

HAYSVILLE PLANNING COMMISSION  
Agenda  
April 27, 2017  
7:00 p.m., Municipal Building, 200 W. Grand

- I. Call to Order
- II. Roll Call
- III. Presentation and Approval of Minutes
  - A. Minutes of March 23, 2017
- IV. New Business  
**Park Plan**
- V. Old Business  
**Bicycle & Pedestrian Master Plan**
- VI. Correspondence and Informational Reading  
**None**
- VII. Committee Updates  
**None**
- VIII. Off Agenda  
**None**
- IX. Adjournment

Haysville Planning Commission  
Minutes  
March 23, 2017

The regular Planning Commission Meeting was called to order by Vice-Chairperson Janet Parton at 7:00 p.m. in the Council Chambers, located in the Haysville Municipal Building, 200 W. Grand Avenue.

Those members present were: Janet Parton, Bob Wethington, Clay Randel, Penney Rosendale, Richard Meyer, Samantha Dillon, Dawn Stock. Rose Corby, Planning Commission Secretary.

Vice-Chairperson Janet Parton presented for approval the Minutes of January 26, 2017.

Motion by Randel - Second by Parton

Move to approve the minutes.

Parton yea, Wethington yea, Randel yea, Rosendale yea, Meyer yea, Dillon yea, Stock abstain.

Motion declared, carried.

Under New Business:

Vice-Chairperson Parton announced Review of the Bicycle & Pedestrian Master Plan.

Rose presented the Bicycle & Pedestrian Master Plan. She explained that this was a collaborative effort from various individuals and entities in the community, including: herself, Zach McHatton, the cities Attorney, Police Department, and the public. She explained that the goal was to ensure the Plan is done right and has asked the Planning Commission to provide comments, suggestions, and anything that they feel needs to be corrected.

Dillon asked if this was a final format. Rose explained that it was a final format but that Vice-Chairperson Parton noticed a couple of things on page 17 concerning Planning Level Cost Estimates and that she would be removing them. Dillon also asked if there was any consideration taken into place to adding sidewalks from HW all the way to Campus. Rose explained that it was her understanding that funding fell through with the County putting it on hold but that the ultimate plan was to include a sidewalk to Campus. Dillon asked if this could be added to the plan and if a future plans section could be added. Rose stated she would look to see where it can be placed within the Plan. Dillon asked if there were any plans to include Kirby Park in the expansion of the pathway.

Randel mentioned that ADT was not defined on page 9 but is defined on page 16 and asked for it to be defined on page 9. Rose stated she would correct that. Randel asked what it meant by marked crosswalk and unmarked crosswalk. Dillon recommended clarification in the document. Rose stated she would create clarification.

Wethington mentioned the document talking about tighter corner radii and stated that it is fine but we must remember that if we do it they need to be heavily fortified due to semi's running over them and destroying them. He stated that the State learned that when they put in the roundabouts in the larger cities and they have had to repair them.

Dillon stated that it was well written but that she was concerned the document was geared more towards pedestrians. Wethington stated that in all fairness there are a lot more pedestrians. Rose stated she would review the document and see where she could include bicyclist.

Dillon asked when the ADT counts are happening are they counting bicyclist. Rose stated that on the state level she does not know but that on a local level, it will involve manual counts and plans are currently in place to conduct manual counts in association with the new HAC, specifically on the weekend, Riggs Park, and other areas as well.

Dillon asked if we should table this pending changes.

Motion by Dillon – Second by Wethington

Move to table until edits are completed.

Parton yea, Wethington yea, Randel yea, Rosendale yea, Meyer yea, Dillon yea, Stock yea.

Motion declared, carried.

Under Old Business: There was none.

Correspondences or Informational Readings: There were none

Committee Updates:

- A. Meyer explained that the Park Board has committed to buying a bicycle pump station for Pride Park near the Vickers building.
- B. Parton introduced and welcomed the newest Planning Commission member: Dawn Stock from the Area of Influence.

Off Agenda Items:

- A. Rose explained that the Bicycle and Pedestrian Advisory Committee would need a Planning Commission member to serve on the committee. Wethington agreed to serve.
- B. Rose announced the Facebook City challenge and asked for everyone to like our picture of the antique Marshal car, share it, tag everyone and have them share it as well. Our goal was to get our picture on the Kansas magazine again.

Adjournment:

Motion by Dillon - Second by Rosendale

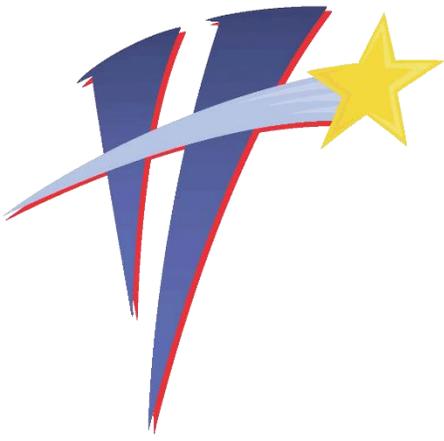
Move to adjourn.

Parton yea, Wethington yea, Randel yea, Rosendale yea, Meyer yea, Dillon yea, Stock yea.

Motion declared, carried.

The meeting of the Haysville Planning Commission adjourned at 7:12 pm.





2016

# Haysville Park Master Plan



Park Board  
City of Haysville  
401 S. Jane  
Haysville, KS 67060

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## ACKNOWLEDGEMENTS

The City of Haysville would like to thank its citizens whose support played an integral part in the completion of this plan and those who have contributed throughout the history and development. The City would also like to specifically thank the following groups and individuals for their contributions in preparing the Park Plan:

### CITY OF HAYSVILLE COUNCIL

#### Mayor

Bruce Armstrong

#### Ward I

Dale Thompson – Council Member

Steven Crum – Council Member

#### Ward II

Daniel Benner – Council Member

Jeremy Rardin – Council Member

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Bob Rardin – Council Member

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Georgie Carter – Recreation Director

Randy Dorner – Public Works Director

Ginger Cullen - Community Relations Coordinator

Sam Arnold - Systems Admin./Information Specialist

James Heier - Multimedia Specialist

### Park Board

Russ Kessler - Chairman

Frank Cortez - Secretary

Kelly Sullivan – Ward I

Tom Coleman – Ward III

Luetta Yoder – Ward III

Ken Bell – Ward IV



# Purpose

The purpose of the Haysville Comprehensive Park Plan is to describe the current situation of Haysville’s existing park and recreation facilities and to project future needs and improvements that will satisfy both the short range and long range recreational needs of the City. A discussion of Haysville’s park areas and their evolving needs follows.

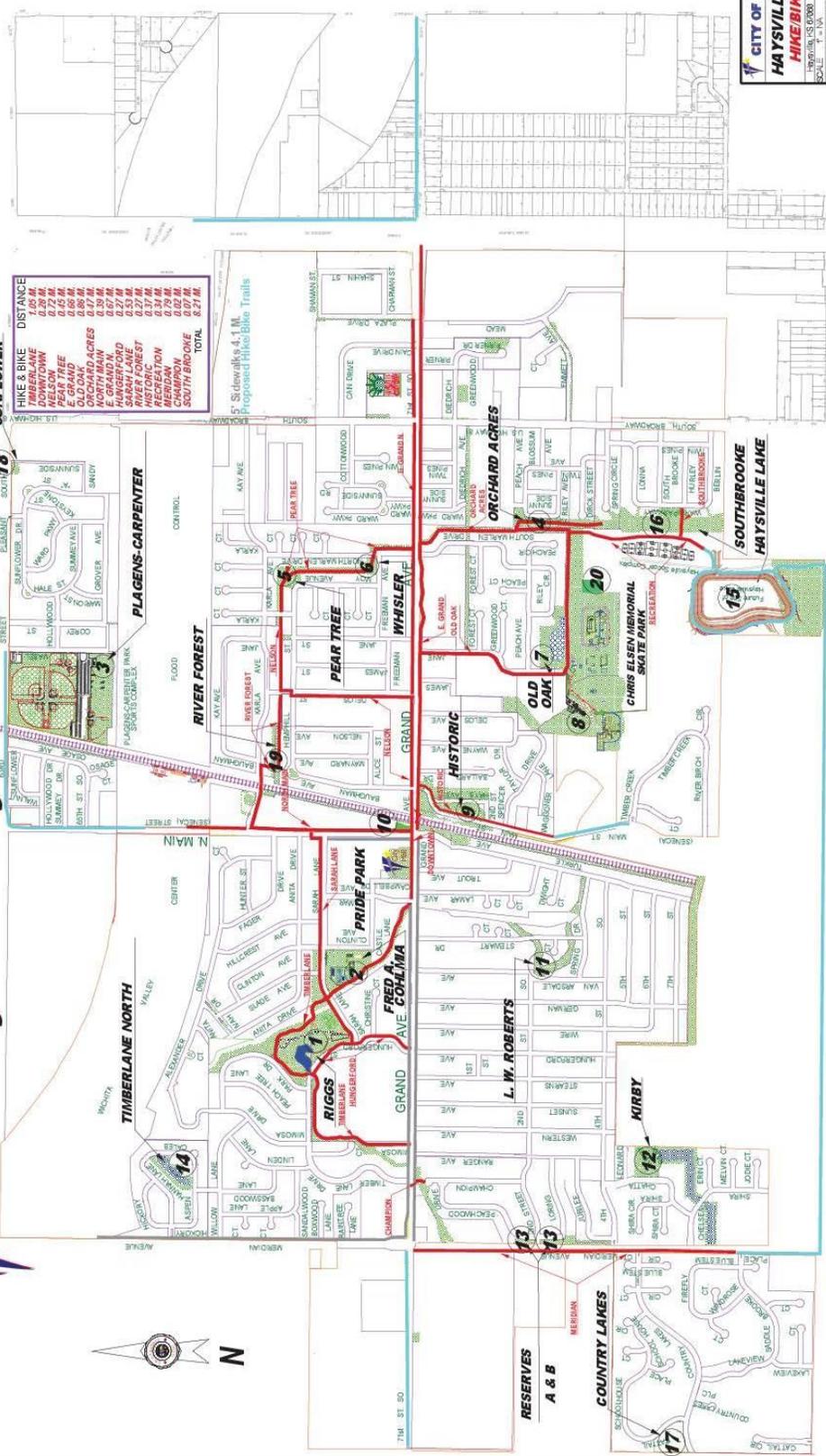
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# City of Haysville, Kansas PARKS & HIKE/BIKE TRAILS



HIKE & BIKE TRAIL	DISTANCE
TIMBERLANE	1.00 M.
DOWNTOWN	0.29 M.
PEAR TREE	0.45 M.
E. GRAND	0.66 M.
ORCHARD ACRES	0.77 M.
NORTH MAIN	0.39 M.
HUNGERFORD	0.27 M.
SARAH LAKE	0.55 M.
HISTORIC	0.37 M.
RECREATION	0.34 M.
COUNTRY LAKES	0.09 M.
SOUTH BROOK	0.07 M.
<b>TOTAL</b>	<b>5.27 M.</b>



**CITY OF HAYSVILLE**  
**HAYSVILLE PARKS**  
**HIKE/BIKE TRAILS**  
 MAP NUMBER: 151808 | DATE: 08/08/2018  
 SCALE: 1" = 100' | DRAWN BY: R.D.  
 DATE: 08/08/2018 | 1





# Chapter One

## Riggs Park

Riggs Park contains approximately 19.5 acres. The Cowskin Creek forms its eastern boundary and extends approximately 2,200 linear feet along the park. There is a small picturesque lake in the northern part of the park which occupies a large portion of the Cowskin Creek floodplain. A gazebo sits on the south side of the lake. The lake is stocked and is used regularly by citizens. A wide and relatively deep channel, which was an old meander of a creek, bisects the park and gives the lower half of Riggs some interesting topographic character. The City Hike & Bike Path was installed and curves through the Park. With the installation of the path, Hinkley lighting, black wire benches and trash receptacles were installed to make this section uniform with other portions of the path. The lighting increases park security, and extends hours of utilization.

The northern portion of the park has two shelters; Timberlane Shelter, an open picnic shelter, and the Lion's Club Shelter. Both shelters are on concrete pads and provide clean, attractive areas for picnic activity. The Lions Club Shelter is enclosed and has restrooms, kitchen facilities and an outdoor barbecue grill. Restroom facilities in the northern section of the park were remodeled in 2012, with an additional set of ADA compliant restrooms added to the south side of the existing facilities. These facilities are open year round. Two off-street parking areas have been developed in the northern park and are accessible from Park Drive. The parking area to the west has a gravel surface and a capacity of approximately 25 to 30 vehicles. The eastern parking area is paved and contains handicapped parking for 4 vehicles.

The south portion of the park contains two picnic shelters: Riggs Shelter and the Police Shelter.

Riggs Shelter was rebuilt in 2003 and its design serves as the template for all park shelters built since then. These structures are brick and have ADA compliant bathroom facilities, which were engineered for favorable air flow to keep restroom temperatures tolerable, and to aid in odor control.

The two shelters have electricity and water facilities available by key to renters of the shelter. A Band Shell is also available for rental, and is used as a stage for a variety of events.

The south side of the park has a large, asphalt-surfaced off-street parking lot, which can be accessed at two points from Hungerford. The parking area is not marked, but is estimated to hold approximately 16 vehicles. There is adequate security lighting in the parking lot, and throughout the park.

Playground equipment is located throughout the park, but can be viewed as consisting of two distinct areas. The northern area consists largely of older equipment, including teeter totters, climbing bars, a slide and a tire swing. The teeter totters were replaced in 2012.

The southern area features one merry-go-round, a 3 bay-swing set and jungle-gym type of equipment with multiple play options. There are two black wire benches for seating.





# Chapter One

## Completed Improvements

In 2012 the pond was dredged to a depth of 6', trees were removed from around the pond when this project was completed. The spillway was replaced with a recessed structure and the well pump and fountain were replaced. The parking lot to the north was surface sealed in 2010. Damaged slides in the southern park were replaced, and a nine-hole disc-golf course was installed throughout the Park in 2011. The fence was removed around the horseshoe pits for easier maintenance. In 2015 the old swings and merry go round north of the south shelter were removed. A new 3-bay swing structure was installed with a concrete apron, drainage system and new wood chips. In 2015 a floating dock and sidewalk from the north parking lot was installed. This was to allow for ADA accessibility after a complaint was received about the rip rap that was installed around the lake.

## Planned Improvements

- A water fountain is needed for park users and disc golf players.
- Several items of equipment and the benches in the northern park area are outdated and should be removed. Toddler-aged equipment has been purchased and is planned to be installed to the east of the south play area in 2017. Future plans include moving the teeter totters and tire swing adjacent to this new play area. North area will be left open for other activities.
- The water main is also in need of replacement.
- Timberlane Shelter lighting needs to be updated to vandal-proof lighting.
- Parking facilities are deteriorating and need to be upgraded from gravel to hard surface. When this is done, replacement

of the gravel road with a twelve foot asphalt roadway could be considered.

- If surfacing is not possible in the near future, the parking lot should be marked to bring it into ADA compliance.
- Landscaping is deemed as complete, but continual maintenance on areas such as the concrete H is a necessity.

## History

Harley and Mildred Riggs were the original owners of the park area. The city grew around their land. Before being taken into the City, Harley platted his ground, and in the original plat there were three streets to be named for his three grandchildren - Sarah (Lane), Christine (Court) and Larry (Drive). Larry Drive was eventually omitted for drainage purposes. The northern 11 acres of the park were originally platted as Timberlane Park when that addition was developed. The dividing line between the two parks was described as an old drainage tributary that extended from the Park Drive and Timberlane Drive Intersection almost directly east to the Cowskin Creek. In May of 2015 the Park Board voted to combine the two parks into one, in accord with popular perception of the entire area as Riggs Park.



© 2011 Tami Maphet





## Chapter Two



### Fred A. Cohlmya Memorial Park and Dewey Gunzelman Swimming Pool

Fred A. Cohlmya Memorial Park contains approximately 7 acres and is located along the east bank of the Cowskin Creek. Approximately 650 linear feet of Cowskin Creek make up the park's west boundary. The park is relatively flat over its total area. The Dewey Gunzelman Swimming Pool is located within this park. The park contains a single sand volleyball court that runs north and south and has lights available for after-hours usage. A portion of the City's Hike & Bike Path runs parallel to the Cowskin Creek. In 2013 a sidewalk was added along the east side of the volleyball courts from Clinton Ave to the Hike and Bike Path.

The Dewey Gunzelman Pool, which was rebuilt in 1991, is an eight lane 50-meter offset "L" shaped

swimming pool. The diving bay includes both one-meter and three-meter diving boards, and a drop slide. The shallow end of the main pool has a 160-foot blue slide and an ADA compliant chair lift. The intermediate pool includes a small water slide and

baby pool. The pool also has a concession stand, picnic tables, seven shade structures, benches and showers in the bathroom facilities. An asphalt-surfaced off-street parking lot is located along the south side of the pool. This lot has approximately 30 marked parking spaces. A loose gravel lot is located east of the pool. This lot is accessed from one drive off Clinton and one off Sarah Lane, and has room for approximately 60 vehicles.





## Chapter Two

### Completed Improvements

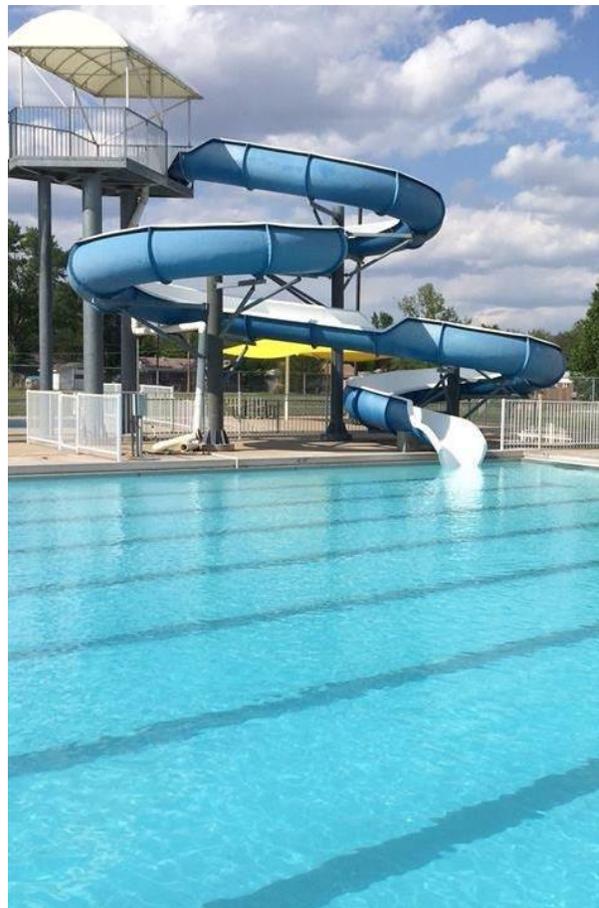
In 2008 installation of a splash pad was completed on the northwest corner of the pool. Two benches, a shade structure and fencing were installed. The fencing was constructed so that citizens can access the splash pad in early summer and late summer at times when the pool is not open. In 2016 on street parking was added along Sarah Lane. Construction

### Planned Improvements

- The sand volleyball court area is the proposed location for the USD Natatorium facility, this facility will be a separate building from the Activity Center.
- Add a second volleyball court with lighting, location will have to be determined after design of the Natatorium
- The volleyball court water fountain may need updating if the basic fountain design is changed. This is being evaluated in 2016 and will depend on the Natatorium building.
- Restroom facilities are needed for the sand volleyball courts and splash pad that could be utilized during peak use from March through October. With the new HAC being built restroom accommodations will be available year round.
- A playground area near the volleyball court could be added after the new Center is built, this will be evaluated after the new Activity Center is completed and the possible Natatorium is built there

### History

Fred A. Cohlmiia was a local businessman and supporter of the community. He owned Cohlmiia's Clothing Store. Dewey Gunzelman Swimming Pool was named after Dewey Gunzelman, who lived north of the floodway. Before Haysville had a public pool, he owned a private pool which he opened up for use by area children.





## Chapter Three

### Plagens-Carpenter Park/Sports Complex

Plagens-Carpenter Park consists of 30 acres located south of 63<sup>rd</sup> Street and west of Mabel Street. Four multi-use baseball diamonds exist on the north section of the land. In the middle of these fields is a storage area and concession stand. Field one is home to the Campus High School and the Aviator Collegiate baseball teams. Field one has an announcer box and flag pole for use during games. Field three is used for Campus JV baseball games.

Two multi-use diamonds are located on the south end of the park, and are used for play and practice. These fields are practice fields for the Campus softball team. Two youth-sized diamonds are located on the eastern edge of the complex that are used for play and practice for the youth league. Two batting cages are located between fields two and three. All of the fields have irrigation systems.

The park area of Plagens-Carpenter Park includes two shelters. The main enclosed shelter was built in 2003, adhering to the template used in the other City parks. The second shelter was built as an Eagle Scout project and is not enclosed. Existing playground equipment is older and not up to current standards. A basketball court is located in the southeast corner of the park. The parking lot is gravel and extends the entire length of the park, east to west and south along field six. A smaller parking lot is located to the north of field eight. Although not marked, the parking lots can hold approximately 500 vehicles. The parking lot must remain gravel to maintain FEMA Floodplain requirements, but ADA compliance needs to be evaluated.

### Completed Improvements

Fields five, six, seven and eight have been added, completing the complex field design. An announcer box and flag pole were added to field one in 2011. Yellow capping and irrigations systems have been completed on all fields. Three additional storage sheds have been installed for equipment. Additional bleachers have been added to fields one, five, six, seven and eight. Additional concrete was added next to the announcer box on Field #1 as well as concrete pads and sidewalks going out to Fields #7 and #8. New scoreboards were purchased and installed on Fields #2, #3 and #4 in 2016. An LED screen was also added above the scoreboard on Field #1 in 2016 for advertising.

### Planned Improvements

- Add playground equipment between fields four and seven.





## Chapter Three

- Update outdated park equipment and redesign the parking lot to accommodate for additional parking. Repaint the small shelter in the park area.
- A water fountain is needed next to the Carl Hall fields, a plan for drinking fountain locations is being developed to begin installation in 2017.
- Restroom facilities are needed between the south and east fields.
- Parking lots need to be evaluated for ADA compliance, within FEMA guidelines.
- Bleachers on fields 1, 5 and 6 need concrete pads added underneath.
- Shade or netting structures should be installed over all bleachers.
- Protective netting between fields.
- Finish the concrete around the concession stand area.
- Provisions should be made for the 63<sup>rd</sup> street bike/pedestrian project which includes plans to connect to the park in the future.
- Add lighting to fields 5 and 6.

### History

The park was named after Otto Plagens and Jack Carpenter who the City purchased the front 10 acres of land from. The back 10 acres were purchased by the Sunflower Improvement district for park land. The original name for the park was Carpenter-Plagens, Jack Carpenter asked the name to be changed to what it is today. In 1987 dirt work began, in 1994 the first ball game was played on field 1. Field 1 and 2 were completed at that time, between 94-98 fields 3 and 4 were built and they were completed after tornado damage in 1998. The Concession stand was completed around 2000.





## Chapter Four

### Orchard Acres Park

Orchard Acres Park is located to the west of the Orchard Acres and north of the South Field Addition. It is a long, narrow parcel and contains approximately 3.0 acres. Most of the site is relatively flat and is bordered on the west by a 20-foot wide drainage channel. On the north end of park is a concrete slab and basketball goals. In the middle is a small open shelter with picnic tables next to a large playground area. On the south end (Southfield addition) is the main shelter, built in 2003, which adheres to the template used in the other City parks. The Old Oak disc golf course runs through this park as well. There is parking available along the street.



### Completed Improvements

The playground area has been updated with a new drainage system, new wood chips, a concrete apron and three additional pieces of equipment. The open shelter next to the playground was repaired and repainted. Three additional trees were planted next to the basketball courts.

### Planned Improvements

- Improved parking facilities. If the road is ever upgraded, parking could be cut into the road.

### History

Mary and Leon Miller were the original owners of the land, Charlie June was the developer. Mike Dierk platted and developed the Southfield addition.





## Chapter Five



### Pear Tree Park

Pear Tree Park is located in the east central portion of town between North Marlen Drive and Moy Avenue. Much of the site contains a major drainage channel; however there are two parcels that are flat and large enough to contain facilities. One has been developed into Pear Tree Park, the other Whisler Park, which will be discussed later. Pear Tree Park contains a shelter, basketball court, playground area and sprinkler system. The shelter was built in 2003 and adheres to the template used in the other City parks.

### Completed Improvements

In 2015 the outdated playground equipment was removed. New equipment, along with a new drainage system, wood chips and concrete apron, were installed. The equipment is suited for ages 5-12 years old.

### Planned Improvements

- None

### History

Original owner was the Hurley's, Marlen and James McIntosh purchased the land from them. The McIntosh's owned a realty company next to the current Noah's donut shop. McIntosh did not finish the development.





# Chapter Six

## Whisler Park

- Whisler Park is located just north of Freeman Avenue at the location where the drainage channel exits the Pear Tree Addition. The site is approximately .4 acres in size. The park contains an open shelter and toddler play equipment for ages 2-4 years.

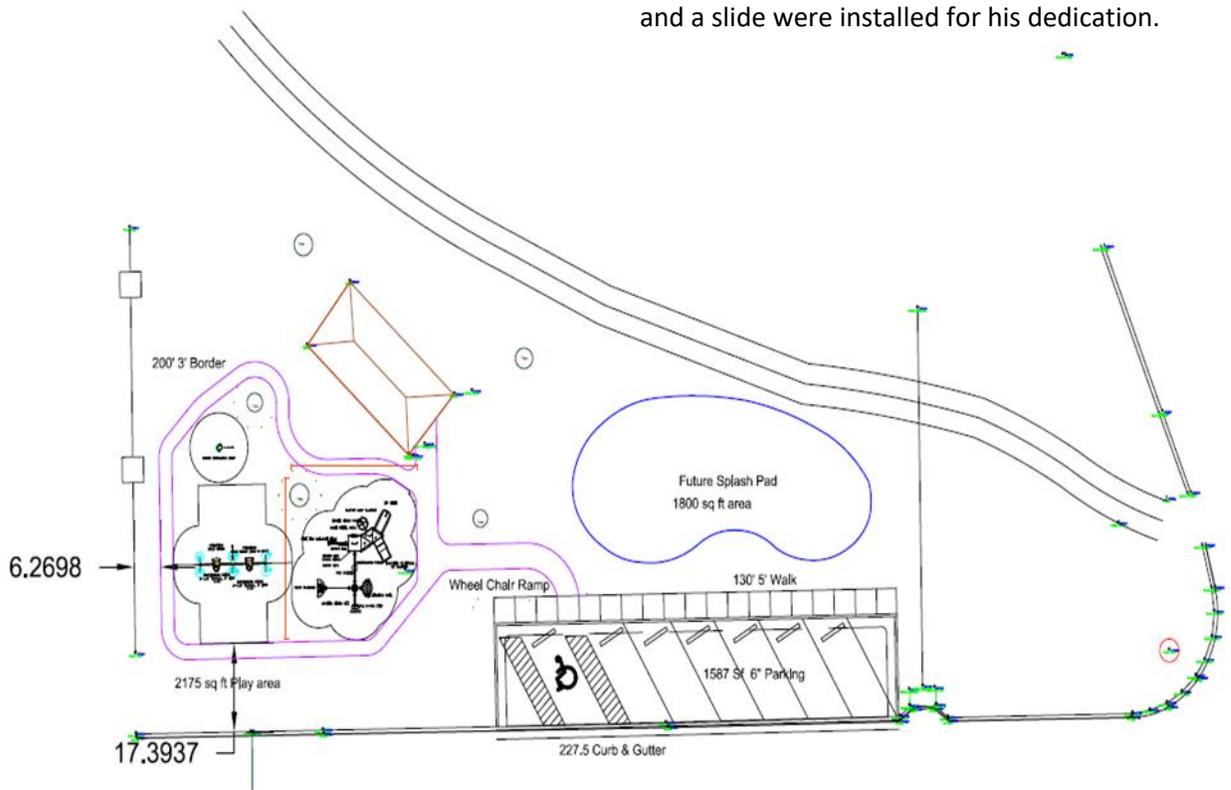


## Planned Improvements

- Install a spray ground similar to the splash pad at Fred A. Cohlma, but smaller in size.
- Add benches and smaller sunshades near the spray ground.
- A water fountain is needed.
- Additional trees are needed in the area.

## History

The area was platted with the Pear Tree addition. Marlen and James McIntosh platted the property. The park was renamed in memory of Norman Whisler, who died in August 1998. Norman lived next to the park on Moy Street. Trees, a swing set and a slide were installed for his dedication.





## Chapter Seven

### Old Oak Park

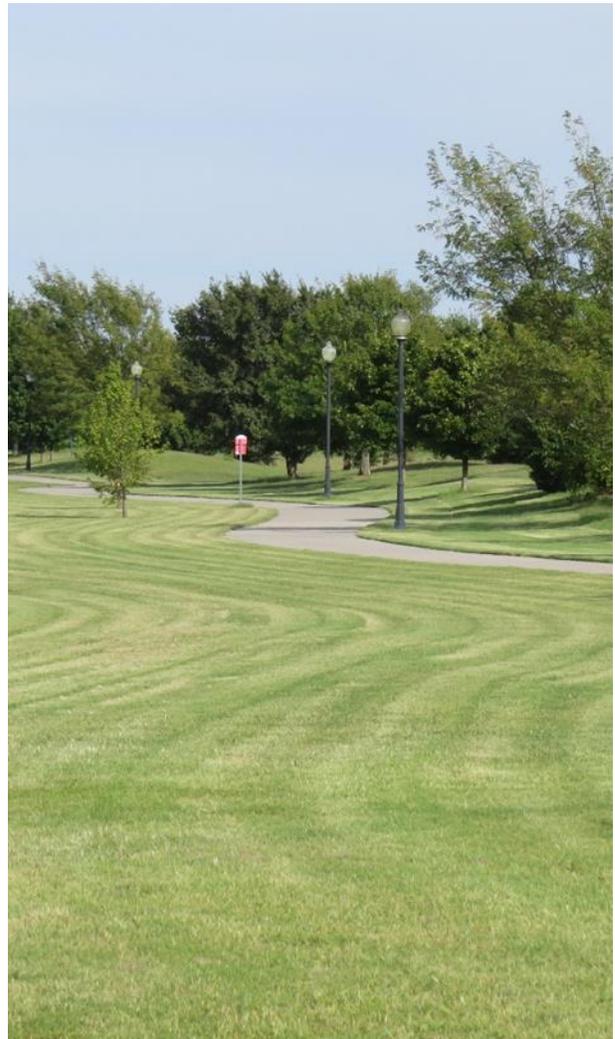
Old Oak Park is located in the Old Oak Addition next to the Public Works main office. The majority of the park consists of a spring fed lake and the banks surrounding it. The banks have been cleaned and lined to accommodate fishing.

### Completed Improvements

- An 18-hole disc golf course has been installed in the park with assistance from the Air Capitol Disc Golf Association. The course includes tees for both amateur and professional golfers.
- Due to a persistent algae problem, an aerator was added to the lake in 2015.
- A dock was added to allow access to the middle of the lake for fishing and ADA accessibility on the east side of town in 2015.

### Planned Improvements

- Concrete pads need to be placed at disc golf tee boxes, this is planned for fall of 2016.
- The area needs a shelter, built according to the structure template used in other city parks, with restrooms that could serve both the disc golf course and the neighboring Skate Park.



- A water fountain is needed. A plan for drinking fountain locations is being developed to begin installation in 2017.
- Additional trees are needed in the area.
- A good place to possibly add a foot golf course with the disc golf already in place.

### History

Originally Delos Nelson was the original owner, the land was purchased by Lusk development. W.E. Lusk Jr developed and platted the area. The pond and skate park were included in the Old Oak development.





### Chris Elsen Memorial Skate Park

The Chris Elsen Memorial Skate Park was opened in May of 2005 and funded by the Haysville Park Board. The park contains a half pipe, quarter pipe, two moguls, and grinding bar. A portion of the Hike & Bike Path leads to the park, and a basketball court is located adjacent to the park.

#### Planned Improvements

- Security lighting is needed around the park.
- Equipment needs to be evaluated to see what pieces should be replaced due to deterioration.
- Security cameras need to be added.
- Expand existing equipment to increase BMX track capabilities.

#### History

In the spring of 2005 Tim Elsen, brother of Chris Elsen (middle school student who had recently passed away due to a heart condition) approached Park Board to discuss the possibility of naming the new skate park in memory of his brother. Skateboarding was one of Chris's favorite pastimes.

City Council approved this decision and the park was named in Chris's memory.





## Chapter Nine



### WW Hays Historic Park

On August 1, 1891, W.W. Hays and his wife Juliet platted the land they owned so that the town, later known as Haysville, could begin. This area was 161.5 acres located at E 1/2 NE 1/4 of Section 6 and W 1/2 NW 1/4 of Section 5, Township 29 Range 1 East, Sedgwick County. The original plat included Lots 1 through 28 running along what was called Main Street (now called South Main). In March of 1898, Haysville First Addition which included Lots 1 through 15 on Hays Street was platted. A small town boasting a lumberyard, blacksmith shop, two stores and a meat market had been founded.

In 1999 this area of “original” Haysville was destroyed by a tornado. In the aftermath, the

City of Haysville designated the devastated area an Historic District, naming it W.W. Hays Village Historic Park, and adopted a Master Plan to accommodate development and redevelopment within the area. The park now includes the Wire House, Blacksmith Shop, Haysville State Bank and accompanying outhouses, Community Building, Hometown Market, Historic Gazebo, perennial gardens, a windmill, walking path and Masonic Lodge.

### Completed Improvements

- See map below for existing

### Planned Improvements

- See map below for future additions





## Chapter Nine

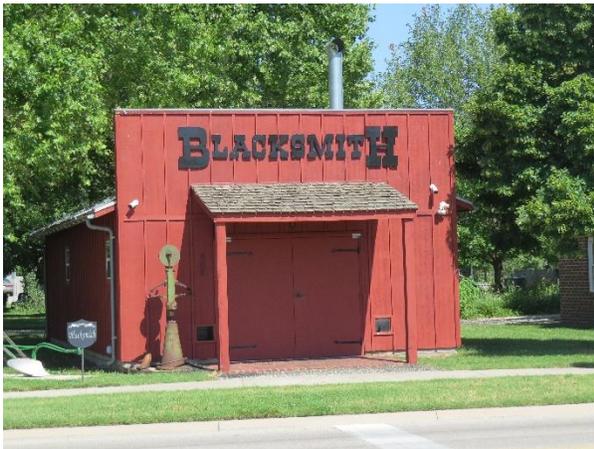
### History

#### Community Building

The Community Building was located at 110 South Hays. It is reported that the people of the community donated money to build it between 1919 and 1920. It was large enough to have dances, plays, dinners and play basketball. There was a stage, kitchen and a separate meeting area upstairs. Due to deterioration, it was torn down in 1982. A new Community Building was constructed at 130 E. 2nd Street in 2000. Citizens can rent the facility for meetings, dinners, parties, and other events.

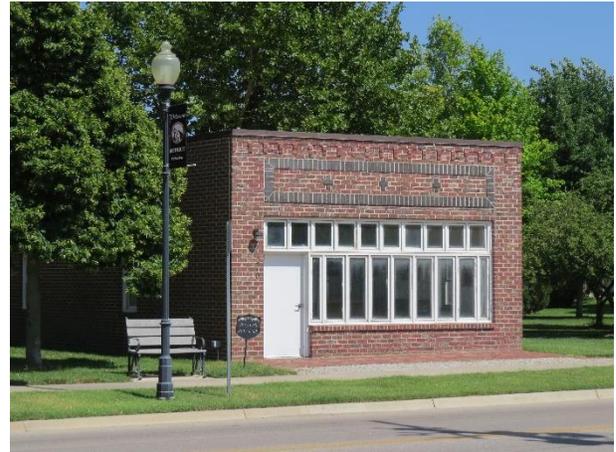
#### Blacksmith Shop

John Ward built the blacksmith shop in 1914. The shop flourished until the early 1940s, during World War II. The original shop was destroyed in the 1999 tornado. An enlarged replica has been built on the same site and is



#### Haysville State Bank

The Haysville State Bank was founded in 1919 by F.G. Stearns and a group of stockholders. Fred and his wife, Mabel, handled the bank transactions. In 1955 the bank moved to 107 Wayne. The 1999 tornado destroyed most of the building, but the vault remained. A replica



of the building has been built around the vault. Some of the originally brick was incorporated into the structure.

#### Wire House

The Wire House is named for Edgar and Francis Wire, who lived in the home in the early 1900s. The home was originally located at 138 Hays. In 2001 the home was donated to the City and was relocated to the Historic Park, where it operates as an art gallery.

#### Hometown Market

This wooden pergola structure was recently added to the northern end of the Historic Park, and houses the Hometown Market, a Farm & Art Market type event.

#### Perennial Gardens

Dedicated citizens have worked many hours planting and maintaining the beautiful gardens in the park. There are several memorial plaques located throughout the park:

- WWII Veterans on behalf of Keever Wire VFW 6957





## Chapter Nine

- Claire Shipe (May 2, 1941 - January 2008)
- Kenneth D. Lewis (March 28, 1939 - September 26, 2001)
- Allan E. Cooley (July 5, 1935 - August 3, 2002)
- Phillis Cooley (July 22, 1936 - July 25, 1999)
- Howard K. Ragland (June 2, 1927 - January 11, 2005)
- George Beard (December 31, 1925 - March 31, 2002)
- Howard Cook (October 30, 1939 - August 27, 2008)
- Robert P. Davis Sr. (September 12, 1922 - February 8, 2001)
- Imogene Rardin (October 14, 1936 - August 19, 2008)
- Eunice P. Schenk (June 9, 1923 - November 17, 2004)
- Clarence J. Schenk (July 9, 1923 - November 25, 2003)
- Mildred L.J. Davis (August 12, 1925 - February 11, 2002)
- Carol Jean Huff (January 31, 1947 - June 9, 2007)

### Haysville Library

The Haysville Community Library was established

by referendum of the voters in April 1977. Betty Cattrell was named Director in June, and served as the only staff member. The library was initially housed in the Hemphill School building, built in 1948. Private donations supplied books and materials, and in 1978, the Library became part of the Kansas Library System. In 1993, the library moved into a new 10,000 square foot building, which was partially destroyed in the devastating tornado of May 3, 1999. Then, in July of 2009, the library moved into its present home in the heart of Haysville's Historic District.

### Chapel

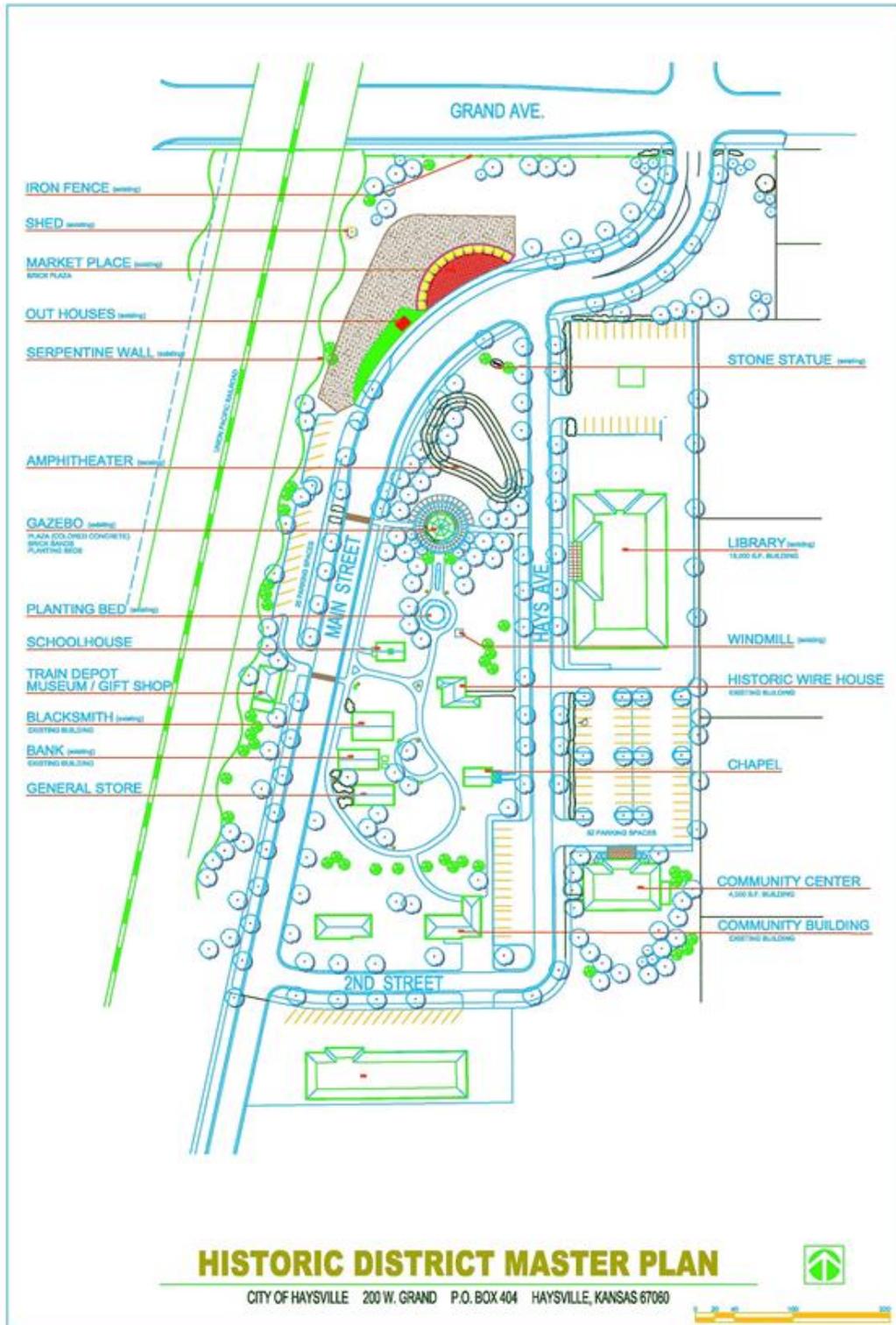
In 1893 the Hays family donated 10 lots in what is now the Historic District for the Prairie Home Christian Church and the Methodist Church. The Methodist Church was built at the corner of Hays and Grand and the Christian Church was moved from its original location south of 63<sup>rd</sup> and Broadway to First Street between South Main and South Hays. These two chapels were destroyed in the 1999 tornado. The District has become a popular site for weddings so the Historic Committee is planning to either build a replica of the Methodist Church or bring in a salvaged historic church.





# Chapter Nine

## Historic District Master Plan





## Chapter Ten



### Pride Park

Pride Park is located at the intersection of Main & Grand and is a showcase of Haysville. This is a passive park with a water fountain located at its south end. The fountain features two sculpted metal Haysville signs, and illuminated water shows that run at set times. The fountain opens yearly in mid-April and runs until early November, depending on weather. In between the fountain and the north flower bed is a colored brick-patterned concrete patio with four benches. A portion of the Hike & Bike Path borders the park. The park has a sprinkler system and is equipped with trash receptacles.

### Completed Improvements

The long-awaited water fountain was finally completed in 2014. The area has been landscaped with grass, flowering plants and trees.

### Planned Improvements

- Installation of a statue in the North flower bed.
- A water fountain is needed. A plan for drinking fountain locations is being developed to begin installation in 2017.

### History

The Vicker's Building and surrounding area were damaged in the May 1999 Tornado. The building was renovated by the City in 2006, and now houses the Chamber of Commerce office. With the improvements, restrooms were installed which can be accessed from the exterior by citizens.

The park name was chosen through a contest in December of 2008. The water fountain was planned for several years before its final completion in 2014. The conceptual design of the fountain was done by Teri Farha. There is a memorial plaque for Nancy Bennett on one of the park benches.





## Chapter Eleven

### L.W. Roberts Park

L.W. Roberts Park is located in an old meander between the Cowskin Creek and Van Arsdale from 2<sup>nd</sup> Street to Spring Drive. It contains approximately 3 acres and much of the area is old Creek channel. The upland area of the park is undeveloped, except for an area adjacent to Stewart Drive on the west. This area has been planted with shade and ornamental trees. L.W. Roberts Park is destined to be a naturalistic facility due to its meandering path and limited drainage.

#### Planned Improvements

The current random arrangement of trees prevents the park from being utilized. By selectively clearing trees, brush and foliage, the area could be developed into a nature trail. Mandatory protections for the Northern Long-Eared Bat will greatly affect tree removal, and necessitates careful monitoring.

#### History

Larry W. Roberts was the president of Roberts Mortgage. The company donated the property when the land was platted and the park was named after him. Roberts Mortgage was original owner.



#### History

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## Chapter Twelve



### Kirby Park

Kirby Park contains approximately 4 acres, is flat, and drains to the east. The Kirby Shelter was built in 2003, adhering to the template used in the other City parks. The playground equipment is similar to what was installed in the other parks in 2003. A basketball court sits at the northeast corner of the park, and practice soccer fields are located to the east. The park has an irrigation system, and a pond is situated at the southeast corner of the park, extending through the surrounding residential development. The pond is maintained by the City.

### Completed Improvements

Trees have been removed from the banks as the pond has matured. Two additional pieces of playground equipment were purchased and installed in the play area along with a concrete apron, drainage system and wood chips in 2015.

### Planned Improvements

- A water fountain is needed. A plan for drinking fountain locations is being developed to begin installation in 2017.
- Kirby would be a third location for installing a spray ground similar to the

splash pad at Fred A Cohlmia, but smaller in size.

- Additional trees are needed for the area.
- Work needs to be done to finish leveling the banks around the pond.
- Installation of rip rap to control erosion around the pond is a long-term plan to follow leveling of the banks.
- A homeowner has requested a dock be added to the lake similar to what was installed in Old Oak and Riggs Park. When this is looked at approval will have to be obtained from the HOA due to the fact the dock would have to allow public access and this has been an issue in the past.

### History

Howard Rischel owned and developed the Peachwood addition (Grand to 4<sup>th</sup> street) which tied into the Southhampton development. The original owners of the Hampton property were Marcell and Melvin Hampton Sr., they platted the pond for park space. The City bought the park land from Hampton for dedication in conjunction with the Peachwood development. The park was named after DL Kirby who worked for public works that died in early 1980's. The swing set was later donated by Curtis Hampton in memory of his daughter that passed away.





## Chapter Thirteen



### Reserves A & B

These two small park areas are located adjacent to 2<sup>nd</sup> Street between Peachwood Drive and Meridian Avenue. Each parcel contains about .12 of an acre. They are presently undeveloped. Due to their very narrow width and the busy arterial street bordering both parcels on the west, it appears that active recreational facilities would be inappropriate. Their best use appears to be in a purely aesthetic role, providing a welcoming entrance into the Peachwood Subdivisions from Meridian.

### Planned Improvements

None at this time.

### History

Dedicated when the land was platted.

### Timberlane North Park

Timberlane North Park is located on the northwestern boundary of the City in the

Timberlane North Addition. The majority of the park is a pond and its surrounding banks. The land is planted with Bermuda grass to absorb and resist heavy water flows from Aspen Street, preventing erosion of the pond banks. This area does have a sprinkler system.

### Planned Improvements

- Removal of dead/diseased trees and installation of new trees. Protections for the Northern Long-Eared Bat will affect tree removal and will require monitoring.
- Local residents have expressed a desire to replace the existing Bermuda grass with a Fescue blend. However, until drainage issues are resolved, Fescue and similar grasses would be washed away with heavy rains or storms, leaving substantial erosion damage.

### History

Dedicated when the land was platted.

### USD 261 Facilities

Playground equipment located at the six elementary schools provides residents additional facilities to use, beyond those in the City-owned park properties. Those schools include: Freeman, Nelson, Oatville, Prairie, Rex, and Ruth Clark Elementary. The track at Haysville West Middle





## Chapter Fourteen

### Additional Park Land

In addition to the developed parks, the City owns several parcels of undeveloped park land listed below. These parcels should be kept in mind as a resource available as the City grows. In addition, the City also owns an 80 acre tract of land located on 79<sup>th</sup> Street South.

#### Haysville Lake

The addition of 79<sup>th</sup> Street Lake will be a great asset to the community when completed. The lake will take several years to develop into a finished and usable state. Once lake development is complete it will be approximately 10 acres in size. Facilities around the lake could include a swimming area, shelter, fishing dock, paddle boats, sand volleyball, bicycle racks, and water fountains. An amphitheater should also be considered. Connection to the existing Hike and Bike Path will be essential for community access.

#### Southbrooke Park

This tract of land is located in the Southbrooke Addition. The development of the area finally began in 2016, one of the main goals of this master plan included connecting the Southbrooke Addition to the north Orchard Acres Park as well as to the rest of the hike and bike path within the City.

#### Completed Improvements

In 2016 the hike and bike path connection between Old Oak and Orchard Acres was extended down to the middle of the soccer fields on the west side of the creek. A foot bridge and sidewalk was installed over the creek thus connecting Southbrooke to Old Oak Addition.

#### Planned Improvements

- Build a park next to the pump station for

- Build a concession stand and restrooms for the soccer fields and area recreation
- Add parking for the future park

Build additional soccer practice fields on the east side of the creek.

#### Country Lake Park

Two acres of land is set aside on the west side of Country Lakes for future development.

#### Sunflower Park

The park was part of sunflower improvement district. The sunflower improvement district well fields got saltwater contamination and had to be pulled and plugged. This was one of the reasons for the annexation in the late 1970's.

#### River Forest 2<sup>nd</sup> Addition

The Hike and Bike Path was completed in 2015, this completed a missing link in our system.

#### Tree Farm

A tree farm is being added behind public works.





# Chapter Fifteen



- Police Station
- Post Office/Castle
- Volley Ball Court
- Splash Pad
- Riggs East Side (band shell)
- Timberlane
- Horseshoe Pit
- Rex Practice Fields
- 79<sup>th</sup> St. Park/Soccer Fields (multiple racks)
- Kirby Park
- Farmers Market
- Blacksmith Shop
- Skate Park
- Public Works (Office)
- Whisler Park
- Pear Tree
- Plagens-Carpenter Park
- Carl Hall Complex
- Orchard Acres
- New HAC

## Bicycle Pedestrian Advisory Committee (BPAC)

The committee was formed in 2015 to support community education regarding bicyclist and pedestrian issues, to proactively network with bicyclist and pedestrian related organizations and enthusiasts to provide greater outreach to the community at large, and to advocate for safe access to sidewalks, pathways, and/or roadways for bicyclists and pedestrians.

## Bicycle Rack current locations within the City

Riggs South Park

Library

## Future Bicycle Rack proposed locations

- City Hall

## Future Bicycle Rack Fix-it stations will be located at:

The New HAC

Public Work Office





## Chapter Sixteen

### Future Park Land Needs

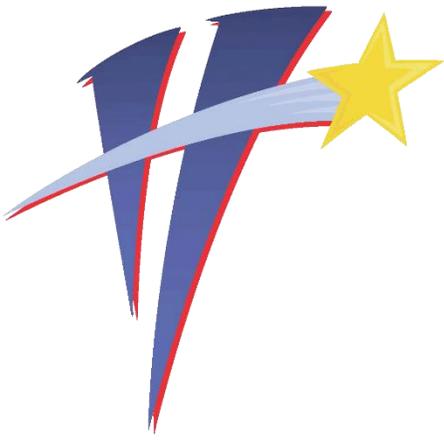
At the present time the total amount of dedicated park land within the City is approximately 84 acres. According to the 2013 Census there were 11,004 people living in Haysville at the time of the enumeration. Assigning a standard acreage in relation to population is no longer a nationally accepted standard of measuring park supply satisfaction. The quality of park development is more important than quantity, which is why the City is choosing to accept cash payments in lieu of park land dedication in subdivisions. One of the goals of the City, if acquiring land, should be to acquire reasonable sized parcels of at least 10 acres to be used for recreational purposes, well in advance of need. New residential growth patterns appear to be to the west and south of existing development, and developers should be encouraged to set aside parcels in these new growth areas to create facilities such as Kirby Park. Emphasis has been put on improving existing recreational facilities. The planned new Recreation Center will help meet the growing recreational needs of the community.

Plagens-Carpenter Park has become a jointly used facility for both the Haysville Recreation Department and Unified School District 261. In 2015 the Recreation Department took over the youth baseball/softball sports program. With the completion of the two youth fields in 2014, the park can serve as a great asset for building the Recreation Department, bringing people into the community, and meeting long-range needs. The fields behind Nelson Elementary are also now open to the community for practice as scheduled through the Recreation Department. These fields may also serve as practice fields for the Recreation Department's youth league.

Hike and Bike Path improvements throughout the City have been considerable and provide a great mode of transportation. They also provide aesthetic value to corridors of the City. The City should continue to build upon the seven miles of trail. Improvements would connect apartments to retail and eating establishments and complete links to new subdivision growth. The southwest quadrant of the City lacks trails, and consideration should be given to providing resident's access to Prairie Elementary, Freeman Elementary, West Middle School and Country Lakes addition by means of a Hike and Bike Path. The park map shows the plan for making these connections with future trails.

Upon the dissolution of the Peach Capitol Soccer organization, the Haysville Recreation Department assumed the role of offering a youth soccer league. The Recreation Department originally ran the soccer program on the old Peach Capitol Soccer fields which were owned by USD 261. Due to school expansion we lost this ground in 2016 and currently are building new fields adjacent to the future Haysville Lake.





# 2017

## Haysville Bicycle & Pedestrian Master Plan



Bicycle & Pedestrian  
Advisory Committee  
City of Haysville  
200 W. Grand Ave.  
Haysville, KS 67060

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## ACKNOWLEDGEMENTS

The City of Haysville would like to thank its citizens whose support played an integral part in the completion of this plan and those who have contributed throughout its development. The City would also like to specifically thank the following groups and individuals for their contributions in preparing the Bicycle & Pedestrian Plan; the long range, non-motorized transportation plan for the City of Haysville.

### CITY OF HAYSVILLE GOVERNING BODY

#### Mayor

Bruce Armstrong

#### Ward I

Steven Crum – Council Member  
Dale Thompson – Council Member

#### Ward II

Daniel Benner – Council Member  
Jeremy Rardin – Council Member

#### Ward III

Pat Ewert – Council Member  
Bob Rardin – Council Member

#### Ward IV

Mike Kanaga – Council Member  
Russ Kessler – Council Member

#### City Staff

Will Black - Chief Administrative Officer  
Zach McHatton - Economic Development Director  
Rose Corby - Planning and Zoning Administrator  
Ginger Cullen - Community Relations Coordinator  
Sam Arnold - Systems Admin./Information Specialist  
Sean Conley - Multimedia Specialist  
Kim Landers - Senior Center Director

#### Bicycle Pedestrian Advisory Committee

Zachary McHatton	Tim Thompson
Johnathan Simons	Randy Van Sycoc
Justin Jacks	John Noah
Avary Finch	Jon Fleming
George Martin	



# Executive Summary



The City of Haysville has prepared this Bicycle and Pedestrian Master Plan to develop sound strategies for improving bicycle and pedestrian transportation and safety throughout the Haysville area. The goal of this plan is to make bicycling and walking a more convenient mode of transportation for all ages and skill levels.

Bicycling and walking are not only beneficial to the environment, cost effective and energy-efficient, they are also the preferred mode of transportation and exercise for many people. Nationwide there are 127 million people walking and nine million people cycling everyday (2009 National Household Travel Survey). In 2009, the NHTS estimated that 11.9 percent of all trips are done by walking or bicycling, an increase of 2.4 percent since 2001. This increase indicates walking and bicycling have become a significant aspect in our quality of life.

Haysville's vision for the future features expansion of the bicycle/pedestrian path throughout the community providing access to healthy modes of transportation and a variety of recreational opportunities, making the most of the city's natural beauty, parks, and excellent weather.

## Key Recommendations

### Enhance and expand bicycle and pedestrian connections to schools, parks, and shopping centers.

Haysville's layout provides a remarkable opportunity for non-motorized transportation corridors and recreation facilities. The Plan recommends continuing to build additional bicycle/pedestrian pathways, shared roadways, and repairs as needed.

### Complete the network of bicycle lanes on roadways.

Haysville's major roadways link together the entire city. From residential, schools, business, and parks and recreation, ensuring that cyclists and pedestrians have a safe and well-maintained place to ride or walk on or along the city's roadways will help to increase cycling and walking to meet the needs of the citizen.

### Connecting with other communities.

Located on the Southernmost boundary of Wichita, KS, the City of Haysville is in the unique position of partnering with Wichita in connecting both cities, providing a safe and healthy mode of transportation for travel.

### Seek new and innovative funding sources.

Building and maintaining Haysville's bicycle and pedestrian system will require a combination of private and public funding. This plan will outline a wide variety of funding sources, including new and innovative methods to raise the money needed to build new bicycle and pedestrian paths and to maintain the existing network.

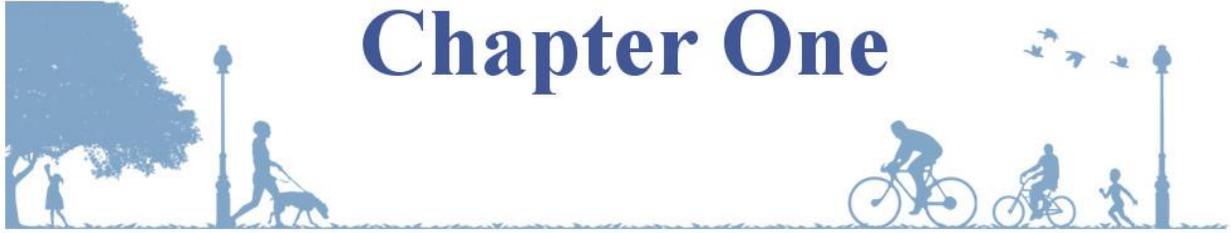
### Design and build Complete Streets.

Haysville recognizes the need for Complete Streets which are designed to accommodate all users of the roadway and provide them with safe, attractive, and comfortable travel.



Antique Bicycle at Historical State Bank





# Chapter One

## Introduction

Little did W.W. Hays know back in 1891, how far the town he founded would evolve. As early as 1897 bicycles have been an important mode of transportation within the City of Haysville and allowed its citizens to easily navigate from home to the businesses located on Hays Street. Since its incorporation in 1951, the City of Haysville has continuously worked to improve quality of life by providing a large network of parks where most are connected through the Bicycle/Pedestrian path.

In 2014, The City of Haysville applied for consideration in the League of American Bicyclists' Bicycle Friendly Community Program. During the application and feedback processes the need for a bicycle committee became apparent. In the winter of 2014, the City brought together Haysville Staff, representatives from USD 261, and citizens passionate about the potential for expansion of multimodal transportation to begin the process of creating recommendations which would have the potential to influence future growth. Thus, the Bicycle Pedestrian Advisory Committee (BPAC) was formed. It shall serve as a resource to be consulted and considered for future development of multimodal transportation facilities and amenities.

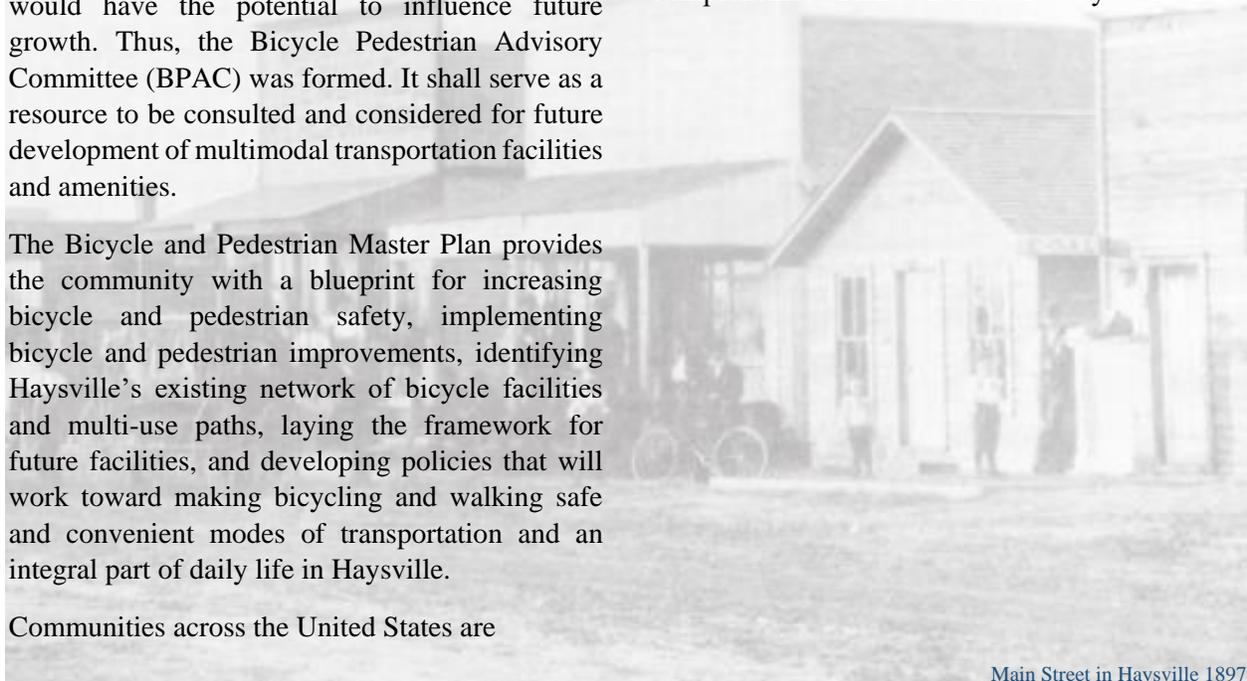
The Bicycle and Pedestrian Master Plan provides the community with a blueprint for increasing bicycle and pedestrian safety, implementing bicycle and pedestrian improvements, identifying Haysville's existing network of bicycle facilities and multi-use paths, laying the framework for future facilities, and developing policies that will work toward making bicycling and walking safe and convenient modes of transportation and an integral part of daily life in Haysville.

Communities across the United States are

recognizing the growing need and multiple benefits of providing alternative transportation options for residents. The state of Kansas recognizes that bicycling and walking are important elements throughout Kansas' transportation system and have developed the Kansas Bicycle and Pedestrian Transportation Plan.

This project has been the collective effort of the Bicycle and Pedestrian Advisory Committee, a working team comprised of Haysville Citizens, representatives from various organizations and city departments, including: the Haysville Police Department, Public Works, and Administrative Services. The group was responsible for providing direction and review of plan components through an extensive series of workshop meetings and multiple public informational meetings.

The Bicycle and Pedestrian Master Plan will be used together in conjunction with the City's Comprehensive Plan to further the City's vision.



Main Street in Haysville 1897





# Chapter One

## Mission

The Mission of the City of Haysville’s Master Bicycle and Pedestrian Facilities Plan shall be;

- Continue developing safe access to the multimodal transportation facilities and programs throughout Haysville.
- Increase community wellness.
- Reduce the carbon footprint of our home.
- Expand education, increase community outreach, raise awareness, and serve as a guide for ambassadors of bicyclists and pedestrians within our community.
- Serve as a forum of information, resources, and agencies for the community to utilize and better serve the multimodal citizens of Haysville.



Participants in Annual Mayoral Bike Ride

## Objectives

### Assessment

Provide an informational baseline of existing facilities and user data as well as establish a public reporting system to track progress and resolve issues. Vital to any plan, baseline comparisons reveal strengths and weaknesses, and help guide resource allocation.

### Bicycle/Pedestrian Counts

Current counts are provided by Wichita Area Metropolitan Planning Organization (WAMPO), and are recorded twice each year. 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 will record data by utilizing the City’s street counters in combination with volunteer manual counts. This will establish a baseline of both quality and quantity. To ensure effective results, the Bicycle/Pedestrian Advisory Committee (BPAC) 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/pedestrian network is utilized.

### Facility Inspections

The Planning Department and Public Works will inspect the bicycle/pedestrian facility network by utilizing the City’s GPS unit. The assessment will document, photograph, and map all issues on the facility network. The assessment will log the following conditions: Damaged pathways, vision obstructions, street/pathway markings, and signs. Annual inspections will help develop a maintenance schedule, provide repair cost estimates, and ensure the safety of the bicycle/pedestrian network.

### Public Reporting System

Create a form on the City’s website for citizens to report any issues along the bicycle/pedestrian facility network. Information will be forwarded to the necessary parties to help resolve issues, call attention to potential problems, or suggest solutions for the network.

### Survey

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





# Chapter One

## Connectivity

The currently existing facilities contained within the bicycle and pedestrian pathway network connect approximately 65% of the Community. Attainment of inclusivity for all areas of the Haysville Community is an integral part of the Master Plan.

- **Project Development**

Continue to design bicycle/pedestrian facilities that connect all parts of the Community.

- **Project Ranking**

After developing a project list, a collaborative recommendation from BPAC, the Planning Department, and Public Works will rank the projects in order of importance. The rankings will serve as a guide for the Governing Body when determining a project's importance to the community.

- **Destination Connectivity**

WAMPO bicycle/pedestrian counts reveal higher numbers when pathways lead to a destination, i.e., Park, fountain. Completing the bicycle/pedestrian facility network will require safe access to all public destinations via the pathway.



Antique Bicycle at Vickers Service Station

## Amenities

In February 2014, Haysville submitted its application to the League of American Bicyclists in hopes of becoming a Bicycle Friendly Community. The League provides feedback with its assessment, and helps with future applications. One of the League's top suggestions was to provide more bicycle parking.

- **Bicycle Parking**

Through cooperation between the City and USD 261, bicycle racks are currently being created by the faculty and students of USD 261.

- **Destinations**

Provide an assessment on all destinations to ensure they are accessible via the bicycle/pedestrian network. If any destination is found inaccessible, develop a plan to incorporate it into the bicycle/pedestrian facility network.

- **Fountains, Benches, and Trashcans**

The Planning Department and Public Works will inspect the bicycle/pedestrian facility network by utilizing the City's GPS unit. The assessment will document, photograph, and map all fountains, benches, and trashcans currently located on the network. After the assessment, recommendations for future placement locations will be made.

- **Repair Station**

Bicycle repair stations allow cyclists to make minor repairs to their bikes using a free air pump and other tools that are connected to heavy duty cables. The repair stand improves the convenience for cyclists making minor and routine repairs. Currently plans are underway to install an air pump/repair station at the Vickers building.





# Chapter One



Bicycle/Pedestrian Path Pear Tree

## Wayfinding

A comprehensive wayfinding system for bicyclists will include signs and pavement markings that are placed at decision points along preferred bicycle routes. Wayfinding signs direct bicyclists to the best routes connecting destinations or circumventing barriers, while indicating to motorists that bicyclists may be present. There are three main types of signs:

- Confirmation signs inform bicyclists and motorists that they are on a bicycle route.
- Turn signs/markings indicate where a bikeway turns from one street to another.
- Decision signs mark the junction of two or more bikeways. Information may include destinations, arrows, distances, or travel times.

A system of signed routes should balance the need for good bicycling conditions with the need for direct access to destinations.

## 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 wayfinding signage and school-based education programs will ensure a broad audience is reached.

- Establish and Monitor School Programs
- Utilize City Media (i.e. Channel 7, Website, and Social Media)
- Wayfinding Signage
- GIS Mapping

## Encouragement

Active participation and commitment to the success of the goals contained within the Master Plan is necessary. Inspiring an atmosphere of encouragement will require involvement of the business community, school district and City Administration.

- Local Business Promotion
- School District
- City Promotion
- Host Wicked Wind and Bike Across America
- Create a Local Ride in Haysville in addition to the annual Mayoral Bike Ride.

## Evaluation

Haysville has been gathering data for several years through a series of bicycle/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
- Document all improvements
- Perform annual survey
- Compare new data to baseline





# Chapter One

## Bicycle Parking

There has been an increasing demand for cyclists to safely secure their bicycles throughout the city. New bicycle racks are currently being created to meet these demands.

- **Existing Parking**

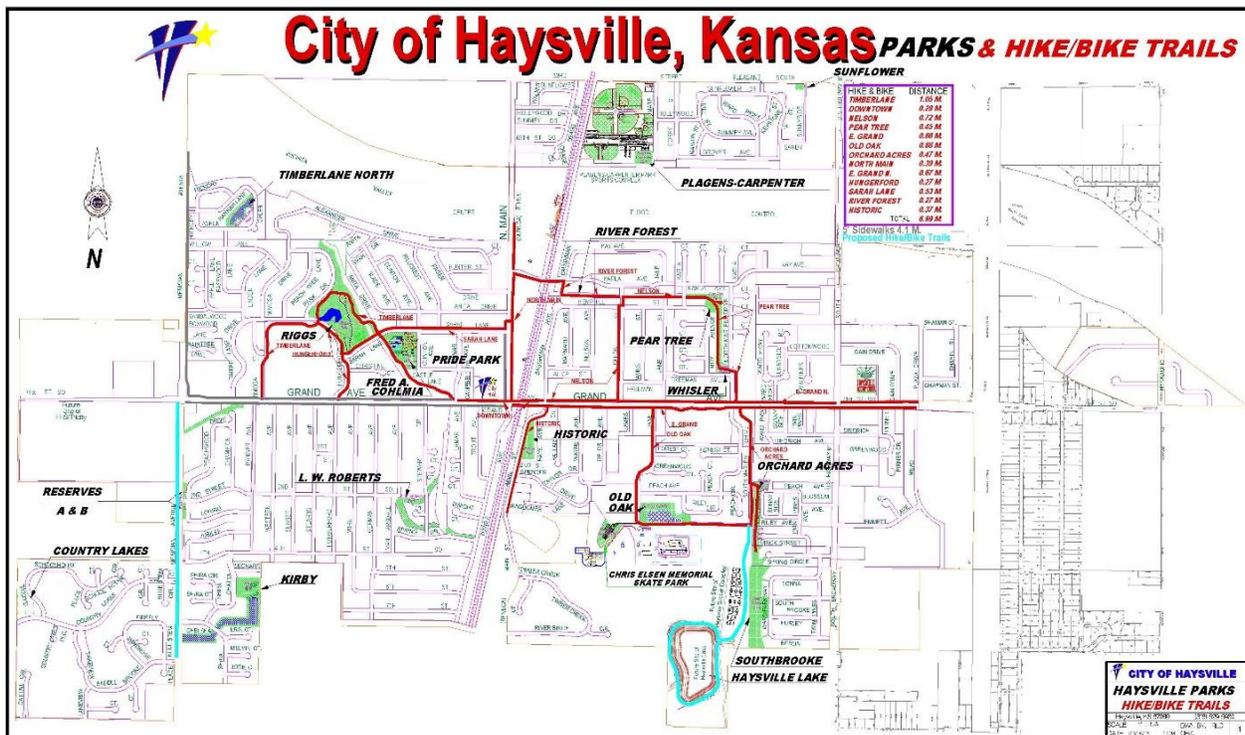
Riggs Park main shelter, Library, Senior Center, Haysville Activity Center, Municipal Pool, Campus High School, Haysville Middle School, Rex Elementary, and Nelson Elementary

- **Future Parking**

Splash Pad, City Hall, Police Station, Vickers/Fountain, Volley Ball Court, Blacksmith Shop, Farmers Market, Skate Park, Old Oaks Disc Golf, Public Works, Riggs Park – East Side/Timberlane Shelter/Horseshoe Pit, Plagens-Carpenter Park, Community Building, Post Office/Castle, Rex Practice Fields, and Freeman Soccer Fields

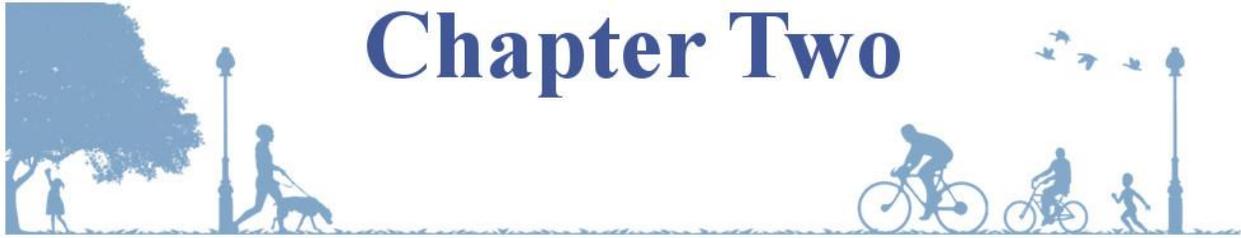


Bicycle/Pedestrian Path



City of Haysville Bicycle/Pedestrian Pathways





# Chapter Two

## Introduction

This chapter describes the types of projects recommended by this Plan to improve cycling and walking throughout Haysville. It will focus on the existing facilities and the facilities that are planned.

## Popular Crossing Countermeasures and How to Improve Them

The public often responds to a tragic bicycle/pedestrian crash with a call for an immediate solution. Commonly requested solutions include traffic signals, flashers, overcrossings or undercrossings, or marked crosswalks. While these can be effective solutions in certain places, in some instances they are not appropriate or effective.

## Traffic Signals

The primary purpose of a traffic signal is to assign right-of-way and create gaps in traffic that otherwise would be hard to find. The Manual Uniform on Traffic Control Devices (MUTCD) warns against the overuse of signals for a variety of reason. Inappropriate traffic signals may increase crashes. Traffic signals are expensive, from \$70,000 to \$300,000 for one intersection, not including any associated road widening.

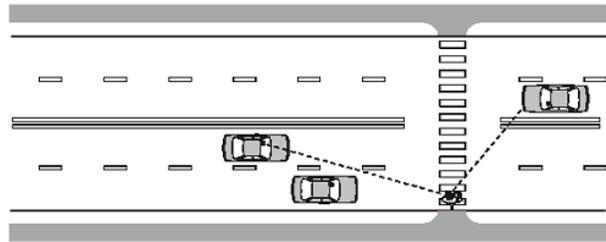
## Mid – Block Signal

Traffic signals may be necessary at mid-block pedestrian crossing locations where there are high volumes of crossing cyclists and pedestrians and insufficient gaps in motor vehicle traffic for crossing. A “hot” (nearly immediate) response to pedestrian actuation should be provided in order to maximize pedestrian and motorist compliance.

## Rectangular Rapid Flashing Beacon

Rectangular rapid flashing beacons (RRFB) have proven to be effective devices at uncontrolled

intersections for increasing motorist yielding rates and reducing pedestrian-vehicle crashes at crosswalk locations. The LED beacons – often mounted below a standard pedestrian crossing warning sign and above the arrow plaque – are pedestrian-activated (push button or passive detection) and placed on both sides of the street (a third beacon may be placed in median/crossing island where present).



Mid-Block Crossing

The City of Haysville currently utilizes traffic signals at all major intersections and has employed a couple of Mid-Block signals. In addition, there are multiple school crossings. Implementation of additional Mid-Block signals and Rectangular Rapid Flashing Beacons are a priority and will require a thorough study of existing data and citizen surveys.





## Chapter Two

### Marked Crosswalks Alone

It is important to create safe places for bicyclists and pedestrians to cross roadways at regular intervals. Marked crosswalks should only be installed where there is an expectation of a significant number of pedestrians such as near a school, park or other generator. Without the associated features mentioned so far (signage, islands, curb extensions, illumination etc.), marked crosswalks on their own do not necessarily increase or decrease the security of a pedestrian crossing the roadway, if placed with the following criteria:

#### Multilane roads (3 or more lanes):

- Under 12,000 Average Daily Traffic (ADT): no significant difference in crashes
- Over 12,000 ADT without median: crashes marked > crashes unmarked
- Over 15, 000 ADT and with median: crashes marked > crashes unmarked

The study also made the following observations

- Medians reduce crashes by 40 percent
- Pedestrians over 65 are over-represented in crashes relative to crossing volumes
- No evidence was found to indicate that pedestrians are less vigilant in marked crosswalks.



Bicycle/Pedestrian Path at Old Oak

### Improving Crosswalks

Marked crosswalks on their own do not necessarily increase or decrease the security of a pedestrian or bicyclist crossing the roadway. However, their safety can be increased with high visibility pavement markings, advanced stop bars and proper signing. Using high visibility markings ensure that drivers see the crosswalk, not just the pedestrian or bicyclist. Two parallel lines indicating a marked crosswalk can be almost invisible to the motorist. Ladder style (piano keys) markings should always be used at locations without positive traffic control and are advised at locations with positive traffic control (signals, stop signs.).

The City of Haysville has multiple crosswalks that utilize the Advanced Stop or Bar (Yield Line). These crosswalks continue to need maintenance to include re-painting with high visibility paint. Crosswalks without a traffic signal can generally be found on side streets throughout the city and will usually include an Advanced Stop. These specific crosswalks are of utmost importance as they do not normally utilize a signaling device.

### Yield Here to Pedestrians/Stop Here for Pedestrians Signs

Advanced yield markings or stop lines in conjunction with “Yield Here To Pedestrians” or “Stop Here For Pedestrians” signs, respectively, have proven to be effective at reducing multiple threat crashes at uncontrolled marked crosswalk locations.

While the City of Haysville has not incorporated “Stop Here For Pedestrians” signs, there is significant evidence indicating that pedestrians and cyclists risks dramatically reduce when these signs are conspicuously positioned for the motorist view. The City of Haysville will continue its research in the effectiveness of these signs and make a determination at a later date.





## Chapter Two



Bicycle/Pedestrian Path Whisler/Pear Tree

### Intersection Geometry

Intersection geometry has a profound effect on pedestrian safety as it determines to a large extent whether or not drivers will perceive pedestrians, the length of crosswalks, and the speed of approaching and turning vehicles. Intersection design will determine whether best practices for meeting ADA requirements can be applied. For example, tight curb radii will usually allow for two ramps at each corner as opposed to just one. A tight, square intersection is particularly important for the older driver who may find it impossible to turn his/her head to see motorists coming into the intersection at an obtuse angle.

### Tighter Curb Radii

Tighter curb radii benefit pedestrians by shortening the crossing distance, bringing crosswalks closer to the intersection, increasing visibility of pedestrians, and slowing right-turning vehicles. The appropriate radius must be calculated for each corner of an intersection; difficult turns will occasionally occur (for example a large moving truck turning onto a local roadway using a part of another lane).

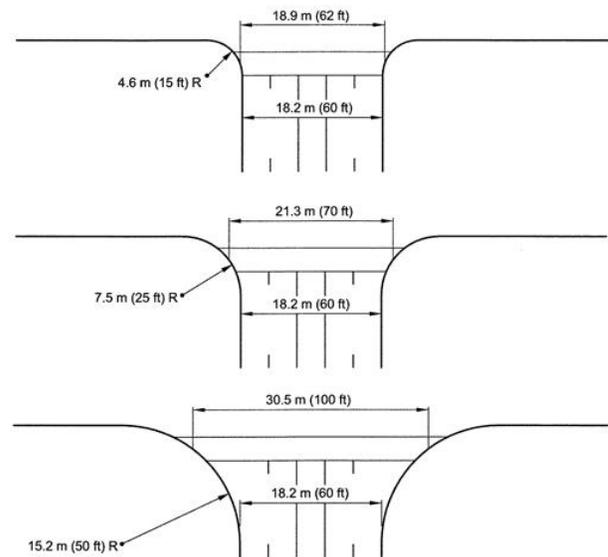
The City of Haysville plans to take into consideration both motor vehicle traffic and pedestrian traffic at intersections prior to their reconstruction/construction to ensure safety as well as feasibility per MUTCD guidelines.

### Proper Curb Ramp Placement and Design

Proper curb ramp placement and design encourages pedestrians to cross in crosswalks, close to the intersection, where drivers can see them, and without undue delay. Curb ramps should be aligned with the crosswalk direction of travel which can only be achieved with two ramps at a corner.

Ramps (wings not included) must be wholly contained within the marked crosswalk. Poorly placed or oriented ramps force wheelchair users to make long detours and they may not cross in the allotted time at a signalized intersection or they may be crossing outside the crosswalk lines where drivers don't expect them.

The City of Haysville will strive to ensure curb ramps will be perpendicular to the curb to ensure the safety of all citizens using the crosswalk. And will place two ramps at each as well.



Tighter Curb Radii

### Pedestrian Signal Indications

Indicators ensure pedestrians will know when the signal phasing allows them to cross, and when they should not be crossing. On one-way roadways a pedestrian approaching from the opposite direction cannot see the vehicle signal heads and may not realize an intersection is signalized, nor know when





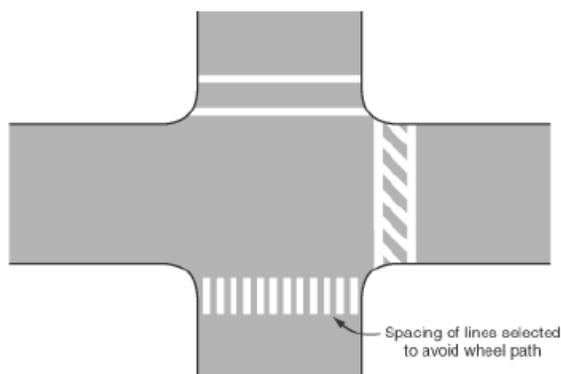
## Chapter Two

it is safe to cross. Left turn arrows are not visible to the pedestrian.

Whenever a new signal is put in, the City of Haysville will also provide pedestrian indicator signals as well.

### Marked Crosswalks

Marked crosswalks are portions of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface. Marked crosswalks at signalized intersections indicate to the driver where to expect pedestrians/bicyclists and help keep the crossing area clear of vehicles. All legs of a signalized intersection should be marked though considerations should be made where there are no facilities or destinations.



Marked Crosswalks

### Pedestrian Walking Speeds

The 2009 MUTCD reduces the assumed pedestrian walking speed from 4 feet to 3.5 feet/second with a requirement that the total walk time be calculated with two different formulas, one including and one excluding the six feet for the ramp on one side of the street (must go with whatever time is longer). Consult the MUTCD for formulas and more detailed guidance.

The City of Haysville plans to update all crosswalk “walk time” signals to adhere to MUTCD guidelines. The distance of the street shall include the ramp on one side of the street. This will ensure it meets ADA requirements as well as following the guidelines set forth in the MUTCD.

### Location of Push Buttons

Push buttons need to be placed where a pedestrian who is in a wheelchair or is visually impaired can easily reach them, and that clearly indicate which crosswalk the button regulates.

The City of Haysville follows the MUTCD guidelines with regards to push button installation at all signalized crosswalks.

### Signal Timing Techniques

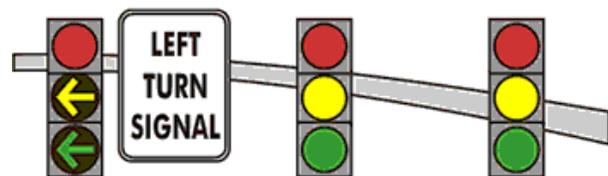
Signal timing techniques are used to reduce the incidence of crashes that occur while the pedestrian is crossing with the WALK signal, include protected left-turn phases, lead pedestrian intervals and pedestrian countdown signals.

Further study is needed to include pedestrians who are in wheelchairs and those who are visually impaired.

### Protected Left-Turn Phases

Protected left-turn phases that allow pedestrians and bicyclists to cross without interference from left-turning drivers; red (then green) left turn arrows make it clear to drivers they must wait before turning (especially important where there are double right or double left turns).

The implementation of a protected left turn at intersections will need to consider a protective/permmissive indicator that will switch to protected when the push button is activated.



Protected Left-Turn

### Pedestrian Countdown Signals

Pedestrian countdown signal tell the pedestrians how much time is left in the pedestrian clearance interval and encourages pedestrians to finish crossing before the crossing time runs out. It also reduces the number of pedestrians who initiate a





## Chapter Two

crossing too late in the cycle. The MUTCD requires that pedestrian signal heads be used at crosswalks where the pedestrian change interval is more than 7 seconds.

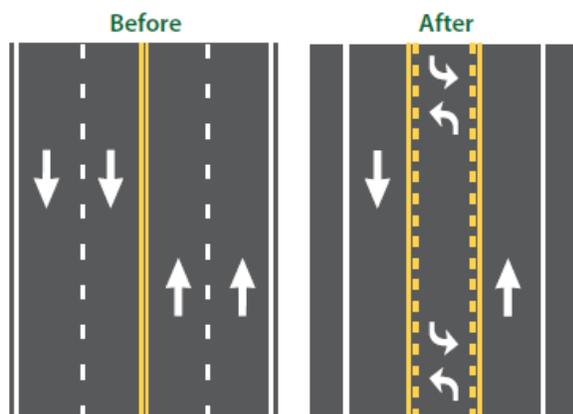
The City of Haysville will consider countdown signals on new signaled intersections and when replacing old facilities.

### Other Techniques to Slow Traffic

#### Road Diets

Reducing the number of travel lanes a pedestrian and bicyclist has to cross can be beneficial to all users. A well-documented technique takes a 4-lane undivided roadway (2 lanes in each direction) and reconfigures it to 2 travel lanes, a center-turn lane and 2 bike lanes (without changing the curb lines). The benefits for pedestrians include fewer lanes to cross and slower traffic speeds. The center-turn lane also creates space for pedestrian crossing islands. The bike lanes add a buffer for pedestrians as well as a place for bicyclists to ride. Variations include reducing a multi-lane one-way roadway by one lane; narrowing the travel lanes to slow traffic and create space for bike lanes; or moving the curbs in to narrow the roadway.

The City already utilizes a “Road Diet” but, as the City continues to grow and traffic increases the need to continue and expand the use of a “Road Diet” will be beneficial to not only the motorist but the pedestrian and cyclist.



Road Diet

### Speed Limits

Reducing speed is critical to reducing the frequency and severity of pedestrian and bicycle crashes. While many of the countermeasures are already taking place within the City, it is important to have policies in place that articulate optimal speed limits and objectives for reducing speed. This includes articulating how speed limits are established.

As the City continues to grow, additional streets will be needed. The speed limits in residential areas are 20 mph and the main arterial road is 35 mph.

Further study is needed to determine if the speed limits on Meridian and Broadway are optimal. This can only be accomplished through accurate traffic counts and careful review of accidents that have occurred. Speed management guidelines have and will continue to be implemented.

### Residential Roadway Design

Residential roadways built in the last few decades are often wide and barren, encouraging speeds higher than appropriate such as roadways where children can be expected. Good residential roadway designs are narrow and have on-roadway parking, tight curb radii, short block lengths, buffered sidewalks with roadway trees, short building setbacks, and roadway lights (also see “V. Land Use and Site Design”).

Considering the implementation of pathways at the time of street design will guarantee safety measures for the pedestrian and cyclist. Future expansion of city streets and the increasing of pedestrians and cyclists require this measure take place.



# Chapter Three

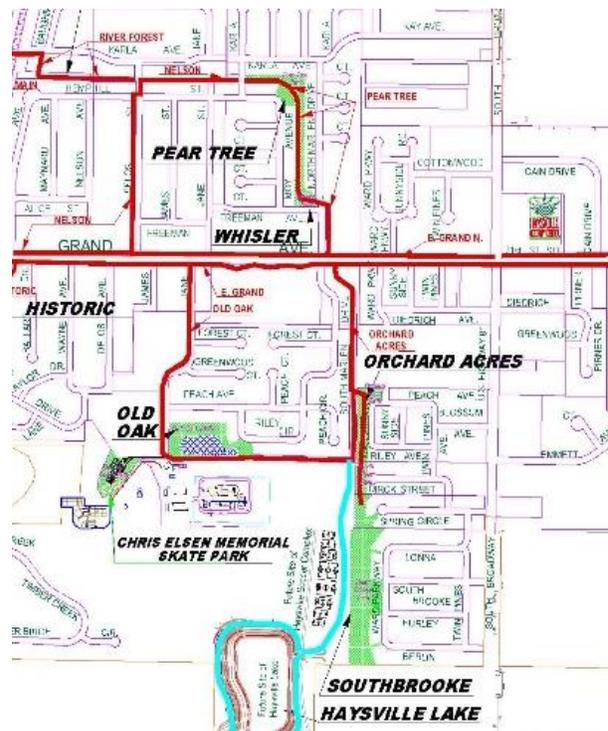
## Land Use and Site Design

Land use patterns impact pedestrian crashes. Pedestrian crash severity is higher in suburban, auto-oriented locations where speeds are faster and drivers don't expect pedestrians. Pedestrian crashes are less severe in established, traditional urban areas where drivers are more aware of pedestrians. Sample land use and site design techniques that encourage more walking and help manage speed and therefore affect crash rates include:

- Buildings that define roadways. Buildings located at the back of the sidewalk give the driver sense of enclosure; buildings set back with large parking lots in front can give the impression of wide high-speed roads.
- Mixed-use development: Buildings with retail on the bottom and housing on the top encourage pedestrian activity.
- Roadway connectivity and maximum spacing encourages walking because of the reduced travel distance to reach destinations (cul-de-sacs without connector paths reduce pedestrian connectivity, shorter blocks reduce travel distances).
- Parking should not be placed between the sidewalk and buildings; on-street parking is a very effective way to slow traffic and provide a buffer between the sidewalk and vehicle travel lanes.
- Access management principles should be extended to parking: single lots serving multiple stores are preferred over single stores each with its own parking and driveway(s).
- School siting and space requirements should ensure that schools are placed in neighborhoods, have pedestrian access and allow for shared facilities with parks and community centers.

- Street Frontage Improvements. Street frontage improvements such as street trees, pedestrian-scale lighting, and other pedestrian-oriented amenities can encourage pedestrian activity while also creating visual friction along the roadway, causing vehicles to reduce speed.

The City of Haysville will look to design with mixed-use development in mind. Eliminate parking 1<sup>st</sup> attitude, and design with a true store front mentality. Future USD 261 development should be with a bottom-up approach, instead of the urban sprawl placement at the city limits. Joint use facilities should continue to be the approach which mutually benefits both municipality and school district.



Hike/Bike Path Cutout



# Chapter Four



## Education and 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 must target those behaviors within selected age groups that will most likely result in fewer pedestrian crashes.

The City of Haysville Police Department will continue:

- To enforce proper crosswalk use the first week of school.
- Continue to update the informational bike/ped map with safety guidelines on flyers and social media.
- Look to provide pedestrian safety education during driver's education.
- Begin bicycle and pedestrian safety classes at the grade school level.
- Be more specific with traffic safety sign.
- Increase outreach to seniors.
- Continue to promote bicycle/pedestrian programs during bicycle month and create a culture 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 non-profit groups, the private sector, and other local governmental agencies are an excellent way to get the entire community involved in safety education projects and programs. This includes schools, neighborhood groups, advocacy organizations and local businesses, as well as local health departments, hospitals and public safety officials such as firefighters and other first responders.

Haysville PD

The City of Haysville should continue to cultivate relationships with the school district and other municipalities, businesses, USD 261 school board, Park Board, BPAC, Senior Advisory Board, and the Recreation department.

### Enforcement

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

Ticketing/awarding children for crossing safely. All future crosswalks setup with the Nelson system, and looking to convert current crosswalks.

Partnering will create a community/culture based around pedestrian and bicycle safety. Using these partnerships to reach every demographic with safety information and policy. Enforcement will follow education.

### Collaboration

Collaboration with local law enforcement is an essential element of an enforcement program to reduce pedestrian and bicycle crashes. To be effective, it must be done in partnership with schools and other community leaders.



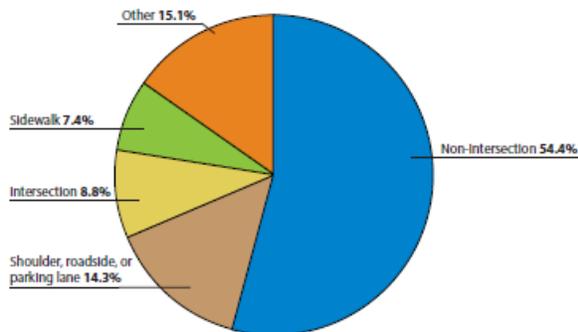


# Chapter Five

## Data Collection, Analysis and Prioritization

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 pin map that is done by hand. Typically, five years of crash data should be displayed. In rapidly changing areas, three years might be appropriate. In older areas that are not changing, seven years may be appropriate. Once completed, it should be used as a baseline to focus resources and select countermeasures.

Currently, the City of Haysville funnels data through the Police Department and state agencies. Beginning an annual assessment of crash data, and mapping that data is required as the number of bicyclists and pedestrians grow.



Speeding-related fatal bicycle/pedestrian crashes (FHWA)

## Computerized, Timely, Geo-Coded Pedestrian Crash Data

Data is extremely useful to determine whether pedestrian crashes are occurring at a) spot locations, b) along corridors, c) in a neighborhood area, d) throughout an entire jurisdiction (indicating a poor standard practice such as failing to install pedestrian indicators at signals), or e) among certain populations (e.g., children, older adults). In addition to crash reports, agencies should look at other sources of data such as hospitals. See the references to hospital data in the green reference box.

Once categorized, this information can be used to select countermeasures, focus resources, and set priorities for engineering, education and enforcement programs.

The data can also be used in crash typing (see web reference to Ped/Safe Guide). Crash typing categorizes all crashes based on situational and behavioral circumstances and is a way to target countermeasures in engineering, education and enforcement programs at very specific types of crashes.

The City of Haysville currently partners with Sedgwick County Geographic Information Services (GIS). As local platforms develop Haysville will continue utilizing current data using the latest platforms.

## Pedestrian Counts

Pedestrian counts along with field observations (e.g., driver yielding, conflicts, and pedestrian assertiveness) 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 measure success which in turn 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 16 pre-determined locations. The use of volunteers to aid in the counts is a viable solution as long as we develop a consistent approach, and steer away from remote counts.

All data will be made public via the Kansas Open Records Act.





## Chapter Five

### Sidewalk Inventories

Sidewalk inventories help identify system gaps and unsafe conditions. Sidewalk inventories can simply identify where sidewalks do or do not exist. More extensive sidewalk inventories assess the condition of existing sidewalks (frequently done for ADA purposes). When combined with crash data, pedestrian counts, behavior studies and traffic characteristics, they can be very useful in prioritizing locations for improving existing sidewalks, filling in short gaps between existing sidewalks and installing new sidewalks.

It is recognized that completing comprehensive sidewalk inventories can be expensive. When resources are scarce, an alternative approach is to inventory smaller areas focused around schools, neighborhood commercial areas, neighborhood centers and facilities that serve people with special needs.

The City of Haysville should develop a data collection program that aids both asset management and ADA services for the bike/ped network.

### Marked Crosswalk Inventories

Crosswalk inventories at controlled and uncontrolled intersections and midblock locations are needed to establish annual re-marking programs and to work with local transit agencies (wherever there is a transit stop, there needs to be a location to cross the roadway). When combined with crash data, pedestrian counts, behavior studies and traffic characteristics, they can be very useful in prioritizing locations for evaluating the crosswalk and then identifying measures to upgrade and improve the crosswalk. Maintaining an up-to-date inventory of marked crosswalks is particularly important since the majority of pedestrian crashes involve crossing the roadway. ADT (Average Daily Traffic), road widths (number of lanes) and speeds are three of the most important factors to consider when evaluating crosswalks. When combined with actual crash data and pedestrian counts, this information can be very useful in prioritizing locations for making crossing improvements and determining where to install new marked crosswalks.

The City of Haysville has a complete inventory of marked and unmarked crosswalks.

### Lighting Inventory

Providing appropriate lighting at pedestrian crossing locations is one of the most important factors to consider when evaluating and improving crosswalks. A disproportionate number of pedestrian crashes occur at night. When combined with actual crash data and pedestrian counts, information about lighting can be very useful in prioritizing locations for making lighting improvements.

The City of Haysville should establish a lighting program. This will serve traffic safety with street lighting, signage lighting, and help find resolve with pedestrian disputes. FHWA and AASHTO guidelines should drive all crosswalks and intersections.

### Existing Projects and Programs

Projects and programs should be listed and described in one place to allow for overall agency coordination and to avoid duplication. Examples include programs to repair sidewalks, install new sidewalks, install new curb ramps, install countdown signals, upgrade crosswalks, implement safe routes to school programs and implement enforcement and education programs.

The City of Haysville should continue annual programs, such as bicycle counts and inventory of sidewalk repairs. In addition, the City should incorporate records into NGIS, to streamline data collection and help illustrate the analytics.

Pedestrian and bicycle crash data along with other data (described earlier) should always be considered when prioritizing agency projects and programs. This will help ensure that all projects and programs make pedestrian improvements where appropriate. Since most pedestrian infrastructure is built in conjunction with other projects, inclusion of pedestrian crash data when prioritizing projects is of particular importance.





## Facility Types

### Sidewalks

Sidewalks play a vital role in our quality of life. As conduits for pedestrian movement and access, they enhance connectivity and promote walking. Sidewalks are public spaces which serve the community both socially and economically. Safe, accessible, and well-maintained sidewalks are essential and a necessary investment for the City.

A Sidewalk is a path along the side of a road. It may accommodate moderate changes in grade and is normally separated from the road by a curb. There may also be a road verge/island (a strip of vegetation, grass, bushes and/or trees) between the sidewalk and roadway. Sidewalks must measure at least 5' in width and will occasionally be used by cyclists.

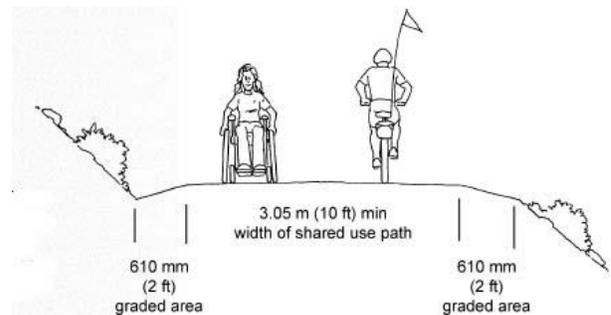
### Bicycle/Pedestrian Pathway

Also known as a shared-use pathway. Shared-use pathways are physically separated from motor vehicle traffic by an open space or barrier. It can be either within the street right-of-way or within an independent right-of-way. Shared-use pathways typically range from eight (8) to ten (10) feet in width and can include bicycle paths, rail-trails, or other facilities built for bicycle and pedestrian traffic. Shared-use pathways may be utilized by pedestrians, joggers, cyclists, and other non-motorized users.

### Bicycle Lanes (Conventional & Buffered)

Bike lanes are an exclusive space for bicyclists through the use of pavement markings and signage. Conventional bike lanes are adjacent to motor vehicle travel lanes and flow in the same direction as motor vehicle traffic. Some of the benefits with bicycle lanes are an increase in comfort and confidence for bicyclists on busy streets, creates a

separation between bicyclists and automobiles, increases the predictability of bicyclist and motorist positioning and interaction, increases total capacities of streets carrying mixed bicycle and motor vehicle traffic and visually reminds motorists of bicyclists' right to the street.



Bicycle/Pedestrian Pathway

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space and separates the bicycle lane from the adjacent motor vehicles and/or parking lane. The benefits to buffered bike lanes are that they provide a greater shy distance between motor vehicles and bicyclists, providing space for bicyclists to pass another bicyclist without encroaching into the adjacent motor vehicle travel lane, encourage bicyclists to ride outside of the door zone when the buffer is between parked cars of the bicycle network, and the bike lane, provide a greater space for bicycling without making the bike lane appear so wide that it might be mistaken for a travel or parking lane, appeal to a wider cross-section of bicycle users, and encourage bicycling by contributing to the perception of safety among users.





## Chapter Six

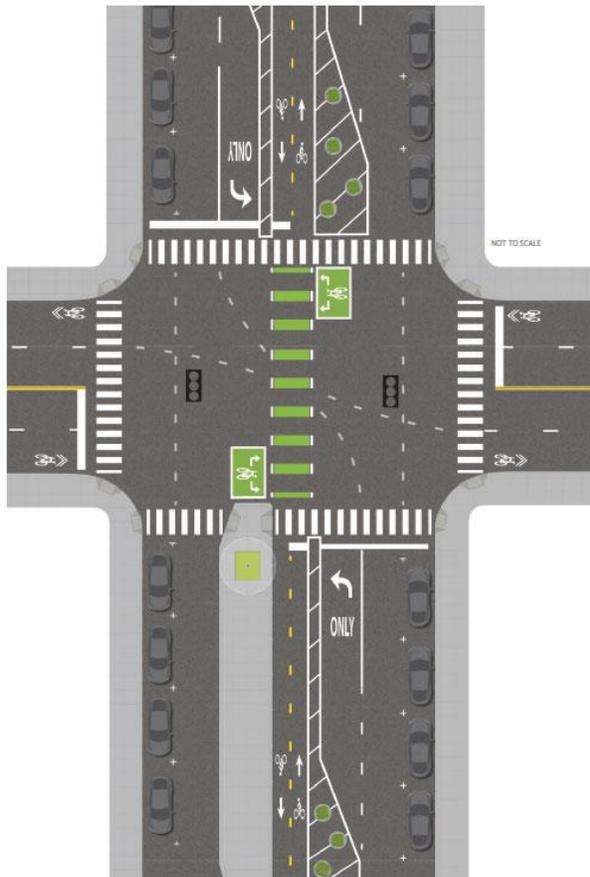
### Shared Lane Marking (Sharrows)

Shared Lane Marking (Sharrows) are road markings used to indicate a shared lane for bicycles and vehicles. There are multiple benefits to Sharrows including shared lane markings that reinforce the legitimacy of bicycle traffic on the street, the recommendation of proper bicyclist positioning, and they may be configured to offer directional and wayfinding guidance. Some of the benefits with Sharrows include: encouraging bicyclists to position themselves safely in lanes too narrow for a motor vehicle and a bicycle to comfortably travel side by side within the same traffic lane, alert motor vehicle drivers to the potential presence of bicyclists, alert road users of the lateral position bicyclists are expected to occupy within the travel lane, indicating a proper path for bicyclists through difficult or potentially

hazardous situations, such as railroad tracks, advertises the presence of bikeway routes to all users, provides a wayfinding element along bike routes, demonstrated to increase the distance between bicyclists and parked cars, keeping bicyclists out of the “door zone,” encourages safe passing by motorists, requires no additional street space, reduces the incidence of sidewalk riding, reduces the incidence of wrong-way bicycling.

### Costs

With the costs of concrete varying throughout the year, it is difficult to provide an accurate cost with any project involving bicycle/pedestrian pathway in a long range plan. The City will make every effort to make public the cost of any project through the Bicycle & Pedestrian Committees web page on the City’s web site.



Sharrows



# Chapter Seven



## Future Pathways

The City of Haysville recognizes the improvement to quality of life that ample bicycle/pedestrians pathways provide. Evidence indicates a growing need for more bicycle/pedestrian pathways in cities across the nation. In Haysville, multiple bicyclists and pedestrians utilize the pathways as a means of getting around the city. Whether for work, exercise, dog walking, shopping, or just to enjoy the beauty of the parks, these pathways have become a part of our daily lives.



Randal L. Dorner Park

The City of Haysville has nearly seven (7) miles of 6-10 foot wide bicycle/pedestrian pathways. Contractors are currently putting the finishing touches on an additional .8 miles located on the West side of South Meridian from W. Grand Ave. to Saddle Brooke St. providing a total of 7.8 miles of bicycle/pedestrian pathways.

Future expansions of the bicycle/pedestrian pathway are underway in the Randal L. Dorner Park, a 68 acre park that includes six soccer fields, shelters, a concession stand, and a ten acre lake. While the park is not yet ready to be open to the public, the bicycle/pedestrian pathway is already being constructed and will surround the lake and run along the East side of the soccer fields. This pathway will add more than a mile to the already existing pathway and connect to Orchard Acres Park.

The City plans to connect all developments and continue to extend the bicycle/pedestrian pathway. Potential future pathways include N. Main St. at the Valley Center Floodway to 63<sup>rd</sup> St., then extend this pathway along 63<sup>rd</sup> St. to Vulcan Fields located in Plagens-Carpenter Sports Complex, and on S. Meridian from W. Grand Ave. to 55<sup>th</sup> St.

Planned completion of each extension of the bicycle/pedestrian pathway will be determined by funding availabilities.



Rigg's Park Bicycle/Pedestrian Bridge





# Chapter Eight

## Funding

Many of us remember walking or bicycling to school as part of our everyday life. We never thought twice about this mode of transportation and for those of us who do remember it provided us a sense of freedom. In 1969, 48% of children either walked or rode their bicycles to school while 12% were driven to school in the family vehicle and 39% rode the school bus. In 2009, the percentage of children walking or bicycling to school had dropped to 13%, while the percentage of children riding the school bus has remained the same the number of children going to school in the family vehicle has risen dramatically to 45%.

Nationwide, the decline in walking and bicycling to school has had an adverse effect on the air quality surrounding the schools and the safety of our children as traffic congestion has dramatically increased. In addition, there is growing evidence that children who lead sedentary lives increase their risks for obesity, diabetes, cardiovascular diseases, etc. Safety issues are a major concern for parents, who consistently express their anxieties about the traffic dangers that prevent their children from walking or bicycling safely to school.

Through programs such as the Federal Safe Routes to School (SRTS) Program which address these issues head on, funding may be available for a wide variety of programs including: building safer street crossings, establishing education programs for both child and parent, programing that encourages children to walk and bicycle safely to school.

Funding programs such as the SRTS require data to help establish a need for monies to be distributed to thousands of communities throughout the country. The citizens of Haysville may be asked to answer short surveys to help provide the data needed for any grants requested. Surveys may be distributed

through mailers, on the city website, or at organized events.

Additional data will be required for any grant opportunities by way of traffic counts, paying particular attention to traffic congestion while children are arriving and leaving school. In addition, studies need to be conducted that may include the distance each school is from residences.

### The FAST Act

On December 4, 2015, President Barack Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law. This Act authorizes \$305 billion through the combined fiscal years of 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

The FAST Act replaces the Transportation Alternatives Program (TAP) with a set-aside of funds under the Surface Transportation Block Grant Program (STBG). Known as TA Set Aside, funding for programs and projects such as on and off road pedestrian and bicycle facilities, recreational trail projects, and safe routes to school projects \$835 million is available nationwide for these projects in 2016 and 2017. The available funds in 2018 through 2020 will increase to \$850 million each year.

The City of Haysville's goal is to research all available funding through the TA Set Aside program and secure funding that is available. Studies will be an ongoing aspect of fund requests and citizens may be asked to answer short surveys.

