
# HAYSVILLE BICYCLE & PEDESTRIAN MASTER PLAN

## 2024

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

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

KAW VALLEY ENGINEERING

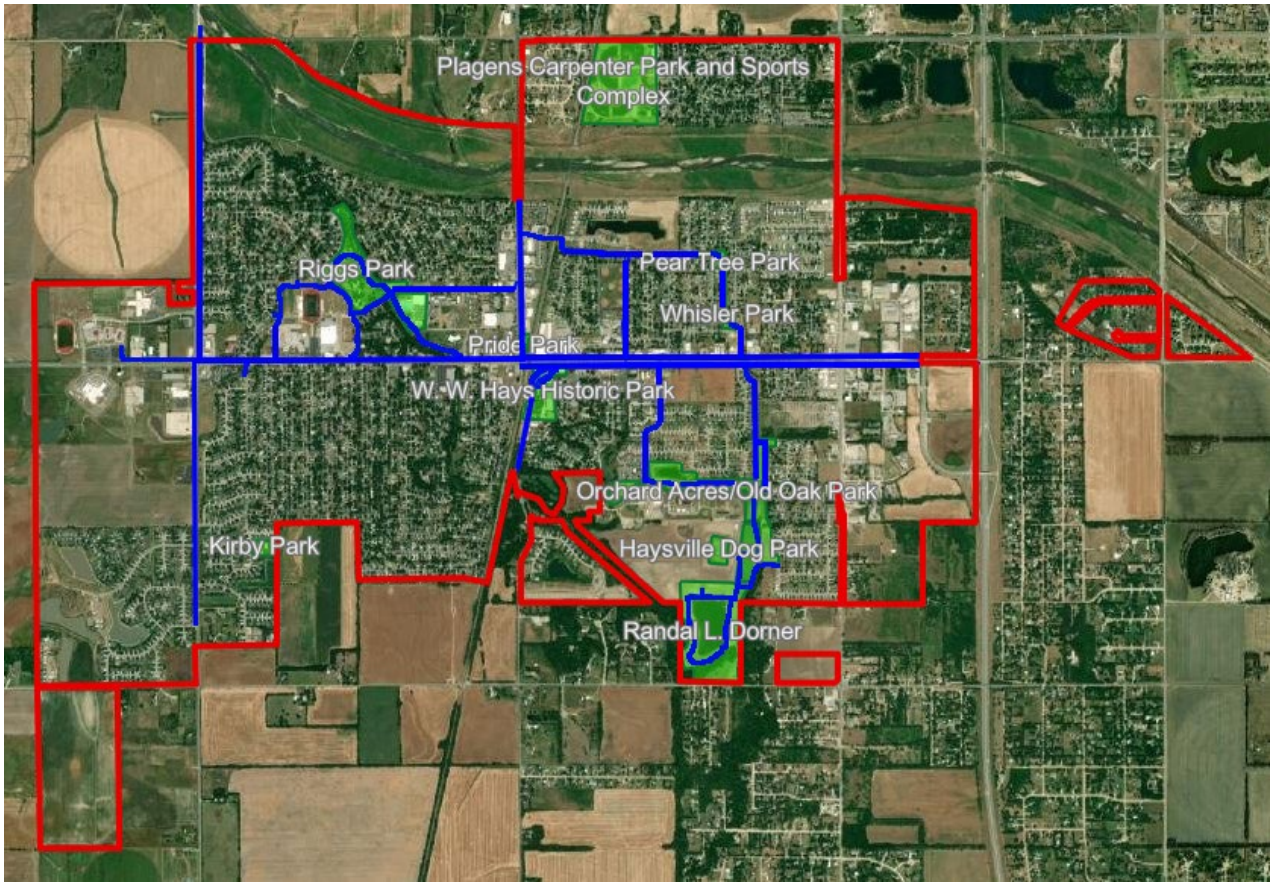
SWT DESIGN

GROUNDSWELL CONSULTING

# Table of Contents

# MISSION

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




LEGEND

Existing Path

## BICYCLE/PEDESTRIAN COUNTS

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

## SURVEY

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

## CONNECTIVITY

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

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

## AMENITIES

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

> Existing Parking: City Hall, Police Station, Vickers/Fountain, Volleyball Court, Riggs Park main shelter, Library, Senior Center, HAC, Municipal Pool, Campus High School, Haysville Middle School, Rex Elementary, and Nelson Elementary.
>
> Future Parking: Dorner Park, Splash Pad, Plagens-Carpenter Park ,Historic, Old Oak Park, , , Rex Practice Fields.

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

> Existing Stations: HAC, Public Works, Dorner Park
> Future Stations: Vickers building

## SAFETY AND EDUCATION

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

- Monitor school programs
- Utilize city media
- GIS mapping

## EVALUATION

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

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

## DEFINITIONS

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

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

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

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

# COMMUNITY ENGAGEMENT

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

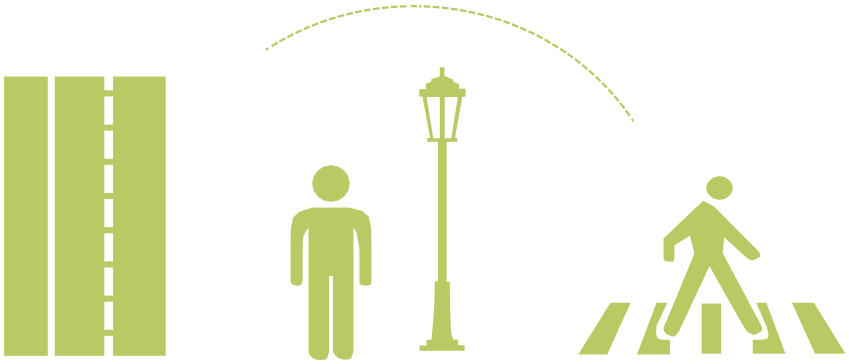
## COMMUNITY FEEDBACK

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

**48% More Sidewalks**

**20% More Lighting**

**11% More Crosswalks**



Other common themes:

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

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

## COMMUNITY FEEDBACK

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

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

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

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

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

## COMMUNITY ACTIVITY- RECREATION & GREENWAYS

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


LEGEND

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

# EDUCATION & ENFORCEMENT

## EDUCATION

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

The City of Haysville Police Department should continue:

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

## PARTNERSHIPS

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

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

## ENFORCEMENT

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

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

## DATA COLLECTION, ANALYSIS AND PRIORATIZATION

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

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

## PEDESTRIAN COUNTS

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

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

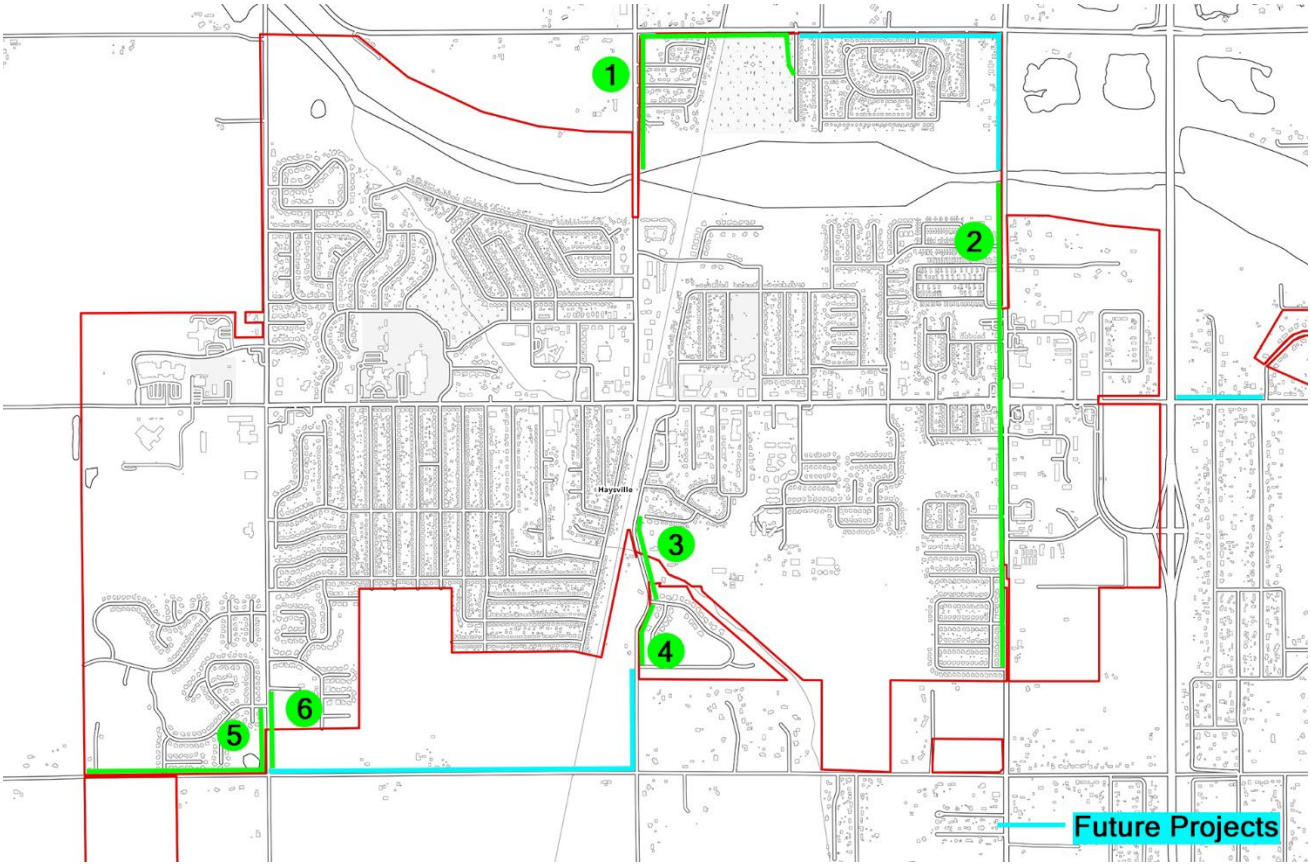
## COMMUNITY CONNECTIVITY - GAP ANALYSIS

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

Gaps are identified below in the priority improvement project map.

# FUTURE PATHWAYS

## PRIORITY IMPROVEMENT PROJECTS MAP




## PRIORITY IMPROVEMENT PROJECTS

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

1. Ward's 4th [Main St/Seneca to 63rd to Mabel] - Complete lack of bicycle and pedestrian infrastructure on both sides of road. This project is scheduled for completion in 2024.
   Secondary projects for this improvement area include:
   A connection north on South Seneca to the intersection of S. Seneca and W. 55th St. S. to connect to the City of Wichita.

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

3. South Main St. Phase I [Past Spencer Dr. to Timbercreek St. S.] - Complete lack

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

4. South Main St. - Phase II [Timbercreek St. S to River Birch St.] - Complete lack of bicycle and pedestrian infrastructure on both sides of road. Scheduled to be completed in 2025-2026 as part of a County drainage project.
   Secondary projects for this improvement area include:
   A connection south to W. 79th St. S.,
   A connection west on W. 79th St. S. to S. Meridian St.,
   A connection west on W. 79th to the south entrance of Dorner Park.

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

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

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

6. South Meridian Ave. (East side) [Chelsea St. to 79th St.] – Complete lack of bicycle and pedestrian infrastructure on both sides of the road. A pedestrian connection on the East side of S. Meridian to 79th St. S. will connect future residential development to the pedestrian system. This plan proposes extending the existing sidewalk on the east side of S. Meridian St. South to 79th St. S.
   The infrastructure proposed for this sidewalk extension is 4 inch thick and 6-foot-wide fiber reinforced concrete walk on a compacted aggregate base. For safety reasons, the sidewalk improvements should include a minimum of 3 foot of tree lawn between the roadway and the proposed sidewalk; 4-6 feet is preferred.

   Secondary projects for this improvement area include:
   A connection west on 79th St. S.

## Future Pathways

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

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

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

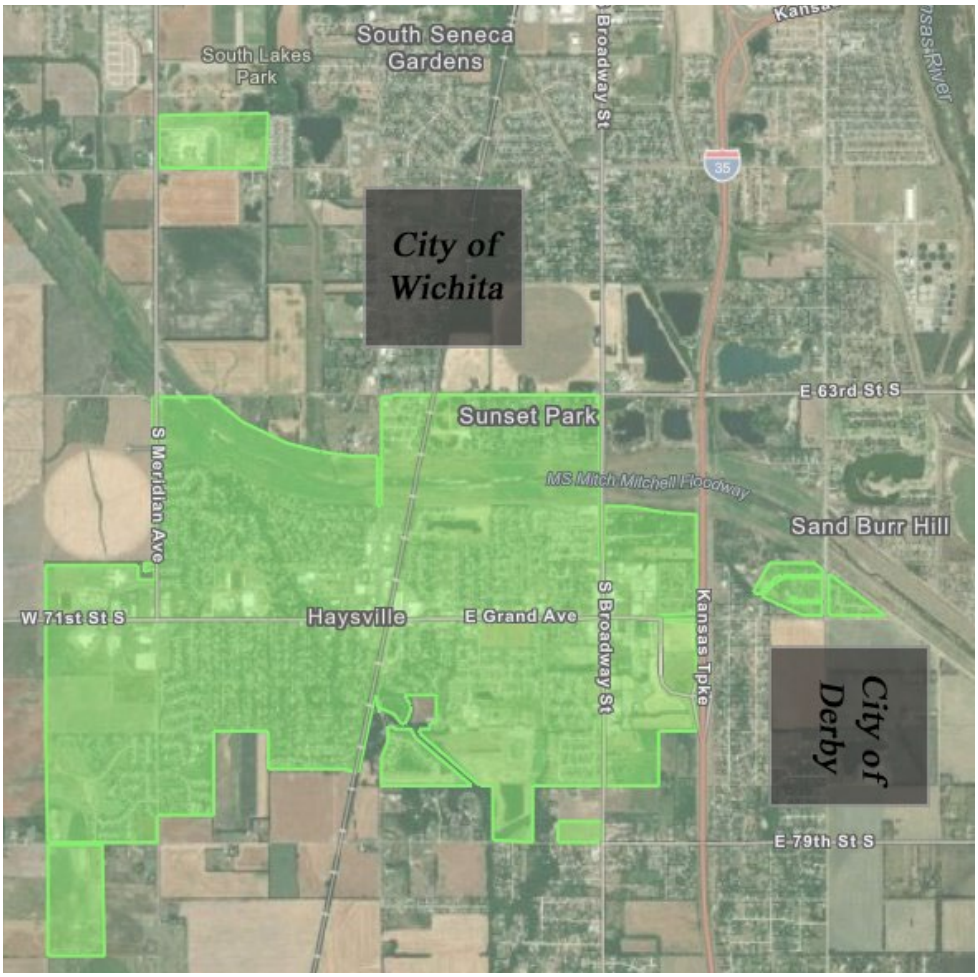
A connection east on 63rd St. towards Hydraulic Ave. and ultimately connecting regionally with the cities of Wichita and Derby.

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

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

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

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




# REGIONAL CONNECTIVITY

LEGEND

City Limits -

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

# NEXT STEPS

## IMPLEMENTATION

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

## FUTURE STUDY

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

## MAINTENANCE

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

### Rating - Zero

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

### Rating - One

Inaccessible walks or trails:

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

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

## Rating - Two

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

## Rating - Three

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

## Rating - Four

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

## Rating - Five

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

# FUNDING

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

## WAMPO

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

### SURFACE TRANSPORTATION PROGRAM

> STP funding is the most flexible funding program within the Federal Highway Administration (FHWA) and can be used for highway and bridge projects, transit, bicycle and pedestrian projects and safety initiatives. It is also the largest funding program offered through FHWA. In the Wichita Metropolitan Area, this program has generally been allocated to roadway, highway and bridge projects.

### TRANSPORTATION ALTERNATIVES PROGRAM

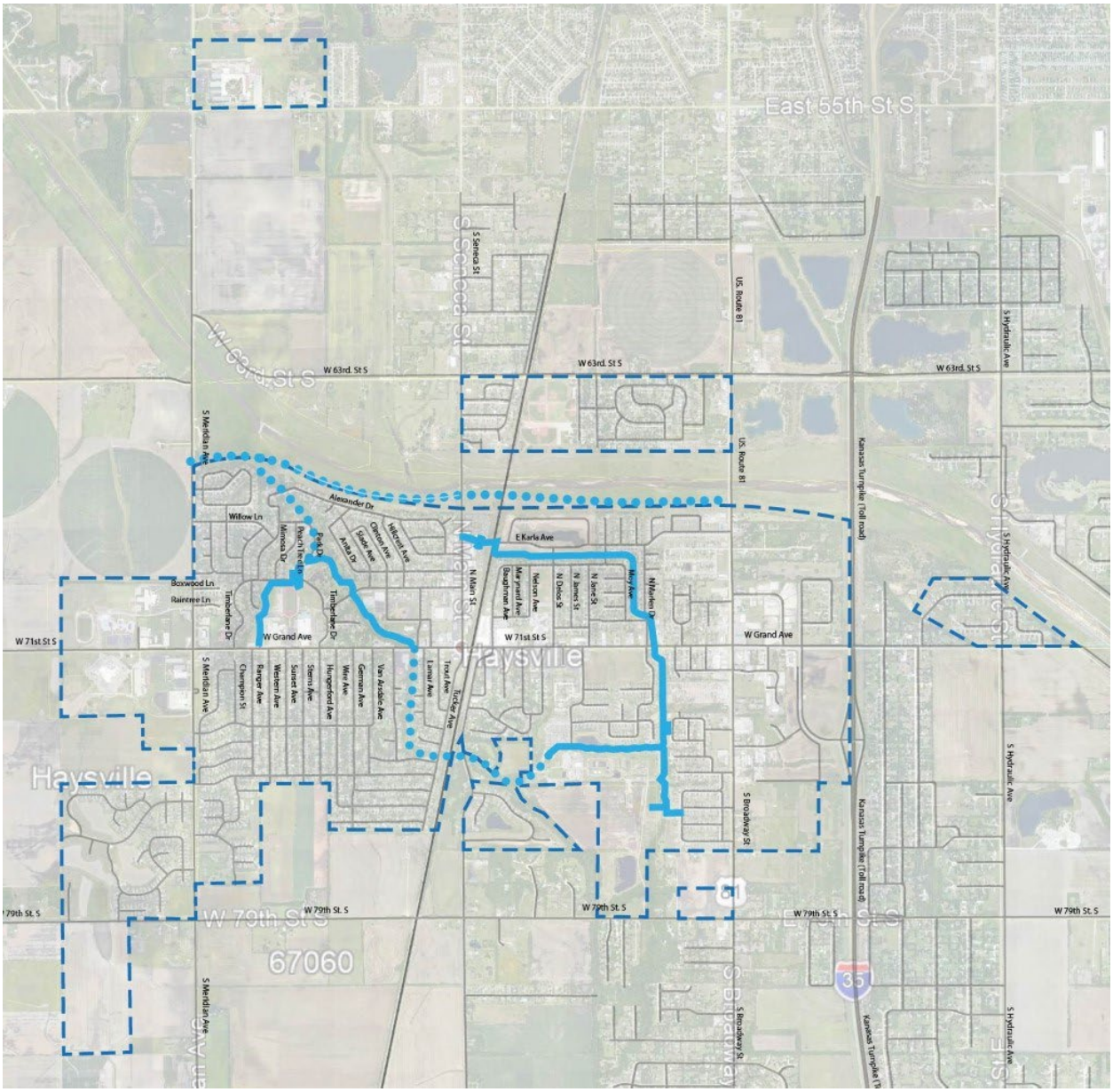
> TA funding is intended to be used for small scale community improvement projects with eligibility including bicycle and pedestrian facilities, recreational trails, safe routes to school projects, historic preservation and vegetation management. In order to be most successful, the projects should show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

### COMMUNITY DEVELOPMENT BLOCK GRANT FUNDING

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

# FUTURE VISION PROJECTS

## GREENWAY TRAILS




LEGEND

- Existing Greenways
- Proposed Greenway Planning Study

## WICHITA VALLEY CENTER FLOODWAY GREENWAY

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

## RIGGS PARK EXTENSION GREENWAY

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

## CENTRAL GREENWAY

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

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

## PEDESTRIAN IMPROVEMENTS

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

## MULTI-MODAL PATH

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