within the zoning didn't come up until that meeting, but the agenda item was about all of the zoning rules, not just that specific session in the zoning code.

Williams asked to table the approval until Jonathan looks into the concerns. Blood and Rinke agreed.

Motion by Williams Second by Rinke.

To table the approval of the minutes of April 11th pending Jonathan's review.

Blood aye, Rinke aye, Wallis aye, Aziere absent, Coleman aye, Trube absent, Williams aye.

Motion carried.

Under new business was the review of the Preliminary Plat of Lakefield Addition to Haysville.

Tardiff stated that this was the preliminary plat for the Lakefield Addition to Haysville, located north of 79th Street and east of Meridian Avenue. The property is currently zoned single-family.

Chris Rose with Baughman Company was there to answer any questions.

Tardiff stated they are seeking approval of the Lakefield Preliminary Plat utilizing the comments listed in the staff report as presented.

Coleman asked if there were any questions for staff.

Blood asked if the big, open area was going to stay commercial or zone-changed to commercial.

Mr. Rose advised that the reserved area there is for the detention area for a pond and it will all be zoned single-family. They over-sized the detention pond there due to limitations on drainage. It will be about a 3-1/2 acre lake.

Wallis asked if all the lots meet the minimum square footage requirement.

Mr. Rose advised he had spoken to Georgie and that it meets with all the new zoning changes with the lot width and square footage.

Coleman asked the commission if there were any questions. There was none.

Motion by Rinke Second by Williams.

To recommend approval of the Lakefield preliminary plat utilizing the comments listed in the staff report.

Blood aye, Rinke aye, Wallis aye, Aziere absent, Coleman aye, Trube absent, Williams aye.

Motion carried.

Under new business was the annual review of the Haysville Parks Master Plan.

Tardiff stated the title page was updated to 2024. On page 7, details were added for the ADA improved equipment in the swimming pool. On page 18, the signage for the walking tour was removed under the planned improvements for the Historic District. On page 21, Richard Parton and Jack Ferguson were added to the Memorial Plaque under the perennial gardens that are next to the Wire House. On page 28 at Dorner Park, they added the agility equipment, and the pickle ball courts, and on page 33, the map was updated for the walking and bike trails.

Tardiff asked for a motion.

Motion by Wallis Second by Blood.

To approve the annual review of the Haysville Parks Master Plan as presented.

Blood aye, Rinke aye, Wallis aye, Aziere absent, Coleman aye, Trube absent, Williams aye.

Motion carried.

There was no old business.

There was no correspondences.

There was no off-agenda.

Motion by Rinke Second by Willis.

To adjourn tonight's meeting.

Blood aye, Rinke aye, Wallis aye, Aziere absent, Coleman aye, Trube absent, Williams aye.

Motion carried.

The meeting adjourned at 6:19 p.m.



HAYSVILLE BICYCLE & PEDESTRIAN MASTER PLAN

2024

City of Haysville
200 W. Grand Ave.
Haysville, KS 67060

(316) 529-5900
www.Haysville-ks.com

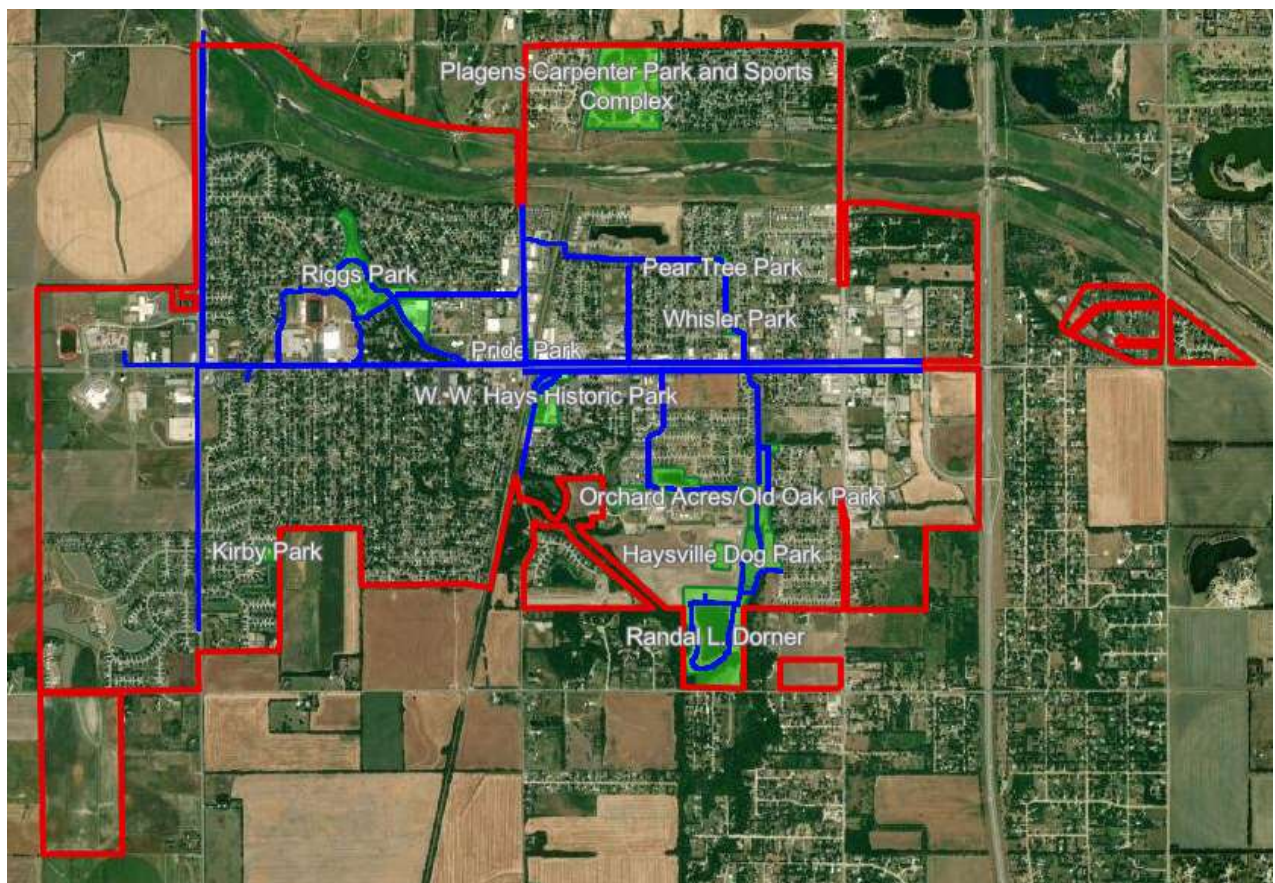


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MISSION

The mission of the City of Haysville is to continue developing safe access to the multimodal transportation facilities and programs throughout the community; increase community wellness; reduce the carbon footprint; expand education, increase community outreach, raise awareness, and serve as a guide for ambassadors within the community; and serve as a forum of information, resources, and agencies for the community to utilize and better serve the multimodal citizens of Haysville. A robust study was conducted in the development of this plan from 2017-2018.



LEGEND

Existing Path



BICYCLE/PEDESTRIAN COUNTS

Current counts are provided by the Wichita Area Metropolitan Planning Organization (WAMPO) and are recorded annually. This serves as an excellent method to record data on a regional level. However, to improve the quality of data for the Haysville community, the city should record data by utilizing the city's street counters in combination with volunteer manual counts. This will establish a baseline effor both quality and quantity. To ensure effective results, staff will determine count locations and dates to be monitored on an annual basis. The data will aid in resource allocation and provide valuable insight on how the bicycle and pedestrian network is utilized.

SURVEY

Develop and issue surveys annually to record data from the public. Survey results will assist the city with future planning of the bicycle and pedestrian pathways as well as provide current feedback on the existing system.

CONNECTIVITY

Project Development: Continue to design bicycle and pedestrian facilities that connect all parts of the community.

Project Ranking: After a collaborative effort developing a project list, staff will recommend the projects in order of importance. The rankings will serve as a guide for the Governing Body when determining the importance of a project to the community.

AMENITIES

Bicycle Parking: Bicycle racks should continue to be provided in various locations throughout the city.

Existing Parking: City Hall, Police Station, Vickers/Fountain, Volleyball Court, Riggs Park main shelter, Library, Senior Center, HAC, Municipal Pool, Campus High School, Haysville Middle School, Rex Elementary, and Nelson Elementary.

Future Parking: Dorner Park, Splash Pad, Plagens-Carpenter Park, Historic, Old Oak Park, ~~Dorner Park~~, ~~Plagens-Carpenter Park~~, Rex Practice Fields.

Repair Station: Bicycle repair stations with a stand allow cyclists to make minor repairs to their bicycles using a free air pump and tools that are connected to heavy duty cables.

Existing Stations: HAC, Public Works, Dorner Park

Future Stations: Vickers building

SAFETY AND EDUCATION

Haysville's goal of increasing safety, education, and awareness can be accomplished through the judicious use of multimedia resources. Outlets such as Channel 7 and social media, in conjunction with school-based education programs will ensure a broad audience is reached.

- Monitor school programs
- Utilize city media
- GIS mapping

EVALUATION

Haysville has been gathering data for several years through a series of bicycle and pedestrian path counts and surveys. As we move forward this data will continue to play a vital role in the implementation of future projects.

- Continue bicycle and pedestrian counts
- Keep record of all improvements
- Perform annual survey(s)
- Compare new data to baseline

DEFINITIONS

Greenway Trail - A greenway trail is a place where residents can walk or bike for recreational purposes with limited interactions with cars. These are situated in areas with natural features and serve to connect regional destinations, like parks. The greenway trail will typically be a 10' concrete trail with trailside amenities but may include other elements or materials. These amenities may include:

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

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

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

COMMUNITY ENGAGEMENT

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

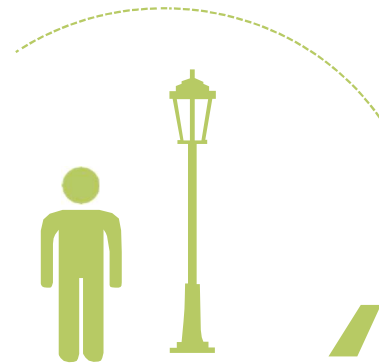
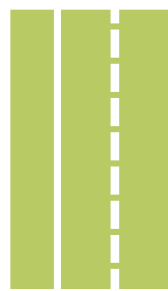
COMMUNITY FEEDBACK

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

48% More Sidewalks

20% More Lighting

11% More Crosswalks



Other common themes:

Connectivity 6%
Connect to New Park 3%
Safety 3%
Obey Bike Laws 2%
Enforce Laws 2%

More Bike Facilities 1%
School Zones 1%
Floodway Crossing 2%
Accessibility 1%

COMMUNITY FEEDBACK

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

Are you a resident of Haysville?
67% Yes **43% No**

Do you walk or bike in home as an exercise routine?
23% Yes **157% No**

Do you currently walk or ride a bike as part of your commute?
38% Yes **22% No**

Would you consider walking or biking if better facilities were provided?
80% Yes **26% No**

COMMUNITY CONNECTIVITY – GAP ANALYSIS

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

A few notable gaps identified:

~~1. East Meridian Ave. [71 St. to Chelsea St.] – Complete lack of bicycle and pedestrian infrastructure on both sides of road.~~

~~2. Ward's 4th [Main St/Seneca to 63rd to Mabel] – Complete lack of bicycle and pedestrian infrastructure on both sides of road.~~

~~South Main St. [Past Spencer Dr. to Timbercreek St. S.W. 79th St. S.] – Complete lack of bicycle and pedestrian infrastructure on both sides of road. Set for completion in 2024. Project has been split into two phases.~~

~~3. Phase II – South Main St. [Timbercreek St. S to 79 St. S.] – Complete lack of bicycle and pedestrian infrastructure on both sides of road~~

~~Broadway/US 81 [W. 63rd St. S. to W. 79th St. S.] – It should be noted that US 81 is managed by KDOT and falls outside of the jurisdiction of the City of Haysville. Complete lack of bicycle and pedestrian infrastructure on both sides of road. South Meridian Ave. [Saddlebrook St. to W. 79th St. S.] – Complete lack of bicycle and pedestrian infrastructure on both sides of road.~~

~~W. 79th St. S. [S. Meridian St. to Cattail St.] – Complete lack of bicycle and pedestrian infrastructure on both sides of road.~~

~~4. _____~~

~~5. East 63rd St. [Mabel to Broadway] – Complete lack of bicycle and pedestrian infrastructure on both sides of road.~~

~~6. South Meridian Ave. [Saddlebrook St. to W. 79th St. S.] – Complete lack of bicycle and pedestrian infrastructure on both sides of road.~~

~~7. W. 79th St. S. [S. Meridian St. to Cattail St.] – Complete lack of bicycle and pedestrian infrastructure on both sides of road.~~

~~8. _____ East Grand Ave [135 to Suncrest Addition] – Complete lack of bicycle and pedestrian infrastructure on both sides of road.~~

~~9. _____~~

COMMUNITY ACTIVITY- RECREATION & GREENWAYS

Recreation destinations were identified during the community feedback [process](#), and it is important to address not only connections to existing parks but also expanding recreation opportunities in Haysville through the expansion of the greenway trail network. The existing greenway network in Haysville does a good job of connecting parks and neighborhoods within isolated regions of the community. However, existing trails do not interconnect nor create loops favored for recreation. Analysis suggests the need for infill to connect existing parks and trails as well as the exploration of trails that embrace the floodway and create a loop trail opportunity on the north end of town. The floodway is the largest undisturbed piece of land in the community and has potential to be embraced for recreational purposes.



LEGEND

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

EDUCATION & ENFORCEMENT

EDUCATION

Public education is essential to reduce pedestrian crashes. It also builds public support for programs, projects and policies to reduce pedestrian crashes. To be effective, it should target those behaviors within selected age groups that could result in fewer pedestrian crashes. Collaboration with local law enforcement is an essential element of an enforcement program to reduce pedestrian and bicycle crashes. To be effective, it should be done in partnership with schools and other community leaders.

The City of Haysville Police Department should continue:

- To enforce proper crosswalk use the first week of school.
- Proactively update the informational bicycle and pedestrian map with safety guidelines on flyers and social media.
- Review numbers and types of signs in areas that are prone to pedestrian traffic.
- Increase outreach to seniors.
- Promote bicycle and pedestrian programs during bicycle month and create a culture of awareness.
- Partner with *Safe Kids* to continue educating school children utilizing their *Bike to School* and *Walk to School* programs and encourage classroom projects focusing on safety while walking and bicycling.

PARTNERSHIPS

Partnerships with nonprofit groups, the private sector, and other local governmental agencies are an excellent way to get the community at large involved in safety education projects and programs. This includes schools, neighborhood groups, advocacy organizations, local businesses, local health departments, hospitals, and public safety officials such as firefighters and other first responders.

The City of Haysville should continue to cultivate relationships with the school district and other municipalities, businesses, USD 261 School Board, Park Board, Senior [Center Advisory Board](#), and the Recreation Department.

ENFORCEMENT

Enforcement is an essential element of an overall program to reduce pedestrian crashes. To be effective, it should be done in partnership with the community and law enforcement agencies. Monitoring motorist and pedestrian behaviors will help to ensure fewer pedestrian crashes and provide a valuable tool for improvements to the bicycle and

pedestrian program. Partnering will also create a sense of community around pedestrian and bicycle safety.

DATA COLLECTION, ANALYSIS AND PRIORATIZATION

Identifying where crashes occur can be an inexpensive easy way to identify high crash locations, corridors, and neighborhoods. It can be done using technologies such as GIS or on a simple handmade pin map. Typically, five years of crash data should be displayed. Once completed, it should be used as a baseline to focus resources and select counter measures.

Currently, the City of Haysville collects data from the Police Department and state agencies. Beginning an annual assessment of crash data and mapping the data is needed as the number of bicyclists and pedestrians increase.

PEDESTRIAN COUNTS

Pedestrian counts along with field observations can be very useful in understanding pedestrian behavior and in considering the need for facilities. Counts and behavior studies, when combined with crash data, can also provide insights into specific crash causes and potential countermeasures. On-site observations will often reveal behavior patterns that lead to design changes. Before and after counts can be used to help secure funding. Pedestrian counts are also important to assess when and where signals, stop signs, and marked crosswalks should be installed.

The City of Haysville currently conducts counts of cyclists and pedestrians at predetermined locations. The use of volunteers to aid in counts is a viable solution so long as a consistent approach is developed, and remote counts are avoided. All data will be made public to ensure compliance with the Kansas Open Records Act.

COMMUNITY CONNECTIVITY - GAP ANALYSIS

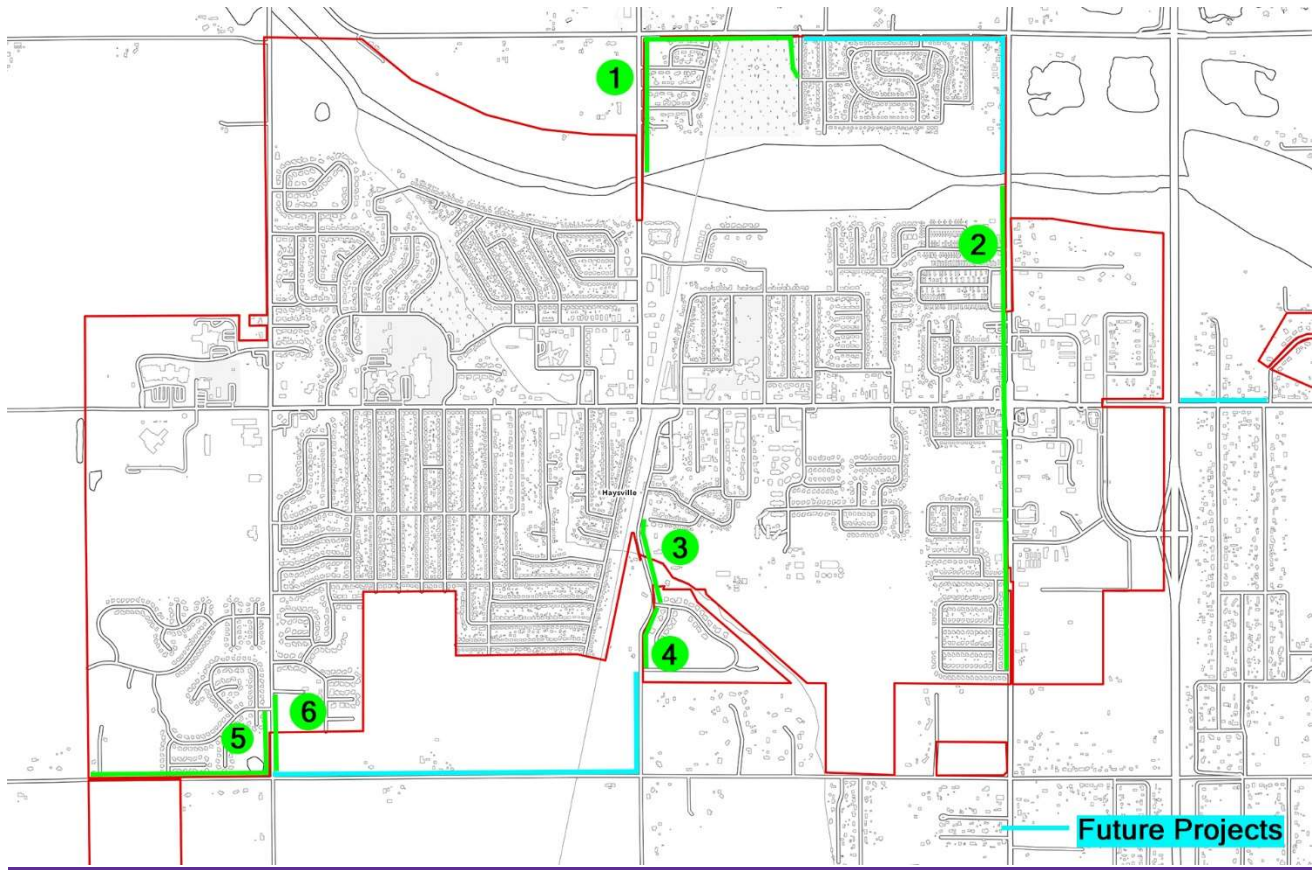
Gap analysis was performed by overlaying the existing sidewalks, bicycle and pedestrian infrastructure and off-street greenways in Haysville with our conceptual routes for proposed improvements. The difference between the existing and proposed illustrated a number of gaps in the existing infrastructure.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

Gaps are identified below in the priority improvement project map.

FUTURE PATHWAYS

PRIORITY IMPROVEMENT PROJECTS MAP





LEGEND
 Proposed Sidewalk Extensions █

Future Projects █

PRIORITY IMPROVEMENT PROJECTS

Eight priority projects have been identified as part of this plan. These projects have been determined to have the most impact on connectivity and pedestrian safety within the city.

1. Ward's 4th [Main St/Seneca to 63rd to Mabel] - Complete lack of bicycle and pedestrian infrastructure on both sides of road. This project is scheduled for completion in 2024.

Secondary projects for this improvement area include:

A connection north on South Seneca to the intersection of S. Seneca and W. 55th St. S. to connect to the City of Wichita.

2. Broadway/US 81 [South of Floodway to Berlin St.] - Complete lack of bicycle and pedestrian infrastructure on both sides of road. Set to be completed in 2024.

3. South Main St. Phase I [Past Spencer Dr. to Timbercreek St. S.] - Complete lack of bicycle and pedestrian infrastructure on both sides of road. Set for completion in 2024. This project has been split into two phases due to a county drainage project.

4. South Main St. - Phase II [Timbercreek St. S to River bBirch St.] - Complete lack of bicycle and pedestrian infrastructure on both sides of road. Scheduled to be completed in 2025-2026 as part of a County drainage project.

Secondary projects for this improvement area include:

A connection south to W. 79th St. S.,

A connection west on W. 79th St. S. to S. Meridian St.,

A connection west on W. 79th to the south entrance of Dorner Park.

5. South Meridian Ave. (West side) [Saddlebrook St. to 79th St. then West to Cattail St.] - Complete lack of bicycle and pedestrian infrastructure on both sides of road. Project is scheduled for construction in 2026.

A pedestrian connection on S. Meridian to 79th St. S. will connect the southwest edge of the city to the pedestrian system. This plan proposes extending the existing walk on the west side of S. Meridian St. south to the intersection on the north side of 79th St. S. then west on the north side of W. 79th St. S. to connect the homes on Cattail St.

The infrastructure proposed for this sidewalk extension is 4 inch thick and 6-foot-wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons, the sidewalk improvements should include a minimum of 3 foot of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. ROW will need to be confirmed by survey at the time of implementation to confirm these findings.

6. South Meridian Ave. (East side) [Chelsea St. to 79th St.] - The Complete lack of bicycle and pedestrian infrastructure on both sides of the road. A pedestrian connection on the East side of S. Meridian to 79th St. S. will connect future residential development to the pedestrian system. This plan proposes extending the existing sidewalk on the east side of S. Meridian St. sSouth to 79th St. S.

The infrastructure proposed for this sidewalk extension is 4 inch thick and 6-foot-wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons, the sidewalk improvements should include a minimum of 3 foot of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred.

Secondary projects for this improvement area include:

A connection west on 79th St. S.

Future Pathways

East 63rd St. [Mabel to Broadway then South to the floodway] - Complete lack of bicycle and pedestrian infrastructure on both sides of road. A pedestrian connection from W. 63rd St. S to the floodway will connect the northeast edge of the city to the southeast edge and provide a safe route for travel. This is a continuation of the pedestrian connection

to the Ward's 4th Addition that will create a loop in the sidewalk system.

The infrastructure proposed for this sidewalk extension is 6-foot-wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons, the sidewalk improvements should include a minimum of 3 foot of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. It should be noted that US 81 is managed by KDOT and falls outside of the jurisdiction of the City of Haysville. Secondary projects for this improvement area include:

A connection east on 63rd St. towards Hydraulic Ave. and ultimately connecting regionally with the cities of Wichita and Derby. **BROADWAY/US 81 [W. 63rd St. S. to 79th St. S.] SIDEWALK EXTENSION**

A pedestrian connection from W. 63rd St. S to 79th St. S. will connect the northeast edge of the city to the southeast edge and provide a safe route for travel. This will also create a loop in the sidewalk system.

The infrastructure proposed for this sidewalk extension is 4 inch thick and 6-foot-wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons, the sidewalk improvements should include a minimum of 3 foot of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. It should be noted that US 81 is managed by KDOT and falls outside of the jurisdiction of the City of Haysville.

Secondary projects for this improvement area include:

A connection west on W. 79th to the south entrance of Dorner Park.

SOUTH MERIDIAN AVE. [Saddlebrooke St. to 79th St. S.] SIDEWALK EXTENSION

A pedestrian connection on S. Meridian to W. 79th St. S. will connect the southwest edge of the city to the pedestrian system. This plan proposes extending the existing walk on the west side of S. Meridian St. south to the intersection on the north side of 79th St. S.

The infrastructure proposed for this sidewalk extension is 4 inch thick and 6-foot-wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons, the sidewalk improvements should include a minimum of 3 foot of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. ROW will need to be confirmed by survey at the time of implementation to confirm these findings.

Secondary projects for this improvement area include:

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

WARD'S 4th [E. 63rd St. to Broadway] SIDEWALK EXTENSION

This is a continuation of the pedestrian connection to the Ward's 4th Addition that will continue to improve pedestrian connectivity within the City of Haysville. This will extend the sidewalk east along the south side of East 63rd St. to the intersection of South Broadway.

This improvement consists of a 6-foot-wide pedestrian sidewalk. For safety reasons, sidewalk improvements should include a minimum of 3 feet of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. ROW will need to be confirmed by survey at the time of implementation to confirm these findings.

Secondary projects for this improvement area include:

A connection east on 63rd St. towards Hydraulic Ave. and ultimately connecting regionally with the cities of Wichita and Derby.

8. **East Grand Ave [I35 to Suncrest Addition] - Complete lack of bicycle and pedestrian infrastructure on both sides of road.** EAST GRAND [I35 to Suncrest Addition] SIDEWALK EXTENSION

A pedestrian connection extending east on Grand Avenue to the Suncrest Addition will connect residents of the easternmost portion of Haysville back into the core of town. Currently, there is a sidewalk on the south side of Grand Ave. extending to the east side of Interstate 35.

The sidewalk extension improvement will require coordination with Sedgwick County as a portion of the roadway falls outside of Haysville city limits. The infrastructure proposed for this sidewalk extension is a 4-inch-thick 6-foot-wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons, the sidewalk improvements should include a minimum of 3 feet of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. ROW will need to be confirmed by survey at the time of implementation to confirm these findings. MUTCD approved pedestrian crossing signage should be included where sidewalk crosses street intersections on this route.

9. **East 79th St to S Seneca - Complete lack of bicycle and pedestrian infrastructure on both sides of road.**

A pedestrian connection along 79th St. will create a loop in the pedestrian on the southeast side.

The sidewalk extension improvement will require coordination with Sedgwick County as a portion of the roadway falls outside of Haysville city limits. The infrastructure proposed for this sidewalk extension is a 4-inch-thick 6-foot-wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons, the sidewalk improvements should include a minimum of 3 feet of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. ROW will need to be confirmed by survey at the time of implementation to confirm these findings. MUTCD approved pedestrian crossing signage should be included where sidewalk crosses street intersections on this route.

-
1. ~~East Meridian Ave. [71 St. to Chelsea St.]~~
 2. ~~Ward's 4th [Main St/Seneca to 63rd to Mabel]~~
 3. ~~South Main St. [Past Spencer Dr. to W. 79th St. S.]~~
 4. ~~Broadway/US 81 [W. 63rd St. S. to W. 79th St. S.]~~ – It should be noted that US 81 is managed by KDOT and falls outside of the jurisdiction of the City of Haysville.
 5. ~~East 63rd St. [Mabel to Broadway]~~
 6. ~~South Meridian Ave. [Saddlebrook St. to W. 79th St. S.]~~
 7. ~~W. 79th St. S. [S. Meridian St. to Cattail St.]~~
 8. ~~East Grand Ave [I35 to Suncrest Addition]~~

1. ~~EAST MERIDIAN AVE. S. [71stth to Chelsea Street] SIDEWALK EXTENSION~~

~~A pedestrian connection on East side of South Meridian to Chelsea St. will further connect pedestrian system and provide a safe route of travel.~~

~~This plan proposes extending the existing walk from 71st St. on the east side of Meridian St. south to Chelsea St. The infrastructure proposed for this sidewalk extension is 4 inch thick and 6 foot wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons, the sidewalk improvements should include a minimum of 3 foot of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. ROW will need to be confirmed by survey at the time of implementation to confirm these findings.~~

2. ~~WARD'S 4th [Main St/Seneca to 63rd to Mabel] SIDEWALK EXTENSION~~

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

~~Providing a pedestrian connection along Seneca Street from the east side of the Seneca Street Bridge, north to the intersection of West 63rd Street and continuing east along the south side of West 63rd St. to the intersection of South Broadway is a priority improvement project. This improvement consists of a 6 foot wide pedestrian sidewalk, an at-grade pedestrian train crossing and requisite safety signage. For safety reasons, sidewalk improvements should include a minimum of 3 feet of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. Preliminary ROW review based on available GIS data indicates that sufficient ROW is available on this route to implement these improvements within existing ROW. ROW will need to be confirmed by survey at the time of implementation to confirm these findings. Additional coordination between the city and the railroad will need to occur in regard to the crossing on West 63rd St. While it appears that enough crossing~~

width is in place to accommodate a sidewalk crossing at this location, this must be confirmed by regulatory parties prior to implementation. The rail crossing is currently signalized for vehicular traffic but will need to be signaled appropriately for pedestrian use. The rail crossing will require coordination with railroad officials.

Secondary projects for this improvement area include:

A connection north on South Seneca to the intersection of S. Seneca and W. 55th St. S. to connect to the City of Wichita.

~~3. SOUTH MAIN ST. [Past Spencer Dr. to W 79th] SIDEWALK EXTENSION~~

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

~~This plan proposes extending the existing walk on the east side of S. Main/ S. Seneca St. south to the intersection with W. 79th St. S. The creek crossing between Spencer Dr. and Timber Creek St. poses a potential challenge for the sidewalk extension. At the time of construction documentation, a survey and geotechnical report will be necessary to determine the best option for crossing the creek with a pedestrian walk. The infrastructure proposed for this sidewalk extension is a 4 inch thick 6 foot wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons the sidewalk improvements should include a minimum of 3 feet of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. Preliminary right-of-way (ROW) review based on available GIS data indicates that sufficient ROW is available on this route to implement these improvements within existing ROW. ROW will need to be confirmed by survey at the time of implementation to confirm these findings. MUTCD approved pedestrian crossing signage should be included where sidewalk crosses street intersections on this route.~~

~~Secondary projects for this improvement area include:~~

~~A connection south to W. 79th St. S.~~

~~A connection west on W. 79th St. S. to S. Meridian St.~~

~~A connection east on W. 79th St. S. to the south entrance of Dorner Park.~~

~~4. BROADWAY/US 81 [W. 63rd St. S. to 79th St. S.] SIDEWALK EXTENSION~~

~~A pedestrian connection from W. 63rd St. S to 79th St. S. will connect the northeast edge of the city to the southeast edge and provide a safe route for travel. This will also create a loop in the sidewalk system.~~

~~The infrastructure proposed for this sidewalk extension is 4 inch thick and 6-foot wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons, the sidewalk improvements should include a minimum of 3 foot of tree lawn between the~~

~~roadway and the proposed sidewalk; 4-6 feet is preferred. It should be noted that US-81 is managed by KDOT and falls outside of the jurisdiction of the City of Haysville.~~

~~Secondary projects for this improvement area include:~~

~~A connection west on W. 79th to the south entrance of Dorner Park.~~

~~5. WARD'S 4th [E. 63rd St. to Broadway] SIDEWALK EXTENSION~~

~~This is a continuation of the pedestrian connection to the Ward's 4th Addition that will continue to improve pedestrian connectivity within the City of Haysville. This will extend the sidewalk east along the south side of East 63rd St. to the intersection of South Broadway.~~

~~This improvement consists of a 6-foot wide pedestrian sidewalk. For safety reasons, sidewalk improvements should include a minimum of 3 feet of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. ROW will need to be confirmed by survey at the time of implementation to confirm these findings.~~

~~Secondary projects for this improvement area include:~~

~~A connection east on 63rd St. towards Hydraulic Ave. and ultimately connecting regionally with the cities of Wichita and Derby.~~

~~6. SOUTH MERIDIAN AVE. [Saddlebrooke St. to 79th St. S.] SIDEWALK EXTENSION~~

~~A pedestrian connection on S. Meridian to W. 79th St. S. will connect the southwest edge of the city to the pedestrian system. This plan proposes extending the existing walk on the west side of S. Meridian St. south to the intersection on the north side of 79th St. S.~~

~~The infrastructure proposed for this sidewalk extension is 4 inch thick and 6-foot wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons, the sidewalk improvements should include a minimum of 3 foot of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. ROW will need to be confirmed by survey at the time of implementation to confirm these findings.~~

~~Secondary projects for this improvement area include:~~

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

~~7. WEST 79th [S. Meridian to Cattail St.] SIDEWALK EXTENSION~~

~~A pedestrian connection from South Meridian along 79th St. to Cattail St. will connect the southwest edge of the city to the pedestrian system. This plan proposes extending the~~

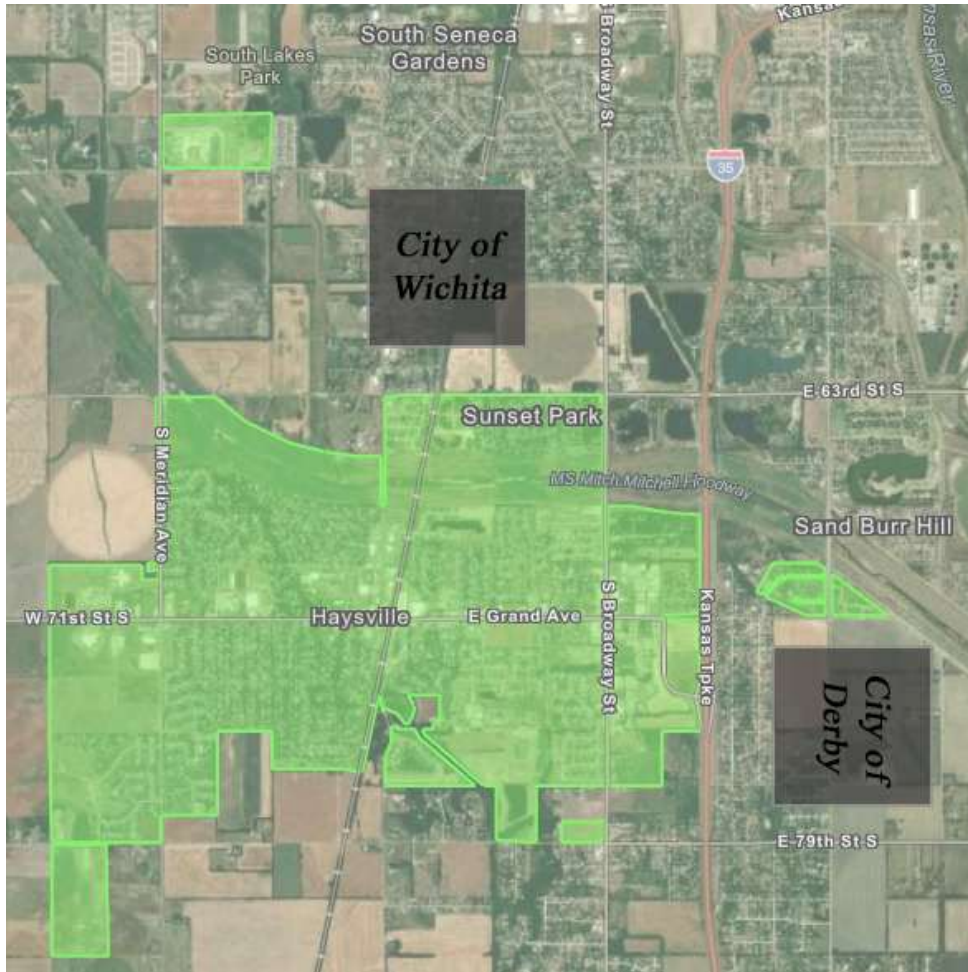
~~sidewalk from S. Meridian St. west on the north side of W. 79th St. S. to connect to the new development on Cattail St.~~

~~The infrastructure proposed for this sidewalk extension is 4 inch thick and 6 foot wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons, the sidewalk improvements should include a minimum of 3 foot of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. ROW will need to be confirmed at the time of implementation to confirm these findings.~~

~~8.3. EAST GRAND [I35 to Suncrest Addition] SIDEWALK EXTENSION~~

~~A pedestrian connection extending east on Grand Avenue to the Suncrest Addition will connect residents of the easternmost portion of Haysville back into the core of town. Currently, there is a sidewalk on the south side of Grand Ave. extending to the east side of Interstate 35.~~

~~The sidewalk extension improvement will require coordination with Sedgwick County as a portion of the roadway falls outside of Haysville city limits. The infrastructure proposed for this sidewalk extension is a 4 inch thick 6 foot wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons, the sidewalk improvements should include a minimum of 3 feet of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. ROW will need to be confirmed by survey at the time of implementation to confirm these findings. MUTCD approved pedestrian crossing signage should be included where sidewalk crosses street intersections on this route.~~



REGIONAL CONNECTIVITY

LEGEND

 City Limits -

The City of Haysville is near several municipalities. The successful coordination between these municipalities to connect bicycle and pedestrian infrastructure will have a dramatic impact on regional connectivity. The City of Haysville should work in coordination with the City of Wichita, the City of Derby, and Sedgwick County to implement bicycle and pedestrian infrastructure in a strategic way. Due to the adjacency of multiple agencies, each with their own infrastructure standards, it will be critical for each of these governing bodies to work closely to the development of a unified development standard for use in these perimeter locations. This will help to maintain safety standards while creating a sense of place respectful of each municipal identity.

NEXT STEPS

IMPLEMENTATION

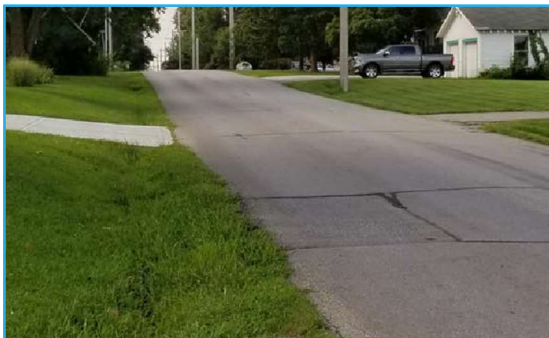
Implementation is the most rewarding next step for the city and its residents once the Haysville Bicycle and Pedestrian Implementation Plan is adopted. First, integration of proposed improvements into annual capital improvement budgets will allow short-term implementation of priority projects. While this is the most rapid and tangible implementation process, it is limited by available funding. The second implementation strategy to be explored is grant funding. Grants are available for a myriad of different project types and scales. For improvements that are important to the community beyond the abilities of current funding streams, the evaluation of additional community infrastructure taxes should be considered.

FUTURE STUDY

A critical component of any plan is the refreshment of the ideas proposed once the realities of the community evolve. While the proposals in this document span the coming decade, it is important to note that these proposals have a shelf life. This plan should be reviewed annually and revised as needed to address any future developments.

MAINTENANCE

Bicycle and Pedestrian networks require ongoing maintenance of the infrastructure in place. The city should conduct ~~annual infrastructure~~ [annual infrastructure](#) reviews which can be used to strategically plan for maintenance and replacement as needed. The following scale should be used when considering maintenance and replacement.



Rating - Zero

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



Rating - One

Inaccessible walks or trails:

Ratings of '1' indicate severe degradation of the walk or trail. These walks are in need of replacement in order to be functional for pedestrian circulation. Walks and trails with a rating of '1' are not accessible and pose a public safety risk. These walks and trails should be prioritized when planning capital improvement projects. '1' ratings are

indicative of crumbling pavement, large cracks, overgrown vegetation, vertical heaving.



Rating - Two

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



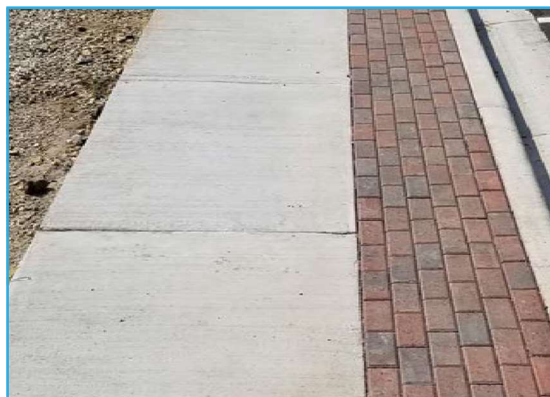
Rating - Three

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



Rating - Four

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



Rating - Five

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

FUNDING

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

WAMPO

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

SURFACE TRANSPORTATION PROGRAM

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TRANSPORTATION ALTERNATIVES PROGRAM

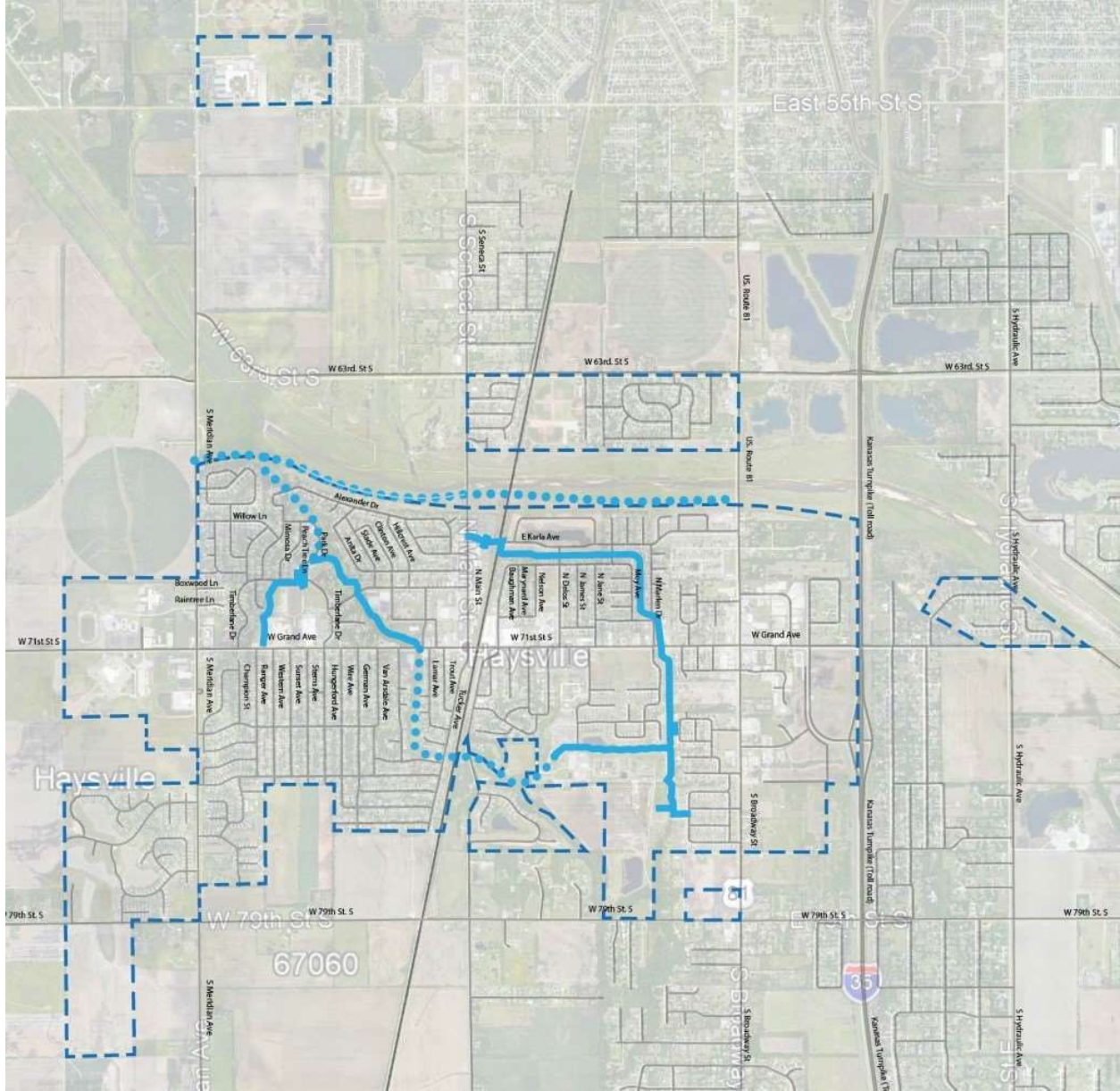
TA funding is intended to be used for small scale community improvement projects with eligibility including bicycle and pedestrian facilities, recreational trails, safe routes to school projects, historic preservation and vegetation management. In order to be most successful, the projects should show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

COMMUNITY DEVELOPMENT BLOCK GRANT FUNDING



In addition to FHWA passthrough funding through WAMPO, the City of Haysville has the opportunity to use Community Development Block Grant funding for community improvements such as sidewalks. This funding is provided from the US Department of Housing and Urban Development through the Kansas Department of Commerce.

FUTURE VISION PROJECTS

GREENWAY TRAILS



LEGEND

-  Existing Greenways
-  Proposed Greenway Planning Study

WICHITA VALLEY CENTER FLOODWAY GREENWAY

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

RIGGS PARK EXTENSION GREENWAY

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

CENTRAL GREENWAY

Connecting to Fred Cohlmlia Park trail to the Chris Elsen Memorial Skate Park via a stream corridor trail, the Central Trail is approximately one mile in length. The Central Greenway is so aptly named due to its central location within Haysville. The crossing

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

PEDESTRIAN IMPROVEMENTS

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

MULTI-MODAL PATH

A complete network of 10' multi-modal concrete pathways to accommodate bicycle and pedestrian circulation is the vision of the City of Haysville. This infrastructure has been implemented on North Main St. and Grand Ave. This infrastructure should be expanded to encompass the primary arterial circulation of the city. Multi-modal paths work in conjunction with standard pedestrian infrastructure and crossing interventions where street crossings are required. Multi-modal paths should consist of a 10' wide concrete walk set back from adjacent roadways 6' (minimum of 3') and buffered by a planted strip. Where possible for distances of at least one block; multi-modal paths should meander with broad sweeping curves suitable to accommodate the riding speeds of cyclists. All multi-modal paths should be built to current ADA requirements as defined by the U.S. Department of Justice.



HAYSVILLE BICYCLE & PEDESTRIAN MASTER PLAN

2024

City of Haysville
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Haysville, KS 67060

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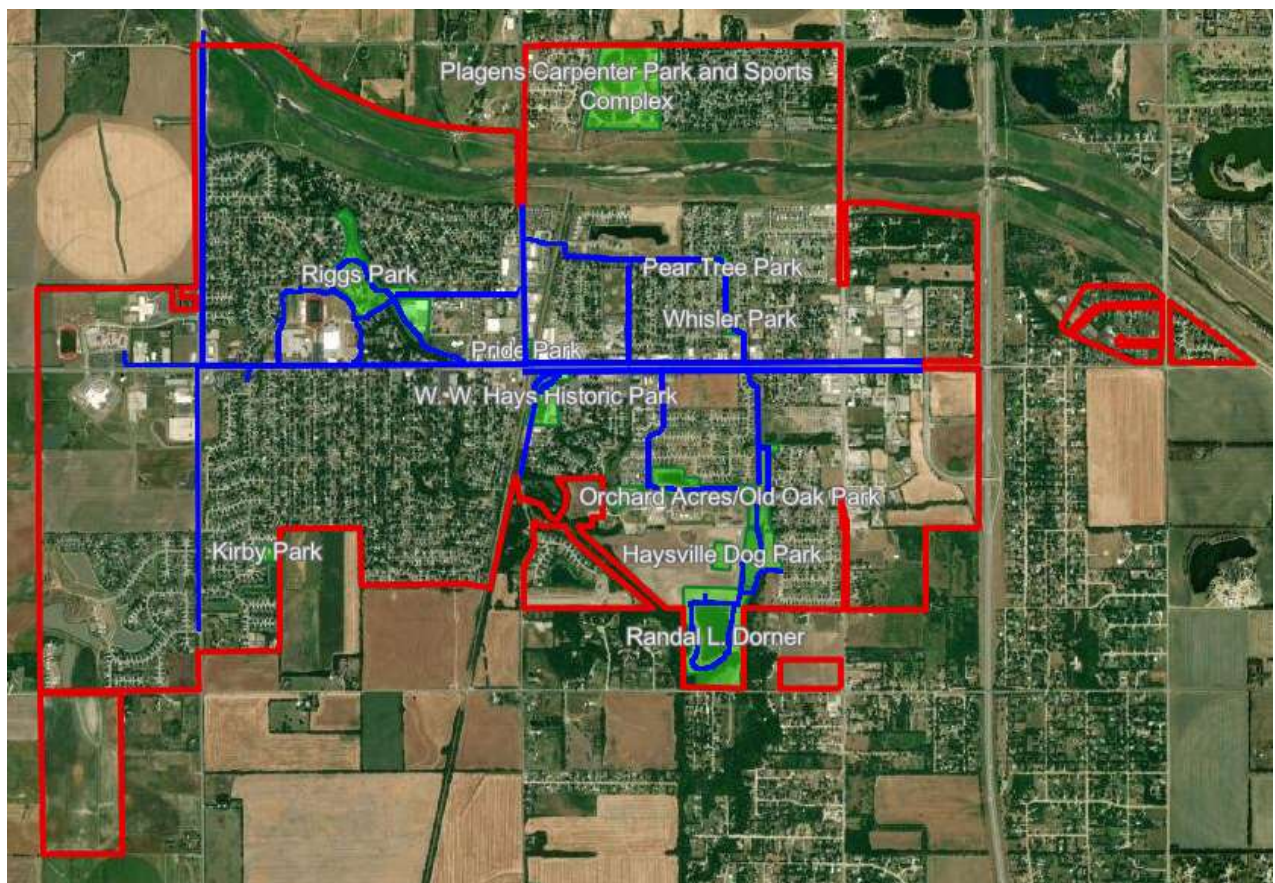


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MISSION

The mission of the City of Haysville is to continue developing safe access to the multimodal transportation facilities and programs throughout the community; increase community wellness; reduce the carbon footprint; expand education, increase community outreach, raise awareness, and serve as a guide for ambassadors within the community; and serve as a forum of information, resources, and agencies for the community to utilize and better serve the multimodal citizens of Haysville. A robust study was conducted in the development of this plan from 2017-2018.



LEGEND

Existing Path



BICYCLE/PEDESTRIAN COUNTS

Current counts are provided by the Wichita Area Metropolitan Planning Organization (WAMPO) and are recorded annually. This serves as an excellent method to record data on a regional level. However, to improve the quality of data for the Haysville community, the city should record data by utilizing the city's street counters in combination with volunteer manual counts. This will establish a baseline for both quality and quantity. To ensure effective results, staff will determine count locations and dates to be monitored on an annual basis. The data will aid in resource allocation and provide valuable insight on how the bicycle and pedestrian network is utilized.

SURVEY

Develop and issue surveys annually to record data from the public. Survey results will assist the city with future planning of the bicycle and pedestrian pathways as well as provide current feedback on the existing system.

CONNECTIVITY

Project Development: Continue to design bicycle and pedestrian facilities that connect all parts of the community.

Project Ranking: After a collaborative effort developing a project list, staff will recommend the projects in order of importance. The rankings will serve as a guide for the Governing Body when determining the importance of a project to the community.

AMENITIES

Bicycle Parking: Bicycle racks should continue to be provided in various locations throughout the city.

Existing Parking: City Hall, Police Station, Vickers/Fountain, Volleyball Court, Riggs Park main shelter, Library, Senior Center, HAC, Municipal Pool, Campus High School, Haysville Middle School, Rex Elementary, and Nelson Elementary.

Future Parking: Dorner Park, Splash Pad, Plagens-Carpenter Park, Historic, Old Oak Park, , , Rex Practice Fields.

Repair Station: Bicycle repair stations with a stand allow cyclists to make minor repairs to their bicycles using a free air pump and tools that are connected to heavy duty cables.

Existing Stations: HAC, Public Works, Dorner Park

Future Stations: Vickers building

SAFETY AND EDUCATION

Haysville's goal of increasing safety, education, and awareness can be accomplished through the judicious use of multimedia resources. Outlets such as Channel 7 and social media, in conjunction with school-based education programs will ensure a broad audience is reached.

- Monitor school programs
- Utilize city media
- GIS mapping

EVALUATION

Haysville has been gathering data for several years through a series of bicycle and pedestrian path counts and surveys. As we move forward this data will continue to play a vital role in the implementation of future projects.

- Continue bicycle and pedestrian counts
- Keep record of all improvements
- Perform annual survey(s)
- Compare new data to baseline

DEFINITIONS

Greenway Trail - A greenway trail is a place where residents can walk or bike for recreational purposes with limited interactions with cars. These are situated in areas with natural features and serve to connect regional destinations, like parks. The greenway trail will typically be a 10' concrete trail with trailside amenities but may include other elements or materials. These amenities may include:

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

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

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

COMMUNITY ENGAGEMENT

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

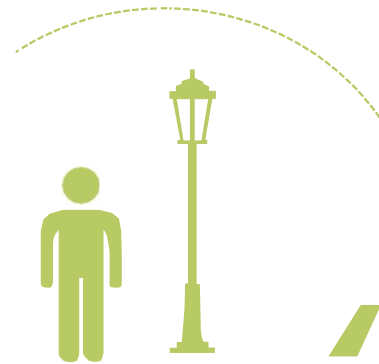
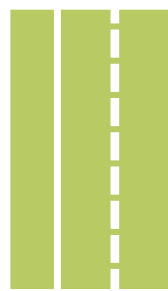
COMMUNITY FEEDBACK

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

48% More Sidewalks

20% More Lighting

11% More Crosswalks



Other common themes:

Connectivity 6%
Connect to New Park 3%
Safety 3%
Obey Bike Laws 2%
Enforce Laws 2%

More Bike Facilities 1%
School Zones 1%
Floodway Crossing 2%
Accessibility 1%

COMMUNITY FEEDBACK

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

Are you a resident of Haysville?
67% Yes **43% No**

Do you walk or bike in home as an exercise routine?
23% Yes **157% No**

Do you currently walk or ride a bike as part of your commute?
38% Yes **22% No**

Would you consider walking or biking if better facilities were provided?
80% Yes **26% No**

EDUCATION & ENFORCEMENT

EDUCATION

Public education is essential to reduce pedestrian crashes. It also builds public support for programs, projects and policies to reduce pedestrian crashes. To be effective, it should target those behaviors within selected age groups that could result in fewer pedestrian crashes. Collaboration with local law enforcement is an essential element of an enforcement program to reduce pedestrian and bicycle crashes. To be effective, it should be done in partnership with schools and other community leaders.

The City of Haysville Police Department should continue:

- To enforce proper crosswalk use the first week of school.
- Proactively update the informational bicycle and pedestrian map with safety guidelines on flyers and social media.
- Review numbers and types of signs in areas that are prone to pedestrian traffic.
- Increase outreach to seniors.
- Promote bicycle and pedestrian programs during bicycle month and create a culture of awareness.
- Partner with *Safe Kids* to continue educating school children utilizing their *Bike to School* and *Walk to School* programs and encourage classroom projects focusing on safety while walking and bicycling.

PARTNERSHIPS

Partnerships with nonprofit groups, the private sector, and other local governmental agencies are an excellent way to get the community at large involved in safety education projects and programs. This includes schools, neighborhood groups, advocacy organizations, local businesses, local health departments, hospitals, and public safety officials such as firefighters and other first responders.

The City of Haysville should continue to cultivate relationships with the school district and other municipalities, businesses, USD 261 School Board, Park Board, Senior Center, and the Recreation Department.

ENFORCEMENT

Enforcement is an essential element of an overall program to reduce pedestrian crashes. To be effective, it should be done in partnership with the community and law enforcement agencies. Monitoring motorist and pedestrian behaviors will help to ensure fewer pedestrian crashes and provide a valuable tool for improvements to the bicycle and

pedestrian program. Partnering will also create a sense of community around pedestrian and bicycle safety.

DATA COLLECTION, ANALYSIS AND PRIORATIZATION

Identifying where crashes occur can be an inexpensive easy way to identify high crash locations, corridors, and neighborhoods. It can be done using technologies such as GIS or on a simple handmade pin map. Typically, five years of crash data should be displayed. Once completed, it should be used as a baseline to focus resources and select counter measures.

Currently, the City of Haysville collects data from the Police Department and state agencies. Beginning an annual assessment of crash data and mapping the data is needed as the number of bicyclists and pedestrians increase.

PEDESTRIAN COUNTS

Pedestrian counts along with field observations can be very useful in understanding pedestrian behavior and in considering the need for facilities. Counts and behavior studies, when combined with crash data, can also provide insights into specific crash causes and potential countermeasures. On-site observations will often reveal behavior patterns that lead to design changes. Before and after counts can be used to help secure funding. Pedestrian counts are also important to assess when and where signals, stop signs, and marked crosswalks should be installed.

The City of Haysville currently conducts counts of cyclists and pedestrians at predetermined locations. The use of volunteers to aid in counts is a viable solution so long as a consistent approach is developed, and remote counts are avoided. All data will be made public to ensure compliance with the Kansas Open Records Act.

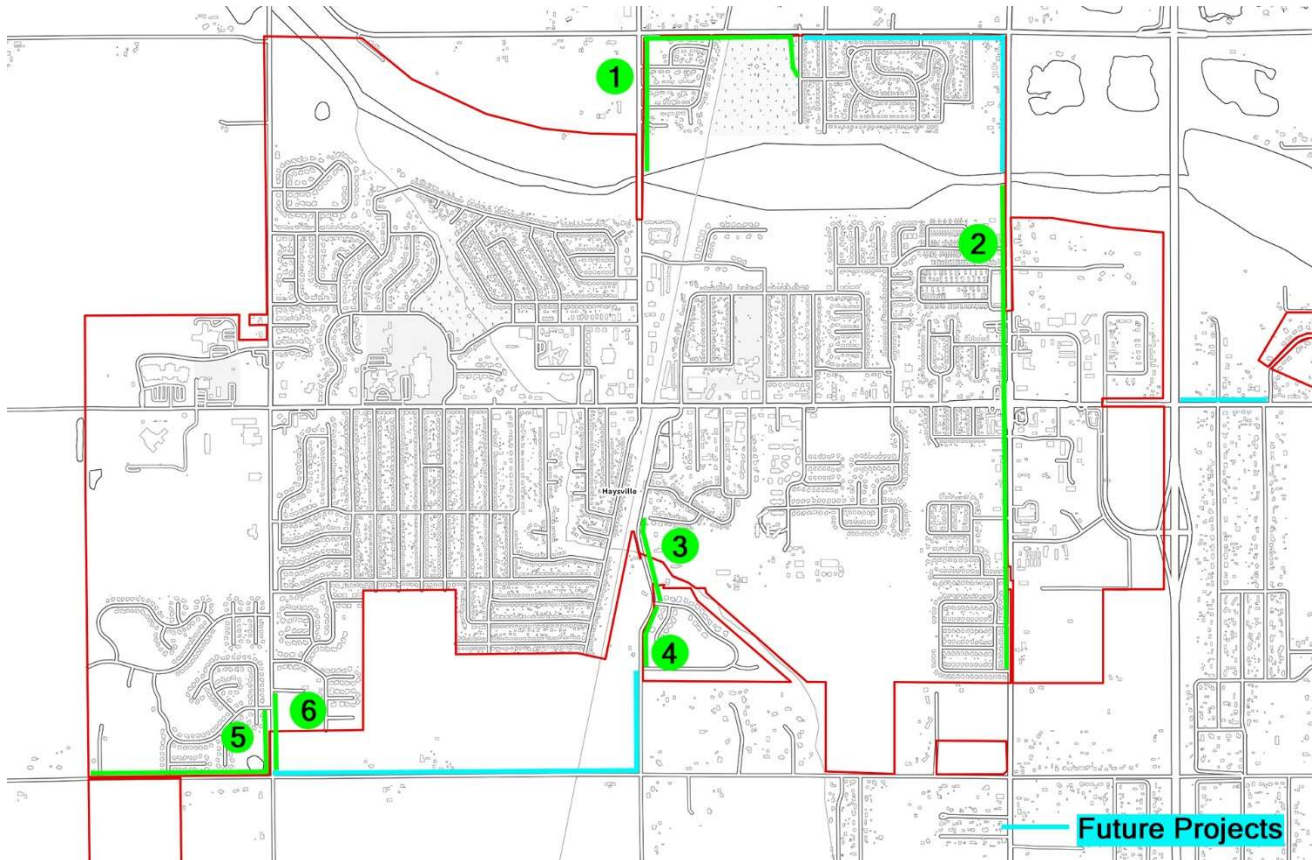
COMMUNITY CONNECTIVITY - GAP ANALYSIS

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

Gaps are identified below in the priority improvement project map.

FUTURE PATHWAYS

PRIORITY IMPROVEMENT PROJECTS MAP



PRIORITY IMPROVEMENT PROJECTS

Projects have been identified as part of this plan. These projects have been determined to have the most impact on connectivity and pedestrian safety within the city.

1. **Ward's 4th [Main St/Seneca to 63rd to Mabel]** - Complete lack of bicycle and pedestrian infrastructure on both sides of road. This project is scheduled for completion in 2024.
Secondary projects for this improvement area include:
A connection north on South Seneca to the intersection of S. Seneca and W. 55th St. S. to connect to the City of Wichita.
2. **Broadway/US 81 [South of Floodway to Berlin St.]** - Complete lack of bicycle and pedestrian infrastructure on both sides of road. Set to be completed in 2024.
3. **South Main St. Phase I [Past Spencer Dr. to Timbercreek St. S.]** - Complete lack

of bicycle and pedestrian infrastructure on both sides of road. Set for completion in 2024. This project has been split into two phases due to a county drainage project.

4. **South Main St. - Phase II [Timbercreek St. S to River Birch St.]** - Complete lack of bicycle and pedestrian infrastructure on both sides of road. Scheduled to be completed in 2025-2026 as part of a County drainage project.

Secondary projects for this improvement area include:

A connection south to W. 79th St. S.,

A connection west on W. 79th St. S. to S. Meridian St.,

A connection west on W. 79th to the south entrance of Dorner Park.

5. **South Meridian Ave. (West side) [Saddlebrook St. to 79th St. then West to Cattail St.]** - Complete lack of bicycle and pedestrian infrastructure on both sides of road. Project is scheduled for construction in 2026.

A pedestrian connection on S. Meridian to 79th St. S. will connect the southwest edge of the city to the pedestrian system. This plan proposes extending the existing walk on the west side of S. Meridian St. south to the intersection on the north side of 79th St. S. then west on the north side of W. 79th St. S. to connect the homes on Cattail St.

The infrastructure proposed for this sidewalk extension is 4 inch thick and 6-foot-wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons, the sidewalk improvements should include a minimum of 3 foot of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. ROW will need to be confirmed by survey at the time of implementation to confirm these findings.

6. **South Meridian Ave. (East side) [Chelsea St. to 79th St.]** - The Complete lack of bicycle and pedestrian infrastructure on both sides of the road. A pedestrian connection on the East side of S. Meridian to 79th St. S. will connect future residential development to the pedestrian system. This plan proposes extending the existing sidewalk on the east side of S. Meridian St. South to 79th St. S.

The infrastructure proposed for this sidewalk extension is 4 inch thick and 6-foot-wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons, the sidewalk improvements should include a minimum of 3 foot of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred.

Secondary projects for this improvement area include:

A connection west on 79th St. S.

Future Pathways

- East 63rd St. [Mabel to Broadway then South to the floodway]** - Complete lack of bicycle and pedestrian infrastructure on both sides of road. A pedestrian connection from W. 63rd

St. S to the floodway will connect the northeast edge of the city to the southeast edge and provide a safe route for travel. This is a continuation of the pedestrian connection to the Ward's 4th Addition that will create a loop in the sidewalk system.

The infrastructure proposed for this sidewalk extension is 6-foot-wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons, the sidewalk improvements should include a minimum of 3 foot of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. It should be noted that US 81 is managed by KDOT and falls outside of the jurisdiction of the City of Haysville. Secondary projects for this improvement area include:

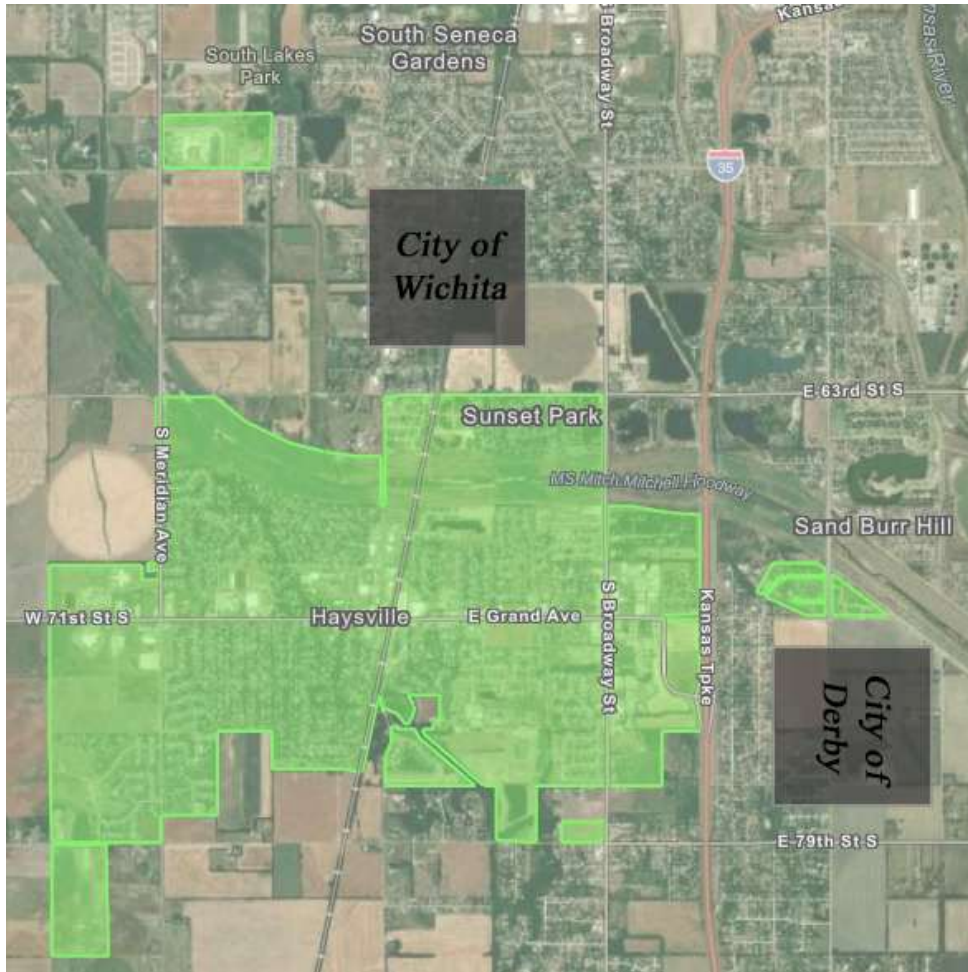
A connection east on 63rd St. towards Hydraulic Ave. and ultimately connecting regionally with the cities of Wichita and Derby.

East Grand Ave [I35 to Suncrest Addition] - Complete lack of bicycle and pedestrian infrastructure on both sides of road. A pedestrian connection extending east on Grand Avenue to the Suncrest Addition will connect residents of the easternmost portion of Haysville back into the core of town. Currently, there is a sidewalk on the south side of Grand Ave. extending to the east side of Interstate 35.

The sidewalk extension improvement will require coordination with Sedgwick County as a portion of the roadway falls outside of Haysville city limits. The infrastructure proposed for this sidewalk extension is a 4-inch-thick 6-foot-wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons, the sidewalk improvements should include a minimum of 3 feet of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. ROW will need to be confirmed by survey at the time of implementation to confirm these findings. MUTCD approved pedestrian crossing signage should be included where sidewalk crosses street intersections on this route.

East 79th St to S Seneca - Complete lack of bicycle and pedestrian infrastructure on both sides of road. A pedestrian connection along 79th St. will create a loop in the pedestrian on the southeast side.

The sidewalk extension improvement will require coordination with Sedgwick County as a portion of the roadway falls outside of Haysville city limits. The infrastructure proposed for this sidewalk extension is a 4-inch-thick 6-foot-wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons, the sidewalk improvements should include a minimum of 3 feet of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred. ROW will need to be confirmed by survey at the time of implementation to confirm these findings. MUTCD approved pedestrian crossing signage should be included where sidewalk crosses street intersections on this route.



REGIONAL CONNECTIVITY

LEGEND

 City Limits -

The City of Haysville is near several municipalities. The successful coordination between these municipalities to connect bicycle and pedestrian infrastructure will have a dramatic impact on regional connectivity. The City of Haysville should work in coordination with the City of Wichita, the City of Derby, and Sedgwick County to implement bicycle and pedestrian infrastructure in a strategic way. Due to the adjacency of multiple agencies, each with their own infrastructure standards, it will be critical for each of these governing bodies to work closely to the development of a unified development standard for use in these perimeter locations. This will help to maintain safety standards while creating a sense of place respectful of each municipal identity.

NEXT STEPS

IMPLEMENTATION

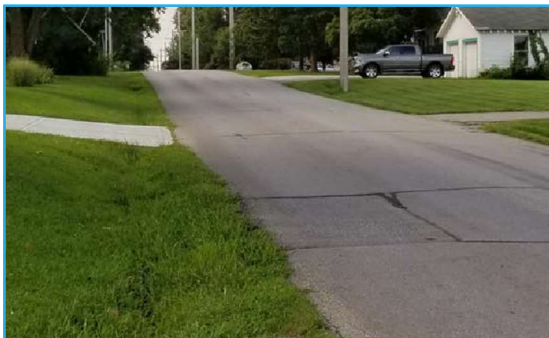
Implementation is the most rewarding next step for the city and its residents once the Haysville Bicycle and Pedestrian Implementation Plan is adopted. First, integration of proposed improvements into annual capital improvement budgets will allow short-term implementation of priority projects. While this is the most rapid and tangible implementation process, it is limited by available funding. The second implementation strategy to be explored is grant funding. Grants are available for a myriad of different project types and scales. For improvements that are important to the community beyond the abilities of current funding streams, the evaluation of additional community infrastructure taxes should be considered.

FUTURE STUDY

A critical component of any plan is the refreshment of the ideas proposed once the realities of the community evolve. While the proposals in this document span the coming decade, it is important to note that these proposals have a shelf life. This plan should be reviewed annually and revised as needed to address any future developments.

MAINTENANCE

Bicycle and Pedestrian networks require ongoing maintenance of the infrastructure in place. The city should conduct annual infrastructure reviews which can be used to strategically plan for maintenance and replacement as needed. The following scale should be used when considering maintenance and replacement.



Rating - Zero

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



Rating - One

Inaccessible walks or trails:

Ratings of '1' indicate severe degradation of the walk or trail. These walks are in need of replacement in order to be functional for pedestrian circulation. Walks and trails with a rating of '1' are not accessible and pose a public safety risk. These walks and trails should be prioritized when planning capital improvement projects. '1' ratings are

indicative of crumbling pavement, large cracks, overgrown vegetation, vertical heaving.



Rating - Two

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



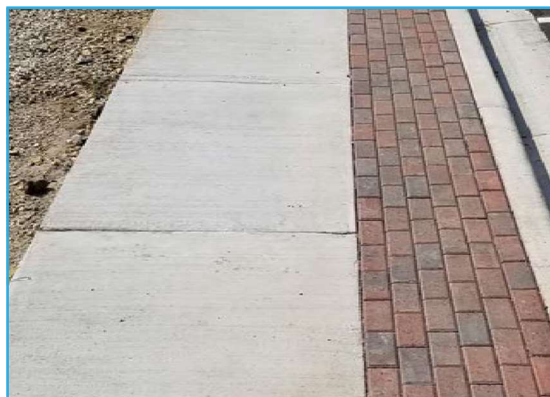
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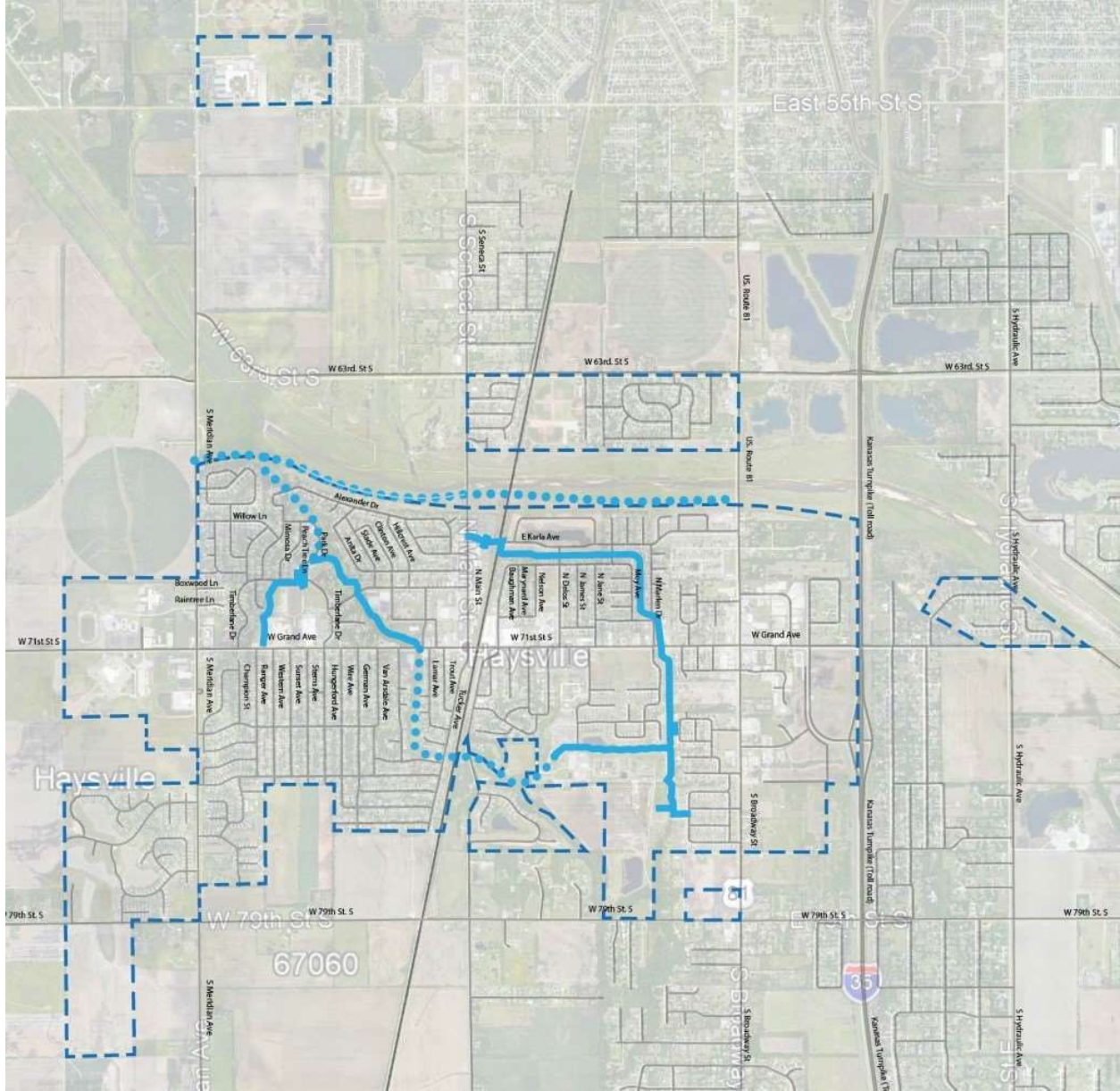
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FUTURE VISION PROJECTS

GREENWAY TRAILS



LEGEND

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WICHITA VALLEY CENTER FLOODWAY GREENWAY

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

RIGGS PARK EXTENSION GREENWAY

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

CENTRAL GREENWAY

Connecting to Fred Cohlmlia Park trail to the Chris Elsen Memorial Skate Park via a stream corridor trail, the Central Trail is approximately one mile in length. The Central Greenway is so aptly named due to its central location within Haysville. The crossing

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

PEDESTRIAN IMPROVEMENTS

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

MULTI-MODAL PATH

A complete network of 10' multi-modal concrete pathways to accommodate bicycle and pedestrian circulation is the vision of the City of Haysville. This infrastructure has been implemented on North Main St. and Grand Ave. This infrastructure should be expanded to encompass the primary arterial circulation of the city. Multi-modal paths work in conjunction with standard pedestrian infrastructure and crossing interventions where street crossings are required. Multi-modal paths should consist of a 10' wide concrete walk set back from adjacent roadways 6' (minimum of 3') and buffered by a planted strip. Where possible for distances of at least one block; multi-modal paths should meander with broad sweeping curves suitable to accommodate the riding speeds of cyclists. All multi-modal paths should be built to current ADA requirements as defined by the U.S. Department of Justice.