Transportation Enhancement Application

Bike Hays Master Plan

Hays, Kansas

Transportation Enhancement Application
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Kansas
Department of Transportation

Transportation Enhancement Project

APPLICATION FORM
2013

PRIMARY CATEGORY: Bicycle & Pedestrian

DATE: 2/14/2013

REQUESTOR: City of Hays

PROJECT AREA/LENGTH: 26 miles (Sq. ft. / acres / miles)

GOVERNMENT AGENCY: City of Hays

COUNTY: Ellis

PROJECT LOCATION: Throughout the Community of Hays

PROJECT DESCRIPTION: Construction and implementation of the Bike Hays Master Plan Phase 1 including bike lanes, sharrows and multipurpose trails.

COST ESTIMATE:	Current 2013 Cost
Construction Cost:	$811,670
Right-of-Way Cost:	$0
Utility Adjustment Cost:	$0
Construction Engineering:	$0
2013 TOTAL PROJECT COST:	$811,670

% Federal Aid Requested: 53 %

% Local Match* 47 %

*** Minimum of 20%**

Please circle any secondary categories:

- Scenic & Environmental items
- Pedestrian/Bicycle items
- Historic items

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Signature of Contact Person

Postmark by February 15th, 2013 to:

Kansas Dept. of Transportation
Eisenhower State Office Building
Bureau of Transportation Planning
700 SW Harrison Street
Topeka, KS 66603-3754

SURFACE TRANSPORATION LINK STATEMENT

Livable communities are a high priority of the current Presidential Administration, the Department of Transportation, and the City of Hays. A livable community is one that provides safe and convenient transportation choices to all citizens, whether it is by foot, bike, transit, or vehicle. The Bike Hays Master Plan currently being proposed by the City of Hays would provide for bicycling needs of the residents and visitors. Providing safe bicycle transportation opportunities reduces the demand on other surface transportation modes.

The City of Hays is ideally positioned to make the bicycle an important part of its transportation picture. The City is compact, so most trips are relatively short. It has a network of wide, relatively quiet streets that connect parks, schools, and activity centers. Hays has a vital downtown, distinctive park and recreation resources, historical and cultural attractions with appeal to both visitors and residents, fine neighborhoods, boulevard systems, and a great university campus. Its flat topography makes bicycling both pleasurable and highly accessible to most people.

Hays vibrant community is based on fundamental successes recognized in distinctive neighborhoods, business districts, and its environment. The Bike Hays Master Plan connects these key attributes providing a convenient and accessible means of mobility to all. Ultimately the 26 mile system will increase health through active transportation in a cost effective manner. Tremendous community support for this desired system is evident. Kansas Transportation Enhancement funding support will assist in attaining a long desired amenity that will become a cornerstone of Hays' quality of life and increase the overall livability of the community.

DESIGNATED TRANSPORTATION ENHANCEMENT ACTIVITIES

Primary - Pedestrian and Bicycle Facilities Category

- Provision of facilities for pedestrians and bicycles
- Provision of safety and educational activities for pedestrians and bicyclists

Secondary - Scenic and Environmental Category

- Landscaping and other scenic beautification

LOCAL PROJECT SPONSOR

The City of Hays is the public agency responsible for the proposed transportation enhancement Bike Hays Master Plan project. See the attached resolution passed January 24, 2013 by the Hays City Commission located in the ***Supplementary Information and Materials***. The City of Hays budgeted a portion of the Bike Hays Master Plan and is committed to its construction, marketing and education with key community and state stakeholders.

FINANCIAL FEASIBILITY

The complete Bike Hays Master Plan network consists of 26 miles and is estimated to cost $811,670. The City of Hays has prioritized this project budgeting $380,000 for construction and $20,000 for education and marketing of the system in 2013. A request of $431,670 or 53% match of Kansas Transportation Enhancement Funds is requested to maximize the system's potential. If additional funds are not attained, it will take many years to acquire adequate necessary dollars to finalize Phase 1.

The Bike Hays Master Plan primarily utilizes current street infrastructure intermingled with strategic segments of hike and bike paths to link the entire community. The system's initial phase1 contains two prioritized segments. At an estimated cost of $278,200, section 1(a) connects a majority of schools, parks, and other destination points but not all. Section 1(b) is estimated to cost $538,770 and enhances section 1(a) with strategic bike facilities and multi-use pathways that draw additional neighborhoods into the system, give direct access to major destinations, and link sections to complete the community network.

If awarded, all of Phase 1 will be financed through the city's capital projects fund in 2013 with reimbursement by the Kansas Department of Transportation. Although the required match is 20%, **the City of Hays has a budgeted match of 47%.**

The City-committed portion will be funded by Special Alcohol Tax and Storm Water funds generated by the community. The Special Alcohol Tax fund will contribute $300,000 to finance a majority of the project. This fund contains necessary saved funding and receives $125,000 annually for quality of life projects.

Once constructed, ongoing maintenance of the system will be provided by Special Alcohol funds and is expected to cost $76,500 annually. Every year in conjunction with the street maintenance program, this amount will be reviewed by staff and City Commission.

The City's Storm Water budget will contribute the remaining $100,000 and has annual revenues of $756,000. Expenditures are budgeted annually to fund projects and maintenance of the storm water system. A recent Storm Water study identified the need for a cap on the Big Creek Levee

to fully secure the stability of the system. The proposed Big Creek Levee concrete trail improves the overall quality of life by improving flood control infrastructure, which protects a majority of the community and provides a connecting trail.

WORK PHASES

If awarded Transportation Enhancement funds, approximately 24.27 miles of the initial system can be constructed by fall 2013. This portion utilizes existing streets and pathways, using pavement markings, lane diets, and graphics to identify bike lanes and sharrows. Potential bidders will need to meet all guidelines noted within the Transportation Enhancement funding application. Approximately 1.7 miles of multiuse trails would be engineered utilizing city staff with construction taking place late 2013 and early 2014.

Contained within the Bike Hays Master Plan on pages 58-68 are detailed segments to be implemented. Specifically identified are the types of systems. The route and type of system were determined by the width of the street, traffic speed/flow, and as few as stops as possible with the integration of major destination points while networking the entire system. This information can also be found within the ***Supporting Exhibits*** titled ***Work Phases***. The Phase 1 network is broken into 12 strategic routes.

PROPOSED WORK

The community of Hays has long desired healthier alternative modes of safe transportation. Over the past 18 years, the City studied various hike and bike trail opportunities. Throughout this process a more efficient plan has emerged that enhances the transportation system and community amenities while providing a sustainable alternative to automobile use.

The Bike Hays Master Plan was created to offer a healthier alternative mode of transportation. The Bike Plan incorporates various sectors of Hays with nearly every community educational unit, park, medical facilities, historical attractions, commercial centers, employment concentrations, private/public educational nature trails, services and open space features. Users of the system have numerous opportunities to further enjoy the quality of life amenities for a fraction of the cost of traditional hike and bike paths. This is accomplished through maximum utilization of current infrastructure.

The success of the Bike Hays Master Plan hinges on four specific goals:

- Increase the number of people who use bicycles for transportation and recreation
- Improve bicycle access to key community destinations
- Use bicycling as part of an effort to make Hays more sustainable at three levels: globally, locally, and individually
- Increase safety on the road for motorists, bicyclists, and pedestrians.

The plan designer, RDG, utilized standards guided by the Urban Bikeway Design Guide, Manual of Uniform Traffic Control Devices, and American Association of State Highway and Transportation Officials Guide for the Planning, Design, and Operation of Bicycle Facilities. The proposed system and governing document can be found at www.haysusa.com under the Announcement icon titled Bike Hays Master Plan.

Much of the system is comprised for two users, the avid rider or adult commuter whose desire is to get from point A to point B efficiently and leisure riders that travel at slower speeds. Regardless of the user, the bike system is designed for easy transition between arterial and neighborhood segments. The avid rider or adult commuter will primarily use the arterial and connector bike routes to maneuver to specific destinations. The traffic flows on these streets are higher than those of neighborhoods; however, safety devices and national design standards ensure all necessary measures are in place for both the bicyclist and driver. These areas are identified on pages 57-67 of the plan or ***Supporting Exhibits*** titled ***Work Phases*** and include segments 2, 3, B, C and H.

The second users of the system are leisure riders. These users will take advantage of neighborhood collectors and parkways which direct riders through streets that have less traffic and operate at slower speeds. These sections allow the user to enjoy the many community nuances and environmental amenities. These areas are identified on pages 57-67 of the plan or ***Supporting Exhibits*** titled ***Work Phases*** and include segments 1, 4, 5, 6, A, D, E, F, and G.

The Master Plan connects neighborhoods to the entire community utilizing many of Hays' environmental attributes. Specific destinations within the system include five existing private/public educational nature trails, four elementary schools, one middle school, one high school, Fort Hays State University, Sternberg Museum, Historical Museum, Historic Downtown, and nearly every City park as well as various social service and commercial districts. These destinations are explained in greater detail within the ***Supporting Exhibits*** titled ***Primary Route Destinations***. The system provides safe access to many free services throughout the community.

Hays' many wide neighborhood streets promote driving speeds above the norm. Also evident in Hays are various over-built arterials containing four lanes that can more efficiently function with three lanes or road diets. The Federal Highway Administration claims the addition of road diets or bike lanes makes streets safer and can reduce accidents by as much as 29%. Reducing vehicular space on the road creates a calming effect which slows traffic and increases safety by giving motorists and bicyclist's segregated lanes**.** As streets are consumed with various transportation uses, the available space for travel is safely reduced which ultimately slows traffic. Segment C on page 66 of the Plan identifies a road diet segment on 13th street.

The Hays Police Department will work with citizens and local groups to ensure cyclists and motorists share the road safely. Specifically the special bike unit will assist in patrolling to promote safe cycling. According to research, crime is generally reduced and property values are increased in areas with bike paths or lanes. Although Hays has a low crime rate, additional public response is essential in maintaining a safe sense of community.

The Police Department collects all abandoned or unclaimed bikes and has them repaired at a regional prison. This is a governmental program that provides work to inmates. In return Hays Police Department can request refurbished bikes for needy adults or children to fully maximize the use of the system and ensure all have transportation access to necessary services regardless of financial status. The City currently works with local nonprofits to accomplish this.

According to the Center for Disease Control no state has met the goal of reducing obesity by 15% through the effort of the Healthy People 2010 initiative. In fact there are nine states that have obesity rates of 30% or higher. Kansas is fast approaching this rate, and in 2009 the state's obesity rate was 29%. This rate has doubled since 1992. Specifically Ellis County is above the state average with 34% obesity. This brings evidence that obesity affects Midwesterners more than others according to the Center for Disease Control. Lack of active living attributes to obesity which can increase serious health problems. The Center for Disease Control recommends multiple solutions including more physical activity for individuals, improved community access to parks and playgrounds, as well as the adoption of policies that promote bicycling. The U.S. Government believes increased physical activity is one of the keys to reversing the obesity epidemic.

The Bike Hays Master Plan enhances the available modes of transportation for residents as well as visitors. In 2010 the average commute was 12 minutes. The ability to efficiently travel the proposed network creates quick trips via bicycle rather than vehicles which assists in reducing emissions and overall degradation of infrastructure. It also provides alternative modes of transportation for the work force.

As a regional hub for sales and employment, Hays draws many visitors. The economic influence of 22,080 jobs reflects a diverse economy while boasting one of the greatest pull factors in the state at 1.8. Approximately 54,000 vehicles enter Hays daily through the I-70 exits. Roughly 575,000 visitors spent the night in Hays' hotels in 2011. With the regional and state recognition of the Bike Plan through KanBikeWalk and the League of American Bicyclist intermingled with convention and visitor marketing of local attractions, there is great potential for the bike systems use by visitors and citizens.

February 17, 2013 the Hays' City Commission passed a resolution of support. Many other related community and regional organizations support this application including social, health and educational entities. These relationships will assist in marketing and educating the public of these facilities. The extents of these organizations support are contained in letters accompanying this application and found in the ***Supplementary Information and Materials*** section.

In August of 2012, the current comprehensive plan was adopted. This progressive plan is a strategic guide for continued success based on citizens' priorities. The plan was developed through 35 public meetings held over 18 months with hundreds of participants. Stakeholder groups provided essential insight into perceived opportunities and issues. These groups included senior citizens, youth, the disabled, major employers, civic groups, social service agencies, non-profits, recreation groups, downtown advocates, the arts community, hospitality industry, chamber, economic development coalition, transportation (ground and air), neighborhood leaders, education (K-12, Tech College and University), medical and health-related industries as well as community investors. The prominent issues identified by every group was the desire for greater mobility throughout the community specifically bike and pedestrian access. A community questionnaire with 270 respondents confirmed this desire. These goals and meeting notes are included within this request and can be found in the ***Supporting Exhibits*** section titled ***2012 Comprehensive Plan Excerpts and Notes***. Gathered information was developed into the overall goal of "*developing and supporting an efficient and comprehensive transportation system*

to serve future vehicular, bicycle and pedestrian circulation and access needs". The prioritized strategy to attain this goal was the establishment of a bicycle and pedestrian network within the street system for connectivity throughout the community. This desire fueled by 18 years of previous attempts spurred the more efficient and cost effective Bike Hays Master Plan.

The City of Hays commissioned the Bike Hays Master Plan with Marty Shukert of RDG Planning and Design who has over twenty years' experience in planning and urban design throughout the Midwest and also created the 2012 Comprehensive Plan. The City paid $7,500 for the development of the plan. Innovative concepts such as complete streets and sustainable policies were built into the Bike Hays Master Plan and adversely the Comprehensive Plan.

The network provides the user with safe routes that maximize Hays' many environmental amenities such as waterways, green spaces, landscape settings and built attractions. The system connects approximately 6.75 miles of existing private/public educational nature trails at five locations across town, all of which have given public access. The routes were created for efficiency and user experience. This assists in increasing a sense of community and pride for the rider who becomes more connected on a personal level and gives the user numerous opportunities to further enjoy the quality of life amenities the bicycle system grants access to.

Big Creek Levee nature trail is approximately 1 ½ miles long and stretches along Big Creek across Frontier Park, Municipal Park, Larks Park, Glassman Bellfield's, North Central Kansas Technical College, and through Fort Hays State University. A recent storm water safety assessment of the levee notes the need of a concrete cap to secure the levee. This section of the levee is used by many citizens and students as a natural walking trail. Within the initial Bike Hays Master Plan Phase 1(b) is the construction of this multiuse pathway. The addition of this segment will enhance primary destinations noted above. The attributes of these facilities are attached in the Primary Destinations Section.

COST ESTIMATE

Initial System Phase 1(a) & 1(b)

Route	Name	Length (Miles)	Total Cost	Phase 1a Cost	Phase 1b Cost
1	Westside	4.35	37,890	29,730	8,160
2	Main/Big Creek	4.40	414,325	31,505	377,520
3	Allen	1.39	13,260	–	13,260
4	General Custer	1.58	23,700	–	23,700
5	Indian Trail	1.51	22,275	22,725	–
6	Henry Drive	1.31	17,700	–	17,700
A	33rd/Crosstown	3.56	81,230	38,000	43,230
B	22nd/Crosstown	2.12	32,940	32,940	–
C	13th/Southside	2.38	127,360	92,800	34,560
D	6th/7th	1.56	14,040	–	14,040
E	26th	0.55	6,600	–	6,600
F	Centennial	0.61	12,200	12,200	–
G	Douglas	0.65	13,000	13,000	–
Total	**Complete Initial System**	**25.97**	**$811,670**	**$272,900**	**$538,770**

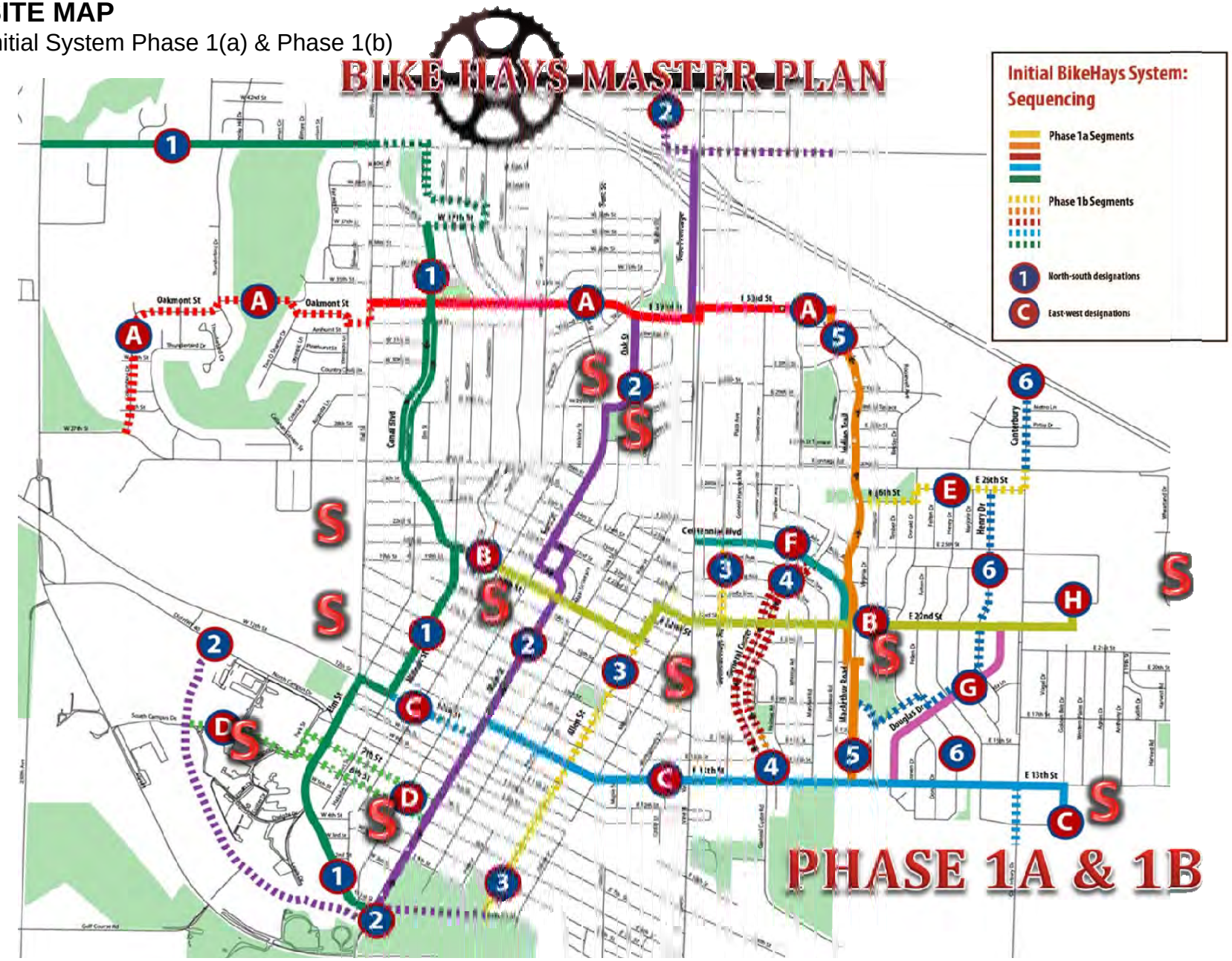
The details of each specific route and cost broken down by facility can be found in the Bike Hays Master Plan pages 58 -68 and within the ***Supporting Exhibits*** of this application titled **W*ork Phases***. Each route is measured, and width, speed, as well as traffic determine the necessary bicycle facility. Page 55 of the Plan explains current estimated costs for each type of system and provides examples of the facilities identified. A summary is given below and in the ***Supporting Exhibits*** titled ***Cost Estimates***.

Estimated Cost Per Mile by Facility Type

Facility Type	Description	Cost/Unit
1	Sharrows	$9,000/mile
2	Sharrows with striped parking lane	$12,000/mile
3	Single-direction bike lane with sharrows and striped parking lane	$16,500/mile
4	Single-direction bike lane with sharrows and diagonal parking	$20,000/mile
5	Two-direction bike lanes with two-side parallel parking	$20,000/mile
6	Two-direction bike lanes with one-side parallel parking	$18,000/mile
7	Parkway with dual single-lane street channels and one-sided parking	$15,000/mile
8	Four to three-lane road diet with two-side bike lanes	$60,000/mile
9	Two-side bike lanes or shoulders with no parking	$18,000/mile
10	Two-side bike lanes with buffered cycle track	$22,000/mile
SP	Side path: 10 foot concrete	$150,000/mile
MUP	Multi-use Pathway: 10 foot concrete	$250,000/mile

SITE MAP

Initial System Phase 1(a) & Phase 1(b)



Identified on this map with an **S** are all educational units including public schools, Fort Hays State University, North Central Technical College, and private schools. The green sections identify either public spaces or parks.

HISTORICAL COMMUNITY SUPPORT

The 1994 Comprehensive Plan contained many community discussions which spurred a subsequent 1996 Community Strategic Plan**.** This document developed many environmental and quality of life goals. A specific objective was the development of hike and bike trails throughout much of Hays' green corridors encompassing historical and student districts. Although many of the goals outlined in the plan were attained, which lend too much of Hays' current successes, the construction of a bike system never came to fruition. A summary of this is contained within the **SUPPORTING EXHIBTS**.

Approximately 10 years later in an effort to revive this unattained goal, a Hike and Bike trail master plan was commissioned by the City. In 2007 many community meetings were held which produced a design containing 13 strategic segments formed by 10-foot-wide concrete paths. The entire system, although excellent in design, was 32 miles long with an estimated cost of $11,040,743. The concept had few minor flaws including private right-of-way acquisition, securing structural challenges of current infrastructure, and the lack of overall connectivity for every park and school. Hays Big Creek Levee was identified as high priority in the plan as it is heavily used as an unapproved pedestrian trail.

As community energy grew for this concept, the recession quickly halted any momentum. All new projects were placed on hold in an effort to fund operations and grow reserves to last the national crisis. By 2009 the City had withstood the impact of the recession and with accumulated savings applied to the Kansas Department of Transportation (KDOT) for Transportation Enhancement funding to construct the Big Creek Levee Trail. Noted in an August 6, 2010 letter from the State of Kansas, it was advised the project would have greater success if all right-of-way issues and challenges were addressed prior to solicitation. Understanding the price of the project and the shrinking pool of federal and state funds, the City opted to temporarily abandon the $11 million plan.

The first annual bike week called "Ride into the Future" was coordinated in 2011 by a committee of eight community members. The goal of the event was to notify local government officials of the community's desire for greater sustainable transportation in an effort to increase health and overall sustainability. The event included various bicycle rides, a safety seminar, and repair demonstration, and ended with a petition drive to request bike lanes throughout Hays. The effort was supported by 20 local businesses and coordinated by a Facebook group called Hays Bike Week: Ride into the Future, which currently contains over 90 members. Over a 100 petitions were received by City officials, and a copy is included within this request in the ***Supplementary Information and Materials*** titled ***Hays Bike Week Petition***. This Facebook group continues to promote Hays bicycle endeavors and published Comprehensive Plan meetings and Bike Hays Master Plan notifications. This group will be utilized to market and educate.

PRIMARY ROUTE DESTINATIONS

Specific Bike Hays Master Plan destinations that enhance the system include:

Frontier Park, located at 1546 East Highway 40 / South Main, is one of Hays' oldest and most utilized parks. Located on what once was part of Fort Hays Military Reservation, Frontier contains many venues for citizens of all ages. The 89 acre park is divided by many environmental attractions that not only give scenic vistas but offer educational opportunities. Specific aspects of Frontier Park that complement the Hays Bike Master Plan include the 2011 addition of an educational nature trail. Developed by Hays Rotary Club volunteers, the trail surrounds the park with a 1 ½ mile trail. Informative signs tell the user of specific trees, shrubs, grasses, and historical points of interest. Other amenities and activities include picnic shelters, grills, playground equipment, fishing and hiking of Big Creek, waterfalls, nationally recognized disc golf course, and a buffalo herd which was established 40 years ago. Frontier Park and adjacent Municipal Park host regionally recognized events such as Wild West Festival, Blues Barbeque, and October Fest.

Other notable parks directly located on the proposed Bike Plan or within a few blocks include Larks Park which is home to Fort Hays State University baseball and Hays Larks semi-professional baseball team, the first Boot Hill Cemetery in Kansas, Hays Aquatic Park, and Wilson Neighborhood Pool. Approximately 14 of the major parks located in Hays are connected to the proposed system and each contains amenities for all ages.

Fort Hays State University holds the largest assembly of potential bike system users. With approximately 3,900 students attending college and an effort to double enrollment within 10 years, Fort Hays State University is taking great strides to accommodate students who bike. Approximately 66 bike racks are available throughout campus that holds up to 850 bikes. The sponsored program Take a Bike, Leave a Bike is now in its third successful year of operation.

With over 70% of the student population living off-campus, a defined bike system will enhance commuting opportunities and overall physical connection to Hays.

Historic Downtown fitness walk, starting at 18th and Fort Street, encompasses 25 bronze markers identifying specific points of interest that showcase Hays' historic relevance in the settlement of the West. Specific persons of interest included Wild Bill Hickok, Buffalo Bill Cody, and General George Armstrong Custer. Over 100 other historic properties are directly located on or within a few blocks of the proposed Bike Path. Regional attractions include Fort Hays, the Ellis County Historical Museum, and the Hays Arts Council which is the oldest in the state. All of these properties lend to further exploration of Hays' rich history.

Sternberg Museum of Natural History, located at 3000 Sternberg Drive, is known for its worldly renowned fossils and interactive displays that showcase many of the dinosaurs that inhabited much of the Kansas area. Specifically the Dr. Howard Reynolds Nature Trail created in 2011 complements the Hays Bike Master Plan as further exploration of 2 miles of educational nature trails. Other amenities include ponds, amphitheater, footbridge, native trees and shrubs.

Hays is regionally known for its abundant medical services which are primarily located on the east route of the Bike Plan. Hays Medical Center Fitness Trail further complements the system's health effectiveness by offering a hard surface walking path. This trail is approximately ¾ of a mile and located east of the medical center and contains additional fitness stations. Throughout the year, the medical community offers various educational opportunities to learn of healthier habits, flu shots, and other activities generally free to the public.

Commercial areas located on the proposed bike system include the downtown Chestnut District, Hays Mall, 27th and Hall shopping center, as well as sections of Vine Street and Canterbury medical facilities. These areas offer social, economic, and sales opportunities.

Educational units located on the Bike Path include five elementary, one junior high, one high school, North Central Kansas Technical College, and Fort Hays State University. Most high-density residential units are located in close proximity of the bike system to allow many demographics access.

LEGAL IMPEDIMENTS

There are no legal impediments with the implementation of the proposed system as the entire system is constructed on public infrastructure.

IMPLEMENTATION and MAINTENANCE

Phase 1 contains two types of systems which include bike lanes and concrete trails. The street system improvements are estimated at $436,670 and concrete paths at $375,000. Concrete paths generally have the life expectancy of 20 years; however the cost associated to the actual street system is paint, signage and safety improvements. The consultant estimates one quarter of the painted project will need to be replaced annually. This recommendation is based on Omaha, Nebraska's maintenance of bike lanes. Understanding that Omaha traffic and inclement weather are more severe than Hays, a conservative 18% maintenance budget can be projected annually at

$78,600. As noted in the finance section, this annual maintenance cost will be funded out of Special Alcohol Funds which receive consistent dollars.

After installation, maintenance of the on-street system will be contracted out when possible as part of the annual street maintenance program to save costs. However, throughout the year any minor touchups and street sweeping will be performed by City staff. Staff believes as the system becomes fully, utilized the community will express its desire for additional routes. Key stakeholder groups will be used to communicate these desires.

PROJECT ADMINISTRATION/MANAGEMENT

In collaboration with the City Manager's Office, the Public Works Department will be fiscally responsible for the construction and maintenance of the Bike Hays Master Plan. The completed Plan, containing national design standards, will guide the bidding of the network.

Hays Daily News, The (KS)

March 5, 2012
Section: Local News

Rising prices fuel alternatives

By DAWNE LEIKER
dleiker@dailynews.net

With **fuel prices** inching close to the $4 per gallon levels of July 2008, some local consumers are seeking **alternatives** to sinking big portions of their paychecks into the **fuel** pump.

Moped and bike sales are on the rise as residents prepare for warmer days and the potential for increased **fuel** costs.

Kansas gas **prices** recently averaged $3.62 a gallon for regular grade, with a national average of $3.76. Locally, **prices** ranged from $3.48 to $3.89 a gallon.

According to a Feb. 27 AAA **Fuel** Gauge report, **fuel prices** had risen for the 32nd consecutive day, up 13 cents from a week ago, 29 cents from a month ago and 35 cents from a year ago.

Ernie Speier, owner of SAS Moped and Auto, 420 E. Eighth, said he believes many of his customers are concerned **fuel prices** will rise to 2008 levels again. But it's not just the **fuel** savings that drive some consumers to purchase a moped, Speier pointed out.

"(Mopeds) are a lot of fun," he said. "We've had guys buy one on a Saturday just to play with and come back in Monday and buy another one for the wife."

Although sales have increased, Speier said they haven't yet hit the levels of 2008 when gas **prices** reached $4 a gallon. During that spike, demand for mopeds outpaced supply, leaving many consumers unable to locate a moped for purchase.

His sales to Fort Hays State University students and staff have been strong during the last few years, and Speier, who has sold mopeds for nine years, said he now is selling to a wide range of customers.

"I feel like they'll get a little more popular as time goes," he said.

With average **fuel** mileage of 75 to 85 miles per gallon, "it's pretty cheap transportation," Speier said, and for some people, the only vehicle they drive.

But for many, the added health benefit of bicycling makes that mode of transportation even more attractive than the **fuel**-savings of a moped.

Bicycle sales have been on the increase this year, according to Mark Dickey, manager of the Hub Bicycle Shop, 803 Fort. In fact, Dickey said he sold more bikes in February than he did in the entire first quarter of 2011.

Selling bikes is not just a job for Dickey, it's a lifestyle.

"I have ridden a bike every day of the year for the last two years," he said. "Even when we've had snow and rain I'm going to prove that you can do it."

Dickey, who said he is addicted to riding, drives a car only when traveling out of town.

He said he regularly encourages customers to consider the **fuel** expense savings bicycling allows, as well as its health benefits.

"Not only am I in better shape, but I'm helping the environment," he said. "Our country as a whole, we're declining as far as health goes. We're eating fattier foods, we're exercising less, and by me pushing it a little bit, maybe I can help a few people out.

"I'm hoping I can get a few people to realize it's fun."

People in Hays need to see more bicyclists on the streets to become more comfortable with their presence, he said. Bike riders are taxpayers, too, he pointed out, and equally entitled to share roadway space.

"Bikes aren't going away, and with gas **prices** going up, I think we're going to see more and more people on them."

Safety and accessibility on Hays streets perhaps has limited the number of bicyclists locally. To attempt to address those issues, the city of Hays commissioned a hike-and-bike plan concept several years ago which encompassed about 20 miles of trails.

At a cost of $12 million, no further action was taken on the project. However, Hays Assistant City Manager Paul Briseno said an RDG Planning & Design consultant, while preparing documents for the Hays comprehensive plan, made progress on developing an 18-mile street bike system that incorporates every school and many parks in town.

"He actually rode every street throughout the community on his bicycle to get the layout of the community and understand the various dynamics of how Hays is laid out," Briseno said.

The initial concept of phase one of the project is estimated to cost $257,000 and will be presented at the Hays Comprehensive Plan open house from 5:30 to 7:30 p.m. March 14 at Robbins Center on the Fort Hays State University campus. A map of the proposed trails and bike concept is available at planhays.com.

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Hays Daily News, The (KS)

January 18, 2013
Section: Local News

Wheels turning on new bike plan

By DAWNE LEIKER
dleiker@dailynews.net

Hays city commissioners first identified a need for bike trails within the community nearly two decades ago. During Thursday night's work session, they took a look at the most recent proposal for a city bike system.

Assistant City Manager Paul Briseno told commissioners the need for a bike plan was a recurring theme as stakeholder groups gathered more than a year ago to provide input on the city's comprehensive plan.

"What we heard from a number of people is there was a true need for a bike system within our community," Briseno said.

That need, in fact, also had been identified during the city's comprehensive plan process in 1996-97.

"The goal that never did happen was once again a bike system for the community of Hays," he said. "So it's been about 18 to 20 years.

"This has been long-desired for this community."

The topic again surfaced in 2007 when a hike and bike trail master plan was commissioned by the city. That plan, roughly estimated to cost $11 million, has grown dusty on city office shelves.

The most recent Bike Hays Master Plan brought before commissioners at Thursday's meeting costs significantly less at $272,000.

The bike system is proposed to run approximately 15 miles and in its first phase will connect a majority of city schools, parks and other destination points.

The second phase of the plan enhances the initial phase with additional bike facilities and multi-use pathways that draw neighborhoods into the system, gives direct access to important destinations and links sections to complete the community network.

"There are a number of components of this system that are geared for family members," Briseno said. "But at the same time, there are sections that are geared for your avid rider."

Featured in the plan is the potential to implement street and road diets, which would convert certain arterial or high volume streets to a different lane configuration. One plan recommendation entails taking 13th Street from a four-lane road to a three-lane road creating a lane diet. The conversion would include a **turning** lane down the center, automobile lanes on the sides and bike lanes on the outer edges.

"The theory behind it is that you're narrowing the path for cars to travel, therefore psychologically people think they need to slow down," Briseno said. "Plus, people recognize that there's potentially people on bikes on these sections of roads."

Included in the city's 2013 budget is $300,000 for the project, set aside from special park funds from alcohol taxes.

Discussion of the bike system brought concerns from Commissioner Kent Steward, who said he fears Hays residents are facing a number of high dollar tax proposals in the upcoming years, including a convention center, possible projects downtown and on north Vine Street, and Ellis County building projects.

"Those of us who are on these boards by and large can afford these things better than the average person can, and I think we don't give enough attention to the fact that there are a whole lot of people in this community that just can't afford all this," he said. "What I'd originally proposed was that we stripe a couple of streets and do it as a test and see how it went for the drivers and the bike riders.

"Now we're up to almost a million for this thing. It just really bothers me."

The commission will consider action on the plan at next Thursday's meeting.

In other business, commissioners:

• Heard a request from Ellis County Administrator Greg Sund for a letter of support to be given to the state legislature in support of legislation allowing the county to keep the total sales tax proceeds generated should a countywide sales tax measure pass by voters in a June election. The sales tax funds are projected to be used for funding a new rural fire/EMS facility and new jail. City Manager Toby Dougherty said he would draft a letter of support for commissioners' consideration.

• Considered a presentation and public comments on restriping 27th Street from a two-lane to a three-lane street in the area from Plum to Hall streets. The measure will come before commissioners for a vote at next Thursday's regular meeting. Several residents of the neighborhood brought their concerns before commissioners following up on a discussion continued from the last commission work session.

• Discussed applying for a transportation enhancement grant to help fund the city's bike plan.

• Considered a developer agreement for Wheatland lots. The item will come before commissioners either at next week's meeting or an upcoming work session.

• Reviewed information about a city waterline design engineering agreement, which will be voted on at their next meeting.

• At Commissioner Ron Mellick's suggestion, discussed merits and pitfalls of imposing city commission term limits. It was agreed no action would be taken on the item at this time.

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Hays Daily News, The (KS)

February 6, 2013
Section: Local News

Wheels turning for Hays bike plan

By DAWNE LEIKER
dleiker@dailynews.net

Local bicycle enthusiasts have a reason to celebrate a recent Hays City Commission decision.

Phase one of the Bike Hays master plan, approved by commissioners in late January, will link destinations including commercial districts, recreational facilities, museums and neighborhoods. The plan, estimated to cost $252,000, entails restriping city streets to include bike lanes and sharrows, or shared lane markings.

Developed by RDG Planning & Design as a supplement to the city's comprehensive plan, the Bike Hays plan has received community support.

"It's rare that a community really does something," said Marty Shukert, RDG principal of the plan. "Especially a city of Hays' size.

"It's very exciting to see this."

Shukert, an avid cyclist from Omaha, Neb., regularly bicycled the streets of Hays during his visits to town while developing the comprehensive plan. Overall, he said he thought the streets were conducive to bicycle transportation. Finding manageable distances, wide and flat streets, and adequate connectivity, he began to envision a bike plan.

However, it was community members who drove the process.

"As somebody who is a committed urban bicyclist, I always try to be careful about imposing this on communities," he said in a phone interview. "In the case of Hays, it really came from the community, because I think that people intuitively realize that this was a very, very good way of moving around the city."

The need for a bike plan has been a recurring theme in Hays, identified first in the city's 1996 comprehensive plan. Then in 2007, an $11 million hike and bike master plan, which was fiscally out of reach, was developed. The bike plan, although it has recreational benefits, differs from the 2007 plan in it is geared more to transportation improvement.

Efforts of a Fort Hays State University class two years ago helped put the idea of a bike plan back on the radar for the city. The class, "Seminar in Sustainability," promoted bicycle education through a series of activities.

Tori North, a former member of the class, said she sees a need for bicycle lanes in the city and further education of residents. She said she has experienced the dangers of bicycling in Hays.

"My little brother has been the victim of a hit-and-run on his bike," North said. "I've almost been hit several times.

"It's kind of an almost ignorance of people behind the **wheel**. ... They don't pay attention to cyclists."

North, who now is mother of a 2-year-old, doesn't ride as frequently as she did during her days at FHSU, primarily because of safety concerns.

"But I think once the bike lanes are actually implemented on the roads, they'll be much safer," she said. "And I really plan to get back out there with him, because he loves being on bike rides."

Road safety was identified as a concern by most of the class members, said John Heinrichs, chairman and associate professor of geosciences who taught the course in sustainability.

"There was a perception that drivers in Hays are not used to bicycles and don't allow as much room as needed for bikes," he said.

As temperatures warmed Tuesday afternoon, a few bike racks at FHSU were at capacity. Cyclists on or off campus, though, were few and far between.

Cynthia Rodriguez grabbed her bike from a rack outside Rarick Hall. The freshman from Kansas City said she looks forward to bike lanes being added throughout the Hays community.

"I don't like riding my bike outside of campus because there's cars and I wouldn't be safe, so I usually just get a ride from my roommate," she said. "So I have to wait for her to go to Dillons or Walgreens or anywhere I want to go."

Cycling up Sixth Street, Weston Cossman, an FHSU junior from Jetmore, stopped for a moment to talk about his biking habits. If it's not freezing, he said, he can be found riding his bike every day. Similar to Rodriguez, he doesn't venture far from campus and usually bikes approximately eight blocks home each day.

"I try to stay on the sidewalk as much as I can," he said. "Sixth Street is kind of tight if you have to pass a car or something."

The Bike Hays master plan will encompass 25 miles and be implemented by striping city streets and incorporating signage to indicate either a bike lane or sharrow. A unique feature of the plan, Shukert said, is its incorporation of streets such as Canal Boulevard and General Custer Road. The bike lane on those streets will run adjacent to the median drainage.

"Basically it's a wide one-way street," Shukert said. "There's ample room for a bike lane.

"But the bike lane is much more safely done adjacent to the median to the drainage. One place where I saw that done effectively was Commonwealth Avenue in Boston, so I thought why not Hays?"

Another aspect of the plan is its creation of road diets, specifically transitioning a few roadways from four lanes to three lanes. Shukert said he believes motorists will find the transition painless.

"On streets that are operating under-capacity, engineers will prefer three lanes to four lanes because the left turn, which is the biggest bottle-necking problem, is out of the way," he said. "It's as much a safety issue as it is a bicycling issue.

"People generally, after a couple of weeks of getting used to it, will feel it's exactly as it should have been."

Progress on the bike plan will move smoothly if a community constituency develops, Shukert said. In addition, he pointed out education and special events on bike safety will help community members make the transition to a more bike-friendly city.

The city will apply for a transportation enhancement grant from the state of Kansas on Feb. 15. The grant would allow for phase two of the Bike Hays master plan, a further development of the plan that adds multi-use pathways to draw neighborhoods into the system. Receipt of the funds will be announced in June.

If awarded, Assistant City Manager Paul Briseno said he estimates bike lanes will be installed in late summer or early fall. If funds are not awarded, he said, the city will proceed to contract out the bike lanes and sharrows for mid-summer.

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RESOLUTION NO. 2013-002

A RESOLUTION DECLARING THE ELIGIBILITY OF THE CITY OF HAYS, KANSAS TO SUBMIT AN APPLICATION TO THE KANSAS DEPARTMENT OF TRANSPORTATION FOR USE OF TRANSPORTATION ENHANCEMENT FUNDS SET FORTH BY THE FEDERAL TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY FOR THE HAYS BIKE PROJECT IN HAYS, KANSAS AND AUTHORIZING THE CITY MANAGER OF THE CITY OF HAYS TO SIGN THE APPLICATION.

WHEREAS, the City of Hays, Kansas, has the legal authority to apply for, receive, and administer federal, state, and other monies through Home Rule Power under the Constitution of the State of Kansas and authorized by K.S.A. 12-1662, regarding the expenditure of federal aid to public agencies; and

WHEREAS, the City of Hays, Kansas, desires to submit an application to the Kansas Department of Transportation for transportation enhancement program funds set forth by the Federal Transportation Equity Act for the 21st Century; and

WHEREAS, the City of Hays, Kansas, is participating in the Kansas Department of Transportation's Transportation Enhancement Program set forth by the Federal Transportation Equity Act for the 21st Century; and

WHEREAS, Federal monies are available under a transportation enhancement program set forth by the Federal Transportation Equity Act for the 21st Century, administered by the State of Kansas, Department of Transportation, for the purpose of Historic, Scenic and Environmental, and Pedestrian and Bicycle projects; and

WHEREAS, After appropriate public input and due consideration, the Governing Body of City of Hays, Kansas has recommended that an application be submitted to the State of Kansas for the Bike Hays Plan project.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF HAYS, KANSAS:

SECTION 1. That the City of Hays, Kansas does hereby authorize the City Manager to submit an application to the Kansas Department of Transportation for transportation enhancement program funds set forth by the Federal Transportation Equity Act for the 21st Century on behalf of the citizens of City of Hays, Kansas.

SECTION 2. That the City of Hays, Kansas, hereby assures the Kansas Department of Transportation that sufficient funding for the construction of the Bike Hays project is available.

SECTION 3. That the City of Hays, Kansas, hereby assures the Kansas Department of Transportation that sufficient funding for the operation and maintenance of the Bike Hays project will be available for the life of the project.

SECTION 4. That the City of Hays, Kansas, hereby assures the Kansas Department of Transportation that the City of Hays, Kansas, will have title or permanent easement to the Bike Hays project by the time of project letting.

SECTION 5. That the City Manager of City of Hays, Kansas, is authorized to sign the application to the Kansas Department of Transportation for transportation enhancement program funds set forth by the Federal Transportation Equity Act for the 21st Century on behalf of the citizens of City of Hays, Kansas. The City Manager is also authorized to submit additional information as may be required and act as the official representative of the City of Hays in this and subsequent related activities.

SECTION 6. That the City of Hays, Kansas, hereby assures the Kansas Department of Transportation that the City of Hays, Kansas, is willing and able to, if the Bike Hays project is selected for funding, administer the designing, letting and construction of the Bike Hays project.

ADOPTED AND PASSED by the Governing Body of the City of Hays, Kansas, this 24th day of January, 2013.

CITY OF HAYS
INCORPORATED
SEAL
MAY 18, 1885
KANSAS

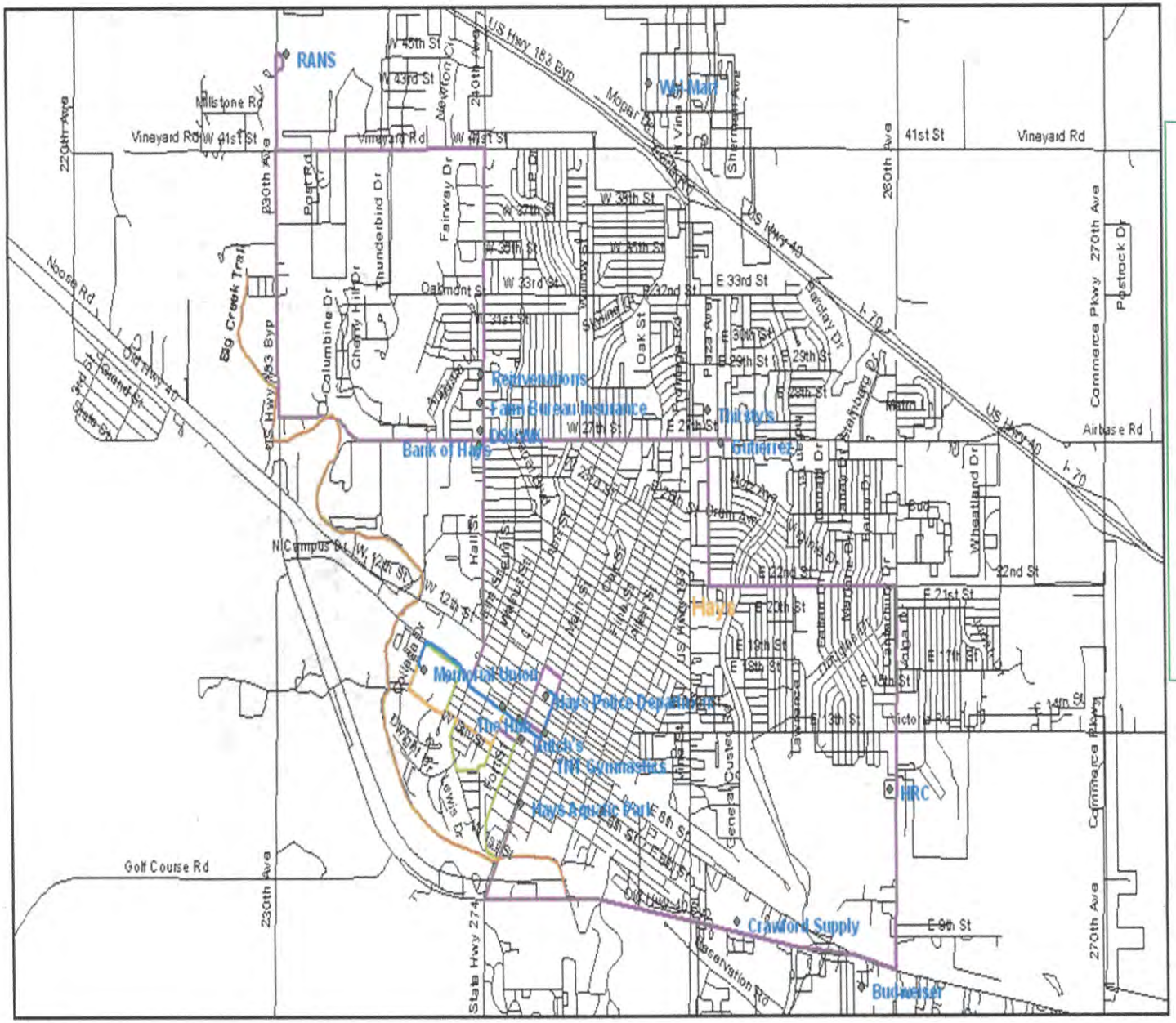
TROY HICKMAN
Mayor

ATTEST:

DORIS WING
City Clerk

(SEAL)

1st Annual Hays Bike Week (April 11-15, 2011)



Cassie Morrison and Travis Angell
03.28.2011
Source: US Census Bureau

U.S. Census Bureau

Schedule of Events:

Monday- 6:30pm
Ride from FHSU Memorial Union to Hays Police Dept.
Seminar in Bicycle Safety

Tuesday- 6:30pm
Ride from FHSU Memorial Union to The Hub
Seminar in Bicycle Repair

Wednesday- 6:30pm
Sponsor Tour Ride
Start and End at FHSU Memorial Union

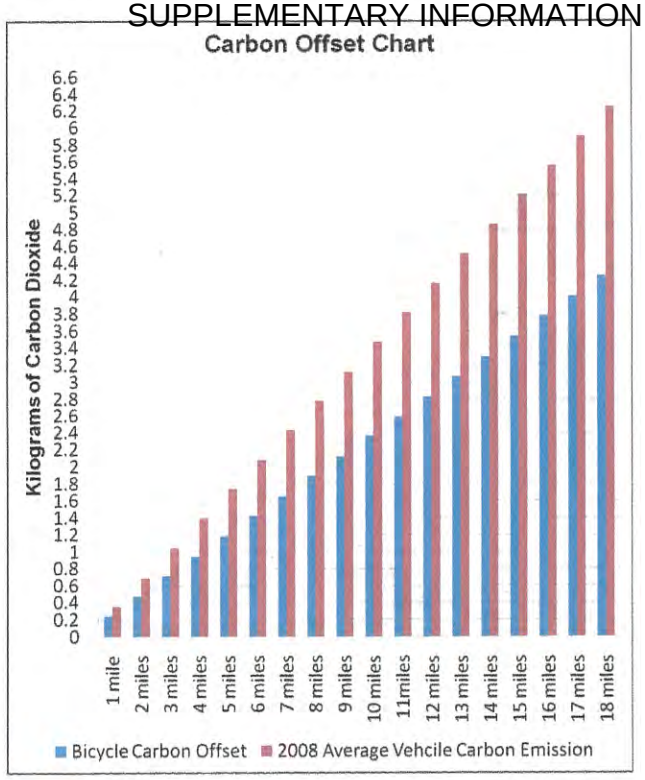
Thursday- 6:30pm
Ride from FHSU Memorial Union to The Hub
Bike along Big Creek Trail

Friday– At your convenience
Ride from FHSU Union to City Hall (on Main St between 15th and 16th)
Deliver our Petition and Results

Show Your Support!

We, the citizens of Hays, Kansas would like to petition for City of Hays to produce bike lanes on the major roads (Vine, 27th, Hall, 8th). This is to show the cities support for our desire to have sustainable transportation, while keeping us safe from motorized vehicles.

Signature_____



Show Your Support!

We, the citizens of Hays, Kansas would like to petition for City of Hays to produce bike lanes on the major roads (Vine, 27th, Hall, 8th). This is to show the cities support for our desire to have sustainable transportation, while keeping us safe from motorized vehicles.

Signature

Facebook group:
Hays Bike Week: Ride into the Future

1st ever Hays Annual Bike Wee
Ride into the Futu

April 11-15, 2011 (Optional ride on April 1

The goal of this project is to encourage sustainable transportation in the city of Hays, KS in hopes of making the world a more sustainable and healthy place.

Committee:
Tori North,
Marissa Dugan,
Travis Angell,
Cassie Morrison,
Tyson LeSage,
Dominic Lopez,
Dr. John Heinrichs,
Dr. Elmer Finck

Affiliated with the FHSU Departments of

Geosciences and Biological Sciences

RECEIVED
FEB 12 2013
CITY MANAGER

2/12/2013

Greg Sund
Ellis County, Kansas
1204 Fort St.
Hays, KS 67601

Toby Dougherty
Hays City Manager
PO Box 490
Hays, KS 67601

Dear Mr. Dougherty,

I am writing on behalf of the Ellis County Commission to express the County's support for your new bike trail plan and to specifically support your need to use a portion of 41st Street that is County right of way as a connecting link in your plan.

As you know, the Ellis County Commission heard presentations about the project from Assistant City Manager Paul Briseno. His presentations were thorough and very informative. I appreciate the time he took to explain the project and what the city of Hays is working to achieve.

We hope you are successful in achieving the grant funding you seek in order to bring this ambitious project to fruition.

Sincerely,

Greg Sund
County Administrator
Ellis County, Kansas

FORT HAYS STATE UNIVERSITY

Forward thinking. World ready.

FACILITIES PLANNING

February 13, 2013

Mr. Paul Briseno
Assistant City Manager
City of Hays
P.O. Box 490
Hays, KS 67601

Re: Bike Hays Plan

Dear Paul:

We have reviewed the information you provided regarding the City's proposed Bike Hays Plan. It appears to be a comprehensive plan which encompasses the entire city and would serve to benefit many of the citizens. Given 75% of our on-campus student population resides off-campus, we feel such an improvement could enhance bicycle traffic to campus. As we look to the future, we anticipate a growth in bicycle usage by our faculty, staff and students. In recent years, the campus has initiated a bike-sharing project which allows individuals on campus to use University-owned bicycles for travel across campus. Fort Hays State University is currently underway with a new comprehensive master plan, which we anticipate to be complete by summer. A part of that plan will address how we can best integrate and encourage bicycle use throughout our campus. Any means by which we can encourage the use of bicycles and walking will only serve to promote a healthy lifestyle for our residents. We wish the City of Hays the best success with implementing its proposed Bike Hays Plan.

Yours truly,

Dana A. Cunningham
Director, Facilities Planning

cc: Mike Barnett

Office of the Director · 600 Park Street · Hays, KS 67601-4099
(785) 628-4424 · FAX (785) 628-4048 · www.fhsu.edu

94 Lewis Drive Hays, KS 67601 hacc@hacc.info
(785) 625-3257 (785) 625-HACC Fax (785) 625-8557
www.hacc.info FACEBOOK: Hays Area Children's Center

hacc
Our work is child's play.
HAYS AREA CHILDREN'S CENTER

February 13, 2013

Dear Mr. Dougherty, Mr. Briseno, and Hays City Commission,

Thank you for serving our community and giving of your time and talent to make Hays a wonderful place to live and work. I grew up in Victoria and graduated from FHSU; I moved back to Hays in 2011 after living in DFW for 25 years. This area will always be home for me, and I am grateful for the opportunity to work with HACC and contribute to our community.

Though my dad is gone, I often think about the contributions he made to Victoria and Ellis County in his role as superintendent. I remember coming home to visit and Dad directing us to drive on the "new" Commerce Parkway because it was a project he was so proud of. Being involved in the community and contributing his time were natural for him, and the goals of the Ellis County Coalition were important because he knew they would benefit many people. Even today, I can hear him telling me to "take Commerce Parkway" because I know the people who made it possible had a vision for the future.

As community relations coordinator, I am facilitating the 25th Annual HACC Rope 'Em Ride. It's a bicycle event that has great potential, and I enjoy the challenge of bringing people to Hays/Ellis County to see what makes us special. I'm proud of our community, and I like being a spokesperson for my hometown and using my experiences in North Texas to help me help others.

I lived in a community similar to Hays in North Dallas because I like the small town environment, and our city invested money to create bike/walking paths. I often thought, "If you build it, they will come." It was both a need and a necessity, and those paths were used constantly. Recently, I visited my son in Chicago, and he rides his bicycle to work. Even a city as large as Chicago and the outlying communities have bike paths/routes. We also made a visit to Madison, Wisconsin, which supports bicycle riders—a bicycle-friendly city. I found it interesting because those areas of the country are generally colder and have more snow than Kansas, yet they promote and support health and well-being of the citizens. A large bicycle company in Madison recently made a donation to our Trike-A-Thon for the children at HACC, and I have found through my research so many other companies, organizations, and communities that support bicycles/riding to work/health/exercise/family fun.

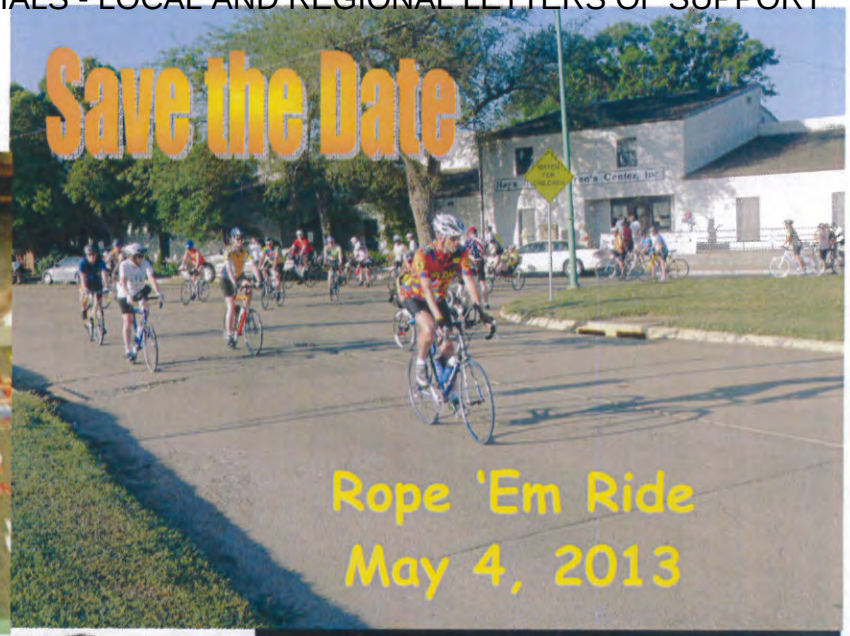
I am thrilled with the possibility you would consider doing something for our community that would have life-long positive impact. It would also bring people and businesses to Hays because it is another way to promote our city as caring about its citizens, especially families. In addition, it says that we care about the environment, health, and exercise. This project is truly an investment in our future—if you build it, we will use it. As my dad would say, "Take the new bike route." And, I would.

Sincerely,

Kelly O'Brien Koerner

Kelly O'Brien Koerner, Community Relations Coordinator

Kansas Department of Health and Environment Child Care & Healthy Start | tiny-k Early Intervention Services | United Way | ChildCare Aware of Northwest Kansas



Programs & Services for Children & Families:

Infant/Toddler Early Intervention
Healthy Start Home Visitor
Child Care Aware® of Northwest Kansas
Licensed Child Care

94 Lewis Dr.
Hays, KS 67601
www.hacc.info
Facebook

hacc
Our work is child's play.

HAYS AREA
CHILDREN'S CENTER

Christmas Tree
Lane & Auction
November 23, 2013

HAYSMED

2220 Canterbury Dr. | P.O. Box 8100 | Hays, KS 67601 | 785.623.5000

www.haysmed.com

RECEIVED
JAN 29 2013
CITY MANAGER

January 24, 2013

Paul Briseno
1507 Main
Hays, KS 67601

RE: Letter of Support

Dear Paul:

It is my pleasure to write a letter in support of the Bike Hays Master Plan on behalf of Hays Medical Center. The core purpose of HaysMed is "To Help People Be Healthy" and the Bike Hays proposal certainly supports this ongoing endeavor. The success of this plan will do just that, as well as provide healthier alternative modes of transportation and recreation; access to key community destinations; making Hays more sustainable; and increase safety on the road for motorists, bicyclists, and pedestrians.

As a rural medical center with a certified medically based wellness facility we provide services for all ages and diseases, and have seen the rewards of providing preventive services within this community. We believe that prevention is the key. We look forward to continuing to provide much needed services to people within our healthcare system, this community and surrounding communities to assure that every need for those individuals is met. The Bike Hays Master Plan plays a key role in this continued service.

In conclusion, HaysMed fully supports the initiative of the City of Hays as they seek approval and funding for the Bike Hays Master Plan. Any community that can reach the highest standards to safely and effectively improve the health and wellness of our citizens, regardless of their health status, is a benefit to our community. The Bike Hays Master Plan will be a great asset to the quality of life of so many of those who live in, or visit, Hays, KS.

Sincerely,

Bryce Young
Chief Operating Officer

HRC
HAYS RECREATION COMMISSION
1105 Canterbury Drive • Hays, KS 67601-2605 • Office (785) 623-2650 • Fax (785) 623-2657
Home Page: www.haysrec.org • E-Mail: hrc@haysrec.org

February 5, 2013

To Whom It Concern:

On behalf of the Hays Recreation Commission Staff and Board of Directors, I strongly support the Bike Hays Master Plan project presented by the City of Hays. At an estimated cost of $278,200, section 1a connects a majority of schools, parks and other destination points. Section 1b is estimated to cost $538,770 and enhances section 1a with additional bike facilities and multi-use pathways that draw neighborhoods into the system, give direct access to major destinations, and link sections to complete the community network.

Section 1b would impact the Hays Recreation Commission by providing access for bikes to the Recreation Center. Currently on average we have approximately 150-350 visitors a day to the recreation center depending upon the time of the year. At this time access to our location is not biker friendly and many bikers' safety is at risk for this reason. Section 1b would create safer access to our location as well as safer access to neighborhood parks and outdoor sports fields. Our community strives to enhance a healthy lifestyle for our citizens. Creating a bike plan that allows citizens to access community parks and recreation sites would only benefit and increase the efforts of our community.

If approved the Hays Recreation Commission would play an active role in educating the public on bike safety and would also have the ability to offer more programs specifically for bike enthusiast. The opportunity to link our community by providing a bike trail system and to improve the quality of life for our citizens is very exciting. The Hays Recreation Commission staff and board of directors believe this is a project worth funding and hope that this can be accomplished.

If you have any further questions please do not hesitate to contact us. Thank you for your time and consideration of funding this important project in our community.

Sincerely,

Roger Bixenman, CPRP
Superintendent
Hays Recreation Commission

Todd Lynd,
Chair
Hays Recreation Commission

KanBikeWalk

1403 Southwest Blvd, Suite B
Kansas City, Kansas 66103
www.kanbikewalk.com

February 12, 2013

Mr. Paul Briseno, Assistant City Manager
City of Hays
P.O. Box 490
1507 Main Street
Hays, KS 67601

Dear Mr. Briseno,

Each year KanBikeWalk, Inc., the Kansas statewide bicycle and pedestrian advocacy organization, reviews various projects to determine if those projects meet its mission and vision of promoting a safe walking and bicycling environment for Kansans. It is with great pleasure KanBikeWalk gives its support to the City of Hays's application for FFY 2012 Transportation Enhancement Program (TEP) funding to implement the City Bike Plan-Phase 1 project and strongly encourages the Kansas Department of Transportation to award TEP funding for the Hays's Bike Hays Plan-Phase 1.

Hays's approach of implementing a substantial portion of their new Bike Hays Plan in one project is courageous. Rather than undertaking small portions of the plan, delaying benefits and increasing costs of implementation, the citizens of Hays will benefit immediately by providing bicycle facilities throughout the city in one coordinated project. By connecting the entire city, including it's educational, recreation, civic, employment and retail areas to the residential areas of Hays, all residents, no matter the age of bicycling ability, will be able to comfortably and safely move about their community by bicycle. This unique approach wisely takes full advantage of the energy and excitement currently existing in Hays for the support of this newly adopted, highly supported plan.

KanBikeWalk applauds the courage, imagination and initiative demonstrated in Hays's TEP application for Bike Hays-Phase 1 project. While this approach may not work for all communities, the citizens of Hays, their city leaders and plan consultants are to be commended for creating a feasible, practical plan that equitably benefits the entire community in an realizing the potential benefits to be realized by implementing a substantial portion of the Bike Hays Plan in one project.

Sincerely,

Dale O. Crawford

Dale Crawford, President
president@kanbikewalk.com

FORT HAYS STATE UNIVERSITY'S

Sternberg Museum of Natural History

January 30, 2012

Paul Briseno
City of Hays
1507 Main
Hays, Kansas 67601

Mr. Briseno,

Please accept this letter of support for the Bike Hays Master Plan from the Sternberg Museum of Natural History. We are excited to be a part of the bike plan with routes to the Museum and our nature trails area. The 26 miles of safe walking and biking trail around the City with a route to the Museum is highly needed to provide residents with access to education and health opportunities.

The Sternberg Museum will work alongside the City of Hays to make sure the Bike Hays Master Plan route near the Museum excels to maximize education and health opportunities in our area.

Sincerely,

Dr. Reese Barrick
Museum Director
785-628-5664
rebarrick@fhsu.edu

James Leiker
Education Director
785-639-5249
jaleiker4@fhsu.edu

Discovery Under the Dome!
3000 Sternberg Drive • Hays, KS 67601-2006
785-628-4286 • toll free 877-332-1165 • fax 785-628-4518
http://sternberg.fhsu.edu

Growing Together
USD 489

Rockwell Administration Center
Unified School District 489
323 West 12th Street
Hays, Kansas 67601-3893

TEL (785) 623-2400
FAX (785) 623-2409
www.usd489.com

RECEIVED
JAN 21 2013
CITY MANAGER

January 22, 2013

Paul Briseno
City of Hays
1507 Main
Hays, Kansas 67601

Mr. Briseno,

The USD 489 School Board voted January 21, 2013 to support the City of Hays funding request for the Bike Hays Master Plan. Such a system will assist in meeting health and transportation needs while increasing the overall quality of life in our community.

Recognizing the benefit of such a plan, USD 489 is dedicated to continued partnership in this endeavor. Providing a safe route to school is highly desired. With key destinations incorporated into the proposed system children will have the opportunity to extend their leaning experience beyond the walls of our schools. Connecting neighborhoods with major destinations and schools through 26 miles of bike lanes and multipurpose trails requires public education. USD 489 and the City of Hays will work together to properly notify students and parents of the systems implementation and ongoing education.

Kansas Department of Transportation funding support will assist in attaining a long desired amenity and increase the overall livability of our community.

Respectfully,

Darren Schumacher
Board of Education President
USD 489

Bike Lanes

Bike lanes provide reserved (but not always exclusive) space for bicyclists operating within the street channel. Because they delineate a specific area for bicyclists, bike lanes provide an on-street environment both safer and more comfortable for cyclists on higher volume and/or higher speed roads than shared streets.

In Hays, bike lanes are proposed in four situations:

- *Retrofits of existing streets.* These streets are wide enough to accommodate bike lanes without affecting the existing number of lanes. Broadway from 27th to 33rd is an example of such a street. In some cases, width and parking conditions require a hybrid solution: a bike lane in one direction, with a shared lane on the opposite side. The bike lane should be placed in the direction where bicyclists are most likely to delay motor vehicles. Main Street is an example.

- *"Lane diets."* These are typically older four lane streets that can serve their traffic volumes more safely if converted to three lanes with a left-turn lane. This then provides enough space for bike lanes on strategic corridors. Examples are 13th Street and Hall Street north of 27th Street.

- *Parkways.* These streets are usually dual streets with a drainageway in the median. Examples include Canal Boulevard or General Custer Road.

- *New streets or street widenings.* These major investments are proposed by the comprehensive plan to meet future traffic demands or create new corridors. These would be developed as multi-modal or "complete streets," designed to accommodate all modes of travel. Examples are continuations of Canterbury Drive across and north of I-70 or 41st Street east to a Canterbury extension.

Application to Street Contexts in Hays

Characteristics of streets in the Hays system that adapt to bike lanes include:

- *Higher traffic volumes.* Bike lanes become more necessary as volumes increase, applying to streets with average daily traffic above 2,000-4,000 vehicles per day. These higher volumes require greater degrees of separation to maintain comfort for a maximum number of cyclists.

- *Medium speeds.* Speed differentials are generally more important than traffic volume in determining the application of bike lanes. However, lanes are most appropriately utilized on streets with typical speeds between 30 and 45 miles per hour. Above 45 mph, margins for error and, consequently, user comfort and safety decline.

- *On-street parking.* Some candidate streets for bike lanes also provide on-street parking. Adequate space must be provided to avoid hazards from opening car doors. Bike lanes should be avoided behind head-in diagonal parking stalls unless separated by a buffer of at least five feet.

These conditions are typically found in the following Hays street types:

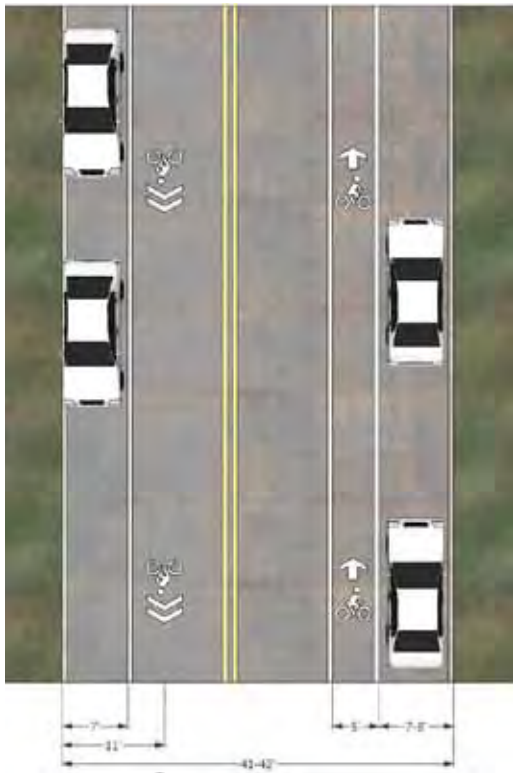
- Civic avenues (Main Street)
- Collectors
- Local arterial
- Major arterial

Overall Design Guidelines

In the Hays system, streets with bike lanes may vary in width from about 40-42 (for one side bike lanes) to 60 feet. General design principles include the following:

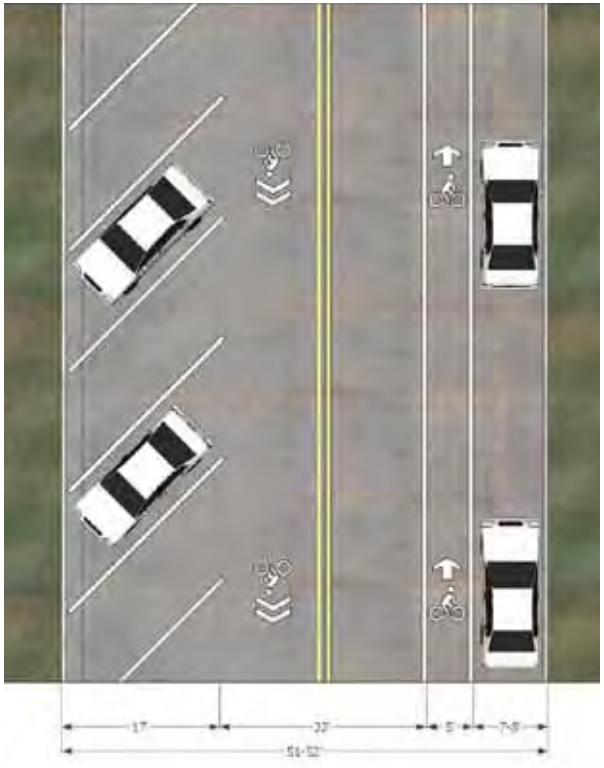
- Bike lanes must always operate in a single direction, flowing with traffic.

- Bike lanes will typically be provided on both sides of two-way streets. In situations where bike lanes are needed but right-of-way only accommodates a single directional lane, a sharrow should be used in the opposite direction. The bike lane should be provided in the direction most likely to slow or create conflicts with other traffic, such as an uphill grade.



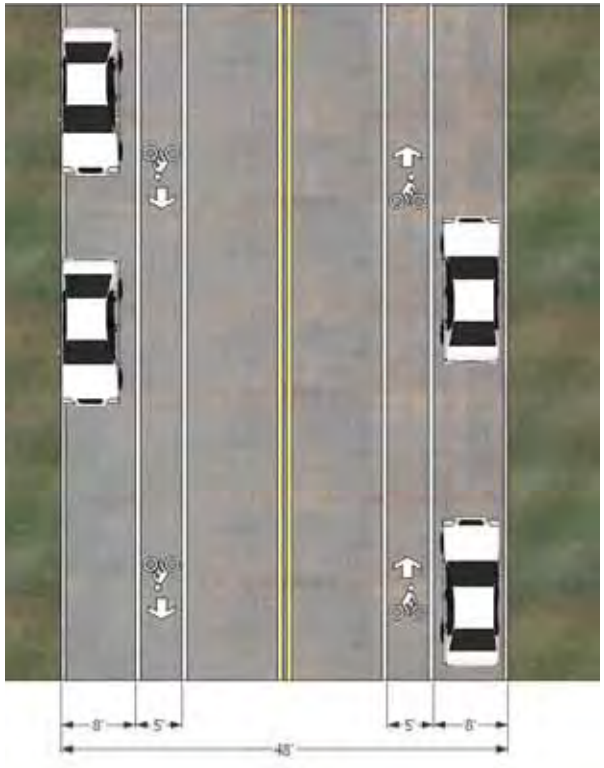
TYPE 3

Single direction bike lane with parallel parking and opposing shared lane. Street channels require a minimum of 42 feet from face of curbs with two-sided parking. Minimum width drops to about 35 feet with single-sided parking. The bike lane should be placed on the side of the street where cyclists in a shared lane would be most likely to delay traffic (such as an uphill or rising grade).



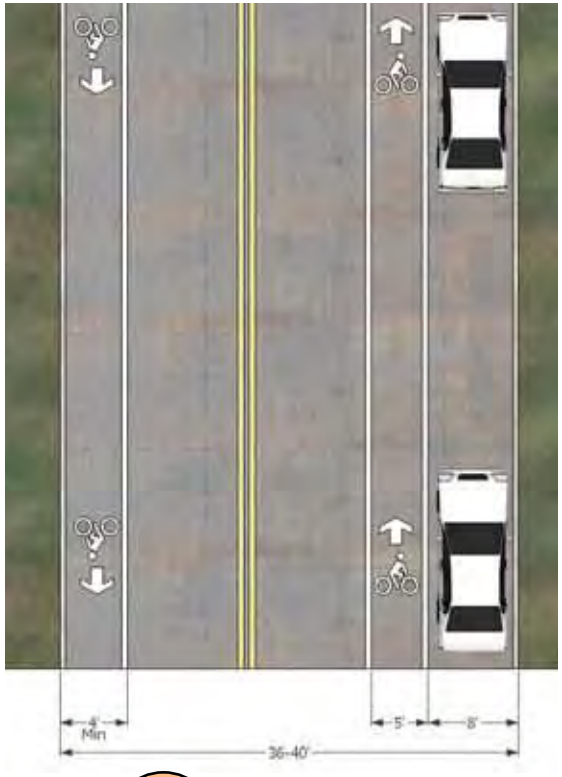
TYPE 4

Single direction bike lane with opposing shared lane and diagonal parking. This is a variation of Type 3, with diagonal parking on one side, a condition found on parts of Main Street and 10th Street. Street channel requires a minimum of about 52 feet from face of curbs. The bike lane should be placed on the side of the street with parallel parking if conventional head-in diagonal parking is used.



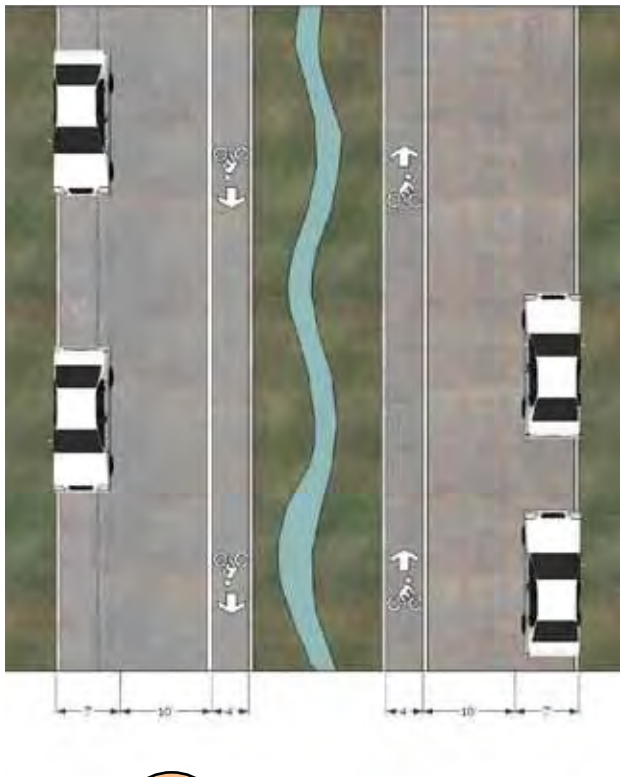
TYPE 5

Two direction bike lanes with two-sided parallel parking. Desirable minimum curb to curb width is 48 feet, although this can be reduced to 46 feet by narrowing the parking lane.



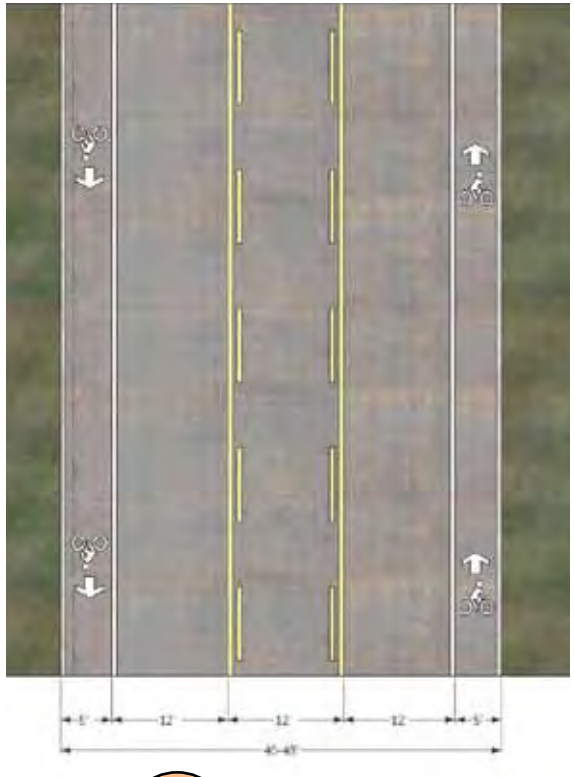
TYPE 6

Two direction bike lanes with one-sided parallel parking. Desirable minimum curb to curb width is 40 feet, although this can be reduced to 38 feet by narrowing the parking lane and bike lane on the side of the street without parking.



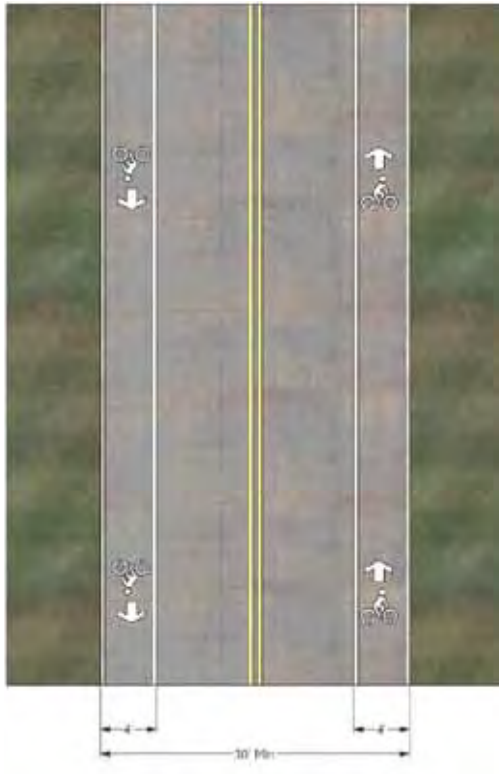
TYPE 7

Parkway with dual single-lane street channels and one-sided parking. Drainageways are located in median, with bike lane on the left side of the one-way roadway and adjacent to the median. Minimum width of roadway is 22 feet on each side. Because of low traffic, moving cars can encroach slightly on the bike lane. Left side location eliminates door zone hazards,



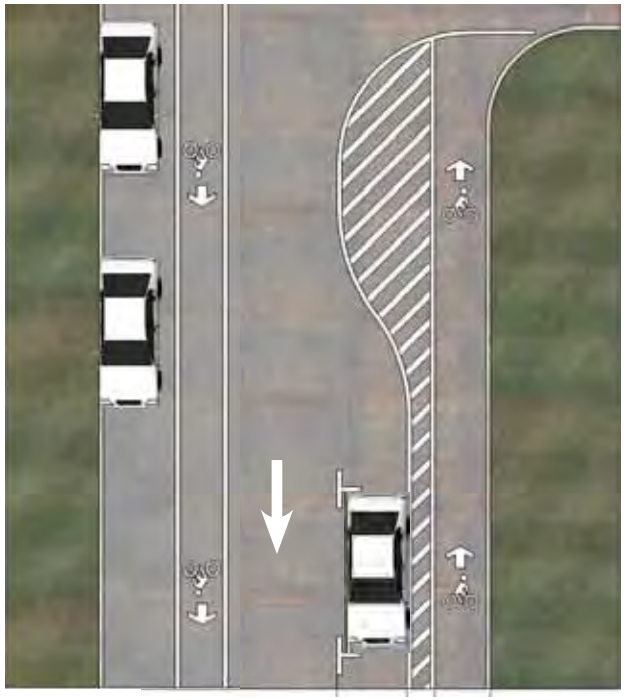
TYPE 8

Four to three lane arterial road diet. Required minimum width is 46 feet. Arterials do not permit parking.



TYPE 9

Two direction bike lanes with no parking. Minimum curb to curb width is 32-34 feet. This situation does not occur on the proposed Hays system, but could be used for new roads or on rural sections.



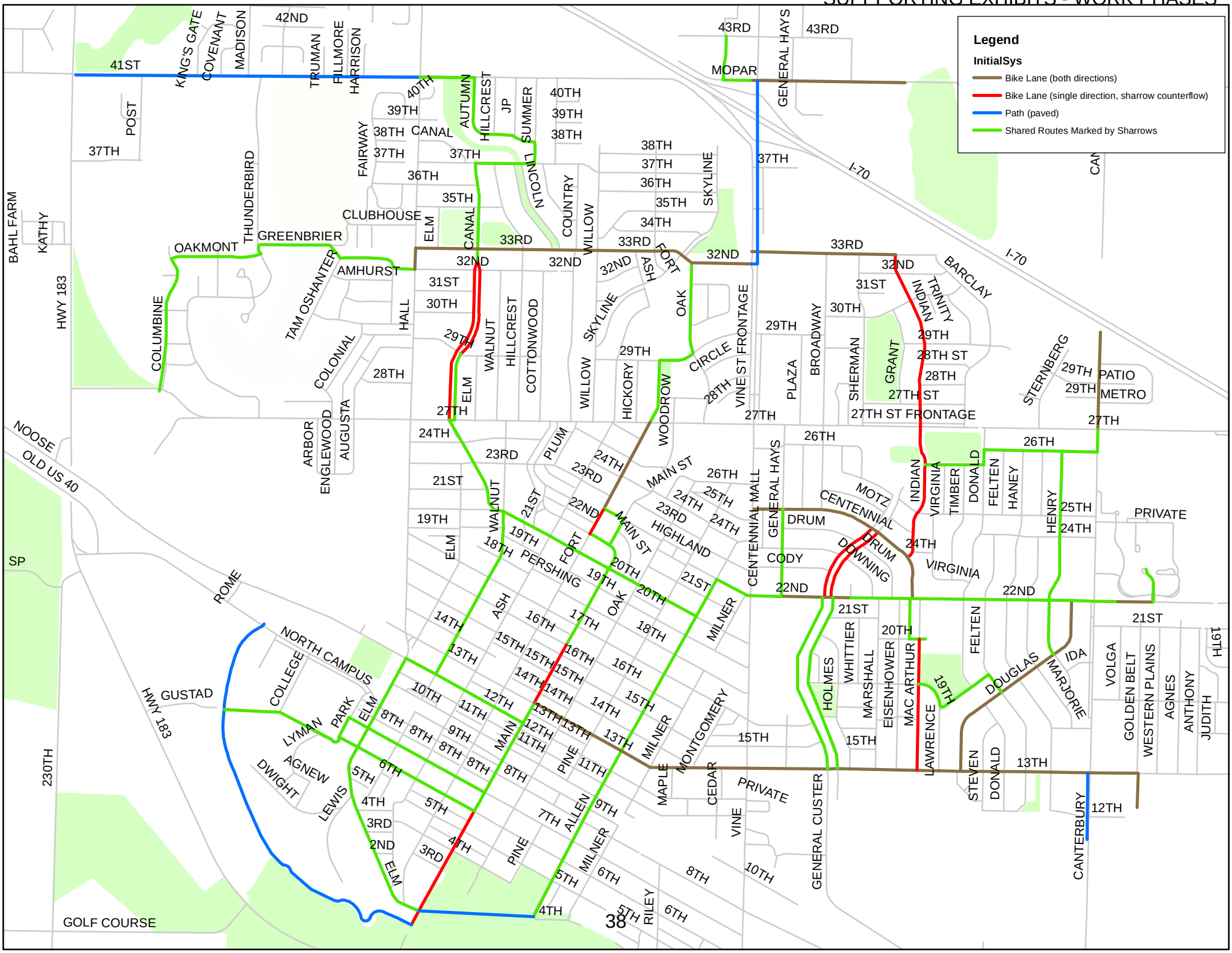
TYPE 10

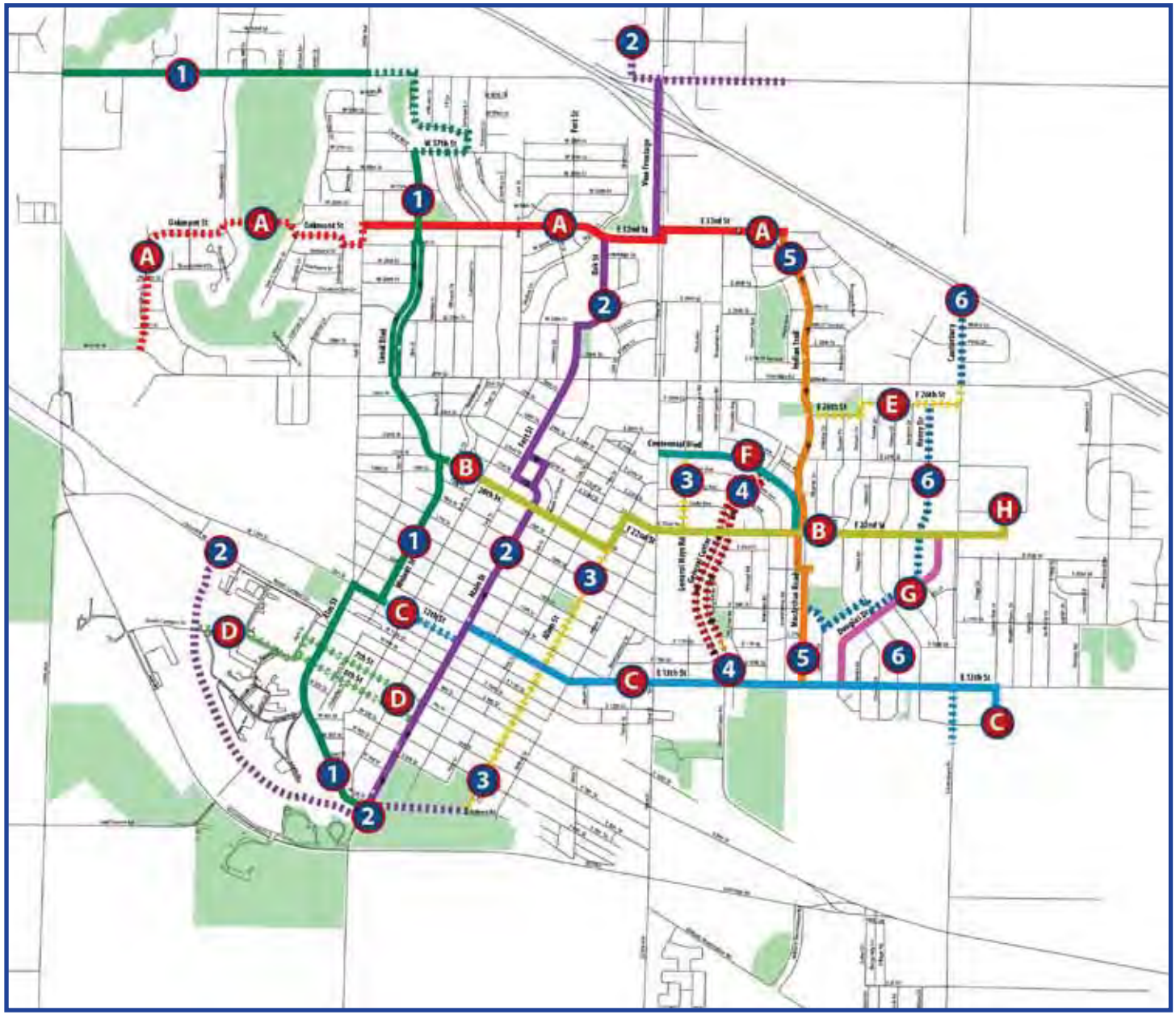
Two direction bike lanes with counterflow buffered cycle track. This design is unique to Fort Street between 22nd and 27th Streets, with a single southbound traffic lane and parking on both sides of the street. The concept features a buffered counterflow bike lane along the east curb, with parking in the direction of travel permitted between the buffer and the southbound travel lane.

Canal Boulevard. Hays' drainageway parkways are especially adaptable to innovative bikeway development.

Buffered cycle track. This two-way cycle track in Brooklyn is somewhat more complicated to use than the one-way counterflow lane proposed in Fort Street, but illustrates the concept.

SUPPPORTING EXHIBITS - WORK PHASES



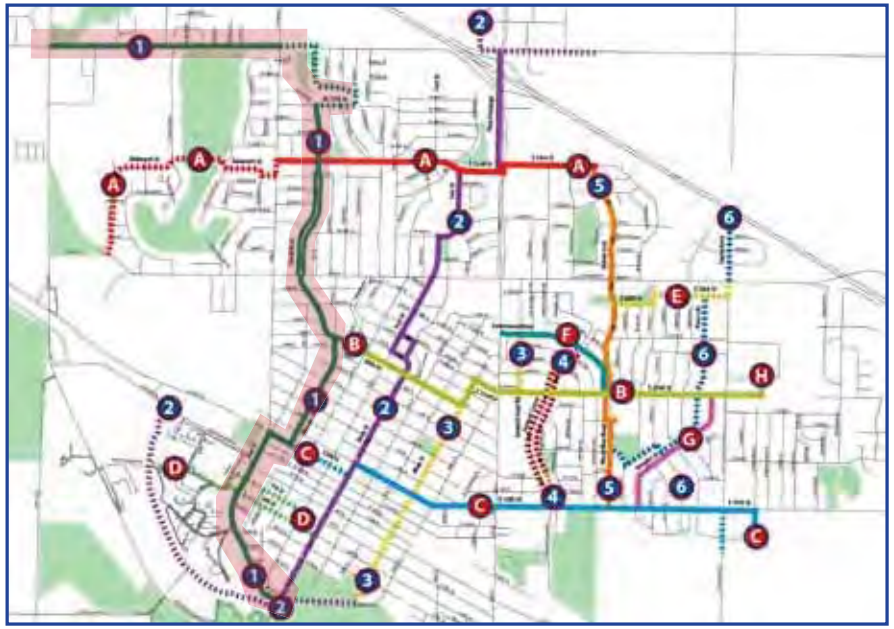


Map 6

Initial BikeHays System: Sequencing

- Phase 1a Segments
- Phase 1b Segments
- 1 North-south designations
- C East-west designations

1 WESTSIDE

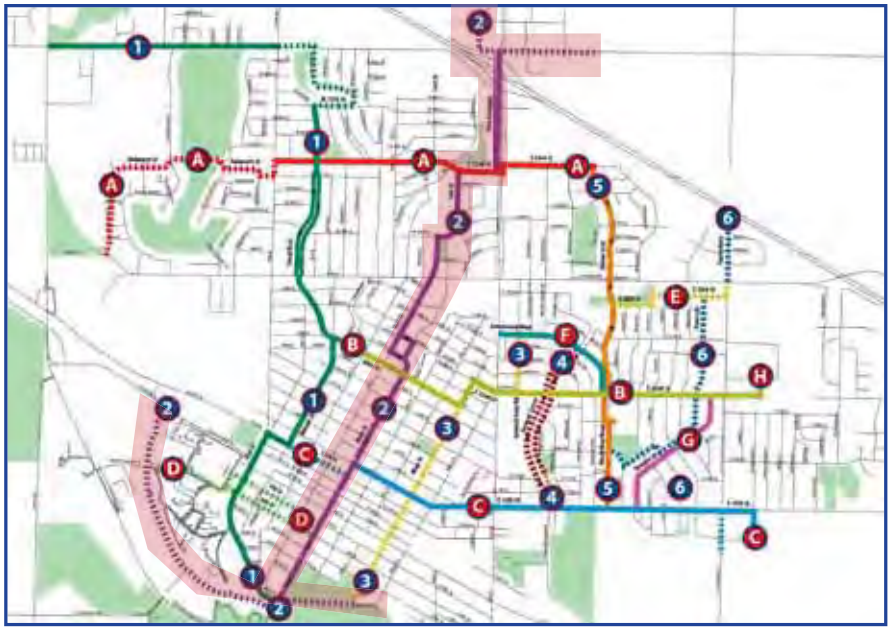


This major north-south route on the west side of Hays incorporates a planned sidepath along 41st Street as part of a street improvement project. The route uses Canal Boulevard and Walnut Street to link the FHSU campus to the 27th and Hall business district and the northwest part of the city. With the exception of the 41st Street sidepath and a future path through Rolling Hills Park, it involves low cost adaptations of existing streets. Related long-term projects may include a lane diet along Hall Street, providing a three-lane facility with a left-turn lane and bike lanes.

Phase 1a segments are highlighted in table.

	Segment	Length (Miles)	Bikeway Facility Treatment	Cost/Mile	Phase 1a Cost	Phase 1b Cost	Comments
1	41st Street, US 183 to Hall	1.00	Sidepath	$150,000	NA		Current street project
	41st Street, Hall to Autumn	0.16	Type 1: sharrows	9,000		$1,440	
	Autumn/Summer Dr, 41st to 37th	0.39	Type 2: sharrows/parking lanes	12,000		4,680	
	37th, Summer to Canal	0.17	Type 2: sharrows/parking lanes	12,000		2,040	
	Canal Blvd, 37-33	0.28	Type 2: sharrows/parking lanes	12,000	$3,360		
	Canal Blvd, 33-27	0.56	Type 7: blvd, left side bike lanes	15,000	8,400		Includes both street channels.
	Canal Blvd, 27-20	0.32	Type 2: sharrows/parking lanes	12,000	3,840		
	Walnut, 20-17	0.2	Type 2: sharrows/parking lanes	12,000	2,400		
	Walnut, 17-12	0.32	Type 1: sharrows	9,000	2,880		
	12th, Walnut-Elm	0.1	Type 2: sharrows/parking lanes	12,000	1,200		
	Elm, 12-Main	0.85	Type 1: sharrows	9,000	7,650		
	Total	4.35			$29,730	$8,160	

2 MAIN

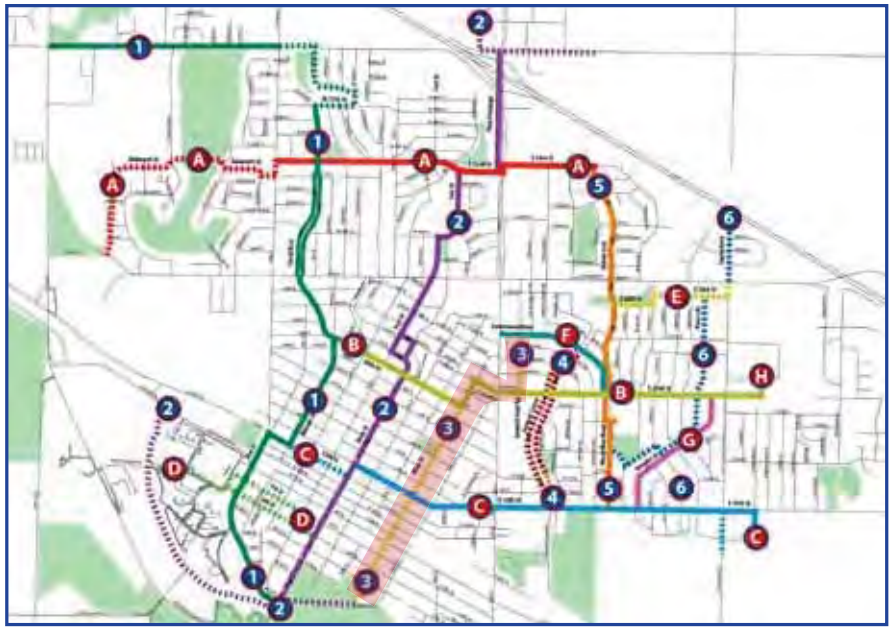


This component connects the north and south parts of central Hays, largely adapting the Main and Fort Street corridors to connect Municipal Park, the Big Creek Trail with Downtown, Wilson Pool, Felton Middle School, and the developing commercial area north of I-70. Bike lanes are used on portions of Main and Fort Streets wide enough to accommodate them. The route crosses 27th Street at the Fort Street intersection and introduces a counterflow northbound bike lane to take advantage of this crossing. The route includes a paving the Big Creek Trail to 8th Street in Phase 1b. It will be further improved with implementation of the North Vine access concept proposed by the comprehensive plan.

Phase 1a segments are highlighted in table.

	Segment	Length (Miles)	Bikeway Facility Treatment	Cost/Mile	Phase 1a Cost	Phase 1b Cost	Comments
2	Vine Street, 37-Mopar	0.24	Existing sidepath under I-70		NA		
	Vine Frontage, 37-32	0.28	Type 1: sharrows	$9,000		$2,520	Explore access to Skyline Dr. as an alternative to Vine St frontage
	Oak/28th/Fort, 32-27	0.59	Type 2: sharrows/parking lanes	12,000	$7,080		
	Fort, 27-22	0.28	Type 10: two-side bike lanes, with counterflow buffered cycle track	22,000	6,160		NB counterflow bike lane
	21 and 22, Main to Fort	0.20	Type 1: sharrows	9,000	1,800		Single direction sharrows, with NB route on 22nd, SB on 21st
	Main, 22-16	0.42	Type 1: sharrow	9,000	3,780		
	Main, 16-13	0.2	Type 4: one side bike lane, diagonal parking	20,000	4,000		
	Main, 13-6	0.36	Type 1: sharrow	9,000	3,240		
	Main, 6-Trail	0.33	Type 3: one side bike lane	16,500	5,445		
	Big Creek Trail, Main-8	1.50	Paved multi-use pathway	250,000		375,000	
	Total	4.40			$31,505	$377,520	

3 ALLEN



This relatively short connection provides a short route from the east side of Hays to Downtown and Municipal Park via Allen Street. The route crosses Vine Street at the signalized 22nd Street intersection, coinciding with the east-west crosstown Line B. It will eventually link to an improved Big Creek Trail, serving westside community features.

Phase 1a segments are highlighted in table.

	Segment	Length (Miles)	Bikeway Facility Treatment	Cost/ Mile	Phase 1a Cost	Phase 1b Cost	Comments
3	General Hays, Centennial to 22nd	0.25	Type 2: sharrows, parking lanes	$12,000		$3,000	
	Allen, 20 to Ballpark Road	1.14	Type 1: sharrows	9,000		10,260	
	Total	1.39				$13,260	

4 GENERAL CUSTER

This important eastside connection parallels Vine Street along the General Custer parkway corridor. It serves Hickok and Polly Parks and is part of a system that connects to North Vine and the Mall area. Facilities along this corridor make extensive use of bike lanes. A future connection of 19th Street across Vine would also increase the utility of this route, easily linking the west side to east side parks and attractions, as would a pedestrian bridge across Chetolah Creek between 22nd and 13th Street. These improvements are not included in the phase one projects, however.

Phase 1a segments are highlighted in table.

	Segment	Length (Miles)	Bikeway Facility Treatment	Cost/ Mile	Phase 1a Cost	Phase 1b Cost	Comments
4	General Custer, Centennial-13th	1.58	Type 7: blvd, left side bike lanes	$15,000		$23,700	Includes both street channels. NB is unpaved between 13th and 17th.
	Total	1.58				$23,700	

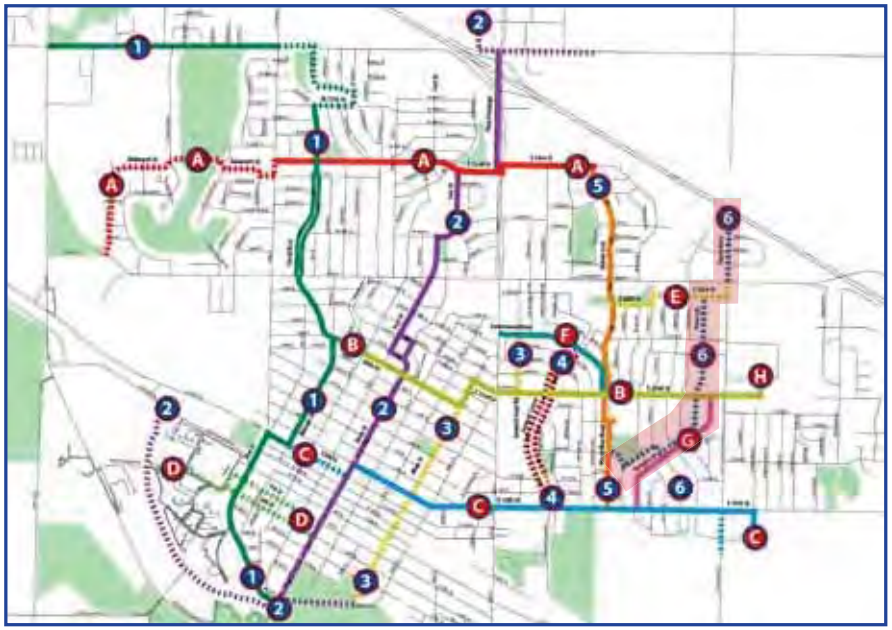
5 INDIAN TRAIL

This key route uses Indian Trail as a connection through the center of the east side of town, serving Roosevelt School and Sunrise Park. It continues south along MacArthur to the proposed 13th Street crosstown bikeway (Line C). Indian Trail crosses 27th Street at a four-way stop, helping to connect the north and south sides of Hays safely.

Phase 1a segments are highlighted in table.

	Segment	Length (Miles)	Bikeway Facility Treatment	Cost/ Mile	Phase 1a Cost	Phase 1b Cost	Comments
5	Indian Trail, 33 to Centennial	1.00	Type 3: one side bike lane	$16,500	$16,500	NA	
	Alley, Centennial to 20	0.11	Use alley as is	$-	$-		
	20, Alley to MacArthur	0.05	Type 1: sharrow	9,000	450		
	MacArthur, 20 to 13	0.35	Type 3: one side bike lane	16,500	5,775		
	Total	1.51			$22,725	NA	

6 HENRY DRIVE



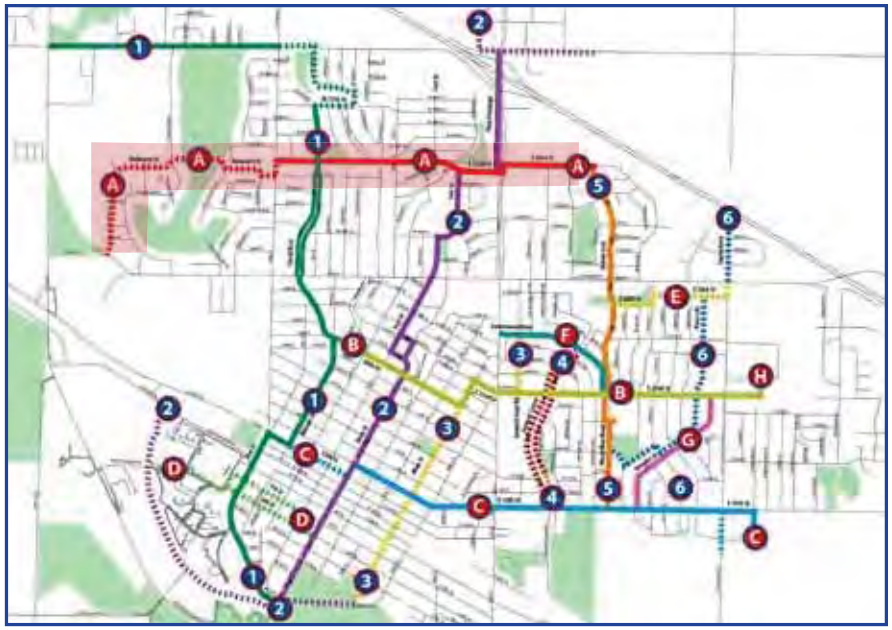
This line provides a north-south connection on the east side of Hays, generally parallel to Canterbury Drive. It begins at the Sternberg Museum and follows Henry Drive, one block west of Canterbury and providing access to mediacl offices and the hospital along that corridor. The line uses the Douglas Drive route (Line G) and other streets to connect to Sunrise park and Felten Middle School.

Phase 1a segments are highlighted in table.

	Segment	Length (Miles)	Bikeway Facility Treatment	Cost/ Mile	Phase 1a Cost	Phase 1b Cost	Comments
6	Canterbury, Museum-27th	0.28	Type 5, 2-side bike lanes	$20,000	NA	$5,600	
	Canterbury, 27-26	0.1	Type 1, sharrows	9,000		900	
	Henry, 26-Douglas	0.60	Type 2, sharrows/parking lanes	12,000		7,200	
	Felten/Lawrence/19th, Douglas TO MacArthur	0.33	Type 2, sharrows/parking lanes	12,000		4,000	
	Total	1.43			NA	$17,700	

A

33RD/ CROSSTOWN

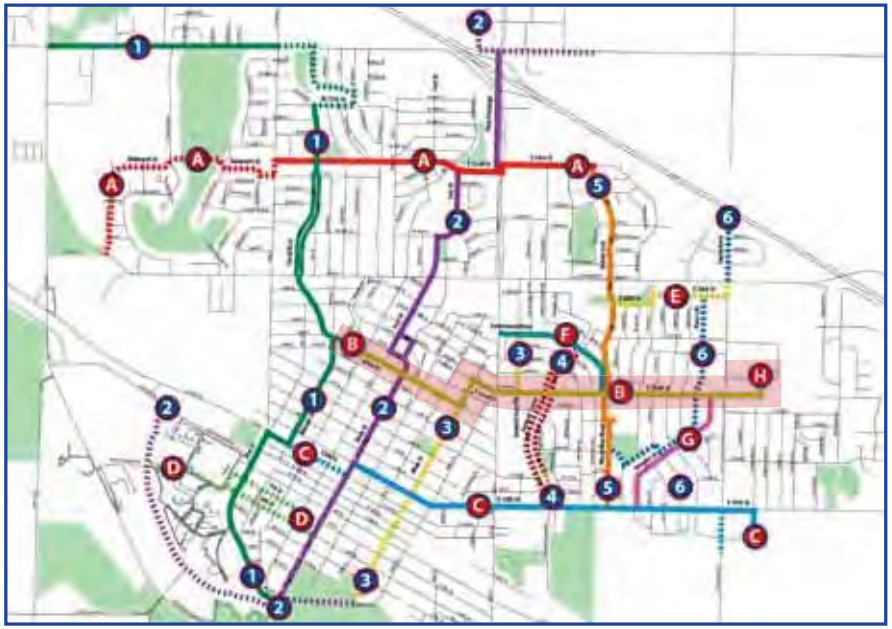


This important east-west line uses 33rd Street across the city, crossing Vine at a major commercial intersection near the Mall. Realignment of this intersection is proposed in the comprehensive plan. At its west end, the route would intersect a completed Big Creek Trail at 27th Street. Bike lanes are scheduled to be installed along parts of 33rd Street as part of a resurfacing project during 2012. The cost of this segment is included in the table below.

Phase 1a segments are highlighted in table.

Route	Segment	Length (Miles)	Bikeway Facility Treatment	Cost/Mile	Phase 1a Cost	Phase 1b Cost	Comments
A	Columbine, 27th to Oakmont	0.23	Type 1, sharrows	$9,000		$2,070	
	Oakmont/Greenbrier, Columbine to Hall	0.93	Type 2, sharrows/parking lanes	12,000		11,160	
	33, Hall to Vine	1.00	Type 5a, 2-side bike lanes	20,000	$20,000		
	Vine St Crossing Modifications	1.00		40,000	10,000	30,000	
	33, Vine-Indian Trail	0.40	Type 5a, 2-side bike lanes	20,000	8,000		
	Total	3.56			$38,000	$43,230	

B 22ND CROSSTOWN



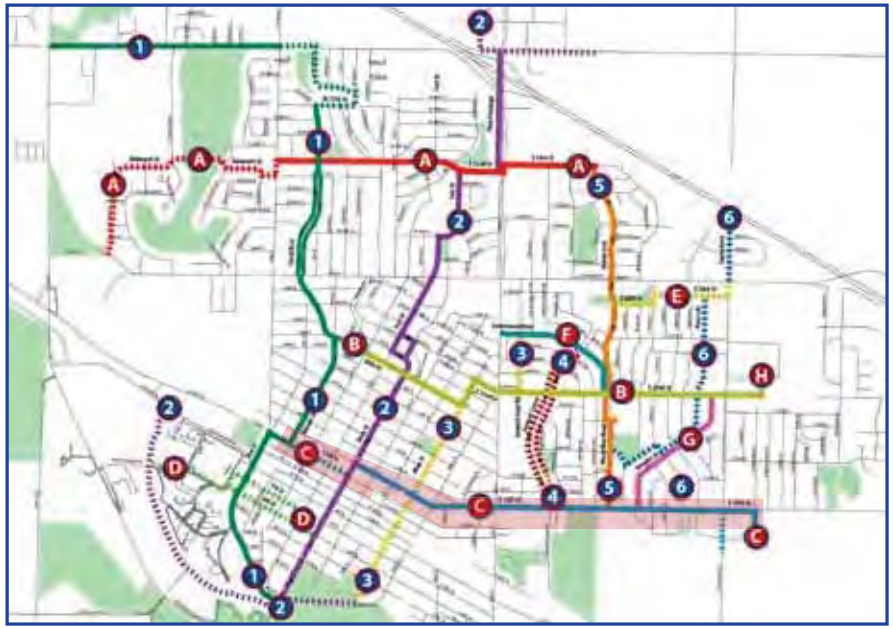
This line provides a major crosstown bike route across central Hays. The route uses 20th Street to link Canal Boulevard and Allen Street, and continues along 22nd Street to connect the medical center with the central part of the city. In this concept, 22nd Street is slightly modified and restriped to include bike lanes. The route connects seven north-south routes and serves a central role in the initial citywide network.

Phase 1a segments are highlighted in table.

Route	Segment	Length (Miles)	Bikeway Facility Treatment	Cost/Mile	Phase 1a Cost	Phase 1b Cost	Comments
B	20th, Walnut-Main	0.35	Type 2, sharrows/parking lanes	$12,000	$4,200	NA	
	20th, Main-Allen	0.30	Type 1, sharrows	9,000	2,700		
	Allen, 20-22	0.12	Type 1, sharrows	9,000	1,800		
	22nd, Allen-Vine	0.10	Type 2, sharrows/parking lanes	12,000	1,200		
	22nd, Vine to Douglas	0.97	Type 9, 2-side bike lanes	18,000	17,460	NA	
	22nd, Douglas to Canterbury	0.10	Type 1, sharrow	9,000	$900		
	22nd, Canterbury to Hospital Entrance	0.18	Type 8, 3-lane with bike lanes	30,000	5,400		Restripe to 12' lanes with bike lanes
	Total	2.12			$32,940	NA	

C

13TH/ SOUTHSIDE



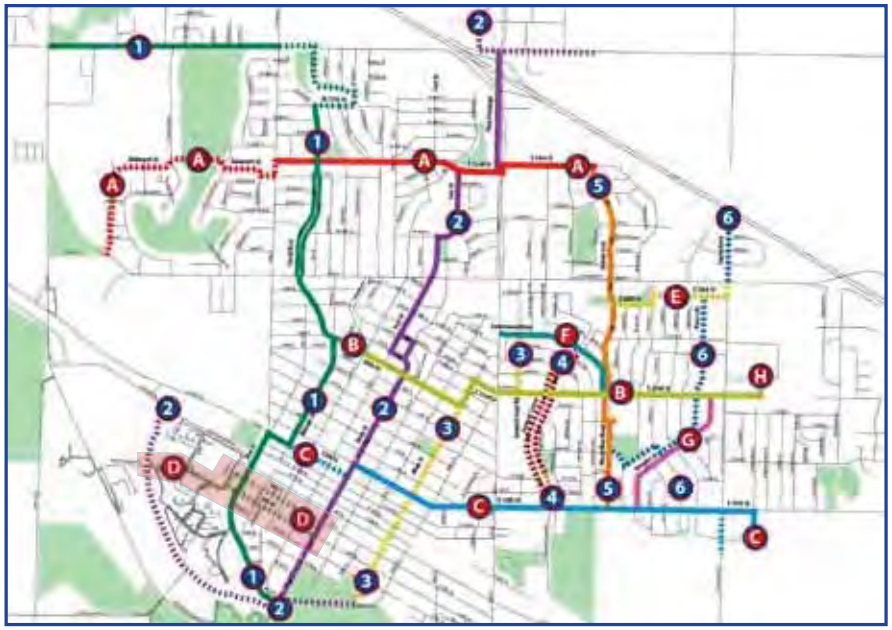
This important east-west line links the south side of Hays using 12th and 13th Streets, and serves the campus area, Downtown, and the high school. A major infrastructure element is a lane reconfiguration of 13th Street, including a reduction from four lanes to a three lane section, including a center left-turn lane. This configuration appears adequate to handle average daily traffic, provides safer left-turn movements, and provides room for bike lanes on this important corridor.

Phase 1a segments are highlighted in table.

Route	Segment	Length (Miles)	Bikeway Facility Treatment	Cost/Mile	Phase 1a Cost	Phase 1b Cost	Comments
A	12th, Elm-Main	0.38	Type 2, sharrows/parking lanes	$12,000		$4,560	
	13th, Main-Milner	0.38	Type 5 bike lanes	20,000	$7,600		
	13th, Milner to Golden Belt	1.42	Type 8, 4 to 3-lane road diet with 2-side bike lanes	60,000	85,200		
	Canterbury, 13-Recreation Center	0.20	Sidepath	150,000	30,000	30,000	
	Total	2.18			$92,800	$34,560	

D

6/7TH



This short connector connects the campus residential area to Downtown with a shared route on the 6th and 7th Street one-way pair. Sharrows are used on the one-way streets, with bike traffic traveling in the same direction as motor vehicles.

Phase 1a segments are highlighted in table.

Route	Segment	Length (Miles)	Bikeway Facility Treatment	Cost/Mile	Phase 1a Cost	Phase 1b Cost	Comments
D	South Campus Drive/Park, US 183 to 7th	0.66	Type 1, sharrow	$9,000	NA	$5,940	
	7th, Park-Main	0.45	Type 1, sharrow	$9,000		$4,050	One-way WB
	6th, Park-Main	0.45	Type 1, sharrow	$9,000		$4,050	One-way EB
		1.56			NA	$14,040	

E

F

G

These three short system components connect major north-south routes and take advantage of wide streets like Douglas Drive to provide bike lanes in strategic locations. They provide access from major parts of the initial network to the hospital, Vine Street commercial, and the 13th Street corridor.

Phase 1a segments are highlighted in table.

Route	Segment	Length (Miles)	Bikeway Facility Treatment	Cost/Mile	Phase 1a Cost	Phase 1b Cost	Comments
E	26th, Indian Trail-Canterbury	0.55	Type 2, sharrows/parking lanes	$12,000		$6,600	
F	Centennial, Vine-22	0.61	Type 5, 2-side bike lanes	$20,000	$12,200		
G	Douglas Dr, 22-13	0.65	Type 5, 2-side bike lanes	$20,000	$13,000		
	Total	1.81			$25,200	$6,600	

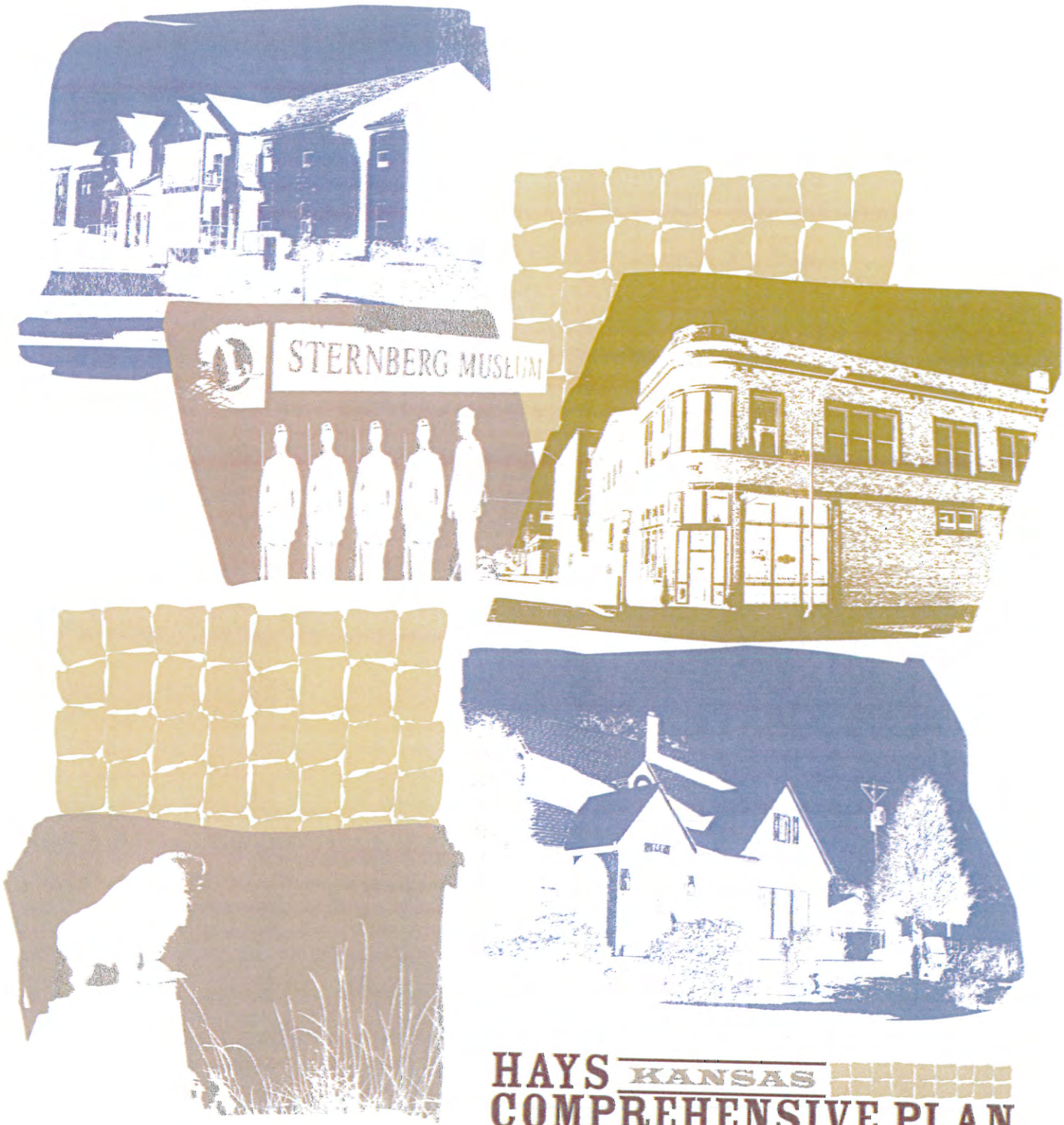
Recap of Pilot System by Component

Route	Name	Length (Miles)	Total Cost	Phase 1a Cost	Phase 1b Cost
1	Westside	4.35	37,890	29,730	8,160
2	Main/Big Creek	4.40	414,325	31,505	377,520
3	Allen	1.39	13,260	–	13,260
4	General Custer	1.58	23,700	–	23,700
5	Indian Trail	1.51	22,275	22,725	–
6	Henry Drive	1.31	17,700	–	17,700
A	33rd/Crosstown	3.56	81,230	38,000	43,230
B	22nd/Crosstown	2.12	32,940	32,940	–
C	13th/Southside	2.38	127,360	92,800	34,560
D	6th/7th	1.56	14,040	–	14,040
E	26th	0.55	6,600	–	6,600
F	Centennial	0.61	12,200	12,200	–
G	Douglas	0.65	13,000	13,000	–
Total	**Complete Initial System**	**25.97**	**$811,670**	**$272,900**	**$538,770**

North Vine parkway concept (right). The initial system uses the existing sidepath under I-70 and the Vine Street frontage to extend the Main route (Line 2) to the north side of the Interstate. The parkway/rearage road concept of the comprehensive plan would replace the frontage road with a multi-use pathway. In the interim, Skyline Drive could also provide an alternative to safety issues posed by the frontage road. Use of Skyline would require a path connection west from Vine Street.

Probable Initial System Cost

The table at left recaps the costs of the entire, nearly 25 mile initial system. The table includes paving of the existing Big Creek Trail between Main and 8th Street to an 8 to 10 foot width as possible. Street adaptation costs are about $432,000, with initial trail development estimated at an additional $400,000, for a total cost of about $832,000. Implementation of the initial system may occur over a three year period.



HAYS KANSAS COMPREHENSIVE PLAN

CFS ENGINEERS cfse.com

RDg PLANNING • DESIGN

Balanced, Multi-Modal Transportation

Hays' neighborhoods, activity centers, civic districts, and major open spaces should be linked by a balanced transportation network that integrates motor vehicles, pedestrians, bicycles, motorized wheelchairs, and other low-speed "personal mobility vehicles." An active transportation network (including pedestrian, bicycle, and potentially public transportation) connected to land use and development, both increases mobility and helps create a sustainable and healthy city. Residents also identified trails and bicycle infrastructure as a community priority.

From a development perspective, a system that encourages multi-modal transportation includes:

- Public infrastructure that connects neighborhoods and destinations;
- Elimination of barriers that discourage or obstruct pedestrians and cyclists;
- Project designs that provide safe and pleasant passage from the public to private realm.

The success of pedestrian and bicycle transportation systems can be measured by five key criteria:

- *Directness.* The system should provide relatively direct routes to destinations without taking people far out of their way.
- *Integrity.* The system should connect to places and provide continuity, rather than leaving users in dead ends or uncomfortable places.
- *Safety.* The system should be physically safe to its users and not present hazardous conditions.
- *Comfort.* The system should understand the various capabilities and comfort levels of its users. For example, senior citizens may take a relatively long time to cross a street, and some bicyclists are not comfortable riding in mixed traffic. The system should reflect these differences.
- *Experience.* The system should provide users with a pleasant and scenic experience.

The plan identifies the elements of an active transportation system that is closely tied to the city's future development pattern. Additionally, a detailed Bike Hays Plan was developed to address an identified community priority. Additional active transportation accommodations should be made over time and fall within the following categories:

Multi-Purpose Trails. These facilities are physically separated from motor vehicle traffic, and are distinguished from roadside paths or sidepaths, by mostly operating independently of streets and road rights-of-way. The existing Hays Trails Plan identifies a system of multi-use trails that should be developed and implemented over time based on priority connections and funding.

Rendering of a sidepath

Sidepaths. Sidepaths are multi-purpose paths separated from but along the side of roads and streets, usually found within or immediately adjacent to the street right-of-way. Most sidepaths provide two-way operation, and in theory accommodate the same user groups as separated multi-use trails. Sidepaths are popular because they minimize land acquisition cost and property-owner opposition, and address the concerns of some bicyclists who are uncomfortable riding in mixed traffic. On the other hand, they present novel traffic conflicts that require thoughtful design solutions. Although this approach is not specifically recommended in the first phase of the Bike Hays plan it may be an appliciable approach as the system expands.

TO FILE

Project Name:	Hays Comprehensive Plan		
Project No.:	2011.125.00	**File No.:**	01.3
Date Prepared:	October 5, 2011		
Meeting Date:	September 21, 2011		

From: Amy Haase, AICP

Subject: Design Workshop Final Presentation Meeting Summary

DISCUSSION

This memorandum summarizes the items discussed during the meeting referenced above. The concepts and associated maps (attached exhibits) are preliminary drafts for review and comment. These concepts will be refined over the next three to four months with the assistance of the Plan Hays Committee and City Staff. The land use and transportation concepts presented at the above referenced meeting are a guide for decision makers and not a "master plan" that commits the city to a specific course of action or funding.

I. Components of the Land Use Plan for Hays: (See Development Concept Map)

A. Growth areas should be incremental, they should be connected to existing infrastructure, and they should be balanced geographically. This is true to historic growth patterns to the north, east and west and should continue into the future. The primary growth areas out lined in the Hays Development Concept are designed with connectivity as an essential aspect.

1. Northwest Growth Center: Development area between the bypass and the country club.

a. Beautiful land and out of the flood plain.
b. Easily connected to 27th Street, the campus, and the Big Creek corridor.
c. Western edge follows the floodplain and drainage corridor, becoming a greenway on the periphery of the city and a trail that forms a section of a city-wide trail system.
d. The southern end of the greenway affords the opportunity for a small stormwater retention area.
e. Neighborhood parks should also be developed to support a growing population. Sites include:

1) South of the Interstate and east of Thunderbird Drive
2) Centrally located south of 41st Street and north of 37th St. /Greenbriar Lane.
3) Associated with any stormwater retention ponds

f. Development in this area will likely grow out from the Smokey Hill area.

2. North Central Growth Center: Development area north of Interstate 70 east and west of Vine Street.

a. Convention/Conference Center would be the major anchor. Reasons for this location:

1) These facilities have to be associated with hotel rooms.
2) They must have good visibility and access.
3) Availability of retail services like Wal-Mart for basic necessities.

b. Downtown would be a good location but because of the challenges to meeting the first two reasons listed above, a downtown site might not be as successful.
c. Connections between the convention center and other attractions and the downtown will be critical.

3. Western Growth Center: Development between Commerce Parkway & Canterbury Lane.

a. Residential development includes:

1) Continued development of the Tall Grass area
2) New development east and north of the Technical College and east of the high school.

b. Drainageways and floodplains should be protected and used as greenway connections between sections of the city. These drainageways should become part of the long-term trail, bikeway, and pedestrian system.
c. The area along Commerce Parkway should be higher-quality business park development much as was conceived when that road was originally done.

B. Infill Development: areas underutilized or not fully developed.

1. Mall area and vacant land to the east

a. Potential for higher density with a mix of housing styles
b. It should be very walkable and designed to take advantage of the services around it.

2. Downtown and the connection along the UP to the FHSU campus

a. The campus should effectively extend itself toward the Chestnut Street district and downtown should extend toward the campus, so that the two features meet in the middle.
b. Opportunities for the downtown and its connection to the University will be explored more during the October Workshop.

3. Hall Village: 27th and Hall Streets area

a. A mixed-use neighborhood that includes a neighborhood business district and a neighborhood grocery.
b. Potential for new development that may be well situated for student housing (South of 27th Street, adjacent to the driving range).

4. 13th Street and Canterbury Drive Southwest

a. To date the owners of the property south of 13th and west of Canterbury have not been interested in developing this property.
b. If the area should develop, commercial and higher density residential may be oriented to the arterials with lower density near the interior.
c. The creek should be an extension of General Custer Road and connect to the city's greenway system.

C. Southside Redevelopment: Area between 7th Street and Old Highway 40.

1. Ultimately converting to industrial.
2. Existing mobile home residential would shift south of Reservation Road, away from industrial and railroad conflicts

II. Circulation and Mobility (See Development Concept Map and Major Streets Map)

A. Northern Circulator

1. 41st Street

a. Between Hall and the Bypass this could be a major entrance into the city
b. East of Hall the street would veer northeast to go over I-70 at the half section line, aligning with 45th Street on the north side of the interstate and landing at the convention center.

2. 45th Street east of Vine Street would curve southeast to again connect with 41st Street.
3. Canterbury Drive would extend north connecting to 41st Street.

a. Connects the eastern portion of town including Sternberg Museum, the hospital, and high school with Wal-Mart, the convention center, hotels, and western neighborhoods.

B. Green Streets: Those streets following the drainage courses

1. These streets include: General Custer Road; Canal Boulevard; Lincoln Drive; Country and Cottonwood Lane; and Skyline Drive
2. Emphasis should be placed on these streets with special markers or monuments to define these as Hays' green streets.
3. The General Custer Road section should continue to the south following the creek and into new development areas.

C. Brick Streets

1. Again special emphasis should be placed on the city's historic brick streets.

III. Strategy Areas: (See Strategy Areas Map)

A. Gateway District: North Vine Street area encompassing the hotels, Wal-Mart and possibly the future convention center.

1. Should be more than just freestanding buildings surrounded by parking.
2. Walkability and visitor amenities should create a sense of place for those visiting the area.

B. Mall/Mixed Use district: Area surrounding the mall and the vacant land to the west

1. Utilizing the large parking sheets for new development.
2. Possibility for higher density residential with easy access to commercial services and entertainment.

C. Upper Vine: Section of Vine between the Interstate and 27th Street

1. Functional issues need to be addressed.
2. Challenge is to address access issues and take advantage of redevelopment opportunities in a proactive way.
3. Concepts to explore for this area during the October Workshop include:

a. Redevelopment of the Ramada site that will allow 41st Street to connect to Vine in a safer manner.
b. Converting the frontage roads to counter flow one-way streets. The purpose of this is to avoid conflicting turning movements and stacking issues, ultimately improving the safety of the frontage roads and Vine Street.
c. Connecting the 33rd and 32nd Streets intersections.

D. Middle Vine: Section between 27th and 22nd Streets

1. Some access issues and dated commercial uses they may need upgrading in the next 15 years.

E. Lower Vine: Section between 13th and 22nd Streets

1. Again conflicting turning movements and older 1950s and 1960s era commercial with more storage and light industrial uses behind the corridor to the east.
2. These areas may evolve over time and shift to more appropriate locations.

F. Hall Village: Area at 27th & Hall Streets

1. True mixed-use area.
2. Need to find ways to make it feel more like a district.
3. Lacks a pedestrian friendly environment connecting the uses.

G. Northwest Entrance: Highway 183 Bypass (230th Ave) and Interstate 70

1. Important future entrance as it relates to the Sports Complex and future northwest development.
2. Opportunity to create additional visitor destinations but create a clear statement about the quality of Hays.

H. Bypass Diverge: Intersection of 8th Street and Old Highway 40.

1. Eighth Street is not a strong entrance into the community but the businesses along the corridor are very viable and will likely not change in the near future.
2. Strengthening the intersection can make an important statement about the community that may begin to overcome some of the grittiness of 8th Street.
3. Improvements should include an improved intersection, possibly a large round-about.

IV. Major Streets Plan (See Hays Major Streets Plan Map)

A. Existing system is well connected and we need to continue that pattern, especially as development happens to the north.
B. Major Project Focuses:

1. 41st Street planned upgrade west of Hall Street.
2. North Vine Street safety improvements.

a. Predominately the area north of 27th Street to the interstate. The entire Vine Street corridor can be difficult to cross, but in the area north of 27th Street this is especially true.
b. Two components:

1) East west access across Vine Streets.
2) Navigation through the area and access management improvements.

3. Chetolah Loop: Extension of Custer Boulevard south of 13th Street.

    a. The Loop should be part of the city's Green Street network, extending south from 13th Street then curving west and crossing Canterbury Drive.
    b. The extension should connect neighborhoods and be a community amenity like Custer Boulevard.

4. Collector Street system: A system that connects neighborhoods together and connects local areas to larger arterial streets.
5. Lane Dieting: Repurposing streets that may be over built.

    a. These streets are often too wide, have too many lanes, or more capacity than current traffic volumes warrant, encouraging speeding.
    b. By reducing lanes or narrowing lanes, traffic can be managed and calmed and bike lanes can be added.
    c. Possible candidates include Hall Street north of 29th Street and 13th Street.

        1) Both could be converted to three lanes with bike lanes.

V. Hays Bicycle Plan (see Bicycle Plan map)

A. A system approach that both connects the city's parks together and takes transportation approach to bicycling.
B. There are two purposes to bicycling:

    1. One is recreational, getting out there and getting some exercise by yourself or with the family.
    2. The other is using a bike as a means of transportation.

C. Proposed system would adapt existing streets at minimal cost.
D. Sharrows: Wider streets and green streets should use a "sharrow" or shared use lanes.

    1. These are bicycles with a chevron painted on the street and combined with signage would signal riders that these routes lead to important destinations.
    2. Much of the system could use this approach.

E. Bike Lanes: There are some situations where bike lanes would be recommended. Bike lane opportunities involve:

    1. Parts of Main Street.
    2. The new 41st Street crossing of the interstate.
    3. Douglas Drive.
    4. 13th Street.
    5. The shoulders on the bypass also function well for bicycles.

F. Separated Paths or Trails: These routes are based on the 2008 Trails Plan.

    1. These are more costly but over time should be developed. Initial development of some of these sections maybe done in crushed rock. Cost for the rock is significantly less than a concrete trail and can be an excellent interim approach until funding or support for funding is built.
    2. The Big Creek Trail, from Old-40 to the Frontier Park, is an important segment and could be done initially with crushed rock.

        a. Ultimately, extending trails through connecting greenways would be beneficial.

b. From a transportation perspective, the major challenge is to get people from the sports complex to the center of town, and to campus. That can be done with Old-40 and a Big Creek route.

3. Other trail sections fill in the gaps within the on-street system.

G. The system has recreation benefits but by adapting the existing street system to bicycle transportation this can be implemented very quickly.

Comments, additions, or corrections to this memo should be communicated in writing to RDG Planning & Design within seven (7) days of receipt. If no comments are received within that period, this memo will be assumed accurate and filed as part of the permanent record for this project.

AH

Enclosure

PHASE I PROPOSED BIKE PLAN

The City of Hays is focusing on many quality of life issues through the Comprehensive Plan. Your input is necessary to help shape our community's future.

View the proposed bike plan at

www.planhays.com

and leave comments.

LET'S BIKE TOGETHER

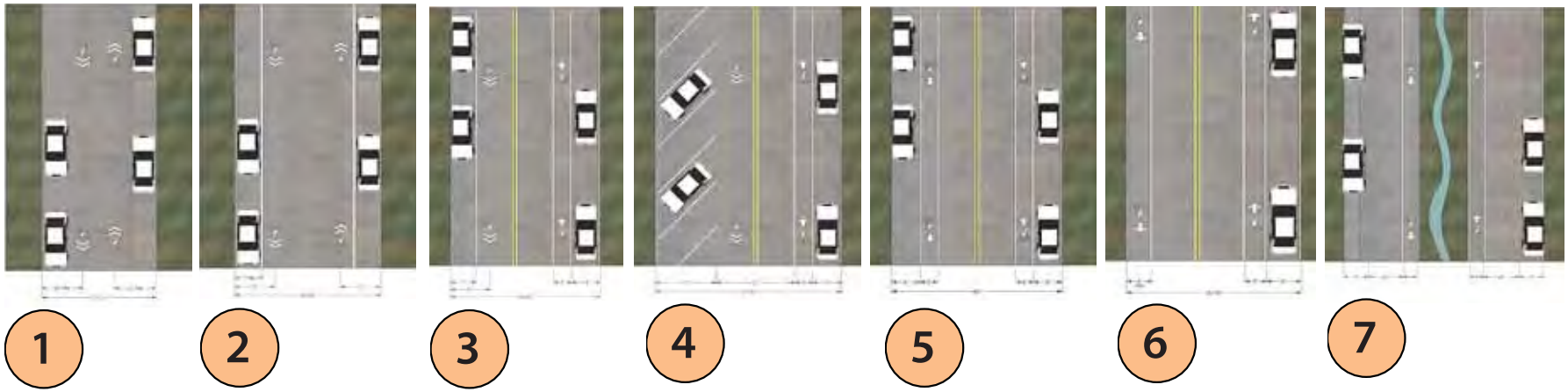
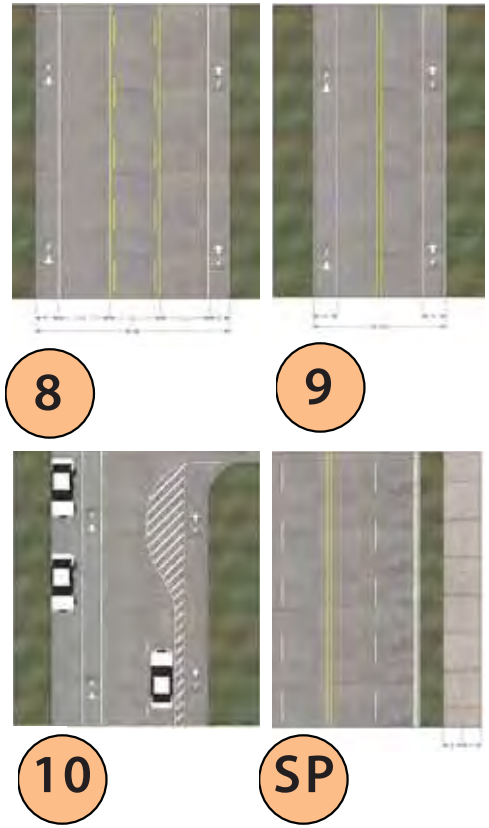


Table 12: *Estimated Cost per Mile by Facility Type*

Facility Type	Description	Cost/Unit
1	Sharrows	$9,000/mile
2	Sharrows with striped parking lane	$12,000/mile
3	Single-direction bike lane with sharrows and striped parking lane	$16,500/mile
4	Single-direction bike lane with sharrows and diagonal parking	$20,000/mile
5	Two-direction bike lanes with two-side parallel parking	$20,000/mile
6	Two-direction bike lanes with one-side parallel parking	$18,000/mile
7	Parkway with dual single-lane street channels and one-sided parking	$15,000/mile
8	Four to three-lane road diet with two-side bike lanes	$60,000/mile
9	Two-side bike lanes or shoulders with no parking	$18,000/mile
10	Two-side bike lanes with buffered cycle track	$22,000/mile
SP	Sidepath: 10 foot concrete	$150,000/mile
MUP	Multi-use Pathway: 10 foot concrete	$250,000/mile



STRATEGIC PLAN

FOR

CITY OF HAYS, KANSAS

PREPARED BY THE STRATEGIC
PLANNING STEERING COMMITTEE

Presented to City Commission May 26, 1994

Strategy 1.3.1: Form a public corporation to serve as the prime developer/manager of the overall redevelopment plan with full authority to act pursuant to K.S.A. 17-4742 et. seq.

Strategy 1.3.2: Encourage local financial institutions to invest, indirectly or directly, in community projects beyond requirements of the Community Reinvestment Act.

Objective 1.4: Create parks that enhance the geographical and historical advantages of our city.

Strategy 1.4.1: The railway area in the center of Hays should be converted into a park corridor, with an emphasis on pedestrian use. This area borders much of the historical district of Hays; and a green corridor running from Oak Street to Fort Hays State University, with walking trails, benches, etc., would add immeasurably to the beauty of the city. Public rest rooms should be included in the project.

Strategy 1.4.2: Design a walking/biking trail to run along Chetolah Creek beginning at the new Sternberg Museum and continuing southwesterly ending near Reservation Road. Link the railway green corridor with Frontier Park and Old Fort Hays. Construct the trail such that if the creek floods the pathway is not destroyed. Be sure that lighting and landscaping are used along the trail for safety and environmental purposes.

Objective 1.5: Improve appearance and use of parks

Strategy 1.5.1: Require developers to provide green spaces by eliminating the option that allows developers to pay extra to the city in lieu of providing green space. The community presently has parks that are extensively used by citizens. However, it is critical that all new developments provide adequate parks and green spaces. Some green spaces should be maintained as natural areas and used for educational purposes.

Strategy 1.5.2: Establish and maintain appropriate green spaces. Remember that as new green spaces are established at some point it becomes necessary to increase the number of parks department employees needed to maintain the green space.