

# CITY OF VALLEY CENTER

## FINAL AGENDA

April 11, 2013

*THE CITY COUNCIL SHALL HOLD ITS REGULAR MEETINGS IN THE COUNCIL CHAMBER IN THE CITY HALL, LOCATED AT 121 S. MERIDIAN, BEGINNING AT 7:00 P.M.*

**April 16, 2013**

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **INVOCATION: MINISTERIAL ALLIANCE**
4. **PLEDGE OF ALLEGIANCE**
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**18. GOVERNING BODY REPORTS p 142****19. ADJOURN p 142**

*All items listed on this agenda are potential action items unless otherwise noted. The agenda may be modified or changed at the meeting without prior notice.*

*At anytime during the regular City Council meeting, the City Council may meet in executive session for consultation concerning several matters (real estate, litigation, non-elected personnel and security).*

*This is an open meeting, open to the public, subject to the Kansas Open Meetings Act (KOMA). The City of Valley Center is committed to providing reasonable accommodations for persons with disabilities upon request of the individual. Individuals with disabilities requiring an accommodation to attend the meeting should contact the City Clerk in a timely manner, at [cityclerk@valleycenter-ks.gov](mailto:cityclerk@valleycenter-ks.gov) or by phone at (316)755-7310.*

*For additional information on any item on the agenda, please visit [www.valleycenter-ks.gov](http://www.valleycenter-ks.gov) or call (316) 755-7310.*

## **APPROVAL OF AGENDA**

### **RECOMMENDED ACTION:**

Staff recommends motion to approve the agenda as presented / amended.

**CLERK'S AGENDA**

**A. MINUTES:**

Attached are the Minutes from the April 2, 2013 Regular City Council Meeting as prepared by the Assistant City Clerk.

**RECOMMENDED ACTION:**

Staff recommends motion to approve the Minutes of the April 2, 2013 Regular Council Meeting Minutes as presented / amended.

REGULAR COUNCIL MEETING  
 APRIL 02, 2013  
 CITY HALL  
 121 S. MERIDIAN

Mayor McNown called the meeting to order at 7:00 p.m. with the following members present: Judith Leftoff, Lou Cicirello, Terry Ishman, Harrison Gerling, Marci Maschino, Lionel Jackson, Kate Jackson, and Al Hobson.

Members Absent:                   None

Staff Present:                   Joel Pile, City Administrator  
   Kristine Polian, City Clerk  
   Jose Santiago, Assistant City Clerk  
   Mark Hephner, Chief of Police  
   Robert Tormey, Fire Captain  
   Warren Utecht, Community Development Director  
   Richard Dunn, City Superintendent  
   Neal Owings, Parks and Public Buildings Superintendent  
   Mike Kelsey, City Engineer  
   Barry Arbuckle, City Attorney

Press present:                   The Ark Valley News

### **APPROVAL OF THE AGENDA**

Agenda amended as follows: add on **12. NEW BUSINESS p 42** the following items: B. Consideration of Street Closure Request for Lion's Club Annual Car Show, C. Consideration of Household Hazardous Waste Agreement, and D. Selection of Voting Delegate and Alternate to Kansas Municipal Utilities (KMU) Annual Business Meeting.

Cicirello moved, seconded by Ishman, to approve the Agenda as amended. Vote yea: Unanimous. Motion carried.

### **CLERK'S AGENDA**

#### **A. MINUTES – MARCH 19, 2013 REGULAR CITY COUNCIL MEETING**

L. Jackson moved, seconded by Cicirello, to approve the Minutes of the March 19, 2013 Regular Council Meeting as presented. Vote yea: Unanimous. Motion carried.

#### **B. APPROPRIATION ORDINANCE – 04/02/2013**

Cicirello moved, seconded by Ishman, to approve the April 02, 2013 Appropriation Ordinance as presented. Vote yea: Unanimous. Motion carried.

**PRESENTATIONS/PROCLAMATIONS** – None

**PUBLIC FORUM** - None

**APPOINTMENTS** – None

**COMMITTEES, COMMISSIONS** – None

**OLD BUSINESS**

**A. ORDINANCE 1259-13; AMENDING TITLE 6, “ANIMALS” OF THE VALLEY CENTER MUNICIPAL CODE, 1<sup>ST</sup> READING**

An Ordinance amending Title 6 of the Valley Center, Kansas, Municipal Code “Animals”; and repealing all other ordinances or parts thereof in conflict herewith.

Utecht addressed some previous concerns from Councilmember K. Jackson regarding fencing for horses. He stated the acreage regulations for horses or cattle and fencing requirements will not apply to property owners who owned animals if annexed to the City between January 1, 1996 and December 31, 2008, unless: 1) The owner no longer has the same animals when the annexation occurred, 2) No animals have occupied the annexed property for more than one year, 3) Animals have broken out of their fenced field more than three times in three months, and 4) The Code Enforcement Officer, on a complaint basis, can observe visible injuries to a horse caused by a barbed wire fence enclosure.

Hobson stated it would have been good to have the old version of the ordinance to have a comparison with the new one. Utecht stated the volume of information of the old ordinance is too large and it was more productive to extract out of it the portions needing the update.

Cindy Plant, Valley Center Compliance Officer, stated another reason for revising the ordinance was due to lack of penalties.

Kristy Bruns, co-founder of the Valley Center Animal League; and Chris Kaegi-Stephens, Regional Director of the Kansas Horse Council spoke against the barb wire fencing for horses as it has proven to be a danger to horses.

➤ Ordinance 1259-13

Cicirello moved, seconded by Maschino, to adopt Ordinance 1259-13, amending Title 6 of the Valley Center, Kansas, Municipal Code “Animals”; and repealing all other ordinances or parts thereof in conflict herewith, for 2<sup>nd</sup> reading. Vote Yea: Leftoff, Cicirello, Ishman, Gerling, Maschino, L. Jackson, and Hobson. Opposed: K. Jackson. Motion carried.

**NEW BUSINESS****A. RESOLUTION 612-13; SUPPORTING THE SEDGWICK COUNTY HAZARD MITIGATION PLAN UPDATE**

A Resolution of the City of Valley Center, Kansas providing support and participation in the Sedgwick County, Kansas Mitigation Plan's Five Year Update.

➤ Resolution 612-13

Maschino moved, seconded by L. Jackson, to adopt Resolution 612-13, providing support and participation in the Sedgwick County, Kansas Hazard Mitigation Plan's five year update. Vote Yea: Unanimous. Motion carried.

**B. CONSIDERATION OF STREET CLOSURE REQUEST FOR LION'S CLUB ANNUAL CAR SHOW**

Date and Location: September 27, 2013 on Main between Meridian and Ash Street, Valley Center, Kansas.

Hobson moved, seconded by K. Jackson, to approve consideration of street closure for Lion's Club annual car show on September 27, 2013 on Main Street between Meridian and Ash Street, Valley Center, Kansas. Vote Yea: Unanimous. Motion carried.

**C. CONSIDERATION OF HOUSEHOLD HAZARDOUS WASTE AGREEMENT**

Cicirello moved, seconded by L. Jackson, to approve the household hazardous waste agreement with Sedgwick County on Saturday, April 20, 2013. Vote Yea: Unanimous. Motion carried.

**D. SELECTION OF VOTING DELEGATE AND ALTERNATE TO KANSAS MUNICIPAL UTILITIES (KMU) ANNUAL BUSINESS MEETING.**

Cicirello moved, seconded by Hobson, to approve Joel Pile as voting delegate and Richard Dunn as alternate voting delegate for the Kansas Municipal Utility Annual meeting in May. Vote Yea: Unanimous. Motion carried.

**CONSENT AGENDA** - None

**STAFF REPORTS****PARKS AND PUBLIC BUILDINGS SUPERINTENDENT OWINGS**

Owings stated the Ark Valley Newspaper had a section about Wetland Park last week; the paper reported about 26 students cleaning the Wetland Park. Owings thanked them for all their service to the community.

## **GOVERNING BODY REPORTS**

### **MAYOR MCNOWN**

McNown stated SCAC meeting is Saturday, April 13<sup>th</sup> at the City of Valley Center City Hall – City Council Chamber at 8:30 AM. McNown also reminded Council to address questions and concerns and request additional supporting documents from staff regarding agendas prior to the council meetings.

### **COUNCILMEMBER CICIRELLO**

Cicirello shared his concern about a possible new state law regarding no restrictions of concealed fire arms at governmental sites. Cicirello asked City Attorney Arbuckle if the City could chart out of it. Arbuckle stated we could not if it becomes state law.

### **COUNCILMEMBER ISHMAN**

Ishman had the opportunity to be at the Valley Center Planning Commission meeting, and several citizens spoke publically against Community Development Director Utecht. Ishman stated he was grateful for Utecht's professionalism during the meeting and appreciates the job he is doing for the City.

### **COUNCILMEMBER MASCHINO**

Maschino stated she echoed Councilmember Ishman's sentiments. Also, asked Staff to put the Wetland Park topic on the agenda for discussion.

Hobson moved, seconded by K. Jackson, to adjourn the meeting. Vote yea: Unanimous. Motion carried.

**Meeting adjourned at 7:33 PM**

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**Jose A. Santiago, Assistant City Clerk**

**CLERK'S AGENDA****B. APPROPRIATION ORDINANCE:**

Below is the proposed Appropriation Ordinance for April 16, 2013 as prepared by City Staff.

[April 16, 2013 Appropriation](#)

Total \$ 37,955.39

**RECOMMENDED ACTION:**

Staff recommends motion to approve the April 16, 2013 Appropriation Ordinance as presented / amended.

VENDOR SET: 03 City of Valley Center

BANK: \* ALL BANKS

DATE RANGE: 0/00/0000 THRU 99/99/9999

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
0010	JEREMIAH C. KIRK							
	C-CHECK JEREMIAH C. KIRK	VOIDED V	3/29/2013			043613		100.00CR

* * T O T A L S * *	NO	INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
REGULAR CHECKS:	0	0.00	0.00	0.00
HAND CHECKS:	0	0.00	0.00	0.00
DRAFTS:	0	0.00	0.00	0.00
EFT:	0	0.00	0.00	0.00
NON CHECKS:	0	0.00	0.00	0.00
VOID CHECKS:	1 VOID DEBITS	0.00		
	VOID CREDITS	100.00CR	100.00CR	0.00

TOTAL ERRORS: 0

VENDOR SET: 03 BANK: *	TOTALS:	1	0.00	0.00	0.00
BANK: *	TOTALS:	1	0.00	0.00	0.00

VENDOR SET: 02 City of Valley Center

BANK: APBK INTRUST CHECKING

DATE RANGE: 0/00/0000 THRU 99/99/9999

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
0196	P E C							
I-00510393	FEB '13 MONTHLY RETAINER	R	3/29/2013	612.73		043603		
I-00510399	PEDESTRIAN/BICYCLE FINAL	R	3/29/2013	1,350.00		043603		1,962.73
0025	MIKE JOHNSON SALES, INC.							
I-2559	SHIRTS-JAMEY	R	3/29/2013	77.48		043604		77.48
0059	CITY OF WICHITA							
I-AR344211	FEB'13 BIOSOLIDS HAULED	R	3/29/2013	4,410.00		043605		4,410.00
0075	KANSAS OFFICE OF THE ATTORNEY							
I-LG-13-000329	SERIES 2013-1 REGISTRATIO	R	3/29/2013	195.00		043606		195.00
0133	MAYER SPECIALTY SERVICES							
I-2013120	SERVICE JET TRUCK	R	3/29/2013	412.50		043607		412.50
0227	SEDGWICK COUNTY TREASURE							
I-AIN037360410700800	2012 2ND 1/2 REALSTATETAX	R	3/29/2013	2,009.44		043608		
I-AIN037360440300800	'12 REALESTATETAX 2ND 1/2	R	3/29/2013	5.60		043608		2,015.04
0231	SEDGWICK COUNTY COMMISSIONER O							
I-PRIMARYELECTION'13	2013 ELECTION CHARGE	R	3/29/2013	982.91		043609		982.91
0354	LOYAL AMERICAN LIFE INSURANCE							
I-ACC201303055101	LOYAL AMERICAN ACCIDENT	R	3/29/2013	6.35		043610		
I-ACC201303205123	LOYAL AMERICAN ACCIDENT	R	3/29/2013	6.35		043610		
I-CNC201303055101	LOYAL AMERICAN CANCER	R	3/29/2013	13.97		043610		
I-CNC201303205123	LOYAL AMERICAN CANCER	R	3/29/2013	13.97		043610		40.64
0450	DAVIS - MOORE AUTOMOTIVE, INC.							
I-STOCK # A2121144	2012 CHARGER PD PACKAGE	R	3/29/2013	19,748.00		043611		19,748.00
1	RUBIA, ROBERT M JR							
I-000201303265124	RUBIA, ROBERT M JR:	R	3/29/2013	2,500.00		043615		2,500.00
0301	R.E.A.P.							
I-2013 REAP MEMBERHS	2013 MEMBERSHIP RENEWAL	R	3/29/2013	2,961.00		043616		2,961.00
0085	LAURIE B WILLIAMS							
I-BJE201304035126	CASE # 09-14039	R	4/05/2013	55.00		043617		
I-GJB201304035126	CASE # 11-13654	R	4/05/2013	172.00		043617		227.00
0210	SECURITY BENEFIT							
I-SCB201304035126	DEFERRED COMPENSATION	R	4/05/2013	63.00		043618		63.00

VENDOR SET: 02 City of Valley Center

BANK: APBK INTRUST CHECKING

DATE RANGE: 0/00/0000 THRU 99/99/9999

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
0313	VANTAGEPOINT TRANS AGENTS							
I-ICM201304035126	RETIREMENT 457 DEFERRED COMP	R	4/05/2013	65.00		043619		65.00
0372	U S DEPT OF EDUCATION							
I-JED201304035126	ACCT # 1002461211	R	4/05/2013	175.37		043620		175.37
0421	FAMILY SUPPORT PAYMENT CENTER							
I-JHC201304035126	CASE # 11LWAD00059	R	4/05/2013	67.00		043621		67.00
0009	VERIZON WIRELESS SERVICES, LLC							
I-9702051030	VERIZON WIRELESS MAR'13	R	4/08/2013	560.14		043622		560.14

* * T O T A L S * *	NO	INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
REGULAR CHECKS:	17	36,462.81	0.00	36,462.81
HAND CHECKS:	0	0.00	0.00	0.00
DRAFTS:	0	0.00	0.00	0.00
EFT:	0	0.00	0.00	0.00
NON CHECKS:	0	0.00	0.00	0.00
VOID CHECKS:	0 VOID DEBITS	0.00		
	VOID CREDITS	0.00	0.00	

TOTAL ERRORS: 0

VENDOR SET: 02 BANK: APBK TOTALS: 17 36,462.81 0.00 36,462.81

VENDOR SET: 03 City of Valley Center

BANK: APBK INTRUST CHECKING

DATE RANGE: 0/00/0000 THRU 99/99/9999

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
0007	DUANE SCHRAG							
I-4/29-5/2'13	TRAININ MASTER LEADERSHIP TRAININ	R	3/29/2013	140.00		043612		140.00
0010	JEREMIAH C. KIRK							
I-BOOTS REIMBURSEMEN	BOOTS REIMBURSEMENT	V	3/29/2013	100.00		043613		100.00
0010	JEREMIAH C. KIRK							
M-CHECK	JEREMIAH C. KIRK	VOIDED	V 3/29/2013			043613		100.00
0045	VIRGINIA CRICE							
I-4/29-5/2'13	TRAININ MASTER LEADERSHIP TRAININ	R	3/29/2013	140.00		043614		140.00
0003	CATHERINE A. SEXTON							
I-APR'13 SR CONTRACT	APRIL '13 SR COORDINATOR	R	4/08/2013	1,125.00		043623		1,125.00
0014	JOEL D PILE							
I-MARCH '13 MILEAGE	MAR '13 MILEAGE REIMBURSE	R	4/08/2013	87.58		043624		87.58

* * T O T A L S * *	NO	INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
REGULAR CHECKS:	4	1,592.58	0.00	1,492.58
HAND CHECKS:	0	0.00	0.00	0.00
DRAFTS:	0	0.00	0.00	0.00
EFT:	0	0.00	0.00	0.00
NON CHECKS:	0	0.00	0.00	0.00
VOID CHECKS:	0	VOID DEBITS 0.00		
		VOID CREDITS 100.00	100.00	0.00

TOTAL ERRORS: 0

VENDOR SET: 03	BANK: APBK	TOTALS:	4	1,492.58	0.00	1,492.58
BANK: APBK	TOTALS:		21	37,955.39	0.00	37,955.39
REPORT TOTALS:			22	37,955.39	0.00	37,955.39

SELECTION CRITERIA

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VENDOR SET: \* - All  
VENDOR: ALL  
BANK CODES: All  
FUNDS: All  
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CHECK SELECTION

CHECK RANGE: 043603 THRU 043624  
DATE RANGE: 0/00/0000 THRU 99/99/9999  
CHECK AMOUNT RANGE: 0.00 THRU 999,999,999.99  
INCLUDE ALL VOIDS: YES  
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PRINT OPTIONS

SEQUENCE: CHECK NUMBER

PRINT TRANSACTIONS: YES  
PRINT G/L: NO  
UNPOSTED ONLY: NO  
EXCLUDE UNPOSTED: NO  
MANUAL ONLY: NO  
STUB COMMENTS: NO  
REPORT FOOTER: NO  
CHECK STATUS: NO  
PRINT STATUS: \* - All  
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**CLERK'S AGENDA**

**C. TREASURER'S REPORT for MARCH 2013:**

**RECOMMENDED ACTION:**

Staff recommends motion to receive and file the March 2013 Treasurer's Report.

CITY OF VALLEY CENTER  
MTD TREASURERS REPORT  
AS OF: MARCH 31ST, 2013

FUND	BEGINNING CASH BALANCE	M-T-D REVENUES	M-T-D EXPENSES	CASH BASIS BALANCE	NET CHANGE OTHER ASSETS	NET CHANGE LIABILITIES	ACCUAL ENDING CASH BALANCE
010-GENERAL FUND	524,795.70	118,554.61	161,939.95	481,410.36	0.00	( 9,470.12)	471,940.24
020-SPECIAL PARKS AND REC	16,745.48	988.17	0.00	17,733.65	0.00	0.00	17,733.65
030-SPECIAL ALCOHOL AND DRUGS	17,683.44	988.16	0.00	18,671.60	0.00	0.00	18,671.60
110-EMPLOYEE BENEFITS	362,071.82	26,243.42	41,796.89	346,518.35	0.00	0.00	346,518.35
111-FLEXIBLE SPENDING ACCT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
125-FIRE VEHICLE REPLACEMENT	640.30	0.00	0.00	640.30	0.00	0.00	640.30
126-BUILDING EQUIP RESERVE	111,177.90	0.00	0.00	111,177.90	0.00	0.00	111,177.90
127-EQUIPMENT RESERVE	222,496.84	0.00	5,584.26	216,912.58	0.00	0.00	216,912.58
128-PUBLIC WORKS BUILDING	8,627.24	0.00	0.00	8,627.24	0.00	0.00	8,627.24
140-LIBRARY	16,457.48	8,809.85	0.00	25,267.33	0.00	0.00	25,267.33
150-SPECIAL HIGHWAY	490,742.29	61,755.95	23,846.24	528,652.00	0.00	( 3,901.08)	524,750.92
160-EMERGENCY EQUIPMENT	127,803.73	1,944.22	21,760.50	107,987.45	0.00	0.00	107,987.45
210-PAYROLL CLEARING	37.62	0.00	0.00	37.62	0.00	0.00	37.62
220-ACTIVE AGING	2,664.68	0.00	1,125.00	1,539.68	0.00	0.00	1,539.68
225-PARK BEAUTIFICATION FUND	3,186.56	0.00	0.00	3,186.56	0.00	0.00	3,186.56
230-BUSINESS IMPROVEMENT DIST	1,143.50	0.00	0.00	1,143.50	0.00	0.00	1,143.50
240-D.A.R.E.	4,210.07	0.00	0.00	4,210.07	0.00	0.00	4,210.07
245-VETERANS FLAG REWARD FUND	0.00	0.00	0.00	0.00	0.00	0.00	0.00
250-DRUG TAX DISTRIBUTION	5,346.73	0.00	0.00	5,346.73	0.00	0.00	5,346.73
260-LAW ENFORCE BLOCK GRANT	2,500.00	0.00	0.00	2,500.00	0.00	0.00	2,500.00
280-ADSAP	2,709.80	0.00	0.00	2,709.80	0.00	0.00	2,709.80
340-CAPITAL IMPROVEMENT FUND	3,354.07	0.00	0.00	3,354.07	0.00	0.00	3,354.07
350-CAPITAL PROJECTS FUND	465,199.13	5,561,944.17	3,553.96	6,023,589.34	0.00	0.00	6,023,589.34
410-BOND & INTEREST	1,355,574.64	44,066.96	0.00	1,399,641.60	0.00	0.00	1,399,641.60
610-WATER OPERATING	532,456.18	106,918.43	65,798.26	573,576.35	( 1,734.28)	2,872.50	578,183.13
611-METER DEPOSIT	87.60	0.00	0.00	87.60	0.00	0.00	87.60
612-STORMWATER UTILITY FUND	48,458.43	9,825.00	238.07	58,045.36	( 408.97)	0.00	58,454.33
613-SOLID WASTE UTILITY	53,311.46	32,304.26	28,691.69	56,924.03	471.44	0.00	56,452.59
614-WATER MAINTENANCE RESERVE	7,780.37	0.00	0.00	7,780.37	0.00	0.00	7,780.37
615-WATER IMPROVEMENT FUND	146,497.48	0.00	0.00	146,497.48	0.00	0.00	146,497.48
616-WATER LOAN PRIN & INT	33,054.82	0.00	0.00	33,054.82	0.00	0.00	33,054.82
617-07 WATER LOAN P & I	2,325.68	0.00	0.00	2,325.68	0.00	0.00	2,325.68
619-WATER SURPLUS RESERVE	493,079.81	0.00	0.00	493,079.81	0.00	0.00	493,079.81
620-SEWER OPERATING	366,457.88	81,420.82	245,959.38	201,919.32	( 1,337.00)	209.58	203,465.90
621-SEWER OPERATION & MAINT	14,795.22	0.00	0.00	14,795.22	0.00	0.00	14,795.22
623-07 SEWER LOAN P & I	0.00	210,000.00	104,323.57	105,676.43	0.00	0.00	105,676.43
625-1993 SEWER BOND RESERVE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
626-1993 SEWER BOND P & I	0.00	0.00	0.00	0.00	0.00	0.00	0.00
627-1993 SEWER DEPRECIATION	0.00	0.00	0.00	0.00	0.00	0.00	0.00
628-SEWER SURPLUS RESERVE	197,206.94	0.00	0.00	197,206.94	0.00	0.00	197,206.94
629-1997 SEWER BOND P & I	0.00	0.00	0.00	0.00	0.00	0.00	0.00
630-1997 SW BOND DEPR	0.00	0.00	0.00	0.00	0.00	0.00	0.00
631-1997 SW BOND RESERVE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
633-2001 SW BOND P & I	138,753.31	0.00	0.00	138,753.31	0.00	0.00	138,753.31
634-2001 SW REV BOND DEPR	0.00	0.00	0.00	0.00	0.00	0.00	0.00
635-2001 SW BOND RESERVE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
GRAND TOTAL	5,779,434.20	6,265,764.02	704,617.77	11,340,580.45	( 3,008.81)	( 10,289.12)	11,333,300.14

\*\*\* END OF REPORT \*\*\*

# **PRESENTATIONS / PROCLAMATIONS**

## **A. 2013 ARBOR DAY PROCLAMATION:**

**PUBLIC FORUM**

**APPOINTMENTS**

*City of Valley Center, KS*  
**ARBOR DAY PROCLAMATION**  
**2013**

**WHEREAS**, in 1872, J. Sterling Morton proposed to the Nebraska Board of Agriculture that a special day be set aside for planting of trees, and

**WHEREAS**, this holiday, called Arbor Day, was first observed with the planting of more than a million trees in Nebraska, and

**WHEREAS**, Arbor Day is now observed throughout the nation and the world, and

**WHEREAS**, trees can reduce the erosion of our precious topsoil by wind and water, cut heating and cooling costs, moderate the temperature, clean the air, produce oxygen and provide habitat for wildlife, and

**WHEREAS**, trees are a renewable resource giving us paper, wood for our homes, fuel for our fires and countless other wood products, and

**WHEREAS**, trees in our City increase property values, enhance the economic vitality of business areas and beautify our community.

**NOW THEREFORE**, I, Michael D. McNown, Mayor of Valley Center, Kansas, do hereby proclaim

**April 26, 2013 as ARBOR DAY in the City of Valley Center,**

And I urge all citizens to celebrate Arbor Day and to support efforts to protect our trees and woodlands, and

**FURTHER**, I urge all citizens to plant trees and promote the well being of this and future generations.

Dated this 16th day of April, 2013

---

**Michael D. McNown, Mayor**

## **COMMITTEES, COMMISSIONS**

### **A. ITEMS FOR COUNCIL REVIEW:**

- Valley Center Planning Commission / Board of Appeals  
March 26, 2013 Minutes

**VALLEY CENTER  
PLANNING COMMISSION/BOARD OF APPEALS  
MINUTES**

7:00 P.M., Tuesday, March 26, 2013  
Valley Center City Hall at 121 S. Meridian Avenue

**CALL TO ORDER:**

Chairperson Park called the meeting to order at 7:00 p.m. with the following members present: Don Bosken, Danny Park, Terry Nantkes, Ronald Colbert Sr., Ricky Shellenbarger and Steve Jackson. Members absent: Gary Janzen, Dee Wretberg, and Del James.

Staff Present: Warren Utecht, Community Development Department and Joel Pile, City Administrator

Councilmembers Present: Kate Jackson, Al Hobson, Terry Ishman, and Jake Jackson.

**AGENDA:**

A Motion was made and seconded to set the agenda. Motion passed unanimously.

**APPROVAL OF February 26, 2013 DRAFT MINUTES:**

A motion was made by Commissioner Ricky Shellenbarger, seconded by Commissioner Steve Jackson to accept February 26, 2013 minutes as written. Motion passed unanimously.

**COMMITTEE AND STAFF REPORTS:** None

**COMMUNICATIONS:** None

**OLD BUSINESS BEFORE PLANNING COMMISSION**

**Pedestrian & Bicycle Facilities Master Plan.** Mitch Coffman from PEC Consultants reviewed changes that were made to the Pedestrian & Bicycle Facilities Master Plan Future Facilities Map, based upon public comment at the February 26<sup>th</sup> Public Hearing. Specifically, Mitch pointed out that the wish list for trails that were shown on private property along the Little Arkansas River were removed. Park symbols (indicating a future park site) were also removed on private developed property. Warren Utecht stated that the park sites would be reconsidered in the next Comprehensive Plan update that will occur in 2014.

Since the public hearing was held for the Pedestrian & Bicycle Facilities Master Plan at the February 26<sup>th</sup> meeting, the Community Development Director advised the Planning Commission Chairperson that those who were in attendance would not be able to speak unless the Planning Commission directed the Community Development Director to publish another notice in the local newspaper for a second public hearing. However, Joel Pile advised the Planning Commission Chairperson he does have the authority to allow public comment, provided it is understood the Planning Commission is not taking testimony within the confines of a public hearing.

Before the meeting, the Community Development Director was asked by Cheryl Plucker, Secretary for the Valley Creek Estates HOA Board to pass out information that was compiled by the HOA.

A number of residents, mostly from the Valley Creek Estates Subdivision, addressed the Commission making statements regarding their fear of criminal activity if the trail were built, cost of building and maintaining the area, and safety of West Elementary School students. Reference was made that people have come through the park and have trespassed on Valley Creek Estates private green space and fished their pond. Comments were also made that the City has not responded to the concerns raised by the HOA.

Councilmember Hobson warned if a trail were built on the private property between West Elementary and New Hope, that the property owner would be liable for any injury.

After allowing several comments from the public, the Planning Commission members began discussion/deliberated. Commissioner Shellenberger expressed concern how the City would extract someone from the wooded park if they were injured. Commissioner Jackson asked the Community Development Director if he would like to have a trail in his backyard. Warren Utecht, the Community Development Director responded positively, pointing out the overwhelming conclusion of a number of trail studies that document that crime rates actually decrease, the value of adjoining properties increase, and the quality of life improved.

To prevent the Pedestrian & Bicycle Facilities Master Plan recommendation from getting delayed due to this controversy, the Planning Commission discussed the removed of the Wetland Park Trail and future sidewalk plans in Valley Creek Estates from the Plan for now, and this issue can be revisited at a future date, if desired. Chairperson Park acknowledged the residents' concerns. Motion was made by Danny Park and seconded by Ronald Colbert to amend the Pedestrian & Bicycle Facilities Master Plan by removing the trail in Wetland Park and sidewalks on Cottonwood and Valley Park Drive. Don Bosken, Danny Park, Terry Nantkes, Ricky Shellenbarger and Steve Jackson voted for the motion. Ronald Colbert Sr. voted against the motion.

**Tabled item:** Rezoning Petition Z 2013-03 filed by Jose Marquez to amend the PUD Site Plan with an underlying A-1 Agricultural District, legally described as Lot 1 & Lot 2, Block A, Marquez Horse Farm 2nd Addition. The Petitioner has asked that this item remain tabled until the April Planning Commission Meeting.

Based on the petitioner's request for a delay, a motion was made and seconded to table the Marquez PUD Amendment until the April 23th Meeting. Motion passed unanimously.

## **PUBLIC HEARING BEFORE BOARD OF APPEALS**

- A. Conditional Use petition CU 2013-01 filed by Westar Energy Inc. to expand an existing Sub-Station at 720 W. 77<sup>th</sup> Street.

Chairperson Park asked if any of the Board of Appeals members intend to disqualify themselves from participating in this case because they or a relative own property in the area of notification or have a conflict of interest. No one responded. Chairperson Park then declared there was a quorum of 6 present for the hearing.

Chairperson Park then stated a notice to this hearing was published in the Ark Newspaper on February 28th, 2013, and notices were mailed to 10 property owners of record in the City limits within the 200 foot and within 1,000 feet outside the City Limits. The record shows that at least 20 days elapsed between the publication and the hearing date. Chairperson Park asked the Commission if any of them have received any ex parte verbal or written communication from a third party prior to this hearing which they would like to share with all the members. No one responded.

Warren Utecht briefly went through the reasons and scope of the future expansion of Westar Energy's sub-station. Chairperson Park declared the public hearing opened at 8:24 p.m. Allyson Wetter, and Engineer from Westar Energy went into more detail regarding the substation expansion plans, saying that it was not eminent, but Westar wants the approval so that it can move ahead with expansion plans when needed. Chairperson Park closed public hearing at 8:31 p.m.

**RECOMMENDED MOTION:** Based on City Staff recommendations, public comments, and discussion by the Planning Commission, Commissioner Bosken made a motion to approve a Conditional Use for Westar Energy Inc. to expand an existing Sub-Station at 720 W. 77<sup>th</sup> Street, subject to the City allowing an 8 foot chain link security fence with strands of barb wire that raise the fence height to 9 feet. Motion was seconded by Commissioner Shellenbarger. Motion passed unanimously.

**UNFINISHED BUSINESS**-None

### **NEW BUSINESS BEFORE PLANNING COMMISSION**

- A. Site Plan SP 2013-01 petitioned by Sid Unruh for a new office building on the southwest corner of Meridian and 69<sup>th</sup>.  
Community Development Director Utecht went through the details of all of the maps associated with the Unruh site plan, and described the conditions that were recommended by the Site Plan Committee.

After discussion of the recommended discussion by planning commission members, Commissioner Shellenbarger made a motion to approve with conditions as recommended by the Site Plan Committee Sid Unruh's Site Plan for an office building on the southwest corner of Meridian and 69<sup>th</sup>, those being:

1. That the existing sidewalk be shown along Meridian on the site plan
2. That a rear door be shown on the middle tenant space
3. That plantings be shown between the parking spaces and Meridian
4. That ground cover in the form of honeysuckle, crown vetch, or buckrush is shown on the site plan along the entire slope where soil has been disturbed between the proposed office building and Little Arkansas River for the purpose of retaining soils and prevention of erosion.
5. Designation of one handicapped Van Parking Space.

Motion was seconded by Commissioner Colbert. Motion passed unanimously.

- B. Site Plan SP 2013-02 petitioned by Casey's General Stores, Inc. for a new commercial building at 222 S. Meridian.

Community Development Director Utecht went through the details of all of the maps associated with the Casey's site plan, and explained that all of the conditions that were recommended by the Site Plan Committee have been addressed on the drawings and information supplied to the Planning Commission members the night of the meeting.

A resident in the neighborhood questioned whether the building lighting would spill over onto her property. Community Development Director Utecht said all light fixtures on the sides of the building are full cut-off fixtures. He also indicated he had reviewed the lighting pattern and did not anticipate any light spillage onto adjacent lands.

Some discussion covered the manner in which fuel tank delivery trucks would maneuver through the site. It was decided that truck traffic could enter and exit from Meridian, although Butler could also be used. Community Development Director indicated the City will likely include part of the drainage and road reconstruction of Butler with the City's stormwater project, which includes the reconstruction of Meridian.

Based on Site Plan Committee conditions being satisfied and City Staff recommendations, public comments, and discussion by the Planning Commission, Commissioner Shellenbarger made a motion to approve the Casey's General Stores, Inc. Site Plan for a new commercial building at 222 S. Meridian with a condition that the City install a "No Parking" sign on Butler Street along the frontage of Casey's property. Motion passed unanimously.

C. Site Plan SP 2013-03: petitioned by Retro System's for a new industrial building at 540 W. Clay.

Community Development Director Utecht went through the details of all of the maps associated with the Retro-Systems site plan, and explained that the Site Plan Committee recommended that it be approved by the Planning Commission with no conditions.

Based on Site Plan Committee and City Staff recommendations, public comments, and discussion by the Planning Commission, Commissioner Jackson made a motion to approve Retro System's Site Plan Review for a new industrial building at 540 W. Clay. Seconded by Commissioner Shellenbarger. Motion passed unanimously.

**ITEMS BY PLANNING COMMISSIONERS:**

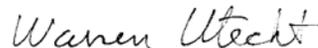
- Ronald Colbert Sr. – Nothing
- Steve Jackson – Nothing
- Danny Park – Nothing
- Ricky Shellenbarger – Nothing
- Terry Nantkes - Nothing
- Don Bosken – Nothing

**ADJOURNMENT:**

Motion made by Commissioner Jackson and seconded made by Commissioner Shellenbarger to adjourn. Motion passed unanimously

Time of Adjournment 9.05 p.m.

Respectfully submitted,



Warren Utecht,  
Planning Commission Secretary

Minutes to be reviewed and approved by the Valley Center Planning Commission on April 23, 2013.

        /Danny Park/          
Danny Park, Chairperson  
WU/dt

**OLD BUSINESS**

**NONE**

**ADJOURN**

**SWEARING IN OF NEW COUNCILMEMBERS**

The newly Elected Officials will be sworn in by the City Clerk and will take Office.

Ward I	Lou Cicirello
Ward II	Laurie Dove
Ward III	Lionel 'Jake' Jackson
Ward IV	Al Hobson

**CALL TO ORDER**

**NEW BUSINESS**

**A. ELECTION OF COUNCIL PRESIDENT**

**Council will need to elect a Council President.**

**NEW BUSINESS****B. CONSIDERATION OF PEDESTRIAN & BICYCLE FACILITIES  
MASTER PLAN:**

- PEC was contracted to facilitate the creation of a Pedestrian & Bicycle Facilities Master Plan.
- Valley Center Recreation Commission agreed to fund half the contract cost.
- A Pedestrian & Bicycle Facilities Committee was formed to create a draft plan.
- On March 5, 2013 an “Open House” was held to receive input on The Draft Plan.
- During the March 26, 2013 Planning Commission meeting, The Commission voted to recommend City Council approval of The Plan
- Pedestrian & Bicycle Facilities Master Plan

Should Council choose to proceed,

**RECOMMENDED ACTION:**

Staff recommends motion to accept the recommendation of The Planning Commission approving The Pedestrian & Bicycle Facilities Master Plan.

# **Pedestrian and Bicycle Facilities Master Plan**

## **Valley Center, Kansas**

### **April 2013**





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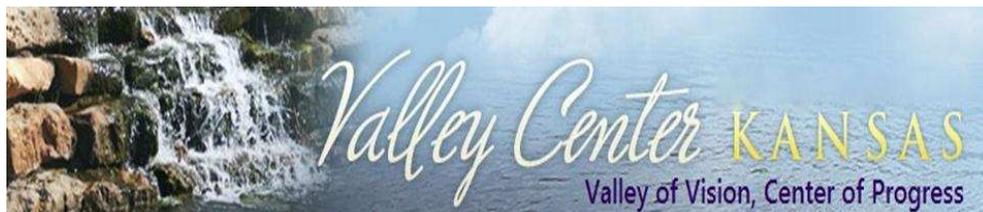
## ACKNOWLEDGEMENTS

### Pedestrian and Bicycle Facilities Master Plan Steering Committee

- William Christian, Wichita Area Metropolitan Planning Organization
- Ronald Colbert Sr., Valley Center Planning Commission
- Terry Ishman, Valley Center City Council
- Mike Kelsey, Professional Engineering Consultants
- Shelly Kirkpatrick, Resident-at-Large
- Mary Moon, Valley Center Park and Tree Board
- Neal Owings, Valley Center Parks and Public Buildings Department
- Warren Utecht, Valley Center Community Development Department
- Matt Vogt, Valley Center Police Department
- Rick White, Unified School District 262

### Core Planning Team

- Richard Dunn, Valley Center Public Works Superintendent
- Mark Hephner, Valley Center Police Chief
- Neal Owings, Valley Center Parks and Public Buildings Superintendent
- Joel Pile, Valley Center City Administrator
- Warren Utecht, Valley Center Community Development Director
- Mike Kelsey, Professional Engineering Consultants
- Scott Dunakey, Professional Engineering Consultants
- Ben Mabry, Professional Engineering Consultants
- Mitch Coffman, Professional Engineering Consultants





## EXECUTIVE SUMMARY

### **What is the purpose of the Master Plan?**

Providing choice in how to travel throughout Valley Center is a priority. Residents desire the opportunity to walk or bike to get to school, work, shopping, and other destinations. The Pedestrian and Bicycle Facilities Master Plan focuses on providing safe and efficient connections throughout Valley Center. The Plan identifies priority corridors for pedestrian and bicycle facilities. It also recommends changes to codes and regulations to ingrain the priority of providing opportunities to walk and bike.

### **What are the benefits of ped/bike facilities?**

Valley Center residents and business realize the benefits of providing safe and convenient walking and biking facilities. The benefits are not just limited to those that walk or bike. The benefits include:

- Improved health and well-being
- Reduced costs for transportation
- Reduced crashes
- Increased convenience
- Improved vehicular travel and reduced congestion
- Reduced energy consumption
- Improved local economy
- Improved access to education and employment
- Increased home values

### **Why do we need ped/bike facilities?**

The population of Valley Center is growing, as is the proportion of the population that cannot drive. The young and old often rely on alternative modes of transportation because they cannot drive. Safe and convenient walking and biking options can provide this growing population a means of getting around Valley Center and maintain independence.

The need for walking and biking options was also expressed in a 2010 citizen survey. The results showed that sidewalks and pathways were the second highest priority.

The Plan focuses on developing a pedestrian and bicycle network that makes connections to major destinations. Connecting our homes to schools, employment centers, shopping, parks, recreation, places of worship, and community services will offer a true alternative means of transportation throughout Valley Center.

### **What current facilities do we have?**

Valley Center currently has 14.5 miles of sidewalk, most of which are in good condition. However, there are areas that need improvement. Proper maintenance of the existing and future facilities is a priority of the Plan.

The current network provides an excellent starting point from which to build. The Plan recommends filling in gaps and expanding the network to provide increased connectivity and safety for all users.

There are also accompanying elements, such as crosswalks, signs, benches, and lighting. Many of these elements are present. As new facilities are built, accompanying elements should also be incorporated.

### **Who uses the facilities?**

There are many different users of the network from the young to the old. Many school-aged children use the network to get to and from school. It is important to take all users into account when planning for and building facilities. The different types of users bring different experience and comfort levels. Accounting for the safety of all users is a top priority.

### **What are the challenges & opportunities?**

Developing a safe and connected pedestrian and bicycle network is not without challenges. Barriers such as heavily traveled roads, railroads, and rivers can hinder connections and pose safety issues for crossings. Safe crossings can be developed, while limiting the number of crossings. Funneling traffic to a limited number of crossings can save money and provide safe and convenient connections.

Funding construction and maintenance can be a challenge, as Valley Center has many other priorities. Local funds can be made available for construction and maintenance of the facilities. The local funds can also be used to leverage other funding sources to stretch the limited local money.

Attitudes about walking and biking can pose a challenge. There are individuals that do not think it is necessary to develop a safe and well-connected network. However, a local survey has shown that Valley Center does desire pedestrian and bicycle facilities. The Plan offers recommended facilities to meet the community desires. It also identifies options to define responsibilities for constructing and maintaining facilities.



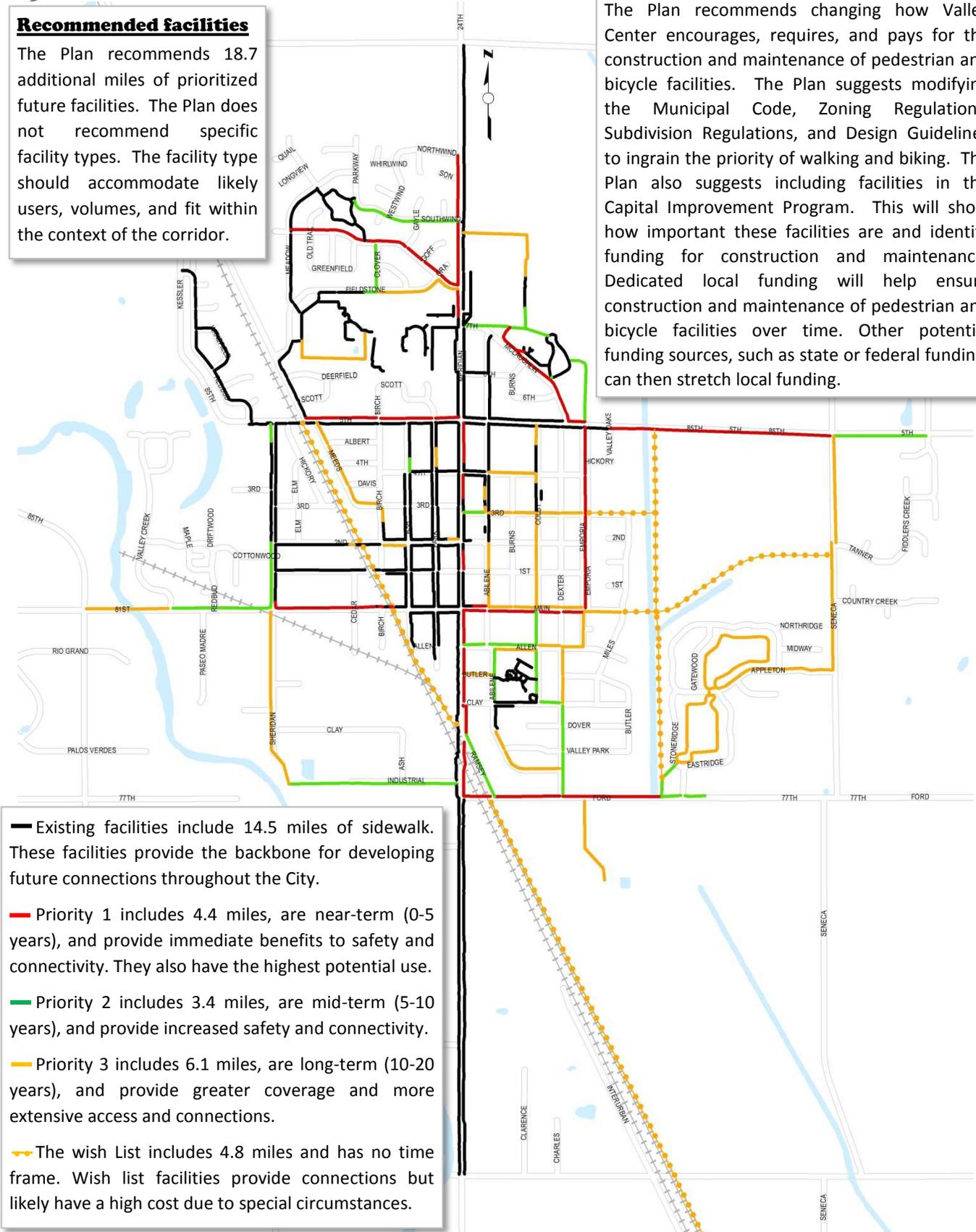
# EXECUTIVE SUMMARY

## Recommended facilities

The Plan recommends 18.7 additional miles of prioritized future facilities. The Plan does not recommend specific facility types. The facility type should accommodate likely users, volumes, and fit within the context of the corridor.

## Changes to codes and regulations

The Plan recommends changing how Valley Center encourages, requires, and pays for the construction and maintenance of pedestrian and bicycle facilities. The Plan suggests modifying the Municipal Code, Zoning Regulations, Subdivision Regulations, and Design Guidelines to ingrain the priority of walking and biking. The Plan also suggests including facilities in the Capital Improvement Program. This will show how important these facilities are and identify funding for construction and maintenance. Dedicated local funding will help ensure construction and maintenance of pedestrian and bicycle facilities over time. Other potential funding sources, such as state or federal funding, can then stretch local funding.



- Existing facilities include 14.5 miles of sidewalk. These facilities provide the backbone for developing future connections throughout the City.
- Priority 1 includes 4.4 miles, are near-term (0-5 years), and provide immediate benefits to safety and connectivity. They also have the highest potential use.
- Priority 2 includes 3.4 miles, are mid-term (5-10 years), and provide increased safety and connectivity.
- Priority 3 includes 6.1 miles, are long-term (10-20 years), and provide greater coverage and more extensive access and connections.
- The wish List includes 4.8 miles and has no time frame. Wish list facilities provide connections but likely have a high cost due to special circumstances.



## INTRODUCTION

Valley Center desires to offer its citizens and visitors the opportunity to bike and walk throughout the City. Providing pedestrian and bicycle facilities in certain locations can help people safely and conveniently walk or bike to work, school, shopping, or for recreational purposes. The Valley Center Pedestrian and Bicycle Facilities Master Plan is a guide for the development and implementation of a future pedestrian and bicycle network.

The Master Plan was developed by the City of Valley Center and guided by a steering committee. The committee was made up of stakeholders from the community who believe it is important to plan for and prioritize future pedestrian and bicycle facilities. More importantly, the committee saw the value in changing the culture of walking and biking in Valley Center. Changing City codes and regulations can engrain the importance of providing pedestrian and bicycle facilities as well as how improvements are funded and who is responsible for constructing and maintaining the facilities.



The need to increase pedestrian and bicycle facilities is being driven by the desires of the community. Sidewalk/walking path repair and construction was the second highest priority based on a 2012 public opinion survey of ways to strengthen and promote economic development. The survey results show that Valley Center truly values pedestrian and bicycle facilities.

Adding to the support of the community, the aging population is bringing about the need to provide travel options for citizens that are unable to drive. The number of children is also growing, which is increasing the number of people that cannot drive. There are also those who would like the option to walk or bike in addition to those who cannot drive. The changing demographics of Valley Center and the desires of the community show an increased demand for walking and biking.

The Master Plan focuses on walking and biking as a true transportation option. Not only is it important to provide travel options beyond personal vehicles, there is also more state and federal money that is available for transportation infrastructure. Using local revenues to leverage additional resources can stretch the limited local resources.

## BENEFITS OF A PEDESTRIAN AND BICYCLE NETWORK

Investing in pedestrian and bicycle facilities has many benefits. From providing alternative travel options to improving the health of residents, pedestrian and bicycle facilities are proven to be a vital component of cities around the world. Numerous studies have shown the positive health benefits of providing options for incorporating exercise into our commutes. Improving health leads to lower costs for health care and medications. Pedestrian and bicycle facilities provide:

- Options for people to walk or bicycle safely and conveniently to local destinations.
- Safe routes for children to walk or bicycle to school.
- Reduced costs for traveling due to decreased vehicle operating and maintenance costs.
- Reduced costs for maintenance, construction, and operating roads due to less vehicular traffic.
- Reduced crashes which reduce repair costs, insurance costs, and emergency response budgets.
- Increased convenience, comfort, safety, accessibility, and enjoyment for pedestrians and bicyclists.



- Reduced healthcare costs.
- Increased options for traveling, especially for the economically, socially, and physically disadvantaged.
- Improved non-motorized travel due to reduced vehicular travel.
- Reduced fossil fuel use.
- Transportation and recreation options.
- Close to home recreation.
- Educational opportunities by identifying natural resources through interpretive signage.

*'Walking is a form of exercise accessible to just about everybody. It's safe, simple and doesn't require practice. And the health benefits are many.'*

*Mayo Clinic staff*

The benefits of providing a good pedestrian and bicycle network not only benefit those that choose to walk or bike. Pedestrian and bicycle facilities provide the entire community:

- A community asset that can attract home buyers and generate economic activity.
- Improved vehicular travel and reduced congestion due to fewer cars on the road.
- Reduced chauffeuring responsibilities, especially for guardians of children and those that take care of the elderly.
- Reduced energy consumption which helps the environment and economy.
- Improved air quality, water quality, and habitat for wildlife.
- Reduced air, noise, and water pollution.
- Reduced parking problems.
- Improved local economy by shifting spending from vehicles and fuel to goods with more regional economic value.
- Improved access to education and employment, especially for the disadvantaged.
- Deterred land consumption and preserving open space and agriculture by promoting compact development.
- Increased real property values and tourism.

A recently completed study by Visioneering Wichita focused on responding to a changing economy. With more home-based businesses and telecommuting, people are able to choose where they live and are not tied to living near the traditional place of work. Attracting highly skilled and highly educated individuals by providing a high quality of life can help areas grow. Developing pedestrian and bicycle facilities add to the quality of life in our community and help attract new residents.

All of the potential benefits of having a robust pedestrian and bicycle network have interested Valley Center for a long time. Valley Center has invested time and money in planning for and building a pedestrian and bicycle network. The Master Plan is another effort in a long series of investments in developing a well-connected network of pedestrian and bicycle facilities.

*'Walking to work is a great way to incorporate exercise into a daily routine. In addition to the health benefits, walking helps protect the environment by reducing air pollution from car trips. Furthermore, studies have shown that walking to work improves employees overall attitude and morale and reduces stress in the workplace.'*

*Kansas Health Matters*



## BACKGROUND

Valley Center has developed a network of pedestrian and bicycle facilities to accommodate walking and biking trips and to achieve many of the benefits identified in the previous section. The major focus of developing the infrastructure has been to provide school children with the opportunity to safely walk or bike to and from school. This network of sidewalks provides a great backbone of infrastructure to build upon. The existing network allows citizens and visitors to walk and bike safely and efficiently throughout much of the City. However, there are gaps in the network and places where facilities are needed.

In 2006, Valley Center developed a Safe Routes to School (SRTS) Plan. This SRTS Plan assesses school children's use of bicycle and pedestrian facilities and lays out an action plan for implementing bicycle and pedestrian safety improvements. The SRTS Plan sets a good foundation for pedestrian and bicycle planning. The SRTS Plan along with this Master Plan should be used to help leverage state or federal resources.



## PURPOSE OF THE MASTER PLAN

Valley Center is planning for the future of bicycle and pedestrian facilities. This Master Plan sets the framework for investing in the network of bicycle and pedestrian facilities. The vision set forth by the Master Plan is that Valley Center will be a place where people have safe and convenient walking and bicycling options for transportation, recreation, and health. Our transportation system will be designed to encourage walking and bicycling, and will provide a seamless, balanced, and barrier-free network for all.

The main goal of the Master Plan is to increase the use of the pedestrian and bicycle network in Valley Center. In order to increase the use, certain aspects of the network and how it functions need to be addressed. The most important aspect of pedestrian and bicycle facilities is that they must connect people from where they are to where they want to go. In providing these connections, the facilities must be safe and the network's users must feel safe.



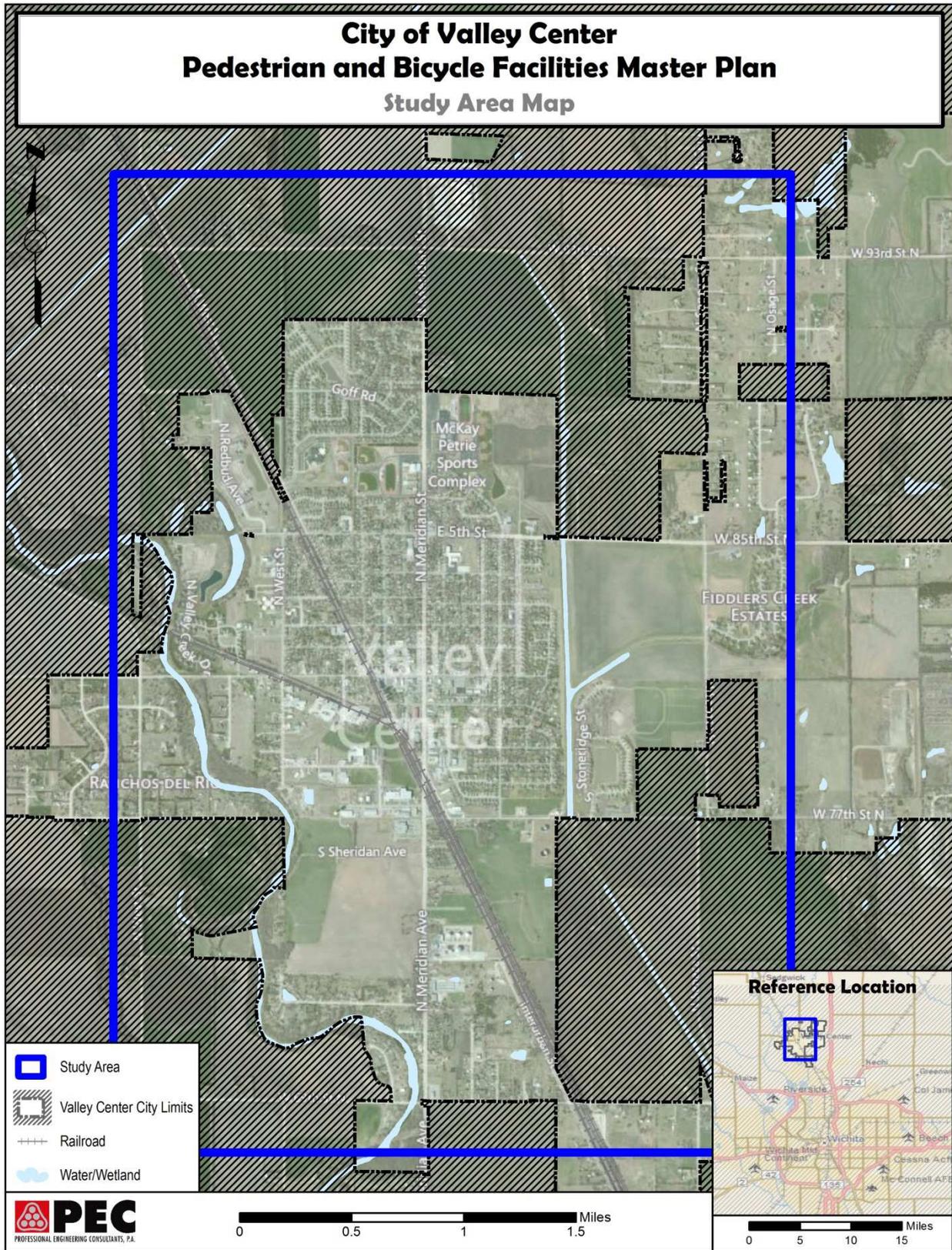
To increase use of the network, new facilities should be built to connect where people are to where they want to go. Connectivity of current and future infrastructure is one of Valley Center's major considerations. As Valley Center develops a network that provides for these connections, safety must be a priority. Safe facilities and crossings of roads and railroads can increase the use of facilities. Both perceived and real safety concerns should be addressed while providing useful connectivity of the network.

## STUDY AREA

The City of Valley Center developed the Pedestrian and Bicycle Facilities Master Plan to connect residents and visitors to destinations such as school, work, shopping, parks, government facilities, and social event locations. The Study Area for the Master Plan focuses on the area generally bounded by 93<sup>rd</sup> Street to the north, 69<sup>th</sup> Street to the south, West Street to the west, and Seneca Street to the east. This area includes the most densely populated areas and includes most of the major destinations in Valley Center; schools, parks, businesses, employment centers, shopping, civic buildings, and places of worship. A map of the Study Area is shown in Figure 1.



Figure 1: Study Area Map





## NEEDS

The American Community Survey (ACS) identifies data that aids in assessing transportation-related needs. According to the ACS, of the Valley Center residents that work (3,081):

- 19% (585) traveled less than 10 minutes to get to work.
- 10.0% (308) traveled 10-14 minutes to get to work.
- 12.4% (382) traveled 15-19 minutes to get to work.
- 93.3% (2,876) used personal vehicle to travel to work.
- 1.9% (60) walked to work.
- 0.0% biked to work.
- 2.1% (65) of workers had no vehicles available.
- 25.9% (797) worked in Valley Center.
- Of those that worked in Valley Center (1,798, not all who work in Valley Center live here):
  - 40.9% (735) traveled less than 10 minutes to work.
  - 16.8% (302) traveled 10-14 minutes to work.
  - 9.6% (173) traveled 15-19 minutes to work.

The data provides insight into the distance people are traveling to work. Trips less than 10 minutes are prime candidates for walking or biking trips. Many of the short trips are taken via personal vehicle as shown by the low number of trips via walking or biking.

According to US Census data, Valley Center has grown from 4,883 people in 2000 to 6,822 in 2010. This shows an increase of 39.7% from 2000 to 2010 adding an additional 1,939 people (annual increase of 3.4%). An important part of the analysis for the Master Plan is the age distribution of the population. As a percent of the overall population in 2010 compared to 2000, there was 1.9% more citizens aged 0-14 and 1.6% more citizens aged 50 or older. This data is shown in Figure 2. Nationally, the percent of the population over the age of 44 has increased by 5% from 2000 to 2010. The growing segment of older individuals should be taken into account when planning pedestrian and bicycle facilities. Eventually, most of these individuals will not be able to drive and will need alternate means of transportation. Planning facilities to provide older citizens easy access to critical destinations can improve the lives of older citizens.

Figure 2: Age Distribution of Population

	2000		2010	
	Pop	% of Pop	Pop	% of Pop
0-14	1172	24.0%	1766	25.9%
15-29	916	18.8%	1277	18.7%
30-49	1490	30.5%	1848	27.1%
50 and over	1305	26.7%	1931	28.3%
Total	4883	100%	6822	100%



Children often use the pedestrian and bicycle network because of the lack of other means of travel. With children being a growing segment of the population and not having the option to drive, providing safe options to walk and bike to destinations such as schools and after school activities can be critical. According to the Valley Center Public Schools (USD 262), there are approximately 2,700 students attending the six schools in Valley Center. According to the ACS, there were 1,268 children in K-8<sup>th</sup> grade and 452 in 9<sup>th</sup> – 12<sup>th</sup>



grade living in Valley Center. A small portion of these children walk to and from school, but more certainly could be provided more and safer facilities from residential areas to school locations. By increasing walking and biking to and from school, the number of guardians dropping off and picking up children would decrease. This would help with alleviating congestion around schools and provide the option for guardians to have children walk or bike.

## TRIP TYPES, CONNECTIONS, AND CHARACTERISTICS

Before we identify the existing facilities and recommendations for improvements, we first must identify where people bike and walk, where they may walk or bike in the future, and why they choose to walk or bike. There are different purposes for walking and biking as well as typical destinations for these trips. There are also physical characteristics of the community and behavioral characteristics of existing and potential users to assess.

### Pedestrian and Bicycle Trip Types

We walk or bike to get to many different places and for many different reasons. We walk to work, school, and the grocery store. We bike to sporting events, the post office, and the convenience store. The purpose of these trips is for transportation because we want to get to a specific destination. Recreation trips do not have specific destinations and are for enjoyment purposes. Recreation trips include walking and biking for exercise and conditioning. The distinction is important because the focus of this Master Plan is to provide for transportation trips and providing connections throughout Valley Center.

Whether for transportation or recreation, pedestrian and bicycle trips often originate from places where people live. Residents may choose to walk or bike from their home to get to specific destinations. Trips may also originate at other locations such as work or school when traveling for lunch, going to the post office, shopping, or meeting someone for business.

Transportation trips end at a specific location, which we call a destination. Destinations typically include school, work, shopping, government buildings, parks, churches, and many more. Making the connections from where people are to where they want to go is the primary purpose of a transportation focused pedestrian and bicycle facility network.

Recreation trips often use the same facilities as transportation trips. Many times these trips are drawn to aesthetically pleasing areas with views of parks or open space. Trails and paths along rivers, through open spaces, or near parks tend to be more appealing for these recreation trips. Recreation trips can influence the location of facilities; routing a path along a river rather than making direct connections. In either instance, the connection is made.



### Connections

Existing developments play a major role in defining the Study Area and the context for future pedestrian and bicycle facilities connections. The existing development pattern as well as the location of destinations will help determine what connections should be made. Also important is the consideration of future development. There are many important areas in Valley Center to connection now and in the future.



## Residences

Many trips originate from our homes. Areas where people live are the beginning of the trip and, therefore, that is where we are starting. Identifying areas with high population densities show where trips are originating. In Valley Center, most of the high densities occur near the center of the City. The pedestrian and bicycle network should provide connections to these areas.

There are also some developments that have occurred towards the fringe of the City. These areas should also be connected if they have a high population density and will potentially generate a number of pedestrian and bicycle trips. Many of these fringe developments have large lots and low population densities. These areas should not be ignored as they can provide needed connections, but consideration should be given to the number of potential users of the facilities. As fringe development occurs, future connections should be considered prior to the development as well as how pedestrian and bicycle network will provide needed connections.

Particular consideration should be given to retirement housing developments due to the high population density and potential lack of access to personal vehicles. Our population is aging with more people over the age of 50 now than 10 years ago. Walking may be the only means of transportation for this growing segment of our population so connections to and from retirement communities can be vital.

## Schools

Connections to schools is an integral part of the pedestrian and bicycle network. School children often use sidewalks and paths to walk or bike to and from school. Children also require safe accommodations to ensure ease of use by the younger people and confidence from guardians that the children can safely and easily travel from home to school. The network should provide safe and direct connections to the six schools in Valley Center connections.



## Employment

Another major connection to be made is to get us to our places of employment. Connecting to employment centers or major employers is a great way to provide the option to walk or bike to work. Locations for major current and future employment centers include:

- West of Meridian to Sheridan between 77<sup>th</sup> Street North (Ford Street) to 81<sup>st</sup> Street North (Main Street)
- Along both sides of Meridian between the 77<sup>th</sup> Street North (Ford Street) and 81<sup>st</sup> Street North (Main Street)
- Along both sides of 81<sup>st</sup> Street North (Main Street) between Sheridan and Colby

## Shopping

Shopping areas can be destinations for many walking and biking trips. Connections should be made to grocery stores, convenience stores, retail stores, dining, and other stores. How these connections work within the overall pedestrian and bicycle network should take into account that these trips do not always originate or terminate from homes. Shopping trips may originate and terminate from employment centers or other locations other than our homes.

## Parks, Recreation, and Open Space

Many people enjoy walking or biking to and around parks, recreation areas, and open spaces. These areas provide aesthetically pleasing views. Many of these trips are for enjoyment, but they can be transportation-related as well.



We may need to get to a sporting event at the sports complex, take our kids to the park, or walk to the river to bird watch. No matter what the purpose, the network should provide connections to these destinations.

### **Worship**

There are many places of worship in Valley Center, which offer another opportunity to walk or bike. These destinations are often within existing neighborhoods, which may require extending existing facilities. An important consideration for providing these connections is when these trips will be taken.

### **Community Services**

There are other locations in Valley Center that likely attract trips. These include the library, the future library at Lions Park, banks, medical offices, post office, public safety building, and City Hall. These destinations provide vital services and can be particularly difficult for the aging or poor to access. These destinations should be connected via the pedestrian and bicycle network now and in the future. As other destinations are identified or developed, we should consider if connections should be made and how to make the connections as safely and efficiently as possible.

### **Beyond Connections**

There are elements that affect the location of pedestrian and bicycle facilities beyond connecting where we are to where we want to go. There are physical elements of the Study Area as well as behavioral characteristics and perceptions of us who live and work in Valley Center.

### **Physical Characteristics**

There are natural environmental elements of the Study Area such as weather, terrain, rivers, lakes, wetlands, and flood zones. There are also manmade environmental elements such as power poles, traffic signals, sewers, drainage, roads, bridges, railroads, and even the existing sidewalks. These physical elements affect where pedestrian and bicycle facilities can and should be located.

Consideration should be given to avoiding or mitigating effects of facilities on sensitive natural areas. However, natural areas also provide desired aesthetics for walking and biking. A balance must be reached between incorporating these natural environmental elements without damage. Consideration should also be given to the drainage issues and the location and/or design of facilities to accommodate users even after major rain events.

The manmade environment can often be seen as an impediment to pedestrian and bicycle facilities. From roads and railroads posing safety concerns to power poles getting in the way of trying to build sidewalks, the challenges can seem exhaustive. However, these manmade environmental elements can also provide great opportunities. Roads offer pavement for on-street bicycle facilities and crossings, traffic signals and stop signs offer safer areas to cross busy streets, and railroads offer corridors for off-street walking and biking facilities. Figuring out how to use existing features as a benefit can be difficult, but the rewards include lower costs and safer facilities.



### **Behavioral Characteristics**

Beyond the physical characteristics of the Study Area, those of us who live and travel through the area behave in certain ways and have certain perceptions. Some behaviors and perceptions can improve pedestrian and bicycle facility use and others can hinder it.



Prior to every trip we make, we chose how we will get there; do we drive, bike, walk, or use some other means. It is unrealistic to think that everyone will walk or bike for every trip we make. It is also probably unrealistic to think all people will walk or bike at all. There are attitudes engrained that often hinder our desire to walk or bike. It may not be viewed as a choice at all. Educating and encouraging people on the benefits of walking and biking can increase the likelihood that we will decide to leave the car at home and walk or bike. To make this choice more apparent to people and ensure more of us actually think about how we will travel, safe and convenient walking and biking options must be provided.

If we choose to walk or bike, we all have a certain expectation of what we will encounter. We expect that the facilities are in good working order, have safe crossings, lighted at night, and will get us to where we need to go. If the expectations of potential users can be met, the facilities will likely have more users.

The physical and behavioral characteristics are not mutually exclusive. When considering them together, we can begin to identify issues that should be considered as we plan for and build our community. Development patterns and manmade environmental characteristics have played a role in the health of our communities. The continued suburbanization development pattern and the separation of our homes from where we work or shop have increased the need to travel long distances, which is not conducive to walking or biking. Higher density and/or mixed use developments offer a much more attractive environment for walking and biking. Plans such as this Master Plan identify the needed pedestrian and bicycle connections and help identify future connectivity issues. As Valley Center continues to grow, consideration should be given to where development occurs and how developments can be connected to the pedestrian and bicycle network.

If it is desired to provide options for transportation and address various other related issues, we must consider the impacts of the manmade environment created by developments and how that impacts behavioral characteristics. Developing a pedestrian and bicycle network in a way that is reactionary to development will make it much more difficult to integrate biking and walking into how we live.

### User Experience

An important aspect of the characteristics of potential walkers and bicyclists is their experience level. Many children and even some adults lack the experience to feel safe and comfortable on certain types of facilities. Not everyone will feel safe riding their bike in the road or allowing their children to do so. The same can be said about crossing busy streets or railroad tracks. Careful consideration should be given to the experience of users when planning for and constructing pedestrian and bicycle facilities, keeping in mind that different facilities and different locations will likely have different types of users and different experience levels.



## FACILITY TYPES

There are many types of facilities that can provide for a connected and safe pedestrian and bicycle network. There are two main types of facilities; on-street facilities and off-street facilities. On-street facilities are those that are included as part of the street between the curbs or edges of the street. Off-street facilities are those that occur outside of the curbs or edges of the street.



On-street facilities are most often for bicycle travel only. On-street bicycle facilities typically involve some elements on or near the street that identifies that bicycles will likely be present and may have dedicated space on the street. These elements typically include pavement markings and signage. Some examples of on-street bicycle facilities include bicycle lanes, buffered bicycle lanes, or shared lane markings. On-street facilities are not being recommended, but they are being identified as an option.

Although it is legal for bicycles to ride on the streets of Valley Center without on-street bicycle facilities, it is not always viewed as a safe or viable option. Designating space on the street for bicycles can provide users with a certain level of comfort knowing they are supposed to be in the street and that cars and trucks know where bicycles are likely to be. These types of facilities are often chosen because they are cheaper to build and maintain than separate off-street facilities. However, user experience level and comfort with these facility types should be taken into account prior to implementation.

Off-street facilities can provide for both pedestrian and bicycle travel. These types of facilities can be within the street right-of-way along a street, along a river, through a neighborhood, or anywhere else they are deemed appropriate. Some examples of these facilities include sidewalks and multiuse paths. It is important to consider the width of the off-street facility and who will be using the facility. If the intended purpose of an off-street facility is to provide for both pedestrian and bicycle travel, the facility should be wide enough to accommodate these trips. Typically, multiuse paths are 8 to 12 feet wide.



## EXISTING FACILITIES

Valley Center currently has over 14.5 linear miles of pedestrian and bicycle facilities. Most of these facilities are considered sidewalks (4-5 feet wide), which are a great option for walking but are not always the best for bicycling. Sidewalks are often considered too narrow for bicycle use, especially with other users on the sidewalks. The condition of the sidewalks and associated elements and amenities are very important and likely affect the use of the facilities.

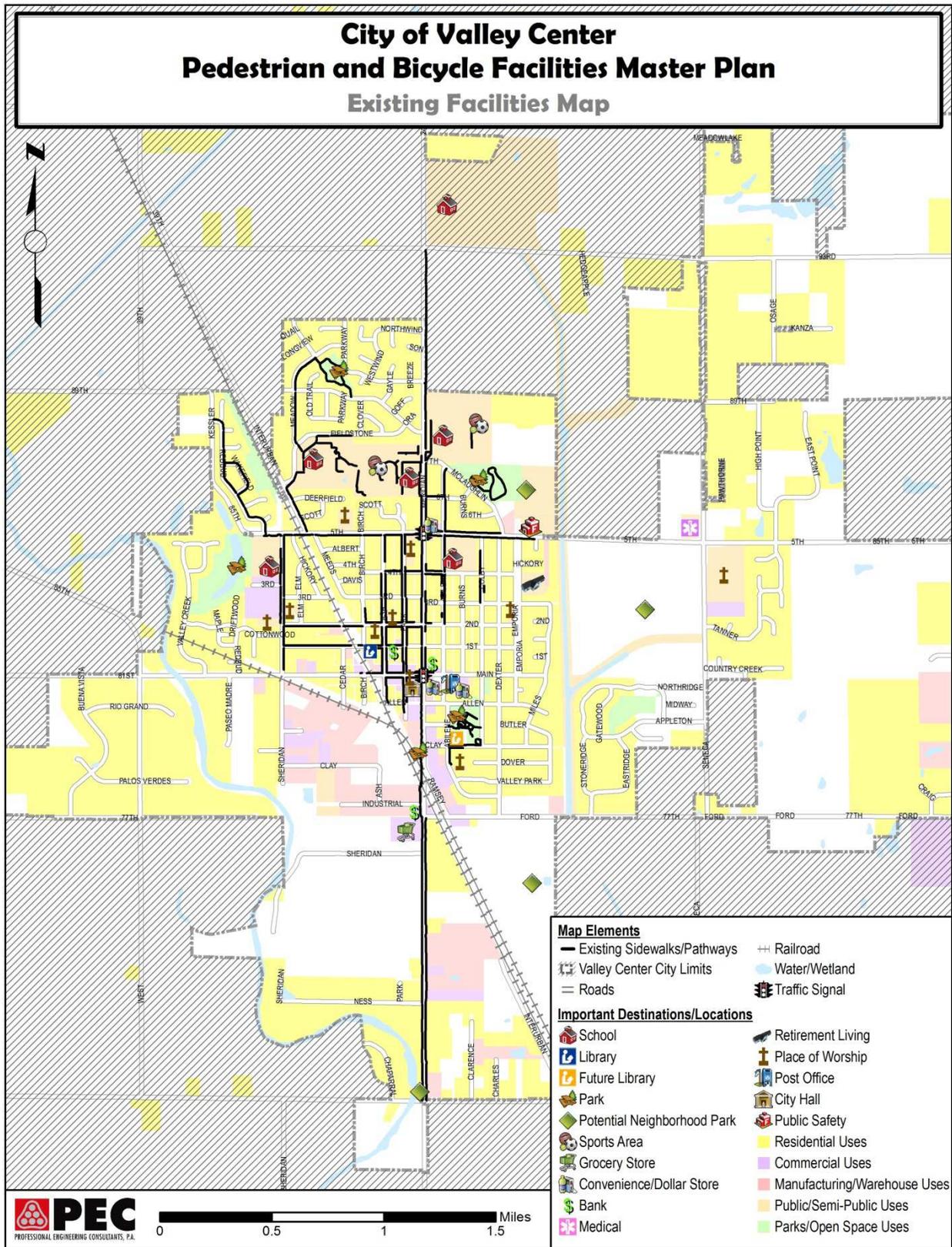
There are currently no on-street facilities and very few facilities that are not along a street. The existing facilities mainly follow streets and many include sidewalks on one side of the street rather than both sides. There are also locations in the older areas of Valley Center where the sidewalks are not continuous. Figure 3 is a map showing the existing sidewalks as well as specific locations that likely produce or attract pedestrian and bicycle trips. These locations are important when assessing where people are and where people want to go and how the existing system facilitates these trips.



A very general assessment of existing conditions was completed as part of this planning effort. In general, the existing sidewalks are constructed of concrete and are in good condition. Many of the sidewalks look fairly new and are in great condition. Many of the newer developments of Valley Center have sidewalks that are in good to excellent condition. There are also some areas in the older part of Valley Center that have recently reconstructed or new sidewalks that are in good condition.



Figure 3: Existing Pedestrian and Bicycle Facilities





There are several areas where the sidewalks are not in good condition. The older areas of Valley Center tend to have more sidewalk maintenance issues. Many of the sidewalks are not in the same condition as those in the newer areas of Valley



Center. Certain locations in the older areas of Valley Center have issues where the sidewalk is crumbling, cracked, and/or buckled. Many of these occur where tree roots have compromised the sidewalk. Other areas have rocks and sand on the sidewalk or are overgrown with grass or weeds. Areas where sidewalks pass through private driveways also pose maintenance issues. Many of these areas are in good condition; however, some are in poor condition with cracked or crumbling concrete. Facility condition likely affects the use of the facilities due to accessibility, safety, and user comfort issues.



Almost all of the sidewalk/street transitions (where a sidewalk meets a street) have ramps, most of which are in good condition. Sidewalk/street transitions are important because of the potential issues caused by grade change. Certain users may have difficulties with the grade change if the transition is not smooth and well maintained. There are a few transitions that do not have ramps, which hinders the accessibility for all potential users.



Another potential hindrance to accessibility is the width of existing sidewalks. Many of the existing sidewalks are very narrow. These narrow sidewalks are not designed to accommodate a large volume of traffic, especially when being used by bicyclists or disabled individuals.

In many cases in the older areas of Valley Center, the sidewalks are not continuous. Sidewalks may traverse along a half a block, then just end. These discontinuous sidewalks do not provide the needed connectivity of the network.



Clearance overhead and to the sides of sidewalks can be an issue for the safety and comfort of users. During the assessment, a few areas had issues with overgrowth of the surrounding trees and shrubs. The sidewalks were clear of vegetation for the most part; however, the assessment was completed during the winter months. Overgrowth may pose a greater issue in the spring, summer, and fall when the vegetation has foliage.



Essential to any pedestrian and bicycle network are certain accompaniments such as crosswalks, signage, pavement markings, and lighting. Especially important to Valley Center are the warning devices and signage for school zones and school crossings. There are crossings near schools that include school crossing warning signs, school zone speed limits with flashers, and pavement markings. These elements add to the safety for children when walking or biking.

There are also some physical amenities that are included to aid in the use and comfort of the facilities. Benches and trash cans have been included in some locations, but are not consistent throughout the network. Amenities, especially along major corridors can increase the user comfort of these facilities.



The current condition of existing facilities plays a role in how much the pedestrian and bicycle facilities are used. Usage of these facilities may be lower than it should be due to locations where facilities are in poor condition or lack accessible ramps, connectivity, amenities, or proper clearance. We must determine how important it is to retrofit facilities, maintain existing and new facilities, to what degree they should be maintained, and how maintenance will be funded.

## USE CHARACTERISTICS

As part of the 2006 Valley Center Safe Routes to School (SRTS) Plan, parents of 3<sup>rd</sup> and 6<sup>th</sup> grade students were surveyed to capture data on issues preventing children from walking or biking to school. Tally sheets were also given to elementary school teachers to capture data on travel mode to and from school for students in their classes.

Data reported by teachers shows that 10% of children walked or biked to school and 19% walked or biked home. From the parent survey, the data shows that about 15% of students walked or biked to school and about 50% walked or biked home. Responses on issues affecting school travel decisions identified that travel distance, traffic volumes, traffic speed, and intersection safety as the most common reasons parents do not allow their children to walk or bike. It should be noted that three of the top four reasons are manageable through improvements to the pedestrian and bicycle network, traffic calming, and traffic safety improvements.

As part of the development of the Master Plan, observations were taken near Valley Center Middle School, Intermediate School, West Elementary, Abilene Elementary, and along major corridors. These observations were taken prior to school starting and after school dismissal. The following bullet list identifies primary observations at each location:

- Middle and Intermediate School (7:25am to 7:45am and 2:30pm to 3:00pm)
  - Many walkers on both sides of Meridian both north and south of the schools, including on the shoulder and in the grass on the west side of Meridian north of Goff Road.
  - Over 50 children were observed walking south from the schools along Meridian in the afternoon and many more walked north from the schools to the neighborhood northwest of the schools.
  - After school started in the morning, there were approximately 15 bicycles parked in the bicycle parking at the middle school.
  - More walkers during afternoon than morning.
  - Police car(s) was present during morning and afternoon.
  - More walkers and bicyclists on the west side of Meridian.
  - Vehicles traveled below the speed limit along Meridian. Congestion may have helped slow the speed of travel as well as the presence of children and police.
  - Vehicles yielded for pedestrians and bicyclists crossing Meridian, even at unmarked crossings.





- Most children crossed Meridian at marked crossings at 7<sup>th</sup> Street and 5<sup>th</sup> Street, but some did not.
  - The unsafe crossings were made at 6<sup>th</sup> Street and near Goff Road
- Many children walk in the street on Goff Road and in the neighborhood northwest of the schools.
  - Most walk against traffic, but some walked with traffic.
  - Children walked around vehicles parked in the street. They walked in the street in the vehicular travel lane rather than off the street towards the houses.
- West Elementary (8:00am to 8:35am)
  - There were fewer than 20 walkers and bicyclists observed.
  - Most walkers and bicyclists came from the northwest and northeast of West Elementary.
  - Police car was present on Sheridan Avenue.
- Abilene Elementary (3:40pm to 4:00pm)
  - Crossing guard helped children cross at the intersection of 4<sup>th</sup> Street and Abilene Avenue.
  - There were not many children that walked or biked from school.
  - Most children walking from this school were walking with guardians to vehicles.



Based on the observations, there is definitely a demand for pedestrian and bicycle facilities near the middle and intermediate schools. The existing facilities provide for this demand north and south of the schools along Meridian, except on the west side of Meridian north of the schools. Crossing Meridian appeared to be a concern due to the number of children crossing at unmarked locations. Once the children venture off Meridian, many walked and biked on the residential streets.

As for the elementary schools, there were not many children that walked or biked. This could be due to the convenience guardians have for dropping them off, guardians not wanting their children to walk or bike for various reasons, not enough facilities to get to and from school, or facilities not being perceived as being safe enough.

## CHALLENGES

Planning for improvements to pedestrian and bicycle facilities does not come without challenges. From residents not wanting these facilities near their homes to funding the infrastructure, it is easy to find reasons not to invest in pedestrian and bicycle facilities. However, many of these challenges can be overcome and the benefits of providing facilities outweigh the costs in many cases.

### Safety

Safety is always a concern when walking or biking, especially for the younger and inexperienced. As mentioned earlier from the 2006 SRTS Plan, parents identified safety concerns as some the major reasons they do not let their children walk or bike to school. However, safety is not only a concern for the young. There are many different levels of experience we have for walking or biking around town. Some of us feel safe riding our bikes in the street while others would not. Taking all of the user types, experience levels, and comfort levels into account is a major challenge when





developing a pedestrian and bicycle network. Some safety concerns can be alleviated through specific treatments such as signalized crossings, crossing guards, traffic calming in specific locations, and lighting.

## Barriers

Barriers to travel also pose challenges for both safety and a routing. Railroads, water features, and high speed and/or high volume roads are major barriers to a safe and connected pedestrian and bicycle network. The railroad corridor crosses diagonally through the Study Area and carries 26-49 trains per day. Railroad crossings are necessary due to development on both sides of the corridor. Crossing the railroad tracks should be done by funneling pedestrian and bicycle traffic to a minimal number of crossings that include appropriate warning devices.



High speed and/or high volume roads should be treated similar to railroads, minimizing crossings and applying proper crossing devices. However, roads are different than railroad tracks because they typically have destinations along them. Since there are usually destinations on both sides of the road, paths along both sides can be a major benefit to reducing the number of users crossing at undesigned locations. Providing facilities where they are needed along roads and an appropriate number of safe crossings can help reduce the degree to which roads act as barriers.

The Little Arkansas River, which flows north/south on the west side of the City, has only one bridge at 81<sup>st</sup> Street North (Main Street). It is important to note that this bridge is a vehicular bridge and does not include designated pedestrian or bicycle facilities and there are no designated pedestrian or bicycle bridges over the river. The 81<sup>st</sup> Street Bridge provides a connection to neighborhoods on the west side of Valley Center. Due to its functionality in providing the only connection west of the river, pedestrian and bicycle facilities on the 81<sup>st</sup> Street bridge should be considered, especially if development continues on the west side of the river.

The Wichita-Valley Center Floodway acts as another barrier on the City's east side. Major residential developments have been built east of the Floodway with limited connections to the rest of the City. Vehicular bridges on 77<sup>th</sup> Street North (Ford Street) and 85<sup>th</sup> Street North (5<sup>th</sup> Street) provide access to the east. Pedestrian and bicycle facilities over the Floodway, whether they are at the current crossings or new crossings, should be considered to provide connections to eastern developments. The existing Ford Street Bridge has designated space for pedestrian and bicycle travel along the north side of the bridge. The bridge on 5<sup>th</sup> Street is currently being improved and will include designated space for pedestrian and bicycle travel along the south side of the bridge.

## Funding

Funding improvements can be a major challenge for improving pedestrian and bicycle facilities and providing needed connections. Scarce financial resources are stretched thin over many priorities. With the many benefits of providing pedestrian and bicycle facilities and the local desire, Valley Center should identify local funding to build a well-connected pedestrian and bicycle network. Beyond the local funding there are also other options for funding improvements, such as grants. The Master Plan identifies possible means of funding improvements in the Implementation Section.

## Attitudes and Choices

Cities often run into resistance from citizens and businesses when planning for improvements to pedestrian and bicycle facilities. Concerns usually involve money being spent, why they are needed when not many people walk



or bike, and if they will bring unwanted safety concerns to neighborhoods. There is no doubt that money will be spent if it is decided to make improvements to pedestrian and bicycle facilities. If pedestrian and bicycle facilities are a priority, then investments should be made in infrastructure. Local dialog about determining the amount of financial resources to be allocated to pedestrian and bicycle improvements should include comparing the costs of the improvements to the benefits of facilities.

Many people focus on data, whether real or anecdotal, that suggests not very many people use pedestrian and bicycle facilities. This may be a legitimate argument, but this is then true for the existing facilities. Facilities need to be safe and provide needed connections. If people do not feel safe on the facilities or they cannot get to where they need to go, then why would they walk or bike? Providing efficient connections and improving safety of the facilities, such as lighting and improved crossings, could increase walking and biking.

There are also those that would rather drive, which is their right. However, there is a segment of the population that cannot drive and those that would like the opportunity to walk or bike. Providing the opportunity for those who wish to or have to walk or bike could provide a great benefit to those who desire pedestrian and bicycle facilities.

Many of us think about travel when we choose where to live. However, many times we only think about where we live will impact our driving, not our walking or bicycling. Continued suburbanization typically makes walking and bicycling more difficult because of the distance from our homes to other destinations. If the typical suburban development continues, it will pose difficulties in providing residents with the option to walk or bike to get to needed destinations. School children will have a very long walk or need to be driven or bused to school. The pattern of development and how it impacts transportation options should be considered in future planning.

### **Uncontrollable Elements**

There are certain natural elements that are not controlled by our choices. Rain, snow, heat, and cold impact our decisions to walk or bike. These elements of the climate of Valley Center can be viewed as a hindrance. However, they can also be viewed in the positive for walking and bicycling. Average daily highs range from 40 in the winter months to the low 90s in the summer months, which are conducive to walking and bicycling. Also, the average precipitation is below the national average for most of the year. Another thing to keep in mind is that many areas that have high bicycling and walking rates have much colder and/or wetter climates. Beyond the climate, another feature of the natural environment that provides a benefit to walking and biking in Valley Center is the flat terrain.

## **OPPORTUNITIES**

There are many challenges to increasing the use, connectivity, and safety of the pedestrian and bicycle network. There are, however, many opportunities as well. Valley Center has a good foundation of existing pedestrian and bicycle facilities, a local desire to improve walking and biking, and an established development pattern that allows for quality connections.

### **Existing Infrastructure**

Valley Center has a well-established sidewalk network that includes 14.5 miles of sidewalks. The locations of these facilities offer quality connections. There are also safe and convenient road crossings that help with the high volume road barrier. These existing facilities offer the opportunity to extend connections to more people and more destinations. Improved connections and safety can increase how often these facilities are used.



## Local Desire

Valley Center has the local desire to improve pedestrian and bicycle connectivity and safety. It started many years ago funding and building the existing facilities. There is now a desire to plan for and build future connections to provide residents and visitors the opportunity to walk and bike throughout the City.

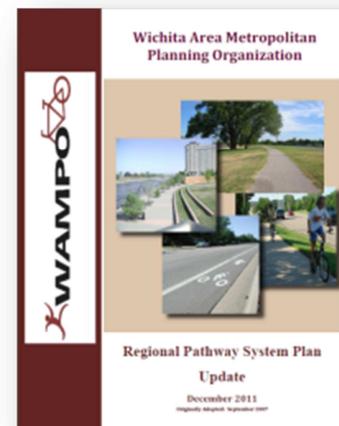
A 2012 public opinion survey of residents of Valley Center was completed to identify where public investments should be made to strengthen and support economic development. The results show that investments in sidewalk/walking path repair and construction are the second highest priority, right behind road repair and reconstruction. Of the written-in comments received about paths, 85% were positive comments. To build upon the local desire and ensure improvements are made, Valley Center should identify means to fund pedestrian and bicycle accommodations now and in the future.

## Development Pattern

The current development pattern and residential density in central Valley Center provide a great opportunity to increase walking and biking. Having residents living in close proximity to major destinations, such as schools, employment, and shopping, provides opportunities to walk and bike.

## Regional Connections

Many of the cities in the vicinity of Valley Center are planning for bicycle facilities. Sedgwick County also considers the need for pedestrian and bicycle facilities. A regional transportation planning entity, the Wichita Area Metropolitan Planning Organization (WAMPO), recently developed the Regional Pathway System Plan (RPSP). The RPSP identifies regional corridors that provide connections between communities and major destinations. One of these regional corridors passes through Valley Center along Meridian from the north to Main Street (81<sup>st</sup> Street North) then west along Main Street. Another regional connection identified is along the railroad corridor from Ford Street (77<sup>th</sup> Street North) southeast through Valley Center connecting to Wichita. The connections identified in the RPSP provide connections beyond Valley Center to other regional destinations. These facilities may also have a competitive advantage to receive funding through WAMPO. How Valley Center is connected within the regional network should be considered when planning for and developing pedestrian and bicycle facilities.



## Funding

Funding can be a challenge but there are also many opportunities to fund improvements to pedestrian and bicycling facilities. Funding through state grants and programs, private grants, and WAMPO and other federal sources can be pursued. It is important to keep in mind that these sources usually require some sort of local contribution so it is important to identify local funding streams as well. Identifying local funding is the best way to ensure improvements are made. This local funding can then be used to leverage funds from other sources.

There are many other opportunities for improving walking and bicycling in Valley Center beyond those addressed. There are many aesthetically pleasing areas to locate future pedestrian and bicycle facilities. The Little Arkansas River and Floodway provide pleasing views of open space and wildlife that may encourage walking and bicycling. The many opportunities can be used to our advantage when planning for facilities or overcoming the challenges in developing facilities.



## RECOMMENDED FACILITIES

The Master Plan identifies 18.7 linear miles of future pedestrian and bicycle facilities to be added to the existing 14.5 linear miles of network. Adding the planned facilities would provide a total of 33.2 linear miles of pedestrian and bicycle facilities in the future. It is important to note that many of the planned facilities include facilities on both sides of the street, particularly those along major arterial roads. Also, the linear miles may vary depending on the facility types chosen and how each corridor is developed.

The planned facilities are prioritized and also include a wish list. Figure 4 is a map of the planned facilities. The process of identifying and prioritizing the planned facilities involved many steps. A long list of potential facilities was initially developed then whittled down and prioritized by the steering committee. The factors for selecting and prioritizing future facility locations included:

- Previously planned facilities (local and regional)
- Connecting where people are to where they want to go
- Number of likely users
- Safety of users, especially at crossings or busy streets and railroad tracks
- Efficiency of travel
- Providing easy access to the network

The context of the location for the planned facilities is important. When filling in gaps in the network, the facility type should provide continuity with the existing facility types on either end of the gap. If there are 4 foot wide sidewalks on either end of a gap it does not make sense to build a 12 foot wide multiuse path between them. However, if a 12 foot multiuse path is desired then improvements should be made beyond the area of the gap.

When constructing facilities to provide connections to currently unconnected areas, it will be important to consider the likely users prior to selecting a facility type. Facilities that accommodate high pedestrian volumes or carry bicycle trips should be considered where there will likely be heavy pedestrian and/or bicycle travel. This could include a wide multiuse path or combination of facilities.

Priority 1 facilities have the highest priority and should be considered for construction in the near-term (0-5 years). Priority 1 facilities cover 4.4 linear miles and have the highest potential use due to their location as they are primarily along major streets. These facilities provide immediate benefits to safety and connectivity. They have the highest potential use due to their location as they are primarily along major streets.

Many of the Priority 1 facilities are in locations that fill in gaps in the network along major corridors and streets. Continuity of facility types should be a consideration along the entire corridor and how projects that fill in the gaps will provide continuity with the long-term vision for the corridor.





Priority 2 facilities have a high priority and should be considered for construction in the mid-term (5-10 years). Priority 2 facilities cover 3.4 linear miles and provide additional connections that the Priority 1 projects do not provide. These facilities provide immediate benefits, but have greater benefit when Priority 1 facilities exist.

Priority 3 facilities have a medium priority and should be considered for construction in the long-term (10-20 years). Priority 3 facilities cover 6.1 linear miles and provide many more connections and extend the network to provide greater access for residents. Many of the Priority 3 facilities are considered for the long-term because they serve growing developments which will likely have many more users in the future.

The wish list facilities have a lower priority and should be considered for construction as future development occurs. Wish list facilities cover 4.8 linear miles but would likely have a high cost. This is mainly due to the specific location of the facility, which would necessitate special considerations such as bridges over waterways. These facilities would serve as good connections, especially as Valley Center continues to grow.



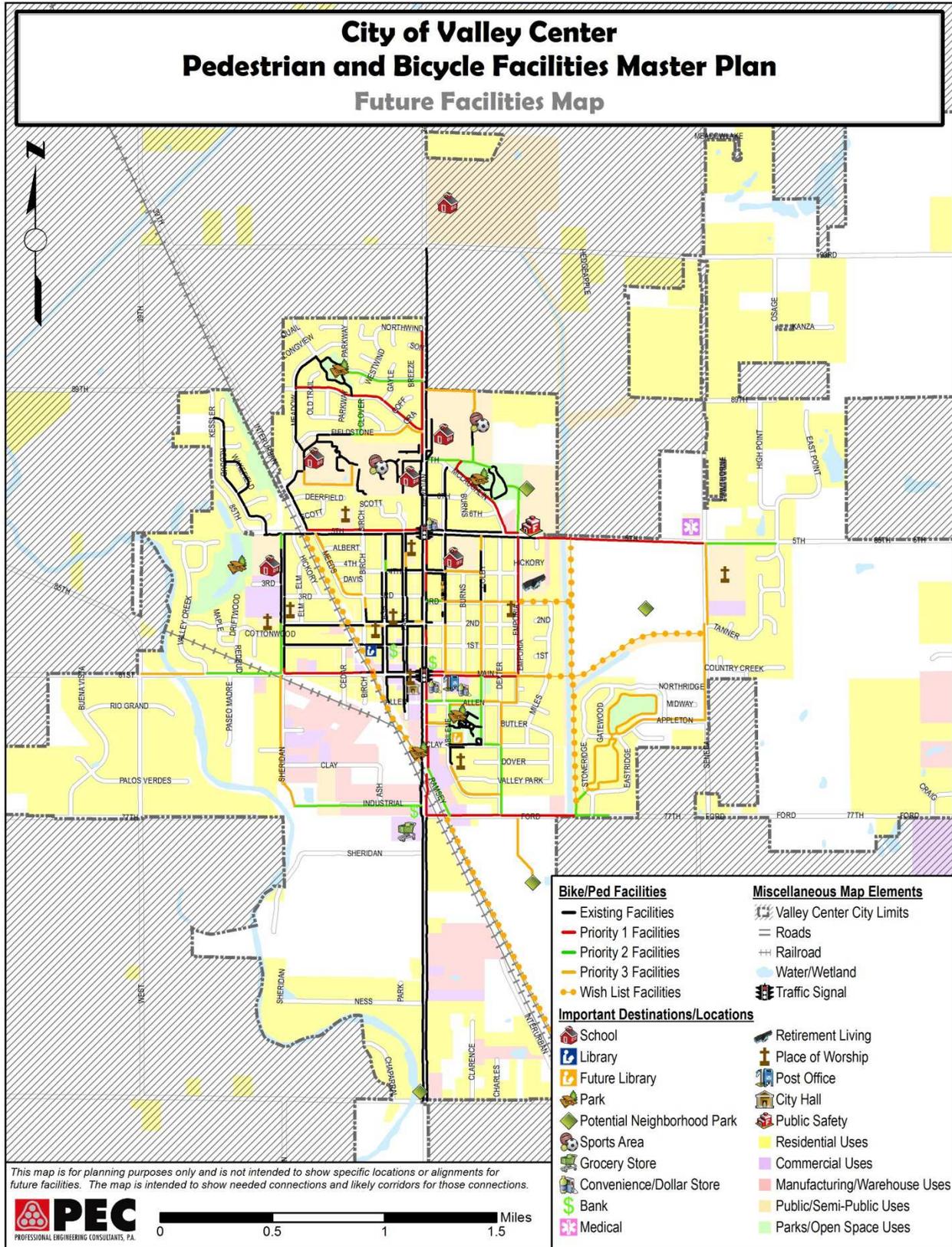
Planned facilities do not necessarily need to be built in order of priority. Planned facilities may become higher priority due to new development or changing needs. It is important to have flexibility in the timing of when future facilities are built especially when planning for the long-term future of Valley Center’s pedestrian and bicycle network.



The Master Plan is not intended to recommend certain facility types in all corridors. A list of facility type options are included in the Appendix and should be considered and evaluated for each application prior to selecting a preferred facility type. Consideration should be given to the types of users, safety, crossings, and the ease of use (making sure to not develop too many different facility types along a corridor that would make the corridor difficult to use or understand).



Figure 4: Future Pedestrian and Bicycle Facilities





The Master Plan identifies some possible locations for on-street bicycle facilities. This is intended to identify locations where on-street facilities could be considered. The reason for identifying these locations is to reduce the cost of providing safe and convenient facilities because on-street facilities can be implemented at a much lower cost than developing off-street sidewalks or pathways. Locations considered for on-street bicycle facilities were chosen because they were identified in the WAMPO RPSP. Possible locations for on-street bicycle facilities include:



- Main Street (81<sup>st</sup> Street North) from Meridian to West.
  - Part of WAMPO regional bicycle corridor
  - Careful consideration must be given to interaction of the facility and the angle parking between Park Avenue and the railroad tracks.
- Meridian from 93<sup>rd</sup> Street North to Main Street (81<sup>st</sup> Street North)
  - Part of WAMPO regional bicycle corridor
  - This link may pose issues for on-street facilities due to the existing off-street facility on Meridian south of 93<sup>rd</sup> Street

The two corridors are important bicycle corridors and should be treated as such. If on-street facilities are not desired along these corridors, consideration should be given to off-street facilities that are designed to accommodate bicycle travel.

On heavily traveled roads, especially when there is development on both sides of the road, pedestrian and/or bicycle facilities on both sides of the road should be considered. With facilities on both sides of the road, users are more likely to cross roads at designated crossings or controlled intersections. Facilities on both sides of the road should be considered along Meridian from Ford Street to Northwind Drive, Main from Emporia to Ash, and 5<sup>th</sup> from Emporia to the railroad tracks. In the long-term, future facilities on both sides of Seneca should also be considered. As development and vehicular traffic increase in other areas or corridors, consideration should be given to developing facilities on both sides of the road and could be required when platting occurs.

Other improvements such as signage, crosswalk markings, signalized crossings, wayfinding, distance/mile markers, lighting, benches, and bicycle parking should be considered where appropriate in coordination with the development of the planned facilities. In addition to physical improvements, programs should be considered to encourage walking and biking; educate the public on the benefits of walking and biking; and increase enforcement of laws and rules to allow for safe use of pedestrian and bicycle facilities.

New developments, such as residential subdivisions or new parks, may require new connections. The Master Plan should be reviewed and updated periodically to address future growth and development and changes in local desires and needs. The Master Plan should also work in concert with the Comprehensive Plan. As Valley Center updates the Comprehensive Plan, it should take into account future pedestrian and bicycle facilities addressed in the Master Plan.

The planned facilities offer great improvements to connectivity of the pedestrian and bicycle network and safety for users. However, for the Master Plan to be implemented, Valley Center must determine how to build and maintain the pedestrian and bicycle facilities.



## IMPLEMENTATION

This section provides guidance for developing the future pedestrian and bicycle facilities network. However, there is one important step before moving ahead with implementation. The first step is to determine the priority of developing the pedestrian and bicycle facility network. This includes maintaining the existing system, constructing new facilities, and maintaining the new facilities. Valley Center must define the priority of pedestrian and bicycle facilities in order to determine the degree to which improvements will be funded. City codes and regulations can be updated to ensure the priorities are engrained in the activities carried out by the City.

After determining the priority and prior to making any changes to City codes and regulations, Valley Center must determine how pedestrian and bicycle facilities will be viewed. Will the facilities be viewed as recreational amenities or part of the multimodal transportation network? This decision will determine how the facilities will be treated in the codes and regulations as well as how they will be funded. If they will be treated as part of the transportation infrastructure, they should be treated similar to streets in how they are dedicated in new developments and how construction and maintenance are funded.

### Codes and Regulations

Developing a comprehensive and integrated approach to systematically develop and maintain the pedestrian and bicycle network involves identifying ways to codify how improvements are made and how maintenance is handled. Currently, the Municipal Code, Zoning Regulations, Subdivision Regulations, and Design Standards define where sidewalks are required, where they will be built, how they will be built, and who will be responsible for building and maintaining them.

There are two distinct areas where the pedestrian and bicycle network will serve citizens and visitors. The first is in the areas where development already exists. This land has been subdivided, platted, and developed at some point in the past. Existing developments pose some difficulties when attempting to develop the future pedestrian and bicycle network. The existing conditions of the physical environment, such as the location of houses and utility poles, are much more difficult to change than in locations where development has not occurred. Issues such as who will pay for building new facilities, who will pay for maintaining the facilities, and how they will be routed as to minimally disturb the existing environment must be addressed.

The second area is where new development will occur. New developments require permitting by Valley Center, which provides the City with the opportunity to require provisions for pedestrian and bicycle facilities by including them in subdivision requirements. These requirements, which are developed and implemented by Valley Center, must be met by new developments. Redevelopment of areas also requires permitting by Valley Center, so the opportunity presents itself for requirements for pedestrian and bicycle facilities. Both existing and future developments are guided by codes and regulations developed by Valley Center.

### Municipal Code

The Municipal Code is a document that includes ordinances of the City. The current Municipal Code addresses many topics, including sidewalk construction and repair. Valley Center's Municipal Code includes many provisions and requirements for sidewalks, streets, and street right-of-way. The issue is that not all pedestrian and bicycle facilities are included because there are many other types of pedestrian and bicycle facilities that would not be considered sidewalks. Below are the suggested changes to the Municipal Code. The suggestions focus on specifying pedestrian and bicycle facilities rather than sidewalks. The suggested modifications also include specific requirements for these facilities and how other elements interact with these facilities, such as tree clearance over facilities.



### *Suggested Changes*

- Section 2.19.090: Distance from sidewalk.
  - This section addresses the distance trees may be planted from sidewalks.
  - The section should be changed to include all off-street pedestrian and bicycle facilities.
  - The distance from the facility for each size tree could be increased due to roots causing damage to facilities.
- Section 3.04.030: Sales tax proceeds.
  - This section addresses where sales tax proceeds from Sedgwick County sales tax will be used.
  - This section states that 50% of the revenue received will be placed in the street improvement fund to be used to finance public street improvements.
  - This section could be changed to state that the revenue could be spent on construction and/or maintenance of all public travel ways or pedestrian and bicycle facilities, not just on public street improvements. This would make it eligible to spend the existing revenue on pedestrian and bicycle facilities, not just public street improvements
- Section 9.04.010: Use of City parks.
  - This section states that use of City parks is prohibited between the hours of eleven p.m. and six a.m.
  - This section may need to be modified if this includes the use of pedestrian and bicycle facilities that travel through a park. The recommended pedestrian and bicycle network has facilities within parks, which provide connections.
- Section 11.10.010: Public tree care.
  - This section addresses planting, pruning, maintaining, and removing trees, plants, and shrubs within the lines of all streets, alleys, avenues, lanes, squares, and public grounds.
  - This section should be changed to specifically include pedestrian and bicycle facilities and potentially increase the required distance of the vegetation from the facility to reduce potential maintenance issues.
- Section 11.10.030: Dangerous, dead or diseased trees – On private property.
  - This section addresses requirements for pruning trees on private property that overhang any street or right-of-way.
  - The title of this section should be updated to clarify that it does not only cover dangerous, dead, or diseased trees, but all trees on private property that overhang public property.
  - This section should be updated to include requirements for clear space for off-street pedestrian and bicycle facilities.
- Section 11.16: Sidewalk Construction and Repair
  - This chapter should be updated to include all pedestrian and bicycle facilities
- Section 11.16.015: Procedure
  - This section addresses requirements for sidewalk construction, repair, and reconstruction and who is responsible.
  - This section refers to Design Guidelines for requirements for construction, repair, and reconstruction of sidewalks.
  - This section requires that construction of sidewalks shall meet the requirements of the Americans with Disabilities Act.
  - This section allows Valley Center to determine where and when sidewalks need to be constructed, repaired, or reconstructed and allows Valley Center to require property owners to be responsible for construction, repair, or reconstruction of sidewalks in front of which or adjacent to which the sidewalk is to be constructed, repaired, or reconstructed.



- This section should be updated to include all pedestrian and bicycle facilities.
- This section could be updated to place responsibility on the City. It can also be updated to identify funding mechanisms the City can use to fund construction, repair, or reconstruction of facilities. If the funding mechanism is desired to say the same, this section could more specifically identify when facilities need to be constructed, repaired, or reconstructed and how the City will assess property owners for the costs.
- Section 11.16.020: Width
  - This section states the required width of sidewalks is to be not less than four feet wide unless otherwise determined by the City.
  - This section should be updated to include all pedestrian and bicycle facilities.
  - This section should refer to the Design Guidelines for recommended widths and required minimum widths for all pedestrian and bicycle facilities.
- Section 11.16.030: Location
  - This section states that sidewalks shall be located in the street right-of-way of the City with the inside edge being constructed up to the property line.
  - This section should be updated to include all pedestrian and bicycle facilities.
  - This section could be updated to allow for pedestrian and bicycle facilities to be located in other dedicated right-of-way or where deemed acceptable by the City.
- Section 11.20.040: Driveways-Construction or reconstruction of sidewalks
  - This section addresses construction or reconstruction of sidewalks where driveways cross sidewalks.
  - This section should be updated to address all pedestrian and bicycle facilities.
  - This section should refer to the Design Guidelines.

When updating the Municipal Code, it may be easiest to start by revising the sidewalk section to be inclusive of all requirements for pedestrian and bicycle facilities. Valley Center could develop requirements that are inclusive of all expectations for these facilities, then move on to updating other sections of the code that address specific aspects of these facilities, such as required tree clearance. This will likely require moving on to updating other documents referred to by the Municipal Code, including the Zoning Regulations, Subdivision Regulations, and Design Guidelines. Any updates to codes dealing with streets should consider the potential inclusion of on-street bicycle facilities and crossing location requirements.

### **Zoning Regulations**

The Zoning Regulations place restrictions on land development with respect to specific areas and outline the process zoning process. The Zoning Regulations are included as part of the Municipal Code by reference. These regulations address a few aspects related to pedestrian and bicycle facility development. Included as part of the Master Plan are recommendations for modifying the Zoning Regulations to improve pedestrian and bicycle facilities. Below are the suggested changes to the Zoning Regulations.

### **Suggested Changes**

- Section 17.03.25: Dedication of Right-of-Way and Easements.
  - This section addresses the dedication of right-of-way and easements for specific uses.
  - This section could be updated to include requirements for dedication of right-of-way for pedestrian and bicycle facilities. If so, this section should state that dedication of land for and routing of pedestrian and bicycle facilities should be reviewed and determined consistent with identified connections of the Pedestrian and Bicycle Facilities Master Plan.



- Section 17.04.12.B.1.a.8):
  - This section addresses location and arrangement of facilities in a Planned Unit Development.
  - This section could include pedestrian and bicycle facility locations that provide access to properties and to connections through and beyond the development.
- Section 17.04.12.B.1.c:
  - This section could include the option to build pedestrian and bicycle facilities in dedicated open space.
- Section 17.04.12.C.1:
  - This section could include requirements to show location and arrangement of pedestrian and bicycle facilities and the connections with the overall pedestrian and bicycle facilities network, as defined in the Pedestrian and Bicycle Facilities Master Plan.

### Subdivision Regulations

Similar to the Zoning Regulations, the Subdivision Regulations are included as part of the Municipal Code by reference. The Subdivision Regulations guide the orderly process of community development. These regulations address pedestrian ways and sidewalks pertaining primarily to new developments and redevelopment projects. Below are the suggested changes to the Subdivision Regulations.

### Suggested Changes

- Section 16.02.03: Definitions
  - Section includes a definition of pedestrian way (crosswalk) and sidewalk.
  - The definitions are inconsistent with the way the terms are used throughout the document.
  - The definitions, or terms and definitions, should be updated to be inclusive of all pedestrian and bicycle facilities
  - Throughout the document where sidewalks or pedestrian ways are referred to, change to “pedestrian or bicycle facility as indicated in the Valley Center Pedestrian and Bicycle Facilities Master Plan.”
- Section 16.04.01: Submittal of Sketch Plan.
  - This section could be updated to include conveying the location of proposed sidewalks and multi-use paths.
- Section 16.04.04.A. Action by the Planning Commission on Preliminary Plan.
  - This section works to implement the Master Plan only if the Master Plan is adopted as an element of the Comprehensive Plan.
  - This section could be updated to include the Pedestrian and Bicycle Facilities Master Plan or the Comprehensive Plan should be amended to include reference to the Master Plan.
- Section 16.05.01.C.3:
  - This section states that a subdivision plat shall include in the preliminary plat easements showing width and purpose, such as those for pedestrian ways.
  - Pedestrian way could be removed from this section.
  - Section 16.05.01.C.1 could be updated to include dedication of sufficient right-of-way for pedestrian and bicycle facilities. This could include sufficient right-of-way for all facility types, whether they are on-street or off-street facilities.
  - This section could require pedestrian and bicycle facility improvements to be built with the rest of development. Alternatively, Valley Center could collect a fee-in-lieu for the value of the improvement and keep it in a fund to use for future construction of facilities. The collection of fee-in-lieu may help when facilities would not provide connections at that point in time.



- Section 16.05.01.D.1:
  - This section could be updated to include as part of the Preliminary Plat, a vicinity map showing existing and planned pedestrian and bicycle facilities and show the manner in which the proposed pedestrian and bicycle facilities may be extended to connect to existing or future pedestrian and bicycle facilities.
- Section 16.05.02.J:
  - This section could be changed to remove pedestrian ways if they are included as a dedication of right-of-way rather than via easement. If the easement method is retained, then pedestrian way should be changed to pedestrian and bicycle facilities.
- Section 16.05.02.K:
  - This section could include language about dedication of right-of-way for pedestrian and bicycle facilities.
- Section 16.06.04.A:
  - Land for open space provides great opportunity for pedestrian and bicycle facilities. Easement or dedication of land could include language to allow pedestrian and bicycle improvements. This includes allowing pedestrian and bicycle facilities in a dedicated reserve area.
- Section 16.06.10.E:
  - This section could be updated to change pedestrian way to pedestrian and bicycle facility.
- Section 16.07.03.C:
  - Change sidewalks to pedestrian and bicycle facilities.
  - This entire section could be more specific for facility requirements.
  - This section should refer to the Pedestrian and Bicycle Facilities Master Plan for where facilities should be located.
  - May also want to address needs for improvements to crossings adjacent to developments.

### **Design Standards**

The Design Standards were developed to provide uniformity in construction efforts involving public works. Initial designs and construction activities must comply with these established standards. The Municipal Code and Subdivision Regulations each refer to these standards so the Design Standards are an important consideration during updates to the Code or regulations. Below are the suggested changes to the Design Standards.

### ***Suggested Changes***

- Section 1.F:
  - Could include requirements for showing preliminary elevations for all pedestrian and bicycle facilities.
- Section 2.E.:
  - Could update title to include all pedestrian and bicycle facilities.
  - Could include requirements for each type of off-street and on-street facility.
  - May include general drawings of facility types.

It is important to ensure consistency with all documents. Updating one document will likely impact the others. For this reason, updates should be done congruently to ensure consistency. Once the desired changes to how pedestrian and bicycle facilities are addressed in City codes and regulations, the next step is to determine how the City will build and maintain the recommended facilities in the Master Plan.



Determining how pedestrian and bicycle facilities will be built and maintained and who will be responsible for these activities is imperative to the success in developing a functional pedestrian and bicycle network. In some cases, these issues were addressed in the aforementioned recommended changes to codes and regulations. However, there are other areas where funding for construction and maintenance must be identified. Valley Center must determine who will be responsible for building and maintaining pedestrian and bicycle facilities. Further updates to the codes and regulations can codify the responsibility. Beyond the codes and regulations, Valley Center can identify public revenues to build and maintain pedestrian and bicycle facilities.

## Local Funding

Determining how to pay for the construction of new facilities should focus on what funding is directly controlled by Valley Center. Relying on grant funding will not allow the desired degree of improvement to be made. Grant funding is highly competitive and cannot be relied upon to build a majority of the planned facilities. Also, grant funding for maintenance is not common.

By setting the priority of pedestrian and bicycle facilities, these types of projects are more likely to be discussed and included in the Capital Improvement Plan (CIP). The CIP is complementary to the annual budget. The CIP lays out capital expenditures for the City, such as new construction and improvements to Valley Center's infrastructure and facilities. The CIP may include individual or line item pedestrian and bicycle projects such as construction of new facilities, installation of certain pedestrian and bicycle amenities, or maintenance activities. This has been the method for constructing some of the recent sidewalk improvements between Arrowhead Park and Wheatland Elementary along with the sidewalk along 85<sup>th</sup> Street North (5<sup>th</sup> Street) from Meridian to Interurban.

CIP projects could be brought forward as annual budgets are reviewed. Identifying pedestrian and bicycle facility improvements, both capital and maintenance, as a priority and an expected outcome in the CIP and annual budget can aid in moving Valley Center toward achieving the future pedestrian and bicycle network identified in this Master Plan. Setting performance measures for pedestrian and bicycle accommodations can help Valley Center gauge progress towards achieving the outcomes. In the annual budget, which sets the operating budget for Valley Center, funding for maintenance activities can be included for the appropriate department.

The revenues for construction, repair, or reconstruction can be obtained through assessments to property owners, which has been the practice in Valley Center and many other cities around the country. The issue with this practice is that the pedestrian and bicycle network provides a community benefit, not just a benefit to the adjacent property. The practice of assessing residents based on location is counterintuitive to the way the Master Plan identifies the needs for connectivity throughout Valley Center. The pedestrian and bicycle facilities network is a community asset which should be invested in by the community as a whole. However, assessing property owners does provide a means of revenue specifically for pedestrian and bicycle facility improvements.

Pedestrian and bicycle projects do not necessarily need to be specifically listed in the CIP. The City can decide to include these facilities as part of routine accommodation. This means including pedestrian and bicycle infrastructure along with other projects such as road construction or maintenance. This approach is a cost effective way to build pedestrian and bicycle facilities. This approach would require Valley Center to adopt a policy that ensures future infrastructure projects include pedestrian and bicycle infrastructure improvements where appropriate and feasible.

The annual budget and CIP provide a means of identifying projects and funding. However, the method of using only the budget and CIP will not likely make systematic changes in how Valley Center will develop the pedestrian



and bicycle network. These annually produced documents often change rapidly and funding is moved from one project to another as immediate priorities shift. If pedestrian and bicycle facilities are a priority for Valley Center, a long-term, systematic approach is necessary to ensure that these facilities are built and maintained to serve residents and visitors.

An important aspect to local funding is that it can be used to match other funding sources. Most state and federal funding programs require local funds to match state/federal funds. Securing local funding is an important precursor to acquiring state or federal funds. Local funds can then be used to leverage additional funding from state or federal sources.

### State Funding

The Kansas Department of Transportation (KDOT) is involved with planning pedestrian and bicycle infrastructure statewide. Limited funding for constructing pedestrian and bicycle activities limits Valley Center's options to obtain construction money from the State. However, funding and aid for non-construction programs are regularly available through KDOT. Partnering with KDOT and finding ways to involve them with the planning and implementation of the Master Plan can help in moving towards an improved pedestrian and bicycle environment.

### Federal Funding

Federal funds are regularly available for constructing pedestrian and bicycle facilities. It is important to involve the Wichita Area Metropolitan Planning Organization (WAMPO) in any efforts that will involve federal transportation funds. WAMPO will need to be included early in the process from long-range planning efforts all the way through programming federal funds to specific projects in the Transportation Improvement Program (TIP).

The recently passed federal transportation legislation – Moving Ahead for Progress in the 21st Century (MAP-21) identifies funding for pedestrian and bicycle facilities. The Transportation Alternatives Program (TAP) provides monies for expanding travel choices. A portion of this national funding pool is distributed to KDOT. KDOT is then required to allocate 50% of the total funding received by the state to Transportation Management Areas (TMA). WAMPO is one of two TMAs in Kansas. The other 50% can be used at the discretion of the state to fund state highway programs or it can be distributed to local or regional jurisdictions. The following are the eligible activities for TAP funding.

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Inventory, control, or removal of outdoor advertising.
- Historic preservation and rehabilitation of historic transportation facilities.
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.



- Archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329; or reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- Any projects eligible under the Recreational trails Program or Safe Routes to School Program.

Other federal funding options include:

- Surface Transportation Program: provides flexible funding for many different types of projects including pedestrian and bicycle infrastructure or related elements.
- Congestion Mitigation and Air Quality Program: provides funding for projects and programs that will improve vehicular congestion and/or improve air quality, such as pedestrian and bicycle improvements.
- Highway Bridge Replacement and Rehabilitation Program: provides funding for replacement or rehabilitation of highway bridges, including pedestrian and bicycle infrastructure.
- Safe Routes to School: once a standalone program, the SRTS projects are now eligible under the TAP.
- Highway Safety Improvement Program: provides funding for safety improvements.
- Section 402: provides funding for various safety initiatives including safety programs, conducting community safety campaigns, and conducting data analyses.
- Recreational Trails Program: provides funding for trail projects.
- Transportation and Community and System Preservation: provides funding for pedestrian and bicycle type projects.

### Other Funding Options

There are other funding options beyond local, state, and federal sources. Partnering with non-profit organizations or businesses can offer another funding pool. Non-profits, such as health-related organization, can aid in funding programs or infrastructure that will improve the health of citizens. Some businesses also see the value in providing travel options for workers or providing access to their businesses. Building relationships with non-profits and the business community can potentially lead to new funding sources.



# APPENDIX



## Facility Types

The following section offers potential pedestrian and bicycle facility options as well as planning level cost estimates for installation, annual maintenance, and annual budgeting for replacement. The costs are provided for comparing different facility types. The costs should not be used to estimate the total cost to build and maintain facilities, as costs change rapidly over time. They are being provided to show the current high-level estimates for each facility type and how installing, maintaining, and replacing a certain facility type compares to another.

Careful consideration should be given to choosing the appropriate facility type for each location, taking into account the likely users of the facility. Facility types beyond those listed in the Master Plan are available for consideration. The types listed in the Master Plan were chosen based on the likelihood of implementation in Valley Center.

Consistency in facility type along a corridor should also be a consideration when determining the appropriate facility type(s) for a corridor. If changing from one facility type to another along a corridor, consideration should be given to how the transition will provide a smooth flow of travel and be easily understood by users.

Miscellaneous other features will likely be needed with the installation of pedestrian and bicycle facilities. However, they were not included in the estimates because installation will vary greatly depending on location, use, and context. Other features include elements such as signage, crosswalks, benches, trash cans, lighting, and others.



## Sidewalks

Abundant in Valley Center, sidewalks are paved and located adjacent to roadways. Sidewalks are best for pedestrian travel, as they can be too narrow for bicycle travel. Sidewalks are typically located in the street right-of-way.

Figure A1: Sidewalk Planning Level Cost Estimates

Installation Cost per Mile	Annual Maintenance Cost per Mile	Annual Replacement Budget per Mile
\$137,000 to \$172,000	\$1,250 to \$1,500	\$5,500 to \$6,900
Assumes: <ul style="list-style-type: none"> <li>• 5 foot wide sidewalk</li> <li>• Concrete</li> <li>• No right-of-way required</li> <li>• \$4 - \$5 per square foot</li> <li>• 30% engineering, utility relocation, drainage, landscaping, etc.</li> </ul>	Assumes: <ul style="list-style-type: none"> <li>• Sweeping 10 times per year</li> <li>• Sweeping at \$125 to \$150 per mile</li> <li>• Joint/crack sealing</li> </ul>	Assumes: <ul style="list-style-type: none"> <li>• 25 year lifespan</li> <li>• Major repair or reconstruction after 25 years</li> </ul>



**Multi-Use Paths**

Multi-use paths are similar to sidewalks in that they are off-street facilities. They can be located along a road, river, or other linear feature. However, they can be built almost anywhere that space will allow. They are wider than sidewalks which provide more room for walkers and bikers, making shared use paths more accommodating to bicycles. These facilities are typically paved but in certain areas, gravel or wood chips may be used to reduce cost and/or keep a more natural/rural feel. This type of treatment was discussed for potential use for the area west of West Elementary around the pond and/or through the passive park.



Figure A2: Multi-Use Path Planning Level Cost Estimates

Installation Cost per Mile	Annual Maintenance Cost per Mile	Annual Replacement Budget per Mile
\$330,000 to \$410,000	\$1,250 to \$1,500	\$13,200 to \$16,500
Assumes: <ul style="list-style-type: none"> <li>• 12 foot wide path</li> <li>• Concrete</li> <li>• No right-of-way required</li> <li>• \$4 - \$5 per square foot</li> <li>• 30% engineering, utility relocation, drainage, landscaping, etc.</li> </ul>	Assumes: <ul style="list-style-type: none"> <li>• Sweeping 10 times per year</li> <li>• Sweeping at \$125 to \$150 per mile</li> <li>• Joint/crack sealing</li> </ul>	Assumes: <ul style="list-style-type: none"> <li>• 25 year lifespan</li> <li>• Major repair or reconstruction after 25 years</li> </ul>

**Bicycle Lanes (regular and buffered)**

Bike lanes are areas on a road that are marked off for bicycle use. These facilities use existing roadway and designate a route for bicyclists by pavement marking and could include signs. Less expensive than off-street facilities, these on-street facilities offer a cheaper option to increase designated facilities for bicyclists. Buffered bike lanes are bike lanes with pavement markings that create a buffer between vehicles and bicyclists.



Figure A3: Bicycle Lane Planning Level Cost Estimates

Installation Cost per Mile	Annual Maintenance Cost per Mile	Annual Replacement Budget per Mile
\$13,500 to \$19,600	\$9,000 to \$14,500	\$0
Assumes: <ul style="list-style-type: none"> <li>• Both sides of street</li> <li>• Lane striping (\$0.75 to \$1.25 per linear foot)</li> <li>• Approx. 40 total bike symbols and arrows (\$140 to \$160 per symbol)</li> <li>• No parking on street</li> <li>• No pavement repair required</li> <li>• For buffered bike lane, add approx. \$10,000</li> </ul>	Assumes: <ul style="list-style-type: none"> <li>• Restriping once a year</li> <li>• Repaint symbols once every 5 years</li> <li>• Sweeping once a month</li> <li>• For buffered bike lane, add approx. \$10,000</li> </ul>	Assumes: <ul style="list-style-type: none"> <li>• No replacement beyond annual maintenance</li> </ul>



### Shared Lane Markings

Shared lane markings are symbols on the pavement notifying drivers and bicyclists that they should expect to see and share a vehicular travel lane with bicyclists. These differ from bicycle lanes in that they do not designate a special area in the road for bicyclists.



Figure A4: Shared Lane Markings Planning Level Cost Estimates

Installation Cost per Mile	Annual Maintenance Cost per Mile	Annual Replacement Budget per Mile
\$5,600 to \$6,400	\$1,100 to \$1,300	\$0
Assumes: <ul style="list-style-type: none"> <li>• Both sides of street</li> <li>• Approx. 40 total bike symbols and arrows (\$140 to \$160 per symbol)</li> <li>• No parking on street</li> </ul>	Assumes: <ul style="list-style-type: none"> <li>• Repaint symbols once every 5 years</li> </ul>	Assumes: <ul style="list-style-type: none"> <li>• No replacement beyond annual maintenance</li> </ul>

### Paved Shoulder

Paved shoulders are areas outside travel lanes on a street that are paved to allow for travel, typically via bicycle. This option works best on roads with open ditches in more rural areas. This option may require the road surface to be widened.



Figure A5: Paved Shoulder Planning Level Cost Estimates

Installation Cost per Mile	Annual Maintenance Cost per Mile	Annual Replacement Budget per Mile
\$384,000 to \$549,000	\$0	\$77,000 to 110,000
Assumes: <ul style="list-style-type: none"> <li>• Both sides of street</li> <li>• 4 feet wide</li> <li>• Asphalt and base (\$7 to \$10 per square foot)</li> <li>• 30% engineering, drainage, utility adjustment, landscaping, etc.</li> </ul>	Assumes: <ul style="list-style-type: none"> <li>• No sweeping</li> </ul>	Assumes: <ul style="list-style-type: none"> <li>• 10 year lifespan</li> <li>• Major repair or reconstruction after 10 years</li> </ul>

### Intersection Improvements

Improvements to intersections will likely accompany any pedestrian and bicycle improvements. Crossing vehicular travel lanes pose safety concerns for both pedestrians and bicyclists. Intersection improvements can include traffic signals, pedestrian signals, pavement markings, signage, and many other treatments. Specific treatments should be implemented based on the appropriateness of the specific situation.





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**NEW BUSINESS****C. DISCUSSION RE: WETLAND PARK TRAIL:**

- During the April 2, 2013 City Council Meeting it was requested discussion regarding The Wetland Park Trail be placed on the April 16, 2013 agenda.
- Memo from Community Development Director regarding purposed project.
- Petition received by City Clerk on April 4, 2013
- Items received from Valley Creek Estates HOA
- Letter received from USD # 262 Superintendent Cory Gibson

Should Council choose to proceed,

**RECOMMENDED ACTION:**

Staff recommends motion to **Authorize** or **Deny** project to develop Trail and Observation Deck within Wetland Park.

## ISSUES REGARDING PROPOSED TRAIL IN WETLAND PARK

### History of Park:

1. Medicalodges, Inc. donated 15.72 acre of land to the City in two separate deeds on May 10<sup>th</sup>, 1990.
2. Sometime between 1996 and 2000, the Park and Tree Board officially named the donated land West Horizon Nature Park (based on information from a former Board member).
3. In 2004, the Park and Tree Board (not knowing a previous Board had named the park) gave the 15.72 acre parcel the name "Wetland Park", which was approved by the City Council.(see Appendix A for Resolution Language)

### Planning History of the Park:

1. At the time the Park and Tree Board named the donated land as Wetland Park, the Park and Tree Board recommended to the Council the "uplands" of the park should be developed with walking trails and observation decks for the public to view the wooded nature areas and pond in the park.
2. In 2007, The City Council adopted a Park System Master Plan, which was made part of the Valley Center Comprehensive Plan. The Park System Master Plan included the following statements:
  - a. *A City Survey taken during the Plan preparation asked citizens which types of facilities they were most willing to fund. "The results show intense interest in walking for exercise-an interest which reflects a strong national trend. A walking track is one way to meet the need, **but walking trails in linear parks** can also respond to this market.*
  - b. *Park System Master Plan for Wetland Park include the following:*
    - *Walking trail / Valley Center Linear Trail System Connection*
    - *Wildlife viewing station*
    - *Kiosk and bridge*
    - *Nature education theme and interpretive signage*
    - *Parking and security lighting*

### Recent steps to initiate construction of Wetland Park Trail:

1. When researching Federal Emergency Management Association Community Rating System points to lower those in the City that have to pay for flood insurance in 2011, I (Community Development Director) discovered the 15 acre Wetland Park qualified, but also realized by looking at the topographic lines there was good amount of "high-ground" around the perimeter of the wetland/floodplain portions of Wetland Park.
2. In 2012, when asked by the Pride Committee if there were other projects that could use volunteer labor (other than painting homes and cleaning yards), I mentioned Wetland Park is unknown and unused by City residents, and a trail built through the park could become a great amenity to the City.
3. The Pride Committee and Park and Tree Board members met in February to recommend a trail and observation deck be built in Wetland Park.
4. The Community Development Department included the trail in the new Pedestrian & Bicycle Facilities Master Plan, based on the adopted 2007 Park System Master Plan recommendations.
5. The Community Development Director initiated two meetings with the Valley Creek Addition Homeowners Association to seek their input. After the first meeting, the

Community Development Department decreased the length of the trail from its original 1,700 feet to 1,200 feet to avoid the trail from being behind homes on Maple Court. After the second meeting, the trail was cut back to 530 feet within the wooded portion of the park (the three versions of the trail are in Appendix E).

## **Questions and Answers:**

### **1. Will opening a trail in Wetland Park bring more crime to the area?**

- This is the major concern of the Valley Creek Addition neighborhood. This could partly be the result of a number of teenage disturbance issues in the Valley Creek Addition Plat (ringing door bells late at night). According to a resident of the subdivision, it was well known these acts were being committed by teenagers who lived in Valley Creek Addition.
- Opposition to the trail is claiming the opening of the trail will bring in a criminal element that would be the same as the “worst case criminal activity” in high crime areas of Wichita. City response to these assumptions are answered on page 6 of this analysis.

### **2. What has been done at Wetland Park in the past year?**

- LifePoint Church Youth Group worked to clean the park during spring break, picking up 20 years of accumulated garbage and litter for 3 hours.
- City Park Staff installed 4 bluebird houses in the “prairie area” (lying between the back of the School yard and the wood line) donated by the “Green Team” of Westar.
- City Park Staff installed 1 wood duck house over the pond.
- City staff regularly mows a swath of land along the back of the school yard and also along the wood-line on the westerly edge of the park. This mowing has occurred for years.

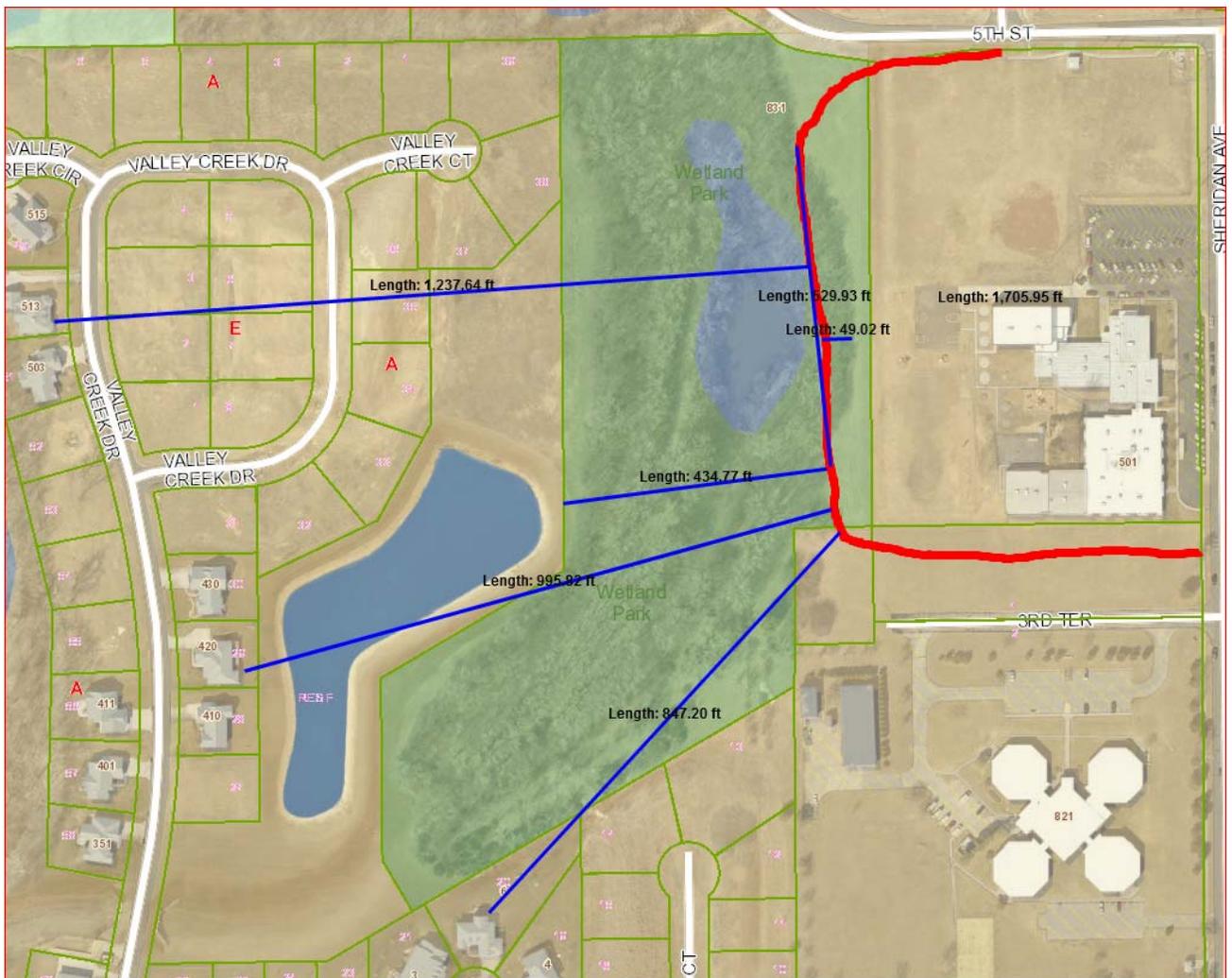
### **3. Why is it important to establish a trail in this little known park?**

- The trail is one of many pieces of an “amenities package” needed to make Valley Center an attractive and appealing place to live and attract new business and industry.
- Just like a new Casey’s store, new Retro Systems Industrial building, Sid Unuh’s new office building, and more aggressive code enforcement, so is the importance of trail development in a City Public Park that for the last 23 years has been ignored and unused. Based on the documentation in this analysis, trails are extremely popular amenities when built.

#### 4. How far will this trail be from existing homes in Valley Creek Addition?

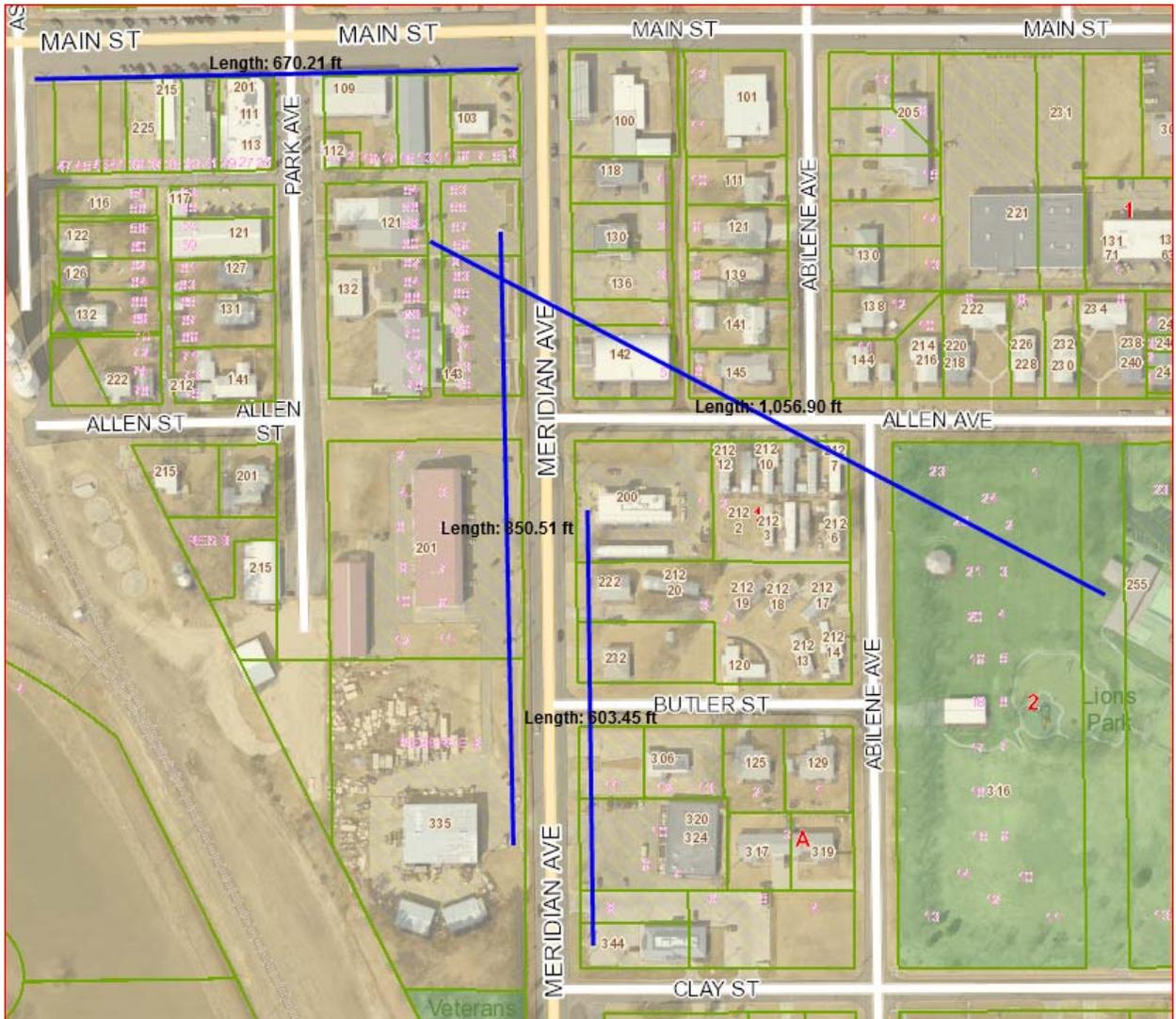
- The map below shows the approximate location of the proposed trail. Not all parts of the trail will be built at once. Land between West Elementary and New Hope would need to be secured. An idea that could take time to develop is for the School District and City to work together to purchase and develop this strip of land for multiple purposes i.e. a bus staging area, a jointly used sidewalk for the staging area that could also be used to reach the trail, and part of the land used as a “dog park” when combined with other Wetland Park land outside the wooded area (another “amenity item”).

Trail distance to 513 Valley Creek Dr. – 1,237 ft. equal to 4 football fields  
Trail distance to 420 Valley Creek Dr. – 995 ft. equal to over 3 football fields  
Trail distance to 6 Maple Court – 847 ft. equal to almost 3 football fields  
Trail distance to west edge of Park – 434 ft. equal to more than 1 football field  
Length of trail in wooded area -530 ft. equal to less than 2 football fields



To understand the length of the trail and distance from homes in Valley Creek Addition, the following map of the downtown was created:

- Main Street, from Meridian to Ash – 670 ft. or a little more than two football fields
- Front of City Hall to Swimming Pool -1,057 ft. or 3 ½ football fields
- City Hall Sign to Arick Hughes & Sons – 850 ft. or just less than 3 football fields
- Front of Pizza Hut to front of Sonic – 603 ft. or 2 football fields



**5. What can be done to secure privacy of Valley Creek Addition residences?**

- The City can install signs along the west line of the Park stating (PRIVATE PROPERTY)
- Post Park Rules at the two entrances to the wooded portion of the trail (see proposed rules in Appendix B.)

## Meetings held with the VC-HOA, their concerns, and response to concerns

The location of a pedestrian trail in Wetland Park has gone through three changes, each successively showing less of a trail in the wooded area of the park. These concessions were all made to appease the objections of building a trail in Wetland Park by the Valley Creek Addition Home Owners Association (HOA). Two meetings were held with the HOA in February; the first being Tuesday February 12<sup>th</sup>, 2013, and the second on Monday, February 25<sup>th</sup>. These meetings were initiated by the City.

The following section of this analysis consists of **concerns raised by the Valley Creek Homeowners Association (HOA)**. The City has contacted a number of their references. Each of the HOA arguments is followed by **a response to their concerns**.

**Marilyn Jordan Ph.D. published a study on May 4, 2000 stating that trails cause negative ecological impacts on ecosystems, plants and wildlife including trampling, soil compaction, erosion, disturbance (due to noise and motion), pollution, nutrient loading, and introduction of non-native invasive plant species (City has a copy of Marilyn Jordan's study-much of which concentrates on trails where horses are allowed).**

**The City talked to Marilyn Jordan regarding her study. The scope and location close to a school was explained. Her comments were "it sounds lovely". She followed up with an email that said about her study: "My purpose was to assemble all the references I could find about possible negative impacts of recreational use of trails that may occur. I do not claim that all of these impacts will occur due to use of any particular trail, nor of all trails. Every trail situation is different and possible impacts – and benefits – need to be individually assessed for a given trail."**

If the impacts and benefits of the Wetland Park were assessed, the following could be identified:

1. This trail is in a low crime rate area of the city that will be regularly monitored by the Valley Center Police Department.
2. The benefits of this trail are numerous. Not only will West Elementary School utilize this trail for educational purposes (see letter from Pete Bastian in Appendix D) but a School District representative said all schools would send students on field trips to this park.
3. Once built, trails are incorporated into "walking routes" by those who walk or jog around the City.
4. Residents from New Hope would greatly appreciate walking this trail for exercise.
5. A Park with a trail is an economic benefit to the City.

**The trail will create habitat fragmentation and edge effects which may impact some plant and animal species.**

**That claim would be understandable if the trail were going large distances through the middle of a wooded area. The latest version of the trail will be no more than 50 feet into the woods and will only extend 530 feet in length through the woods. This short of a trail will not create habitat fragmentation.**

**The HOA consulted with Dr. Charles Barden of the K-State College of Agriculture, sending him a map showing the 15 acre park and asking if the first draft trail plan would affect the ecology. Dr. Barden's conclusion was that it would force wildlife to alter movement patterns.**

On March 26, 2013, Dr. Charles Barden reviewed the third version of the plan and responded by saying “*negative impact on wildlife use of the park should be significantly reduced*”.

In addition, a local State Forester recently walked the trail location and stated that some wildlife have already been discouraged by entering the Wetland Park when Valley Creek Addition was develop. Due to the location of the trail on the easterly edge of the park, the trail itself will not affect wildlife. The definition of “nature” is “*the physical world including all natural phenomena and living things.*” This includes plant life, trees and wild animals. Even if animals are not always seen, it is the serenity of the woods and native plant life (nature) that will offer Valley Center residents who walk the trail a unique experience not available in any other area of the City.

Because the trail is depressed (lower than surrounding topography) it will be more dangerous for the public. A CPTED study should be conducted to measure its safety.

There are many trails built throughout the United States that are lower than surrounding topography, and given its shallow depth into the woods (50 feet) and the lack of density in this part of the woods, anyone on the upper part of the topography behind the school will easily see people walking the trail. CPTED is an acronym for “Crime Prevention Through Environmental Design”. It is not a pass-fail kind of analysis, but looks at ways to make areas safer through environmental design. The third version of the trail will have gradual curves in and out of the woods, which eliminates “hiding spaces”. The location of the trail in the woods has a shallow distance from open land adjacent to school property. It will have two places to enter the 530 foot trail through the woods, which could be walked in 5 minutes. There are no dead-ends to the trail. These trail characteristics take into account positive environmental design measures.

Criminal activity will increase in surrounding residential properties if a trail were built.

The fear of increased crime is unfounded and is promoted by residents who oppose trail construction. A vast number of studies across the country have proven that public trails drives away criminal activity, increase property values and quality of life (**economic value**). The following summaries of studies are as follows: (The results of the full studies are in the Appendix C at the end of this document)

#### **Study #1: Evaluation of the Burke-Gilman Trail's Effect on Property Values and Crime**

The conclusion of this study is that this particular rail-trail is an amenity that helps sell homes and increases property values. The study also found that the trail has had little, if any, effect on crime and vandalism experienced by adjacent property owners, and that there is a very high level of public support and acceptance of the trail.

#### **Study #2: Trail Effects on Neighborhoods: Home Value, Safety, Quality of Life**

"The study shows neither increased crime nor decreased property values due to trails. On the contrary, the most overwhelming opinion by residents along the Brush Creek Trail is that the trail/creek has a positive effect on the quality of life in the neighborhood."

### **Study #3: Omaha Recreational Trails: Their Effect on Property Values and Public Safety**

#### ***Some of the key findings include:***

- The Omaha recreational trails are used often by nearby residents. Over half (58.4%) of the responding used the trails daily or weekly.
- Omaha trails are generally perceived by nearby residents as an economic benefit. Almost two-thirds of those surveyed felt the trails would increase the selling price of their home.
- Property owners do not appear to have a widespread concern for their safety. Trespassing, theft and vandalism by trail users were relatively infrequent events.
- Very few residents in the sample had increased home security, considered moving or wanted the trail closed.
- Residents living along the trails appear to perceive there to be a positive relationship between the trails and neighborhood quality of life (75%).
- There are noticeable differences between trails (or neighborhoods) in residents' reaction to Omaha trails. All neighborhoods reacted positively to the trails, but the responses were higher among residents living near the West Papio Trail.

These data leads us to conclude that trail development in Omaha, Nebraska has been well received by residents who live adjacent to the trails, the very group who would be most directly affected by trail-related problems such as crime and declining property values.

(Note: The City of Omaha has 120 miles of recreational trails and many of years with trail development and experience.)

### ***Study #4: A study was done on impacts of the Pinellas Trail in Pinellas County (Tampa/St Pete), Florida.***

#### **Major findings:**

The literature review concluded that trails have a deterrent effect on crime, a neutral or slightly positive effect on property values, and bring new money into the local economy. This was borne out by the local analysis.

### **Study #5: Myths of Community Trails: The Case of Bonneville Shoreline Trail**

#### **Myth #2: Development of the BST will increase crime and vandalism along the trail corridor.**

The reverse is generally true. More use usually means fewer problems. In other words "more of the right kind of use by the right kind of people generally tends to drive out trouble-causers who thrive on seclusion and anonymity." There is a great deal of evidence, both locally and nationally, that indicates trails do not attract crime. (Rick Reese, BST Committee).

## APPENDIX A

**DEPARTMENT OF  
PARKS  
&  
PUBLIC GROUNDS**

# Memo

**To:** ID Creech & City Council

**From:** Neal Owings, Park Superintendent

**Date:** 08/29/05

**Subject:** Wetland Park

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During the last city council meeting the property owned by the city known as "Wetland Park" was part of the discussion pertaining Mr. Goentzel's request. The following is some background information about the property.

Wetland Park is a 15.18-acre wooded parcel of city property acquired to mitigate drainage that flows in from areas north of town. Most of the Valley Meadows and Wind Mill Valley developments as well as a large area along North Interurban (not in the city limits) drain through the property. The property is designed to detain the runoff by holding the water in the wetland area and eventually, as the water rises, drains the excess into an overflow pipe that discharges to the river.

The Valley Center City Council officially recognized and named Wetland Park at the September 21, 2004 council meeting. In addition, the Valley Center Park and Tree Board has identified the area as a nature park and hopes to eventually see development of features such as trails and a wildlife observation area. Future development of the park would also entail linking Wetland Park via the Valley Center Linear Trail System.

Furthermore, it is important to note that there are many regulatory acts and agencies that govern activities specific to construction and demolition of a "wetland"; therefore caution should be exercised when considering any alterations or mitigating runoff to the wetland.

## **APPENDIX B**

### **“PROPOSED” WETLAND PARK TRAIL RULES**

- 1. NO MOTORIZED VEHICLES OR MOTORBIKES ALLOWED ON TRAIL**
- 2. PARK ACCESS IS ONLY ALLOWED FROM DAWN TO DUSK**
- 3. FOOT TRAFFIC LIMITED TO DESIGNATED TRAILS ONLY**
- 4. PLEASE DO NOT PICK FLOWERS OR DISTURB PLANTS**
- 5. IF YOU WANT TO SEE WILDLIFE, REMAIN AS QUIET AS POSSIBLE**
- 6. BE RESPECTFUL OF OTHERS VIEWING WILDLIFE**
- 7. PLEASE PACK YOUR WASTE AND BRING IT OUT OF THE PARK**
- 8. NO FIRES ALLOWED IN THE PARK**

**NOTE:**

- THE INTERPRETATIVE SIGNAGE INDICATING TREE AND PLANT SPECIES**
- IF YOU SEE LITTER, PLEASE PICK UP AND DISCARD IN TRASH CONTAINERS AT THE ENTRANCES TO THE TRAIL**

## APPENDIX C

### Supporting Correspondence

#### EXAMPLES OF NUMEROUS TRAIL STUDIES AS TO THEIR RELATIONSHIP TO HOME VALUES, QUALITY OF LIFE, AND SAFETY

**Study #1: Evaluation of The Burke-Gilman Trail's Effect on Property Values and Crime** Transportation Research Board Business Office  
500 Fifth Street, NW  
Washington, DC 20001 USA

**Abstract:**

The objective of this study is to determine what effect, if any, an 8-yr-old urban, bicycle and pedestrian rail-trail has had on property values and crime rates on property near and adjacent to the trail. Also evaluated is public acceptance of the trail and its effect on the quality of life of adjacent neighborhoods. The study is intended to help determine if additional trails should be developed along abandoned railroad rights-of-way. The scope includes a 7-mi section of a bicycle and pedestrian trail; 152 single-family homes and 607 condominiums adjacent to the trail; and 320 single-family homes within one block of the trail. The method used in this study includes random interviews with adjacent property owners and other residents within one block, interviews with police officers who patrol the area, interviews with real estate agents who sell properties in the area, and a survey of local real estate advertisements. **The conclusion of this study is that this particular rail-trail is an amenity that helps sell homes and increases property values. The study also found that the trail has had little, if any, effect on crime and vandalism experienced by adjacent property owners, and that there is a very high level of public support and acceptance of the trail.**

**Study #2: Trail Effects on Neighborhoods: Home Value, Safety, Quality of Life** (Hosted by [AmericanTrails.org](http://AmericanTrails.org))

*Are trails safe? How do they affect property values of adjacent residents?*

**Compiled by Suzanne Webel, Boulder Area Trails Coalition**

Are trails safe? How do they affect property values of adjacent residents? These perennial issues have been the subject of a few studies which find that trails are quite benign in their social impact. The facts haven't stopped groups organized against rail trail development from trumpeting that the few instances of crime are proof that trails are unsafe.

Homeowners nationwide express the same concerns and fears about proposed trails in their neighborhoods. But studies in various parts of the United States seem to show that concerns about trails lowering property values and increasing crime are unfounded. In fact, trails have consistently been shown to increase (or have no effect on) property values, to have no measurable effect on public safety, and to have an overwhelming positive influence on the quality of life for trail neighbors as well as the larger community.

**1. The Effect of Greenways on Property Values and Public Safety; The Conservation Fund and Colorado State Parks, State Trails Program (1995)**

"The study of Property Values and Public Safety was to determine what effect, if any, the presence of urban trails has had on public safety to property owners who live adjacent to a trail and on property owners who live within one block of a trail. The study also evaluated the level of public acceptance for urban trails and their effect on the quality of life in these neighborhoods...

"The need for the study arose due to concerns expressed by several different neighborhoods over the proposed construction of new trails. These concerns included fears that the presence of an urban trail might lower property values and also create a risk to public safety, thus adversely affecting the quality of life in the neighborhood. These concerns are similar to concerns voiced in the past over proposed trails that are now established and accepted...."

Three Denver trails were studied in detail: "Data was collected in the summer of 1994 by telephone interviews of residents adjacent to or near to the trails, real estate agents who buy and sell homes in metro-Denver, patrol officers who work the trails, and biweekly surveys of the Denver Post Real Estate advertisements...."

Results of the survey show that "urban trails are regarded as an amenity that helps to attract buyers and to sell property. For residents of single family homes adjacent to a trail:

- 29% believed that the existence of the trail would increase the selling price of their home (and 43% said it would have no effect).
  - 57% of the residents felt that the trail would make the home easier to sell (with 36% saying no effect).
  - 57% of these residents had lived in their homes prior to construction of the trail
  - 29% of those surveyed were positively influenced by the trail in their decision to buy the home.
  - Results were similarly positive for residents who lived near but not adjacent to the trail..."
- "Of the real estate agents interviewed:
- 73% believed that a home adjacent to a trail would be easier to sell
  - 55% agreed that the home would sell for more than a comparable home from a different neighborhood
  - 82% of real estate agents used the trail as a selling point
  - 100% believed trails are an amenity to the community around it...

"No public safety issues could be directly linked to the trail. Only one resident interviewed was concerned with this issue, and none of the officers interviewed believed trails had any effect on public safety...."

"[In summary,] concerns that urban trails might adversely affect [sic] public safety and property value in surrounding neighborhoods are not substantiated by the results of this study. The effect of a trail is beneficial, rather than detrimental."

## **2. The Impact of the Brush Creek Trail on Property Values and Crime; Santa Rosa, CA, Michelle Miller Murphy, Sonoma State University, (1992)**

"The purpose of this study was to determine what effect, if any, a bicycle/pedestrian trail has on property values and crime rates. Concerns by local property owners that proposed trails may negatively affect property values or increase crime prompted this survey. Due to its 9 year existence, the Brush Creek Trail, built along Brush Creek in Santa Rosa's Rincon Valley, was selected as the focus of this survey...."

"Seventy five residents were surveyed on how long they had lived in the neighborhood, how the trail has affected their overall quality of life; what effect the trail would have on selling their homes, what effect the trail had in their decision to buy their homes; how the trail has affected their privacy, and what problems, if any, they have had with crime caused by trail users. Additionally, interviews were conducted with apartment and mobile

home park managers near the trail, real estate agents with listings adjacent to trails, and law enforcement agencies; fifteen other cities were contacted for information on surveys regarding the effect of trails on property values and crime..."

- 64% of respondents felt the trail increased the quality of life in the neighborhood, with another 13% saying "no effect"
- 33% said the trail would make their home easier to sell, with 49% saying "no effect"
- 23% said the trail would make their home sell for more, with 69% saying "no effect"

Of real estate agents:

- 19% said homes next to a public trail would sell for slightly more, with another 48% saying "no effect"
- 61% of real estate agents said they use proximity to trails as selling points

"The law enforcement agencies had no data to determine crime statistics; survey results from 15 other cities showed only a small number of minor infractions including illegal motorized use of the trail, litter, and unleashed pets.

**"The study shows neither increased crime nor decreased property values due to trails. On the contrary, the most overwhelming opinion by residents along the Brush Creek Trail is that the trail/creek has a positive effect on the quality of life in the neighborhood."**

### **Study #3: Omaha Recreational Trails: Their Effect on Property Values and Public Safety**

The study was completed in 2001 by Project Director Donald L. Greer, Ph.D., of the University of Nebraska at Omaha, Recreation and Leisure Studies Program.

#### **CONCLUSIONS**

##### ***Some of the key findings include:***

- The Omaha recreational trails are used often by nearby residents. Over half (58.4%) of the responding used the trails daily or weekly.
- Omaha trails are generally perceived by nearby residents as an economic benefit. Almost two-thirds of those surveyed felt the trails would increase the selling price of their home.
- Property owners do not appear to have a widespread concern for their safety. Trespassing, theft and vandalism by trail users were relatively infrequent events.
- Very few residents in the sample had increased home security, considered moving or wanted the trail closed.
- Residents living along the trails appear to perceive there to be a positive relationship between the trails and neighborhood quality of life (75%).
- There are noticeable differences between trails (or neighborhoods) in residents' reaction to Omaha trails. All neighborhoods reacted positively to the trails, but the responses were higher among residents living near the West Papio Trail.

#### **BACKGROUND**

During the past decade, few metropolitan areas have developed their recreational trail systems as rapidly as Omaha, Nebraska. From a complete absence of recreational trails and greenways in early 1989, Omaha has developed a system that today contains approximately 67 miles of paved recreational trails.

Another 35 miles of trails are scheduled for completion within the next eight years, and trail planning has become a continued feature of the urban and suburban park master planning process. Resources for this rapid development have come from a variety of sources, including the City of Omaha, Douglas County, and the Papio-Missouri Natural Resource District.

Despite increased promotion of trails for health and recreation, critics of new trail development continue to raise questions about the suitability of trails in neighborhoods. Concerns often focus on the impact of trails on property values and public safety in different types of neighborhoods.

### **METHODOLOGY**

To address these concerns, this research sought to examine the impact of the existing trail system, focusing on residents living within one-block of each of three targeted trail segments. Trail selection was accomplished by consulting with the Omaha Parks and Recreation Department. Criteria included the desire to examine trails in areas of the city with old and new housing, short versus long term existence of the trail, and trails that are connected to the system versus trails not yet connected.

Following the method of much previous trail research, a survey was designed addressing three distinct issues of interest: property values, public safety, and trail use. Using both telephone and mail survey methodology, we asked residents living near the most heavily populated segments of the West Papio, Keystone, and Field Club Trails about the trails' impact on public safety, property values, and general neighborhood quality of life. Recognizing that all households in these areas might not be trail users, we also included questions about the frequency and type of trail usage by household members.

### **SURVEY RESULTS**

#### **Trail Use:**

- All three trails had high percentages of households who had at least a member who used their local trail.
- Frequency of Trail Use: 85% of all surveyed households had a member use their local trail daily or weekly with the highest use on the West Papio Trail.
- Type of Trail Use: Walking (91%) and bicycling (54%) were by far the most frequent trail use types.

#### **Influence of Trail on Home Purchase or sale**

- Of the respondents who purchased their home after the trail existed, 63.8% indicated that the trail positively influenced their purchase decision.
- 81% felt that the nearby trail's presence would have a positive effect or no effect on the ease of sale of their homes.

#### **Experiences with trail-related theft and property damage**

Theft (4.0%) and property damage (4.7%) were reported infrequently by respondents and most of these incidents were of relatively minor nature. Most security improvements mentioned consisted of building privacy fence or installing security lighting around the home. These security measures were deemed successful in all but one of the reported cases.

Residents expressed the opinion that the trails had improved life in their neighborhoods. There was little indication of a harmful impact except for three respondents, all located on the Keystone Trail, who reported a decline in the neighborhood due to the trails. Their resentment appeared to be associated with the development of a controversial skateboard facility in a park adjacent to the trail. Only one respondent out of 149 wanted to see the trail along their property closed. Only two have ever considered moving but they are the same respondents who did not care for an adjoining skateboard facility.

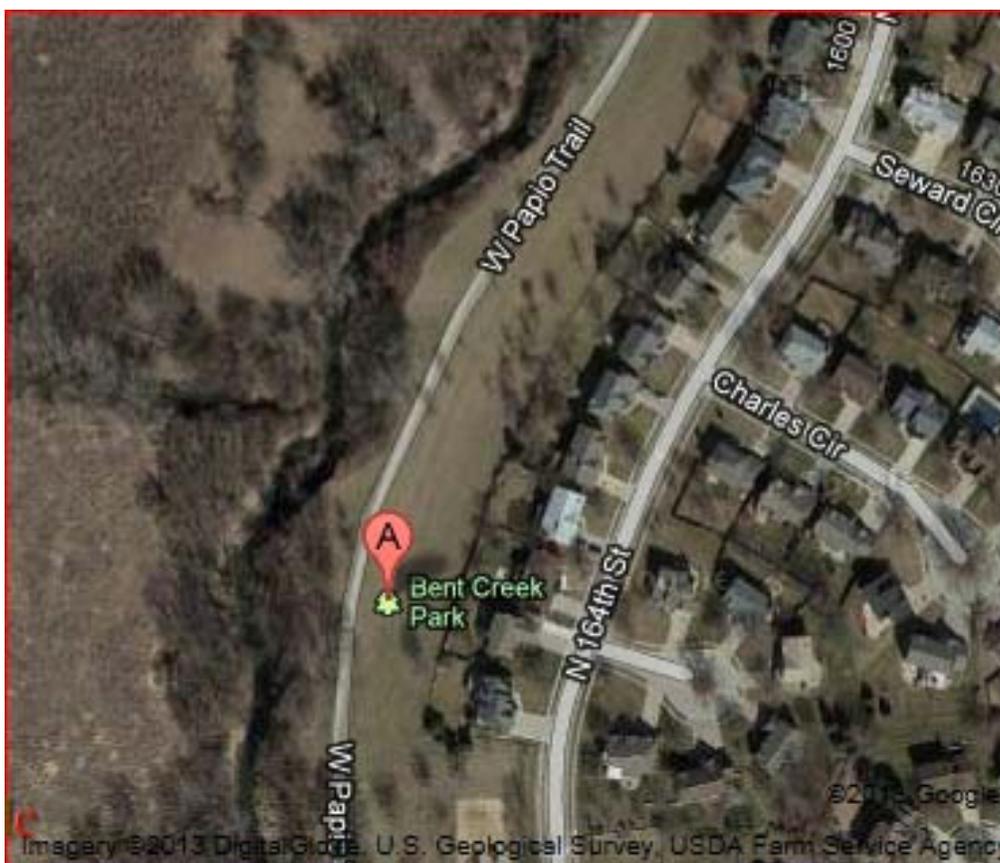
**These data leads us to conclude that trail development in Omaha, Nebraska has been well received by residents who live adjacent to the trails, the very group who**

would be most directly affected by trail-related problems such as crime and declining property values.

Results were not dissimilar to the findings of previous comparable studies. By-and-large, the trails seem to be viewed as desirable quality of life enhancements that, despite their occasional problems, make homes and property more desirable and improve the quality of neighborhood life. Even so, there were signs in our data that the use and acceptance of recreational trails may differ depending on the demographic characteristics of the surrounding neighborhood.

The most positive responses to Omaha trails were found in the neighborhoods surrounding the West Papio Trail. Trail development has occurred more or less simultaneously with the construction of newer housing, and where home prices are higher and the educational and occupational backgrounds of residents are likely to be higher. The average age of adults may be lower, and the number of children per household may be somewhat greater, in that region of the city.

#### Bent Creek Park and W. Papio Trail



**Study #4: A study was done on impacts of the Pinellas Trail in Pinellas County (Tampa/St Pete), Florida.** Some information on the study (from Whit Blanton of [Renaissance Planning Group](#), which conducted the study) is included below:

In 2000, the Pinellas County MPO commissioned Renaissance Planning Group of Orlando to conduct a study of the community impacts associated with the [Pinellas Trail](#), a 34-mile converted railroad in the St. Petersburg/Clearwater area of Florida. The MPO was planning extensions of the trail and connections to it from other communities, and had encountered opposition from homeowner groups and others about potentially negative impacts on property values, noise and crime. The study was intended to evaluate economic impacts in terms of residential property values, business investment, and crime statistics, and included a household survey of residents living within 1/4 mile of the trail. The trail was divided into segments to better capture the effect of surrounding land use and crime characteristics. A national literature review was also completed.

### **Major findings**

**The literature review concluded that trails have a deterrent effect on crime, a neutral or slightly positive effect on property values, and bring new money into the local economy. This was borne out by the local analysis.**

For all trail segments studied, the median home sale prices adjacent to the trail are escalating faster than countywide. The rate of increase was particularly high in certain areas. The results indicated that the trail does not negatively impact property values and suggested that it may help increase property values by roughly 2 percent to 3 percent annually over inflation.

In St. Petersburg, it was determined that crime rates for “trail tracts” were not statistically different from citywide crime tracts. Accordingly, the Pinellas Trail does not contribute to crime rates. Peaks in crime rates seem to be related to the character of the area rather than to the existence of the Pinellas Trail. Generally, the 1993, 1995, and 1999 crime statistics support the finding that the trail has not exacerbated criminal activities. Factors external to the trail are better indicators of crime rates.

There were several important findings from the residents’ survey. The most negative perceptions of the trail are held by the 5 percent of residents who have never used the trail. Even though infrequent users gave the Pinellas Trail a negative overall rating, their composite score was not as low as the score given by residents who had not been on the trail. Infrequent users were primarily concerned about the trail’s adverse impact on crime, privacy, and noise. As a group, they still rated the trail as having a positive impact on property values, accessibility, and neighborhood acquaintances. Daily users had the highest composite rating of the trail; however, they were still marginally concerned about crime (0.09) and privacy (0.05). The single strongest indicator of trail perception is trail usage and, because of the high use of the trail (66%), the overall perception of the trail is positive.

While the trail is generally seen as a community asset, the neighborhoods that are the most concerned about the Pinellas Trail are those who perceive inequities between communities in the way that the trail is constructed, maintained, and policed.

Realtors were surveyed as well, and 90 percent said that home sales had increased significantly or increased somewhat in areas near the trail versus other areas in the market.

The business survey revealed that a majority of businesses near the trail were expanding their facilities or experiencing increasing sales, and generally reported positive impacts from their proximity to the trail.

### **Study #5: Myths of Community Trails: The Case of Bonneville Shoreline Trail**

*"The trail corridor takes into account private property concerns, looks at alternatives, and establishes appropriate linkages with respect to these concerns." -- Russ Akina, Logan City Parks and Recreation director.*

#### **From Northern Bonneville Shoreline Trail Master Plan**

The goal of the Bonneville Shoreline Trail (BST) is to link communities along the ancient Lake Bonneville shoreline terrace of Utah's Wahsatch Front. Over the past 10 years, a coalition of trail advocates has already successfully established trail segments in many communities. When completed, the trail will extend from Cache County to Juab County.

#### **Myth # 1: Development of the BST trail will increase the liability of private and public landowners.**

While concerns about liability are understandable, real-world experience shows that neither public nor private landowners have suffered from trail development. The State of Utah has laws that substantially limit public and private landowner liability. State law protects private landowners who open their land to the public for recreation as long as they do not charge a fee, and abstain from "willful and wanton misconduct" against trespassers such as recklessly or intentionally creating a hazard (Landowner Liability Act U.C.A. §57-14-1 et seq.) In fact, public agencies, utility companies (including canal companies), and other private landowners may actually IMPROVE their liability protection by formally allowing a public recreation use.

#### **Myth #2: Development of the BST will increase crime and vandalism along the trail corridor.**

**The reverse is generally true. More use usually means fewer problems. In other words "more of the right kind of use by the right kind of people generally tends to drive out trouble-causers who thrive on seclusion and anonymity." There is a great deal of evidence, both locally and nationally, that indicates trails do not attract crime. (Rick Reese, BST Committee).**

"The problems we had along the foothills with 4X4 vehicles, gunfire, beer parties, campfires and transients have disappeared. The residents along the system are very pleased and have become users and advocates. On the Ogden River Parkway, the development of the trail system has virtually eliminated crime and unwanted behavior. Only one incident along the three-mile Parkway required a police report in the past twelve months." (Jay Hudson, Assistant to the Mayor, Ogden City February 1996)

#### **Myth #3: Development of the BST will have a negative effect on property values.**

The effect of a trail on neighboring property is generally beneficial, rather than detrimental in terms of property values. Numerous studies both nationally and locally suggest that trails are prime attractions for potential home buyers and usually act to increase property values.

"Some developers (in St. George, Utah) have found that property sells faster if it is connected to the trail system. Some property values increase almost 20% if homes are located near a trail. Along the trail are places where homeowners have built connecting trails from their property for easier access." (Tom Wharton, "St. George Open Space", Salt Lake Tribune April 12, 1996).

**APPENDIX D**  
**SUPPORTING LETTER**



To: Warren Utecht and the City Planning Commission

Date: Monday, March 11<sup>th</sup>, 2013

Re: Proposed walking trail behind West Elementary School

Dear Mr. Utecht and the City Planning Commission,

Recently I had the opportunity to sit and discuss with members of the city, yourself and the directors of New Hop Facilities regarding the proposed walking trail behind West Elementary School. I enjoyed the opportunity to sit down, look over the plans and be able to discuss my concerns. We believe that students benefit from exploring nature through trails and walking paths. These types of opportunities do lend themselves to providing real life explorations of our environment, which matches directly with our science standards. The proposed trail could provide a great opportunity for our students if it is well planned, maintained, and did not infringe upon any interest of our neighbors.

Regards,

A handwritten signature in black ink, appearing to read 'Pete Bastian', with a long horizontal flourish extending to the right.

Pete Bastian, Principal

## APPENDIX E

### Progression of Trail Plans

The first trail concept showed a trail (in red) extending from 5<sup>th</sup> Street to the south end of the park. The orange line is the floodplain elevation



This is the second version of the trail plan following the first HOA meeting.



This is the third version of the trail plan following the second HOA meeting.



### Petition to Vote Down Wetland Park Trail Proposal

**Position Summary and background:** Valley Center city officials propose an estimated 1,700 ft. walking trail located in Wetland Park, which is currently used for drainage. The proposed trail is secluded, below grade, and surrounded by heavy brush with abundant poison ivy. The city has failed to address the trail's ecological impact, public safety, and criminal and privacy concerns of adjacent property owners. The trail, as proposed, would also be a financial burden for taxpayers due to installation and future maintenance costs. The safety of the nearby West Elementary school is also unnecessarily put at risk from potential criminal activity.

**Action petitioned for:** We, the undersigned, are concerned citizens who urge city council members to vote down the Wetland Park trail proposal.

	Printed Legal Name	Legal Signature	Address	Comment	Date
1	Linda McFarland	<i>Linda McFarland</i>	Valley Center	against it	3-4-13
2	Melva Goertz	<i>Melva Goertz</i>	K.C.	OPPOSED	3-4-13
3	<i>MELVA PETERS</i>	<i>Melva Peters</i>	VC	OPPOSED	3-18-13
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### Petition to Vote Down Wetland Park Trail Proposal

**Position Summary and background:** Valley Center city officials propose an estimated 1,700 ft. walking trail located in Wetland Park, which is currently used for drainage. The proposed trail is secluded, below grade, and surrounded by heavy brush with abundant poison ivy. The city has failed to address the trail's ecological impact, public safety, and criminal and privacy concerns of adjacent property owners. The trail, as proposed, would also be a financial burden for taxpayers due to installation and future maintenance costs. The safety of the nearby West Elementary school is also unnecessarily put at risk from potential criminal activity.

**Action petitioned for:** We, the undersigned, are concerned citizens who urge city council members to vote down the Wetland Park trail proposal.

Printed Legal Name	Legal Signature	Address	Comment	Date
JAMES S DETWILER	<i>James S. Detwiler</i>	564 N Ash	no other Parks Fund needed. Lake care	3/18/13
William M. Plucker	<i>William Plucker</i>	241 Valley Creek Dr.	\$466??	3/19/13
Marcia Goentzel	<i>Marcia Goentzel</i>	110 Valley Creek Dr		3/19/13
Jim Goentzel	<i>Jim Goentzel</i>	110 Valley Creek Dr		3/19/13
Kari Harris	<i>Kari Harris</i>	150 N Valley Creek Dr		3/19/13
Matt Harris	<i>Matt Harris</i>	150 N Valley Creek Dr		3/19/13
Lisa Sunderland	<i>Lisa Sunderland</i>	200 Valley Creek Dr		3/19/13
Mary Collins	<i>Mary Collins</i>	772 S. Castledge St		3/19/13
Tember Lee	<i>Tember Lee</i>	210 Valley Creek Dr	No Sidewalk - other needs	3/19/13
Jennifer Lee	<i>Jennifer Lee</i>	210 Valley Creek Dr	No Sidewalk - other needs	3/19/13
Shane Durban	<i>Shane Durban</i>	220 N Valley Creek Dr		3/19/13
Jarlan	<i>Jarlan</i>	220 N Valley Creek Dr		3/19/13
Rickey Sunderland	<i>Rickey Sunderland</i>	200 Valley Creek Drive	Don't want the Park, there ARE other needs the city has	3/20/13
Valerie Neslage	<i>Valerie Neslage</i>	201 Valley Creek Dr		3/21/13
JAMES NESLAGE	<i>James Neslage</i>	201 Valley Creek Dr		3/23/13

#3

**Petition to Vote Down Wetland Park Trail Proposal**

**Position Summary and background:** Valley Center city officials propose an estimated 1,700 ft. walking trail located in Wetland Park, which is currently used for drainage. The proposed trail is secluded, below grade, and surrounded by heavy brush with abundant poison ivy. The city has failed to address the trail's ecological impact, public safety, and criminal and privacy concerns of adjacent property owners. The trail, as proposed, would also be a financial burden for taxpayers due to installation and future maintenance costs. The safety of the nearby West Elementary school is also unnecessarily put at risk from potential criminal activity.

**Action petitioned for:** We, the undersigned, are concerned citizens who urge city council members to vote down the Wetland Park trail proposal.

Printed Legal Name	Legal Signature	Address	Comment	Date
1 Randall Wood	Randall Wood	3 Maple Ct valley center ks	Do not want	3-19-13
2 Heather Wood	Heather Wood	3 Maple Ct Valley Center Ks	Do not want	3-19-13
3 Eugene Johnson	Eugene Johnson	1020 Cottonwood Dr.	Do not want	3-19-13
4 Angela Smith	Angela Smith	130 Redbud Ln.	DO NOT WANT	3-19-13
5 Tyler Smith	Tyler Smith	130 Redbud Ln	Do Not Want	3/19/13
6 Marilyn Lewis	Marilyn Lewis	140 Redbud Ln	Do not want	3/19/13
7 Steve Trimble	Steve Trimble	150 N. Redbud Ln	Do not want	3/19/13
8 Peggy Wilson	Peggy Wilson	210 Redbud Lane	Do not want	3/19/13
9 Jason Biawe	Jason Biawe	1141 Cottonwood Dr.	Do not want	3/21/13
10 Lisa Byrne	Lisa Byrne	1141 Cottonwood Dr.	Do not want	3/21/13
11 Loyne May	Loyne May	1111 Cottonwood Dr	Do not want.	3/22/13.
12 Eddy h May	Eddy h May	1111 Cottonwood Ave	No No No	3-22-13
13 Beverly Wood	Beverly Wood	131 Redbud Ct	Do not want	3-22-13
14 Justin Schielke	Justin Schielke	6 Maple Ct. Valley Center Ks	Do not want	3/25/2013
15 Amanda Schielke	Amanda Schielke	6 Maple Ct. Valley Center	Do Not want	3/25/13

#4

**Petition to Vote Down Wetland Park Trail Proposal**

**Position Summary and background:** Valley Center city officials propose an estimated 1,700 ft. walking trail located in Wetland Park, which is currently used for drainage. The proposed trail is secluded, below grade, and surrounded by heavy brush with abundant poison ivy. The city has failed to address the trail's ecological impact; public safety, and criminal and privacy concerns of adjacent property owners. The trail, as proposed, would also be a financial burden for taxpayers due to installation and future maintenance costs. The safety of the nearby West Elementary school is also unnecessarily put at risk from potential criminal activity.

**Action petitioned for:** We, the undersigned, are concerned citizens who urge city council members to vote down the Wetland Park trail proposal.

Printed Legal Name	Legal Signature	Address	Comment	Date
David Petrie	<i>[Signature]</i>	1130 W Cottonwood		3/25/2013
<i>[Signature]</i>	<i>[Signature]</i>	820 W Cottonwood		3/25/2013
Joyce Kay Thrasher	Joyce Kay Thrasher	816 W. Cottonwood	Need more studies	3/25/13
Gregg Shelby	Gregg Shelby	806 W. Cottonwood		3/25/13
Twila Kruse	Twila Kruse	746 W. Cottonwood		3-25-13
Donna Stoff	Donna Stoff	790 W. Cottonwood		3-25-2013
Marjorie Thompson	MARJORIE THOMPSON	736 W. Cottonwood		3/25/13
<i>[Signature]</i>	TERRY LARNEY	730 W Cottonwood		3/25/13
Eddie TEJEDA	Eddie Tejeda	726 W Cottonwood		3/25/13
Julia Tejeda	Julia Tejeda	726 W Cottonwood		3/25/13
Sharon Page	Sharon Page	720 W Cottonwood		3/25/13
Helmy Monke	Helmy Monke	710 W. Cottonwood		3-25-13
<i>[Signature]</i>	<i>[Signature]</i>	710 W Cottonwood		3-25-13
Helen Schwinn	Helen Schwinn	706 Bottomwood		3-25-13
WANDA McFARLAND	Wanda McFarland	821 W Cottonwood		3-26-13

#5

**Petition to Vote Down Wetland Park Trail Proposal**

**Position Summary and background:**

Valley Center city officials propose an estimated 1,700 ft. walking trail located in Wetland Park, which is currently used for drainage. The proposed trail is secluded, below grade, and surrounded by heavy brush with abundant poison ivy. The city has failed to address the trail's ecological impact, public safety, and criminal and privacy concerns of adjacent property owners. The trail, as proposed, would also be a financial burden for taxpayers due to installation and future maintenance costs. The safety of the nearby West Elementary school is also unnecessarily put at risk from potential criminal activity.

**Action petitioned for:**

We, the undersigned, are concerned citizens who urge city council members to vote down the Wetland Park trail proposal.

Printed Legal Name	Legal Signature	Address	Comment	Date
BENNE LEE	<i>Bennie Lee</i>	2 N. Willow Creek	NO	3-25-13
JULIA LEE	<i>Julia Lee</i>	2 N Willow Creek Ct	NO	3-25-13
Maryvieve Duverson	<i>Maryvieve Duverson</i>	4 N. Willow Cr.	NO	3-25-13
Kelly Hummer	<i>Kelly Hummer</i>	6 Willow Creek Cr.	NO	3-25-13
DAVID H NEWMAN	<i>David H Newman</i>	1024 Willow creek st.	NO	3/25/2013
ROBIN WENG	<i>Robin Weng</i>	1001 W WILLOW CREEK	NO	3-25-13
Erlene Morgan	<i>Erlene Morgan</i>	921 W. Willow Creek	NO	3-25-13
Hayd Mary	<i>Hayd Mary</i>	921 W WILLOW CREEK	NO	3/25/13
Jerrey Whitecock	<i>Jerrey Whitecock</i>	911 W Wilson Creek	NO	3/25/13
Jennifer Lewis	<i>Jennifer Lewis</i>	140N. Redbud Lane W.	NO	3/25/13
Lindsey Hooper	<i>Lindsey Hooper</i>	2 Maple Ct	NO	3/25/13
KEVIN HOOPER	<i>Kevin Hooper</i>	2 MAPLE CT	NO	3/25/13
Jeff Bush	<i>Jeff Bush</i>	4 Maple Ct	NO	3/25/13
Amy Buxman	<i>Amy Buxman</i>	4 Maple Ct.	NO	3-25-13
Cheryl Plucker	<i>Cheryl Plucker</i>	241 Valley Cr. Dr.	no sidewalks!	3/23/13

**Petition to Vote Down Wetland Park Trail Proposal**

**Position Summary and background:** Valley Center city officials propose an estimated 1,700 ft. walking trail located in Wetland Park, which is currently used for drainage. The proposed trail is secluded, below grade, and surrounded by heavy brush with abundant poison ivy. The city has failed to address the trail's ecological impact, public safety, and criminal and privacy concerns of adjacent property owners. The trail, as proposed, would also be a financial burden for taxpayers due to installation and future maintenance costs. The safety of the nearby West Elementary school is also unnecessarily put at risk from potential criminal activity.

**Action petitioned for:** We, the undersigned, are concerned citizens who urge city council members to vote down the Wetland Park trail proposal.

Printed Legal Name	Legal Signature	Address	Comment	Date
1 Chad Landwehr	<i>CE Landwehr</i>	503 Valley Creek Dr	don't want	3-2-13
2 Kara Landwehr	<i>Kara Landwehr</i>	503 Valley Creek Dr	NO!	3-4-13
3 Joseph L. Harris	<i>Joseph L. Harris</i>	513 Valley Creek	Heu No!	3-2-13
4 Kathryn Harris	<i>Kathryn Harris</i>	" " "	No!	3/4/13
5 David Harrison	<i>David Harrison</i>	515 Valley Creek	NO!!!	3/2/13
6 David Harrison	<i>DAVID HARRISON</i>	515 Valley Creek		3/2/13
7 Benjamin Anderson	<i>Benjamin Anderson</i>	410 N. Valley Creek		3/2/13
8 Jamie Anderson	<i>Jamie Anderson</i>	410 N Valley Creek		3/2/13
9 Susan Driskill	<i>Susan Driskill</i>	411 N Valley Creek	Do not want!	3-2-13
10 DON DRISKILL	<i>Don Driskill</i>	411 N. VALLEY CREEK	NO!! NO!!	3-2-13
11 Allan Safarik	<i>Allan Safarik</i>	525 N. Valley Creek		3-2-13
12 Jamie Lewis	<i>Jamie Lewis</i>	420 Valley Creek Dr		3-2-13
13 Jamie Lewis	<i>Jamie Lewis</i>	430 Valley Creek		3/2/13
14				
15				

### Petition to Vote Down Wetland Park Trail Proposal

**Position Summary and background:**

Valley Center city officials propose an estimated 1,700 ft. walking trail located in Wetland Park, which is currently used for drainage. The proposed trail is secluded, below grade, and surrounded by heavy brush with abundant poison ivy. The city has failed to address the trail's ecological impact, public safety, and criminal and privacy concerns of adjacent property owners. The trail, as proposed, would also be a financial burden for taxpayers due to installation and future maintenance costs. The safety of the nearby West Elementary school is also unnecessarily put at risk from potential criminal activity.

**Action petitioned for:**

We, the undersigned, are concerned citizens who urge city council members to vote down the Wetland Park trail proposal.

Printed Legal Name	Legal Signature	Address	Comment	Date
Warren Kennedy	<i>Warren Kennedy</i>	420 NW Valley Creek Dr.		3/2/13
Judith L. Kennedy	<i>Judith L. Kennedy</i>	420 N Valley Creek Dr		3/2/13
Tom Wagner	<i>Tom Wagner</i>	121 Valley Creek Dr		3/2/13
Lynda Woods	<i>Lynda Woods</i>	221 Valley Creek Dr.		3/2-13
Ray Woods	<i>Ray Woods</i>	221 Valley Creek Dr		3/2-13
Thomas D. Harris	<i>Th.D. Harris</i>	131 valley creek Dr	concerned about vic. taking on another project and been negligent on	3/2/13
Susan Harris	<i>Susan Harris</i>	131 Valley Creek Dr	On the food st. project.	3-2-13
Rebecca Matthews	<i>Rebecca Matthews</i>	301 Valley Creek Dr.		3-2-13
PEGGY WAGNER	<i>Peggy Wagner</i>	131 Valley Creek Dr.		3/3/13
Mike Delaney	<i>Mike Delaney</i>	111 Valley Creek		3/3/13
Dianna Delaney	<i>Dianna Delaney</i>	111 Valley Creek Dr		3/4/13
CARY LONG	<i>Cary Long</i>	141 VALLEY CREEK DR		3/4/13
Judith A Long	<i>Judith A Long</i>	141 Valley Creek Drive		3/4/13
MICHAEL BREITENSTEIN	<i>Michael Breitenstein</i>	7901 Paseo Madre		3/22/13
Marsha Breitenstein	<i>Marsha Breitenstein</i>	7901 Paseo Madre		3/22/13

Bob B 155 2284  
 Jake & Lisa 304 3147

### Petition to Vote Down Wetland Park Trail Proposal

**Position Summary and background:** Valley Center city officials propose an estimated 1,700 ft. walking trail located in Wetland Park, which is currently used for drainage. The proposed trail is secluded, below grade, and surrounded by heavy brush with abundant poison ivy. The city has failed to address the trail's ecological impact, public safety, and criminal and privacy concerns of adjacent property owners. The trail, as proposed, would also be a financial burden for taxpayers due to installation and future maintenance costs. The safety of the nearby West Elementary school is also unnecessarily put at risk from potential criminal activity.

**Action petitioned for:** We, the undersigned, are concerned citizens who urge city council members to vote down the Wetland Park trail proposal.

Printed Legal Name	Legal Signature	Address	Comment	Date
1 BOB BURGAN	<i>Bob Burgan</i>	120 VALLEY CREEK DR		3/24/13
2 DONNA FORTLIN	<i>Donna Fortlin</i>	811 811 COTTONWOOD		3/26/13
3 LARRY LANGLEY	<i>Larry Langley</i>	735 W Cottonwood	Do Not Wait Sign	3-26-2013
4 KATHY D JACKSON	<i>Kathy D Jackson</i>	1420 W Vista		3-26-2013
5 ALFRED J. HERRSON	<i>Alfred J. Herrson</i>	531 W 3RD	NO!!!	3-26-2013
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February 13, 2013

The Honorable Mike McNown, Mayor of Valley Center  
and Members of the Valley Center City Council  
Valley Center City Hall  
121 South Meridian  
Valley Center, KS 67147

Subject: Proposed Wetland Park Walking Trail

Dear Mayor McNown and Members of the City Council:

The Valley Creek Estates Homeowners Association Board of Directors (Board) wishes to respond to the Wetland Park walking trail under consideration by the City of Valley Center (City). After careful consideration of the Valley Center Park and Tree Board's trail plan, it is our opinion the plan, as proposed, would not be in the best interests of our community.

Walking trails provide outdoor recreation and learning opportunities for local communities. In addition, outdoor activities provided by city officials attract visitors buying goods and services with the possibility of additional property taxes from new residents. However, trail location and its impact on local wildlife, adjacent residential neighborhoods, and compliance with State of Kansas law must be considered.

Wetland Park is approximately 15 acres of cottonwood trees providing drainage to nearby areas, and it is frequented by wildlife such as turkey, white-tailed deer, and coyotes. A May 4, 2000, paper by Marilyn Jordan Ph.D. of the The Nature Conservancy Cold Spring Harbor, New York, states trail recreation such as hiking and jogging can cause negative ecological impacts to ecosystems, plants and wildlife including trampling, soil compaction, erosion, disturbance (due to noise & motion), pollution, nutrient loading, and introduction of non-native invasive plant species. The report further states corridors such as trails also cause habitat fragmentation and edge effects which may impact some plant and animal species. The small size of Wetland Park may amplify the trails negative influence. In the Board's opinion, the introduction of humans to such a small park would likely force animals to alter movement patterns and possibly abandon the area completely. This would negate the trail's purpose of providing public access to nature.

The Wetland Park trail will also negatively impact the residents of Valley Creek Estates (VCE). The current trail outline runs adjacent to both vacant and occupied VCE property. The close proximity creates privacy concerns and the increased potential for criminal activity. The Board believes increased liability will occur as trail users are unlikely to stay within prescribed boundaries and will cross over to HOA green space disturbing the private lake and amenities residents pay to maintain and enjoy.



K.S.A. 58-3212 provides recreational trail development and maintenance requirements for fences, trail user education, and signs regarding trespassing laws to name just a few. The “hog-type fence” mentioned by the Park and Tree Board would be grossly inadequate keeping out trespassers. The City would be required, at the adjacent property owner’s request, to install fences using material stipulated by the property owner. Over 2,300 feet of fencing would need to be installed, with wrought iron required for most, in accordance with Valley Creek Estates covenants. The remaining fencing would utilize 9 foot cedar pickets to alleviate property owner criminal and privacy concerns. State law also requires the City to maintain said fences in perpetuity.

We appreciate the efforts made by the City and the Park and Tree Board to improve the quality of life for current and future residents. We welcome a dialog to discuss the Wetland Park trail idea and concerns raised in this letter. Feel free to contact Randall Wood or Justin Schielke using information below at your convenience.

Sincerely,

VALLEY CREEK ESTATES HOMEOWNER’S ASSOCIATION

Valley Creek Estates HOA Board Members

Randall Wood, President

(316) 250-1162 [rwoodip@gmail.com](mailto:rwoodip@gmail.com)

Tim Neslage, Treasurer

(316) 204-2014 [tandvneslage@cox.net](mailto:tandvneslage@cox.net)

Cheryl Plucker, Secretary

(316) 729-9360 [ctplucker@yahoo.com](mailto:ctplucker@yahoo.com)

Justin Schielke

(316) 347-3971 [jschielke@gmail.com](mailto:jschielke@gmail.com)

Warren Kennedy

(316) 755-2638 [wjkennedy1@cox.net](mailto:wjkennedy1@cox.net)

Don Driskill

(316) 838-7109 [ddriskill@cox.net](mailto:ddriskill@cox.net)

DeWayne Morgan

(316) 755-2330 [DeWayne.Morgan@EdwardJones.com](mailto:DeWayne.Morgan@EdwardJones.com)



College of Agriculture  
Department of Horticulture,  
Forestry, and Recreation Resources

February 13, 2013

Valley Creek Estates Homeowners Association  
P.O. Box 438  
Valley Center, KS 67147

Subject: Walking Trail Ecological Impact Inquiry

Dear Board of Directors:

This letter is written in response to your request for opinion concerning the City of Valley Center's (City) proposed walking trail located in a 15 acre tract named Wetland Park. The park is described as a water runoff detention and drainage area serving a portion of the City's west side. It is also described as a refuge providing both habitat and transition space for wildlife. The trail's intent is to provide both outdoor learning and recreation opportunities, and its placement will be located in close proximity to active residential developments.

Considerable due diligence is required to adequately evaluate the impact to both plant and area wildlife. However, the construction of a trail would directly impact the habitat it displaces. In addition, vegetation removed in the process of building a trail is no longer available for wildlife use. The introduction of frequent human use to such a small acreage would likely force wildlife to alter movement patterns and probably abandon the area completely. This would negate the trail's purpose of providing public access to nature. In my opinion, the proposed trail would not achieve its desired goals and eventually be self-defeating.

Sincerely,

Charles J. Barden, Ph.D.  
Kansas State University  
Professor, Department of Horticulture, Forestry and Recreation Resources  
State Extension Forester



February 27, 2013

The Honorable Mike McNown, Mayor of Valley Center  
and Members of the Valley Center City Council  
Valley Center City Hall  
121 South Meridian  
Valley Center, KS 67147

Subject: Wetland Park Walking Trail Discussions

Dear Mayor McNown and Members of the City Council:

The Valley Creek Estates Homeowners Association Board of Directors (Board) met with both Community Development Director Warren Utecht and Park & Public Buildings Superintendent Neal Owings on February 25, 2013, to further discuss concerns raised by the Board in its letter addressed to the mayor and council dated February 13, 2013, and verbally discussed at the City of Valley Center (City) council meeting on February 19, 2013. The main topics continue to be ecological impact, criminal, and privacy concerns if the proposed Wetland Park Trail (Trail) is approved. It is our continued opinion the plan, as proposed, would not be in the best interests of our community nor would it serve its desired intent of being a recreational opportunity exposing the public to nature. Furthermore, it is more obvious City officials have not performed sufficient due diligence addressing trail installation and maintenance requirements, related costs to taxpayers, and risks to neighboring residents and elementary school.

Charles J. Barden, professor and State Extension Forester with the Department of Horticulture, Forestry and Recreation Resources with Kansas State University was consulted in regards to the ecological impact the proposed Trail would have on the 15 acre tract known as Wetland Park. Dr. Barden, an avid proponent of nature trails, states in part that considerable due diligence is required to adequately evaluate the impact to both plant and area wildlife.<sup>1</sup> Given Wetland Park's small size, the proposed increase in public access via a trail would likely force wildlife to abandon the area. The trail's intended purpose of exposing the public to nature would paradoxically displace said wildlife. This did not appear to be a concern of City officials at the February 25, 2013, meeting.

Criminal and privacy concerns remain an issue with residents of Valley Creek Estates. The Board consulted with a Wichita police officer designated as a CPTED or Crime Prevention Through Environmental Design. He stated there are a number of items needed to be considered to ensure trail user safety and minimize privacy and criminal concerns of nearby residents and schools. The proposed trail is secluded, portions of the trail are below adjacent ground levels, offer limited or no access for police, EMS, and fire, and offer no security or protection for trail

<sup>1</sup> Formal letter received from Dr. Barden provided to City officials under separate cover.



users or nearby residents. Posting trail “rules” suggested by City officials to address these concerns would do nothing to prevent or mitigate criminal acts.

We appreciate the continued efforts of City officials to discuss the Trail. Community Development Director Warren Utecht and Park & Public Buildings Superintendent Neal Owings both discount the potential negative ecological impact on the area and indicate no increased crime will occur as a result of the Trail’s installation and use. Evidence provided to date by the City appears biased as they use trail proponent sponsored studies and actual trails dissimilar to that proposed within Wetland Park. In addition, due diligence remains lacking addressing public safety and City liability. We look forward to future discussions where quantitative, independent, and comparable information is provided to support claims made by City officials. Furthermore, we would expect elected city officials would take no action concerning the proposed trail until stakeholder and taxpayer concerns are addressed.

Sincerely,

VALLEY CREEK ESTATES HOMEOWNER’S ASSOCIATION

Valley Creek Estates HOA Board Members

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**POINT/COUNTER POINT REGARDING THE  
NEGATIVE AND POSITIVE ASPECTS OF WETLAND PARK**

March 26, 2013

The location of a pedestrian trail in Wetland Park has gone through three changes, each successively showing less of a trail in the wooded area of the park. These concessions were all made to appease the objections of building a trail in Wetland Park by the Valley Creek Estates Home Owners Association (HOA). Two meetings were held with the HOA in the past month, the first being Tuesday February 12<sup>th</sup>, 2013 and the second on Monday, February 25<sup>th</sup>.

The following table outlines the reasons given by the HOA why the City should not build a trail in this public park, followed by City Staff research of the facts and a logical response.

<b>HOA Issues Raised</b>	<b>Mr. Utecht's Actual Response</b>	<b>HOA COMMENT</b>
<p>Referenced a May 4, 2000 study by Marilyn Jordan Ph.D. states trails cause negative ecological impacts on ecosystems, plants and wildlife including trampling, soil compaction, erosion, disturbance (due to noise and motion), pollution, nutrient loading, and introduction of non-native invasive plant species.</p>	<p>1. The City called and talked to Marilyn Jordan regarding her study. The scope and location close to a school was explained. Her comments were "it sounds lovely". She followed up with an email that said about her study: <i>"My purpose was to assemble all the references I could find about possible negative impacts of recreational use of trails that may occur. I do not claim that all of these impacts will occur due to use of any particular trail, nor of all trails. Every trail situation is different and possible impacts – and benefits – need to be individually assessed for a given trail."</i></p>	<p>City officials have failed to take away the key point in Dr. Jordan's comment back to Mr. Utecht. She stated "Every trail situation is different and possible impacts – and benefits – need to be individually assessed for a given trail."</p> <p>No individual assessment has been done for the proposed trail. (i.e. what are the needs, benefits, costs, risks, etc...) Everything that has been brought forward to date is thanks to the HOA's research and due diligence. An adequate assessment must be done to determine feasibility and determine if the intended goals will be achieved, as recommended by Dr. Jordan.</p>

<p>The trail will create habitat fragmentation and edge effects which may impact some plant and animal species</p>	<p>That claim would be understandable if the trail were going large distances through the middle of a wooded area. The latest version of the trail will be no more than 65 feet into the woods and will only extend 650 feet in length through the woods. This short of a trail will not create habitat fragmentation.</p>	<p>Unfortunately, City officials lack credibility and expertise. The HOA also lacks expertise in the area and that is why third parties were sought. An avid trail proponent and expert in the area Dr. Charles Barden from Kansas State University provided a professional opinion on the HOA concerns and determined them to be valid. The ecosystem will be negatively impacted. City officials have failed to provide evidence to the contrary.</p>
<p>Wildlife will be driven out and will negate the purpose of the trail, which is to observe nature.</p>	<p><b>The definition of "nature" is "the physical world including all natural phenomena and living things."</b> This includes plant life, trees and wild animals. Even if animals are not always seen, it is the serenity of the woods and native plant life (nature) that will offer Valley Center residents who walk the trail a unique experience not available in any other area of the City.</p>	<p><b>City officials using a dictionary definition to respond to a legitimate concern is troubling, to say the least. We have sought credible opinions from trail advocates and professionals and they support the HOA's opinion. Again, City officials have provided no research or shown any due diligence on their part, other than trying to discredit experts from organizations like Kansas State University.</b></p>
<p>The HOA consulted with Kansas State University, sending them a map showing the 15 acre park and surrounding area satellite imagery and asking if the trail would affect the ecology. Kansas State University concluded the ecology would be negatively impacted.</p>	<p><b>In actuality, the 15 acre Wetland Park is just a portion of a very large wooded area that extends north, connecting to the natural wooded areas on both sides of the Little Arkansas River basin. It would be taking it out of context to determine that a very small area of the park occupied by a trail located on its very fringe will cause wild animals to leave the area. At the present time, wildlife can be observed coming into the heart of the city to forage at night.</b></p>	<p><b>The City's response again lacks credibility or professional support. State agencies like the Kansas Department of Wildlife and Parks state trail builders should conduct an ecological impact analysis prior to trail construction. This aligns with comments received back from Kansas State University.</b></p>

<p>The potential for increased criminal activity impacting nearby residents, school, and businesses.</p>	<p>The fear of increased crime is unfounded and is promoted by residents who oppose trail construction. A vast number of studies across the country have proven that public trails <b>drives away criminal activity, increase property values and quality of life (economic value)</b></p>	<p>The HOA agrees that some trail types would be beneficial in reducing or mitigating trespassing and crime risk. However, trails used as examples by City <b>officials and studies are "open air" trails</b> completely visible to surrounding residents, lighted, and not a trail that is below grade and surrounded by heavy brush. In addition, the City of Wichita employs the use of CPTED studies (Crime Prevention through Environmental Design) with its trails. Valley Center officials believe this type of study has no value.</p>
<p>Because the trail is depressed (lower than surrounding topography) it will be more dangerous for the public.  A CPTED study should be conducted to measure its safety.</p>	<p>There are many trails built throughout the United States that are lower than surrounding topography, and given its shallow depth into the woods (65 feet) and the lack of density in this part of the woods, anyone on the upper part of the topography behind the school will easily see people walking the trail. <b>CPTED is an acronym for "Crime Prevention Through Environmental Design". It is not a pass-fail kind of analysis, but looks at ways to make areas safer.</b> The present design will have gradual curves in and out of the woods, <b>which eliminates "hiding spaces".</b> The location of the trail in the woods has a shallow distance from open land adjacent to school property. It will have two places to enter the 650 foot trail through the woods, which could be walked in 5 minutes. There are no dead-ends to the trail. These trail characteristics would all qualify as positive environmental design measures of the trail layout.</p>	<p>Crime prevention through environmental design (CPTED) is a multi-disciplinary approach to deterring criminal behavior through environmental design. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts. They are used for a multitude of <b>areas include parking lots, malls, and outdoor trails, to name a few. Because the trail is "depressed" is not the sole</b> issue. The proposed trail is below grade, surrounded by heavy brush, has no safety mechanisms for users, and does not have easy access for police, fire, or EMS. Having this study performed would be a prudent measure to help ensure public safety and should not be dismissed by City officials.</p>

**Additional Points made by the HOA and Pubic in which City Officials continue to ignore/dismiss**

HOA Issues Raised	City Response	HOA COMMENT BACK
<p>Neighbors of Wetland Park have issues with trespassers and vandals coming into the neighborhood through Wetland Park. Concerns are this may increase.</p>	<p>The public will police the trail and "rules" will be posted.</p>	<p>Those desiring to perform criminal acts will not likely obey posted "rules" and the public should not be asked to deter criminal activity. Ensuring a reasonably safe environment is the responsibility of the City. This may include erecting fences, providing additional police monitoring, etc....</p>
<p>Unlawful activities by juveniles (i.e. drinking, bon fires, etc...) take place in Wetland Park right now. The concern is this will increase.</p>	<p>Posted "rules" will close the park during overnight hours.</p>	<p>Again, posting "rules" is not a reasonable response. The risk is already present and again no thought has been given by City officials for risk mitigation.</p>
<p>The question was raised concerning how much in taxpayer money will be used to construct the trail and maintain it.</p>	<p>Volunteers will be used exclusively.</p>	<p>Volunteer organizations are a good source for aiding in the construction, restoration and maintenance of various projects. However, it is unlikely taxpayer money will not be spent given this trail is expected to be in place forever. The Ark Valley News reports it will use taxpayer money.</p>
<p>Has the City evaluated the risks to the adjacent elementary school?</p>	<p>Originally, City officials stated "no". Since then, they met with the school, at the HOA's recommendation, and discussed the trail with Principal Bastian. City officials now say West Elementary is in full support of the trail.</p>	<p>The HOA obtained a copy of Principal Bastian's letter, and his final comment states "The proposed trail could provide a great opportunity for our students if it is well planned, maintained, and did not infringe upon any interest of our neighbors". Principal Bastian makes excellent points. However, the City has not addressed his points, given the previous comments made above. Very little thought and research has gone into the trail's planning, maintenance issues have not been adequately addressed, and neighbors have voiced concerns that have been dismissed or ignored.</p>



April 10, 2013

The Honorable Mike McNown, Mayor of Valley Center  
and Members of the Valley Center City Council  
Valley Center City Hall  
121 South Meridian  
Valley Center, KS 67147

Subject: Concern Summary for the April 16, 2013, City Council Meeting Packet

Dear Mayor McNown and Members of the City Council:

The proposed Wetland Park trail, outlined in the Pedestrian and Bicycle Master Plan, was voted down in the March 26, 2013, Planning Commission meeting by an overwhelming majority. It is our understanding that even though it was voted down, the City Council has decided to place the item back on the Council meeting agenda for April 16, 2013.

The Valley Creek Estates Homeowners Association Board of Directors met with City of Valley Center Officials a number of times beginning in January. Concerns have been expressed formally through letters dated February 13, 2013, and February 27, 2013, and those letters are attached. These concerns include the proposed trail's ecological impact, increased criminal activity potential, and privacy concerns for adjacent residents. Independent third parties have been contacted and used to formulate an opinion and those contacts were provided to City officials for follow-up. Attached is the formal opinion letter received from Dr. Charles Barden of Kansas State University, and a letter from West Elementary Principal Pete Bastian. A "point-counter point" document is attached, and a petition of almost one hundred signatures opposing the trail is also included.

We hope to have at least one representative speak at the April 16<sup>th</sup> City Council meeting to communicate concerns and respond to council member questions. If you or other City officials wish to discuss the topic prior to the meeting, please feel free to contact Randall Wood or Justin Schielke using contact information below.

Very truly yours,

VALLEY CREEK ESTATES HOMEOWNER'S ASSOCIATION

Valley Creek Estates HOA Board Members

Randall Wood, President

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**Cory L. Gibson, Ed. S.***Superintendent of Valley Center Schools – USD# 262*

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April 10, 2013

**To:** Mr. Joel Pile, City Administrator  
Mr. Warren Utecht, Community Development Director  
Members of the Valley Center City Council

**Subject:** Proposed Wetland Park Trail

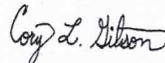
Greetings Members of the Valley Center City Leadership Team,

This letter is written from only my perspective, and should not be assumed to be the individual expressed opinions of Board of Education members or the USD 262 Board of Education.

As you probably assume, I've been approached by several citizens in our community regarding the district's stance on the proposed Wetland Park Trail. Some have urged the district to take a stance supporting the trail, while others have suggested that we publically state we are against the proposal. In an effort to be transparent, I am also a resident of Valley Creek Estates; however, as a public citizen I have remained neutral on this topic due to my roles and responsibilities in this community.

I believe that trails can provide great recreational and learning opportunities for our community, particularly for those students enrolled at West Elementary. We are a district that believes in real life authentic learning experiences, and outdoor labs and trails can provide such opportunities. I do, however, feel that it is critical that the City include neighbors in the planning process, and address such things as safety, security, and privacy. Including all parties may help in creating a proposal that is both beneficial for the community as well as address the concerns that have been cited by those that own property adjacent to the proposed trail.

Respectfully Submitted,



Cory L. Gibson



### OUR MISSION:

To Challenge All Students to Reach Their Maximum Potential in Knowledge, Skills, and Learning

**NEW BUSINESS****D. CONSIDERATION OF REVISED FEE SCHEDULE FOR ANIMALS:**

- Attached is an updated fee schedule for animals.
- Many of the fees for Permits / Licenses have not been updated since the early 1980's.
- The updated fees are based upon the actual administrative cost to issue and monitor animal activity.

Should Council choose to proceed,

**RECOMMENDED ACTION:**

Staff recommends motion to approve updated Fee Schedule for Animals in the City of Valley Center.

## Comparison of Animal Fees

March 19, 2013

Category	Existing Fees	New Fees
Annual Dog License Fee	\$20.00	\$25.00
Dog License Fee discount if neutered	-\$5.00	-\$5.00
Dog License Fee discount for fence enclosure	-\$5.00	-\$5.00
Dog License Fee discount for microchip (NEW)		-\$5.00
Tri-Annual Dog License (NEW)		
Fine for not having vaccination against rabies	\$100.00 and not exceeding \$500	\$100.00 and not exceeding \$500
Adoption Fee		\$85
Livestock License (previously called a permit)	\$25.00	\$125
Livestock License Renewal		\$100
Livestock (horses/cows) Impound Fee (NEW)		\$200 plus boarding fees
Fowl License (inspection required)	\$2.50	\$25.00
Impoundment fee (first time)	\$25.00 and > \$200	\$25.00 and > \$200
Impoundment fee (second time)	\$50.00 and > \$300	\$50.00 and > \$300
Impoundment fee (third or more time)	\$75.00 and > \$300	\$75.00 and > \$300
Service Fee for impoundment	\$15.00	\$15.00
Veterinarian impoundment Fee (per day)	\$16.00	\$16.00
Hobby Kennel License Fee	\$100.00	\$100.00
Commercial Kennel License Fee	\$300.00	\$300.00
Fine for Failure to comply with Animal Regulations	Not to exceed \$100 or imprisoned 30 days or both	Not to exceed \$100 or imprisoned 30 days or both
Conviction of a first offense (Class C)		<\$500
Habitual Violator Fine (Class B)		<\$1,000

The goal of fees is to recover the cost of staff time based on a request from city residents who want special privileges. By not recouping cost of staff time to process dog related licenses and responding to stray dog calls, all tax payers would have to pay for animal management services.

The goal of fines is to discourage repetitive violations of animal laws.

## **CONSENT AGENDA**

**A. REVENUE and EXPENSE FINANCIAL SUMMARIES for MARCH 2013:**

**B. BAD DEBT / DELINQUENT ACCOUNTS for MARCH 2013 REPORT:**

**C. CHECK RECONCILIATION REPORT for MARCH 2013:**

### **RECOMMENDED ACTION:**

Staff recommends motion to approve the Consent Agenda as presented.

## **CONSENT AGENDA**

### **A. REVENUE and EXPENSE FINANCIAL SUMMARIES for MARCH 2013:**

- *GENERAL FUND*
- *EMPLOYEE BENEFITS FUND*
- *LIBRARY*
- *SPECIAL HIGHWAY*
- *EMERGENCY EQUIPMENT RESERVE*
- *BOND AND INTEREST*
- *WATER OPERATING*
- *STORMWATER UTILITY FUND*
- *SOLID WASTE UTILITY*
- *SEWER OPERATING*

4-04-2013 12:00 PM

CITY OF VALLEY CENTER  
 REVENUE & EXPENSE REPORT (UNAUDITED)  
 AS OF: MARCH 31ST, 2013

PAGE: 1

010-GENERAL FUND  
 FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	PRIOR YEAR PO ADJUST.	Y-T-D ACTUAL	Y-T-D ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUE SUMMARY</u>							
TAXES	1,084,290.00	35,676.00	0.00	457,746.85	0.00	626,543.15	42.22
INTERGOVERNMENTAL	465,000.00	42,508.03	0.00	87,207.24	0.00	377,792.76	18.75
LICENSES & PERMITS	537,400.00	30,196.34	0.00	124,275.62	0.00	413,124.38	23.13
CHARGES FOR SERVICES	6,600.00	1,225.00	0.00	5,670.00	0.00	930.00	85.91
FINES & FORFEITURES	87,600.00	7,144.17	0.00	25,843.85	0.00	61,756.15	29.50
USE OF MONEY & PROPERTY	7,200.00	1,318.11	0.00	3,013.11	0.00	4,186.89	41.85
OTHER REVENUES	75,200.00	50.00	0.00	297.03	0.00	74,902.97	0.39
MISCELLANEOUS	139,000.00	436.96	0.00	1,420.49	0.00	137,579.51	1.02
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL REVENUES</b>	<b>2,402,290.00</b>	<b>118,554.61</b>	<b>0.00</b>	<b>705,474.19</b>	<b>0.00</b>	<b>1,696,815.81</b>	<b>29.37</b>
<u>EXPENDITURE SUMMARY</u>							
<u>ADMINISTRATION</u>							
PERSONNEL SERV. & BENEF.	271,630.00	22,384.19	0.00	67,268.10	0.00	204,361.90	24.76
CONTRACTUAL SERVICES	151,200.00	11,357.05	0.00	26,958.18	6.00	124,235.82	17.83
COMMODITIES	10,000.00	340.17	0.00	1,027.68	0.00	8,972.32	10.28
CAPITAL OUTLAY	12,500.00	0.00	0.00	0.00	0.00	12,500.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER COSTS/MISC.	98,000.00	15,646.82	0.00	19,607.26	0.00	78,392.74	20.01
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OFFSET	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL ADMINISTRATION</b>	<b>543,330.00</b>	<b>49,728.23</b>	<b>0.00</b>	<b>114,861.22</b>	<b>6.00</b>	<b>428,462.78</b>	<b>21.14</b>
<u>LEGAL &amp; MUNICIPAL COURT</u>							
PERSONNEL SERV. & BENEF.	84,150.00	5,637.67	0.00	16,851.58	0.00	67,298.42	20.03
CONTRACTUAL SERVICES	26,000.00	3,877.64	0.00	7,022.27	5.43	18,972.30	27.03
COMMODITIES	730.00	38.34	0.00	238.92	0.00	491.08	32.73
CAPITAL OUTLAY	1,000.00	0.00	0.00	0.00	0.00	1,000.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER COSTS/MISC.	20,000.00	1,074.26	0.00	1,891.45	0.00	18,108.55	9.46
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OFFSET	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL LEGAL &amp; MUNICIPAL COURT</b>	<b>131,880.00</b>	<b>10,627.91</b>	<b>0.00</b>	<b>26,004.22</b>	<b>5.43</b>	<b>105,870.35</b>	<b>19.72</b>



4-04-2013 12:00 PM

CITY OF VALLEY CENTER  
 REVENUE & EXPENSE REPORT (UNAUDITED)  
 AS OF: MARCH 31ST, 2013

PAGE: 3

010-GENERAL FUND  
 FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	PRIOR YEAR PO ADJUST.	Y-T-D ACTUAL	Y-T-D ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
OFFSET	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL EMERGENCY COMMUNICATIONS	0.00	218.07	0.00	6,881.76	21.22 (	6,902.98)	0.00
<u>STREET</u>							
PERSONNEL SERV. & BENEF.	0.00	0.00	0.00	86.12	0.00 (	86.12)	0.00
CONTRACTUAL SERVICES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
COMMODITIES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER COSTS/MISC.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL STREET	0.00	0.00	0.00	86.12	0.00 (	86.12)	0.00
<u>SWIMMING POOL</u>							
CONTRACTUAL SERVICES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
COMMODITIES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	5,604.79 (	5,604.79)	0.00
OTHER COSTS/MISC.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL SWIMMING POOL	0.00	0.00	0.00	0.00	5,604.79 (	5,604.79)	0.00
<u>PARKS AND PUBLIC GROUNDS</u>							
PERSONNEL SERV. & BENEF.	167,300.00	12,815.71	0.00	36,502.39	0.00	130,797.61	21.82
CONTRACTUAL SERVICES	117,000.00	3,144.83	0.00	18,370.76	0.00	98,629.24	15.70
COMMODITIES	36,600.00	3,525.95	0.00	4,878.63	1,063.88	30,657.49	16.24
CAPITAL OUTLAY	39,500.00	0.00	0.00	1,600.00	0.00	37,900.00	4.05
OTHER COSTS/MISC.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DEBT SERVICE	13,300.00	0.00	0.00	0.00	0.00	13,300.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OFFSET	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL PARKS AND PUBLIC GROUNDS	373,700.00	19,486.49	0.00	61,351.78	1,063.88	311,284.34	16.70
<u>ENVIRONMENTAL SERVICES</u>							
PERSONNEL SERV. & BENEF.	41,900.00	3,169.17	0.00	9,281.68	0.00	32,618.32	22.15
CONTRACTUAL SERVICES	12,600.00	384.79	0.00	3,889.49	412.61	8,297.90	34.14
COMMODITIES	3,200.00	499.84	0.00	862.47	0.00	2,337.53	26.95
CAPITAL OUTLAY	1,100.00	0.00	0.00	1,050.25	0.00	49.75	95.48
OTHER COSTS/MISC.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OFFSET	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL ENVIRONMENTAL SERVICES	58,800.00	4,053.80	0.00	15,083.89	412.61	43,303.50	26.35

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010-GENERAL FUND  
 FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	PRIOR YEAR PO ADJUST.	Y-T-D ACTUAL	Y-T-D ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>PUBLIC BUILDING</u>							
CONTRACTUAL SERVICES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
COMMODITIES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER COSTS/MISC.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL PUBLIC BUILDING	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<u>PUBLIC WKS STORAGE BLDG</u>							
PERSONNEL SERV. & BENEF.	0.00	0.00	0.00	86.12	0.00 (	86.12)	0.00
CONTRACTUAL SERVICES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
COMMODITIES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER COSTS/MISC.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL PUBLIC WKS STORAGE BLDG	0.00	0.00	0.00	86.12	0.00 (	86.12)	0.00
TOTAL EXPENDITURES	2,194,160.00	161,939.95	0.00	474,354.39	7,313.63	1,712,491.98	21.95
** REVENUE OVER(UNDER) EXPENDITURES **	208,130.00 (	43,385.34)	0.00	231,119.80 (	7,313.63)(	15,676.17)	107.53
OTHER FINANCING (USES)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET OTHER SOURCES/(USES)	0.00		0.00	0.00	0.00	0.00	0.00
REVENUE & OTHER SOURCES OVER/ (UNDER) EXPENDITURES & OTHER (USES)	208,130.00 (	43,385.34)	0.00	231,119.80 (	7,313.63)(	15,676.17)	107.53

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110-EMPLOYEE BENEFITS  
 FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	PRIOR YEAR PO ADJUST.	Y-T-D ACTUAL	Y-T-D ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUE SUMMARY</u>							
TAXES	731,320.00	26,243.42	0.00	347,124.83	0.00	384,195.17	47.47
USE OF MONEY & PROPERTY	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER REVENUES	3,500.00	0.00	0.00	0.00	0.00	3,500.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL REVENUES</b>	<b>734,820.00</b>	<b>26,243.42</b>	<b>0.00</b>	<b>347,124.83</b>	<b>0.00</b>	<b>387,695.17</b>	<b>47.24</b>
<u>EXPENDITURE SUMMARY</u>							
<u>NON-DEPARTMENTAL</u>							
PERSONNEL SERV. & BENEF.	678,000.00	41,796.89	0.00	159,442.25	0.00	518,557.75	23.52
CONTRACTUAL SERVICES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
COMMODITIES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER COSTS/MISC.	8,000.00	0.00	0.00	0.00	0.00	8,000.00	0.00
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL NON-DEPARTMENTAL</b>	<b>686,000.00</b>	<b>41,796.89</b>	<b>0.00</b>	<b>159,442.25</b>	<b>0.00</b>	<b>526,557.75</b>	<b>23.24</b>
<u>ADMINISTRATION</u>							
PERSONNEL SERV. & BENEF.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CONTRACTUAL SERVICES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
COMMODITIES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER COSTS/MISC.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OFFSET	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL ADMINISTRATION</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>TOTAL EXPENDITURES</b>	<b>686,000.00</b>	<b>41,796.89</b>	<b>0.00</b>	<b>159,442.25</b>	<b>0.00</b>	<b>526,557.75</b>	<b>23.24</b>
<b>** REVENUE OVER(UNDER) EXPENDITURES **</b>	<b>48,820.00</b>	<b>( 15,553.47)</b>	<b>0.00</b>	<b>187,682.58</b>	<b>0.00</b>	<b>( 138,862.58)</b>	<b>384.44</b>
OTHER FINANCING (USES)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET OTHER SOURCES/(USES)	0.00		0.00	0.00	0.00	0.00	0.00
<b>REVENUE &amp; OTHER SOURCES OVER/ (UNDER) EXPENDITURES &amp; OTHER (USES)</b>	<b>48,820.00</b>	<b>( 15,553.47)</b>	<b>0.00</b>	<b>187,682.58</b>	<b>0.00</b>	<b>( 138,862.58)</b>	<b>384.44</b>

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140-LIBRARY  
 FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	PRIOR YEAR PO ADJUST.	Y-T-D ACTUAL	Y-T-D ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUE SUMMARY</u>							
TAXES	222,162.00	8,809.85	0.00	113,865.40	0.00	108,296.60	51.25
USE OF MONEY & PROPERTY	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL REVENUES</b>	<b>222,162.00</b>	<b>8,809.85</b>	<b>0.00</b>	<b>113,865.40</b>	<b>0.00</b>	<b>108,296.60</b>	<b>51.25</b>
<u>EXPENDITURE SUMMARY</u>							
<u>NON-DEPARTMENTAL</u>							
OTHER COSTS/MISC.	231,700.00	0.00	0.00	111,553.86	0.00	120,146.14	48.15
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL NON-DEPARTMENTAL</b>	<b>231,700.00</b>	<b>0.00</b>	<b>0.00</b>	<b>111,553.86</b>	<b>0.00</b>	<b>120,146.14</b>	<b>48.15</b>
<u>ADMINISTRATION</u>							
PERSONNEL SERV. & BENEF.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CONTRACTUAL SERVICES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
COMMODITIES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER COSTS/MISC.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OFFSET	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL ADMINISTRATION</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>TOTAL EXPENDITURES</b>	<b>231,700.00</b>	<b>0.00</b>	<b>0.00</b>	<b>111,553.86</b>	<b>0.00</b>	<b>120,146.14</b>	<b>48.15</b>
** REVENUE OVER(UNDER) EXPENDITURES *(	9,538.00)	8,809.85	0.00	2,311.54	0.00	( 11,849.54)	24.24-
OTHER FINANCING (USES)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET OTHER SOURCES/(USES)	0.00		0.00	0.00	0.00	0.00	0.00

REVENUE & OTHER SOURCES OVER/  
 (UNDER) EXPENDITURES & OTHER (USES) ( 9,538.00) 8,809.85 0.00 2,311.54 0.00 ( 11,849.54) 24.24-

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150-SPECIAL HIGHWAY  
 FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	PRIOR YEAR PO ADJUST.	Y-T-D ACTUAL	Y-T-D ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUE SUMMARY</u>							
TAXES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
INTERGOVERNMENTAL	714,600.00	61,342.95	0.00	148,853.83	0.00	565,746.17	20.83
USE OF MONEY & PROPERTY	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER REVENUES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	61,000.00	413.00	0.00	413.00	0.00	60,587.00	0.68
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL REVENUES</b>	<b>775,600.00</b>	<b>61,755.95</b>	<b>0.00</b>	<b>149,266.83</b>	<b>0.00</b>	<b>626,333.17</b>	<b>19.25</b>
<u>EXPENDITURE SUMMARY</u>							
<u>NON-DEPARTMENTAL</u>							
PERSONNEL SERV. & BENEF.	232,000.00	17,357.87	0.00	53,405.94	0.00	178,594.06	23.02
CONTRACTUAL SERVICES	46,600.00	4,021.58	0.00	18,350.08	2,468.78	25,781.14	44.68
COMMODITIES	86,300.00	2,466.79	0.00	4,837.73	4,705.40	76,756.87	11.06
CAPITAL OUTLAY	398,500.00	0.00	0.00	0.00	2,149.09	396,350.91	0.54
	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER COSTS/MISC.	66,000.00	0.00	0.00	0.00	0.00	66,000.00	0.00
DEBT SERVICE	10,000.00	0.00	0.00	0.00	0.00	10,000.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OFFSET	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL NON-DEPARTMENTAL</b>	<b>839,400.00</b>	<b>23,846.24</b>	<b>0.00</b>	<b>76,593.75</b>	<b>9,323.27</b>	<b>753,482.98</b>	<b>10.24</b>
<b>TOTAL EXPENDITURES</b>	<b>839,400.00</b>	<b>23,846.24</b>	<b>0.00</b>	<b>76,593.75</b>	<b>9,323.27</b>	<b>753,482.98</b>	<b>10.24</b>
** REVENUE OVER(UNDER) EXPENDITURES *(	63,800.00)	37,909.71	0.00	72,673.08 (	9,323.27) (	127,149.81)	99.29-
OTHER FINANCING (USES)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET OTHER SOURCES/(USES)	0.00		0.00	0.00	0.00	0.00	0.00
<b>REVENUE &amp; OTHER SOURCES OVER/ (UNDER) EXPENDITURES &amp; OTHER (USES) (</b>	<b>63,800.00)</b>	<b>37,909.71</b>	<b>0.00</b>	<b>72,673.08 (</b>	<b>9,323.27) (</b>	<b>127,149.81)</b>	<b>99.29-</b>

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160-EMERGENCY EQUIPMENT  
 FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	PRIOR YEAR PO ADJUST.	Y-T-D ACTUAL	Y-T-D ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUE SUMMARY</u>							
TAXES	48,950.00	1,944.22	0.00	25,279.92	0.00	23,670.08	51.64
OTHER REVENUES	0.00	0.00	0.00	500.00	0.00	( 500.00)	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL REVENUES</b>	<b>48,950.00</b>	<b>1,944.22</b>	<b>0.00</b>	<b>25,779.92</b>	<b>0.00</b>	<b>23,170.08</b>	<b>52.67</b>
<u>EXPENDITURE SUMMARY</u>							
<u>NON-DEPARTMENTAL</u>							
CAPITAL OUTLAY	47,700.00	21,760.50	0.00	21,760.50	268.03	25,671.47	46.18
	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER COSTS/MISC.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL NON-DEPARTMENTAL</b>	<b>47,700.00</b>	<b>21,760.50</b>	<b>0.00</b>	<b>21,760.50</b>	<b>268.03</b>	<b>25,671.47</b>	<b>46.18</b>
<u>ADMINISTRATION</u>							
PERSONNEL SERV. & BENEF.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CONTRACTUAL SERVICES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
COMMODITIES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER COSTS/MISC.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OFFSET	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL ADMINISTRATION</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>TOTAL EXPENDITURES</b>	<b>47,700.00</b>	<b>21,760.50</b>	<b>0.00</b>	<b>21,760.50</b>	<b>268.03</b>	<b>25,671.47</b>	<b>46.18</b>
<b>** REVENUE OVER(UNDER) EXPENDITURES **</b>	<b>1,250.00</b>	<b>( 19,816.28)</b>	<b>0.00</b>	<b>4,019.42</b>	<b>( 268.03)</b>	<b>( 2,501.39)</b>	<b>300.11</b>
OTHER FINANCING (USES)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET OTHER SOURCES/(USES)	0.00		0.00	0.00	0.00	0.00	0.00
<b>REVENUE &amp; OTHER SOURCES OVER/ (UNDER) EXPENDITURES &amp; OTHER (USES)</b>	<b>1,250.00</b>	<b>( 19,816.28)</b>	<b>0.00</b>	<b>4,019.42</b>	<b>( 268.03)</b>	<b>( 2,501.39)</b>	<b>300.11</b>



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CITY OF VALLEY CENTER  
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410-BOND & INTEREST  
 FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	PRIOR YEAR PO ADJUST.	Y-T-D ACTUAL	Y-T-D ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
REVENUE & OTHER SOURCES OVER/ (UNDER) EXPENDITURES & OTHER (USES)	15,395.00	44,066.96	0.00	850,909.05	0.00 (	835,514.05)	5,527.18

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CITY OF VALLEY CENTER  
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610-WATER OPERATING  
 FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	PRIOR YEAR PO ADJUST.	Y-T-D ACTUAL	Y-T-D ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUE SUMMARY</u>							
TAXES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CHARGES FOR SERVICES	1,316,000.00	106,758.53	0.00	329,052.69	0.00	986,947.31	25.00
USE OF MONEY & PROPERTY	1,000.00	0.00	0.00	0.00	0.00	1,000.00	0.00
OTHER REVENUES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	173.48	0.00	173.48	0.00	173.48	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL REVENUES</b>	<b>1,317,000.00</b>	<b>106,932.01</b>	<b>0.00</b>	<b>329,226.17</b>	<b>0.00</b>	<b>987,773.83</b>	<b>25.00</b>
<u>EXPENDITURE SUMMARY</u>							
<u>NON-DEPARTMENTAL</u>							
PERSONNEL SERV. & BENEF.	321,700.00	26,550.30	0.00	84,999.76	0.00	236,700.24	26.42
CONTRACTUAL SERVICES	607,100.00	31,710.47	0.00	86,448.99	493.64	520,157.37	14.32
COMMODITIES	41,500.00	6,538.12	0.00	9,275.61	857.82	31,366.57	24.42
CAPITAL OUTLAY	57,000.00	999.37	0.00	18,564.14	0.00	38,435.86	32.57
	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER COSTS/MISC.	289,500.00	0.00	0.00	0.00	0.00	289,500.00	0.00
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OFFSET	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL NON-DEPARTMENTAL</b>	<b>1,316,800.00</b>	<b>65,798.26</b>	<b>0.00</b>	<b>199,288.50</b>	<b>1,351.46</b>	<b>1,116,160.04</b>	<b>15.24</b>
<u>ADMINISTRATION</u>							
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER COSTS/MISC.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL ADMINISTRATION</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>TOTAL EXPENDITURES</b>	<b>1,316,800.00</b>	<b>65,798.26</b>	<b>0.00</b>	<b>199,288.50</b>	<b>1,351.46</b>	<b>1,116,160.04</b>	<b>15.24</b>
<b>** REVENUE OVER(UNDER) EXPENDITURES **</b>	<b>200.00</b>	<b>41,133.75</b>	<b>0.00</b>	<b>129,937.67</b>	<b>( 1,351.46)</b>	<b>( 128,386.21)</b>	<b>4,293.11</b>
OTHER FINANCING (USES)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET OTHER SOURCES/(USES)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>REVENUE &amp; OTHER SOURCES OVER/ (UNDER) EXPENDITURES &amp; OTHER (USES)</b>	<b>200.00</b>	<b>41,133.75</b>	<b>0.00</b>	<b>129,937.67</b>	<b>( 1,351.46)</b>	<b>( 128,386.21)</b>	<b>4,293.11</b>

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CITY OF VALLEY CENTER  
 REVENUE & EXPENSE REPORT (UNAUDITED)  
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612-STORMWATER UTILITY FUND  
 FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	PRIOR YEAR PO ADJUST.	Y-T-D ACTUAL	Y-T-D ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUE SUMMARY</u>							
USE OF MONEY & PROPERTY	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER REVENUES	82,000.00	9,828.00	0.00	30,147.00	0.00	51,853.00	36.76
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL REVENUES</b>	<b>82,000.00</b>	<b>9,828.00</b>	<b>0.00</b>	<b>30,147.00</b>	<b>0.00</b>	<b>51,853.00</b>	<b>36.76</b>
<u>EXPENDITURE SUMMARY</u>							
<u>NON-DEPARTMENTAL</u>							
PERSONNEL SERV. & BENEF.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CONTRACTUAL SERVICES	23,150.00	238.07	0.00	1,673.67	0.00	21,476.33	7.23
COMMODITIES	200.00	0.00	0.00	0.00	0.00	200.00	0.00
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER COSTS/MISC.	52,000.00	0.00	0.00	0.00	0.00	52,000.00	0.00
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OFFSET	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL NON-DEPARTMENTAL</b>	<b>75,350.00</b>	<b>238.07</b>	<b>0.00</b>	<b>1,673.67</b>	<b>0.00</b>	<b>73,676.33</b>	<b>2.22</b>
<u>ADMINISTRATION</u>							
PERSONNEL SERV. & BENEF.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CONTRACTUAL SERVICES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
COMMODITIES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER COSTS/MISC.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OFFSET	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL ADMINISTRATION</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>TOTAL EXPENDITURES</b>	<b>75,350.00</b>	<b>238.07</b>	<b>0.00</b>	<b>1,673.67</b>	<b>0.00</b>	<b>73,676.33</b>	<b>2.22</b>
<b>** REVENUE OVER(UNDER) EXPENDITURES **</b>	<b>6,650.00</b>	<b>9,589.93</b>	<b>0.00</b>	<b>28,473.33</b>	<b>0.00</b>	<b>( 21,823.33)</b>	<b>428.17</b>
OTHER FINANCING (USES)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET OTHER SOURCES/(USES)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>REVENUE &amp; OTHER SOURCES OVER/ (UNDER) EXPENDITURES &amp; OTHER (USES)</b>	<b>6,650.00</b>	<b>9,589.93</b>	<b>0.00</b>	<b>28,473.33</b>	<b>0.00</b>	<b>( 21,823.33)</b>	<b>428.17</b>

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CITY OF VALLEY CENTER  
 REVENUE & EXPENSE REPORT (UNAUDITED)  
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613-SOLID WASTE UTILITY  
 FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	PRIOR YEAR PO ADJUST.	Y-T-D ACTUAL	Y-T-D ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUE SUMMARY</u>							
CHARGES FOR SERVICES	332,200.00	32,244.26	0.00	96,484.63	0.00	235,715.37	29.04
OTHER REVENUES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	60.00	0.00	183.00	0.00	183.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL REVENUES</b>	<b>332,200.00</b>	<b>32,304.26</b>	<b>0.00</b>	<b>96,667.63</b>	<b>0.00</b>	<b>235,532.37</b>	<b>29.10</b>
<u>EXPENDITURE SUMMARY</u>							
<u>NON-DEPARTMENTAL</u>							
PERSONNEL SERV. & BENEF.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CONTRACTUAL SERVICES	323,500.00	28,691.69	0.00	85,956.09	0.00	237,543.91	26.57
COMMODITIES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CAPITAL OUTLAY	9,000.00	0.00	0.00	0.00	0.00	9,000.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER COSTS/MISC.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL NON-DEPARTMENTAL</b>	<b>332,500.00</b>	<b>28,691.69</b>	<b>0.00</b>	<b>85,956.09</b>	<b>0.00</b>	<b>246,543.91</b>	<b>25.85</b>
<u>ADMINISTRATION</u>							
PERSONNEL SERV. & BENEF.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CONTRACTUAL SERVICES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
COMMODITIES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER COSTS/MISC.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OFFSET	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL ADMINISTRATION</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>TOTAL EXPENDITURES</b>	<b>332,500.00</b>	<b>28,691.69</b>	<b>0.00</b>	<b>85,956.09</b>	<b>0.00</b>	<b>246,543.91</b>	<b>25.85</b>
** REVENUE OVER(UNDER) EXPENDITURES *(	300.00)	3,612.57	0.00	10,711.54	0.00	( 11,011.54)	3,570.51-
OTHER FINANCING (USES)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET OTHER SOURCES/(USES)	0.00		0.00	0.00	0.00	0.00	0.00

REVENUE & OTHER SOURCES OVER/  
 (UNDER) EXPENDITURES & OTHER (USES) ( 300.00) 3,612.57 0.00 10,711.54 0.00 ( 11,011.54) 3,570.51-

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CITY OF VALLEY CENTER  
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620-SEWER OPERATING  
 FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	PRIOR YEAR PO ADJUST.	Y-T-D ACTUAL	Y-T-D ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
<u>REVENUE SUMMARY</u>							
TAXES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CHARGES FOR SERVICES	990,000.00	81,241.06	0.00	246,009.22	0.00	743,990.78	24.85
USE OF MONEY & PROPERTY	200.00	0.00	0.00	0.00	0.00	200.00	0.00
OTHER REVENUES	2,800.00	200.00	0.00	400.00	0.00	2,400.00	14.29
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL REVENUES</b>	<b>993,000.00</b>	<b>81,441.06</b>	<b>0.00</b>	<b>246,409.22</b>	<b>0.00</b>	<b>746,590.78</b>	<b>24.81</b>
<u>EXPENDITURE SUMMARY</u>							
<u>NON-DEPARTMENTAL</u>							
PERSONNEL SERV. & BENEF.	232,800.00	14,784.49	0.00	43,542.78	0.00	189,257.22	18.70
CONTRACTUAL SERVICES	326,700.00	19,283.64	0.00	36,431.62	2,135.85	288,132.53	11.81
COMMODITIES	28,700.00	1,891.25	0.00	3,032.07	507.14	25,160.79	12.33
CAPITAL OUTLAY	26,500.00	0.00	0.00	0.00	3,686.80	22,813.20	13.91
	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER COSTS/MISC.	421,900.00	0.00	0.00	0.00	0.00	421,900.00	0.00
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OFFSET	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL NON-DEPARTMENTAL</b>	<b>1,036,600.00</b>	<b>35,959.38</b>	<b>0.00</b>	<b>83,006.47</b>	<b>6,329.79</b>	<b>947,263.74</b>	<b>8.62</b>
<u>ADMINISTRATION</u>							
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER COSTS/MISC.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BAD DEBT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTAL ADMINISTRATION</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>TOTAL EXPENDITURES</b>	<b>1,036,600.00</b>	<b>35,959.38</b>	<b>0.00</b>	<b>83,006.47</b>	<b>6,329.79</b>	<b>947,263.74</b>	<b>8.62</b>
<b>** REVENUE OVER(UNDER) EXPENDITURES *(</b>	<b>43,600.00)</b>	<b>45,481.68</b>	<b>0.00</b>	<b>163,402.75 (</b>	<b>6,329.79) (</b>	<b>200,672.96)</b>	<b>360.26-</b>
OTHER FINANCING (USES)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET OTHER SOURCES/(USES)	0.00	0.00	0.00	0.00	0.00	0.00	0.00

REVENUE & OTHER SOURCES OVER/  
 (UNDER) EXPENDITURES & OTHER (USES) ( 43,600.00) 45,481.68 0.00 163,402.75 ( 6,329.79) ( 200,672.96) 360.26-

## **CONSENT AGENDA**

### **B. BAD DEBT / DELINQUENT ACCOUNTS REPORT:**

- MARCH 2013 REPORT

ZONE: ALL

CONTRACTS: NO

STAT: All

START DATES: 3/01/2013 THRU 3/31/2013

LAST BILL DATES: 0/00/0000 THRU 99/99/9999

FINAL DATES: 0/00/0000 THRU 99/99/9999

ACCOUNT NO#	NAME	LAST PAY	ST	--CURRENT--	+1 MONTHS	+2 MONTHS	+3 MONTHS	+4 MONTHS	--BALANCE--
01-0023-91	BISHOP, KATHRYN	0/00/0000	A	16.88					16.88
01-0071-02	WEISHAAR, DANIEL	3/01/2013	A	58.30					58.30

=====  
 \*\*\*\* BOOK # :0001      TOTAL ACCOUNTS:      2            75.18            0.00            0.00            0.00            0.00            75.18  
 =====

03-0020-03	WITT, TRAVIS	3/05/2013	A	44.03					44.03
03-0060-10	QUENZER, DAYTON C	3/06/2013	A	39.50					39.50
03-0103-04	DECKER, DANIELLE N	3/05/2013	A	57.63					57.63

=====  
 \*\*\*\* BOOK # :0003      TOTAL ACCOUNTS:      3            141.16            0.00            0.00            0.00            0.00            141.16  
 =====

05-0012-91	BRESSLER, BRENT	3/18/2013	D	16.88					16.88
05-0112-07	FREEMAN, JOYCE	3/08/2013	A	16.88					16.88

=====  
 \*\*\*\* BOOK # :0005      TOTAL ACCOUNTS:      2            33.76            0.00            0.00            0.00            0.00            33.76  
 =====

=====  
 \*\*\*\* BOOK # :0006      TOTAL ACCOUNTS:      0            0.00            0.00            0.00            0.00            0.00            0.00  
 =====

07-0143-08	MOYER, VANESSA	2/28/2013	A	44.03					44.03
07-0279-90	AYLESWORTH, ALLAN	3/06/2013	A	41.77					41.77

=====  
 \*\*\*\* BOOK # :0007      TOTAL ACCOUNTS:      2            85.80            0.00            0.00            0.00            0.00            85.80  
 =====

=====  
 \*\*\*\* BOOK # :0009      TOTAL ACCOUNTS:      0            0.00            0.00            0.00            0.00            0.00            0.00  
 =====

10-0195-03	TALBOT, ANDREW	3/27/2013	A	13.88CR					13.88CR
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=====  
 \*\*\*\* BOOK # :0010      TOTAL ACCOUNTS:      1            13.88CR            0.00            0.00            0.00            0.00            13.88CR  
 =====

=====  
 \*\*\*\* BOOK # :0012      TOTAL ACCOUNTS:      0            0.00            0.00            0.00            0.00            0.00            0.00  
 =====

ZONE: ALL

CONTRACTS: NO

STAT: All

START DATES: 3/01/2013 THRU 3/31/2013

LAST BILL DATES: 0/00/0000 THRU 99/99/9999

FINAL DATES: 0/00/0000 THRU 99/99/9999

ACCOUNT NO#	NAME	LAST PAY	ST	--CURRENT--	+1 MONTHS	+2 MONTHS	+3 MONTHS	+4 MONTHS	--BALANCE--
14-0036-02	MCPEAK, CRAIG	3/06/2013	A	16.88					16.88
=====									
**** BOOK # :0014	TOTAL ACCOUNTS:	1		16.88	0.00	0.00	0.00	0.00	16.88
=====									
**** BOOK # :0017	TOTAL ACCOUNTS:	0		0.00	0.00	0.00	0.00	0.00	0.00
=====									
18-0126-01	DALTON, JESSICA	2/27/2013	A	50.83					50.83
=====									
**** BOOK # :0018	TOTAL ACCOUNTS:	1		50.83	0.00	0.00	0.00	0.00	50.83
=====									
80-0264-01	SAMSEL, CAROL	0/00/0000	A	13.88					13.88
80-0452-03	LANGEROT, NATHAN	3/21/2013	A	16.88					16.88
=====									
**** BOOK # :0080	TOTAL ACCOUNTS:	2		30.76	0.00	0.00	0.00	0.00	30.76
=====									
**REPORT TOTALS**	TOTAL ACCOUNTS:	14		420.49	0.00	0.00	0.00	0.00	420.49
=====									

===== R E P O R T T O T A L S =====

REVENUE CODE:	--CURRENT--	+1 MONTHS	+2 MONTHS	+3 MONTHS	+4 MONTHS	--BALANCE--
100-WATER	76.43	0.00	0.00	0.00	0.00	76.43
200-SEWER	141.40	0.00	0.00	0.00	0.00	141.40
300-PROT	0.10	0.00	0.00	0.00	0.00	0.10
600-STORMWATER UTILITY FEE	36.00	0.00	0.00	0.00	0.00	36.00
610-SOLID WASTE	180.44	124.92	0.00	0.00	0.00	305.36
996-Unapplied Credits	138.80CR	0.00	0.00	0.00	0.00	138.80CR
<b>TOTALS</b>	<b>295.57</b>	<b>124.92</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>420.49</b>

TOTAL REVENUE CODES: 420.49  
 TOTAL ACCOUNT BALANCE 420.49  
 DIFFERENCE: 0.00

ERRORS: 000

SELECTION CRITERIA

-----  
REPORT OPTIONS

ZONE: \* - All  
ACCOUNT STATUS: ALL  
CUSTOMER CLASS: ALL  
COMMENT CODES: All

-----  
BALANCE SELECTION

SELECTION: ALL  
RANGE: 9999999.99CR THRU 9999999.99  
AGES TO TEST: ALL  
INCLUDE ZERO BALANCES: Do Not Include

-----  
DATE SELECTION

CUSTOMER DATES: YES  
START DATE: 3/01/2013 THRU 3/31/2013  
LAST BILL DATE: 0/00/0000 THRU 99/99/9999  
FINAL DATE: 0/00/0000 THRU 99/99/9999

-----  
TRANSACTION DETAIL

PRINT TRANSACTION DETAIL: NO  
OLDEST TRANSACTION DATE: 99/99/9999

-----  
PRINT OPTION

TOTALS ONLY: NO  
CONTRACTS: NO  
PRINT SEQUENCE: ACCOUNT NUMBER  
COMMENT CODES: None  
\*\*\* END OF REPORT \*\*\*

## **CONSENT AGENDA**

### **C. CHECK RECONCILIATION REGISTER REPORTS:**

- MARCH 2013

COMPANY: 999 - POOLED CASH FUND  
ACCOUNT: 1000-001.000 POOLED CASH  
TYPE: CHECK  
STATUS: ALL  
FOLIO: ALL

CHECK DATE: 3/01/2013 THRU 3/31/2013  
CLEAR DATE: 0/00/0000 THRU 99/99/9999  
STATEMENT: 0/00/0000 THRU 99/99/9999  
VOIDED DATE: 0/00/0000 THRU 99/99/9999  
AMOUNT: 0.00 THRU 999,999,999.99  
CHECK NUMBER: 000000 THRU 999999

ACCOUNT	--DATE--	--TYPE--	NUMBER	-----DESCRIPTION-----	-----AMOUNT---	STATUS	FOLIO	CLEAR DATE
CHECK:								
1000-001.000	3/01/2013	CHECK	043546	AMERICAN EXTERIORS L	108.50CR	OUTSTND	A	0/00/0000
1000-001.000	3/01/2013	CHECK	043547	TYLER TECHNOLOGIES INC	3,039.84CR	OUTSTND	A	0/00/0000
1000-001.000	3/01/2013	CHECK	043548	HAMPEL OIL DISTRIBUTIONS, INC.	10,266.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/01/2013	CHECK	043549	BEALL, MITCHELL AND SULLIVAN,	1,000.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/01/2013	CHECK	043550	P E C	16,171.10CR	OUTSTND	A	0/00/0000
1000-001.000	3/01/2013	CHECK	043551	CITY OF WICHITA	23,778.59CR	OUTSTND	A	0/00/0000
1000-001.000	3/01/2013	CHECK	043552	APPLIED CONCEPTS, INC	2,012.50CR	OUTSTND	A	0/00/0000
1000-001.000	3/01/2013	CHECK	043553	VALLEY CENTER HIGH SCHOOL	50.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/01/2013	CHECK	043554	NANCY NEWTON	150.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/01/2013	CHECK	043555	CATHERINE A. SEXTON	1,125.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/06/2013	CHECK	043556	THE SOUTHERN KS NORTHERN OK PE	30.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/08/2013	CHECK	043557	JASON EASLEY	54.28CR	OUTSTND	A	0/00/0000
1000-001.000	3/08/2013	CHECK	043558	JOEL D PILE	198.32CR	OUTSTND	A	0/00/0000
1000-001.000	3/08/2013	CHECK	043559	LLOYD C. NEWMAN	975.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/08/2013	CHECK	043560	CITY OF WICHITA	5,040.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/08/2013	CHECK	043561	KHP PARTNERS PROGRAM	946.26CR	OUTSTND	A	0/00/0000
1000-001.000	3/08/2013	CHECK	043562	LKM - LEAGUE OF KANSAS MUNICIP	30.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/08/2013	CHECK	043563	SEDGWICK COUNTY	1,074.26CR	OUTSTND	A	0/00/0000
1000-001.000	3/08/2013	CHECK	043564	WASTE MANAGEMENT OF WICHITA	28,453.62CR	OUTSTND	A	0/00/0000
1000-001.000	3/08/2013	CHECK	043565	THE SALINA SUPPLY COMPANY	4,058.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/08/2013	CHECK	043566	GALLAGHER BENEFIT SERVICES, IN	175.50CR	OUTSTND	A	0/00/0000
1000-001.000	3/08/2013	CHECK	043567	LAURIE B WILLIAMS	227.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/08/2013	CHECK	043568	SECURITY BENEFIT	63.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/08/2013	CHECK	043569	VANTAGEPOINT TRANS AGENTS	65.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/08/2013	CHECK	043570	U S DEPT OF EDUCATION	175.37CR	OUTSTND	A	0/00/0000
1000-001.000	3/08/2013	CHECK	043571	FAMILY SUPPORT PAYMENT CENTER	67.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/08/2013	CHECK	043572	GLIDEWELL, GARY A	4,775.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/15/2013	CHECK	043573	AT&T	915.77CR	OUTSTND	A	0/00/0000
1000-001.000	3/15/2013	CHECK	043574	VERIZON WIRELESS SERVICES, LLC	560.14CR	OUTSTND	A	0/00/0000
1000-001.000	3/15/2013	CHECK	043575	KANSAS OFFICE OF THE TREASURER	1,786.83CR	OUTSTND	A	0/00/0000
1000-001.000	3/15/2013	CHECK	043576	MAYER SPECIALTY SERVICES	700.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/15/2013	CHECK	043577	THE ARK VALLEY NEWS	233.60CR	OUTSTND	A	0/00/0000
1000-001.000	3/15/2013	CHECK	043578	INTERLINGUAL SERVICE	45.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/15/2013	CHECK	043579	KANSAS ONE-CALL SYSTEM, INC	58.80CR	OUTSTND	A	0/00/0000
1000-001.000	3/15/2013	CHECK	043580	P S I	1,552.50CR	OUTSTND	A	0/00/0000
1000-001.000	3/15/2013	CHECK	043581	KDHE	40.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/15/2013	CHECK	043582	M & M REPAIR	60.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/15/2013	CHECK	043583	LEEKERS FAMILY FOODS	48.03CR	OUTSTND	A	0/00/0000
1000-001.000	3/15/2013	CHECK	043584	KANSAS ROPE COMPANY	74.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/15/2013	CHECK	043585	SOUTH CENTRAL KANSAS COURT SER	600.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/15/2013	CHECK	043586	MIDWEST SINGLE SOURCE	270.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/15/2013	CHECK	043587	WATCH GUARD	4,638.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/15/2013	CHECK	043588	FAITH MAUGHN	150.00CR	OUTSTND	A	0/00/0000
1000-001.000	3/15/2013	CHECK	043589	KDHE-BUREAU OF WATER	104,323.57CR	OUTSTND	A	0/00/0000

COMPANY: 999 - POOLED CASH FUND
ACCOUNT: 1000-001.000 POOLED CASH
TYPE: CHECK
STATUS: ALL
FOLIO: ALL

CHECK DATE: 3/01/2013 THRU 3/31/2013
CLEAR DATE: 0/00/0000 THRU 99/99/9999
STATEMENT: 0/00/0000 THRU 99/99/9999
VOIDED DATE: 0/00/0000 THRU 99/99/9999
AMOUNT: 0.00 THRU 999,999,999.99
CHECK NUMBER: 000000 THRU 999999

Table with columns: ACCOUNT, --DATE--, --TYPE--, NUMBER, -----DESCRIPTION-----, ----AMOUNT---, STATUS, FOLIO, CLEAR DATE. Includes a list of checks and summary rows for 'TOTALS FOR ACCOUNT 1000-001' and 'TOTALS FOR POOLED CASH FUND'.

COMPANY: 999 - POOLED CASH FUND  
 ACCOUNT: 1000-001.000 POOLED CASH  
 TYPE: BANK-DRAFT  
 STATUS: ALL  
 FOLIO: ALL

CHECK DATE: 3/01/2013 THRU 3/31/2013  
 CLEAR DATE: 0/00/0000 THRU 99/99/9999  
 STATEMENT: 0/00/0000 THRU 99/99/9999  
 VOIDED DATE: 0/00/0000 THRU 99/99/9999  
 AMOUNT: 0.00 THRU 999,999,999.99  
 CHECK NUMBER: 000000 THRU 999999

ACCOUNT	--DATE--	--TYPE--	NUMBER	-----DESCRIPTION-----	----AMOUNT---	STATUS	FOLIO	CLEAR DATE
<b>BANK DRAFT:</b>								
1000-001.000	3/08/2013	BANK-DRAFT	090513	ING LIFE INSURANCE & ANNUITY C	1,251.55CR	OUTSTND	A	0/00/0000
1000-001.000	3/08/2013	BANK-DRAFT	090514	INTRUST BANK, N.A.	16,899.70CR	OUTSTND	A	0/00/0000
1000-001.000	3/08/2013	BANK-DRAFT	090515	KANSAS DEPT OF REVENUE	2,384.52CR	OUTSTND	A	0/00/0000
1000-001.000	3/08/2013	BANK-DRAFT	090516	KANSAS PAYMENT CENTER	1,087.81CR	OUTSTND	A	0/00/0000
1000-001.000	3/08/2013	BANK-DRAFT	090517	KPERS	8,989.73CR	OUTSTND	A	0/00/0000
1000-001.000	3/08/2013	BANK-DRAFT	090518	KPERS	478.49CR	OUTSTND	A	0/00/0000
1000-001.000	3/16/2013	BANK-DRAFT	090519	COX COMMUNICATIONS KANSAS LLC	34.81CR	OUTSTND	A	0/00/0000
1000-001.000	3/16/2013	BANK-DRAFT	090520	COX COMMUNICATIONS KANSAS LLC	79.95CR	OUTSTND	A	0/00/0000
1000-001.000	3/16/2013	BANK-DRAFT	090521	COX COMMUNICATIONS KANSAS LLC	59.95CR	OUTSTND	A	0/00/0000
1000-001.000	3/16/2013	BANK-DRAFT	090540	COX COMMUNICATIONS KANSAS LLC	79.95CR	OUTSTND	A	0/00/0000
1000-001.000	3/16/2013	BANK-DRAFT	090541	COX COMMUNICATIONS KANSAS LLC	129.95CR	OUTSTND	A	0/00/0000
1000-001.000	3/22/2013	BANK-DRAFT	090543	ING LIFE INSURANCE & ANNUITY C	1,250.35CR	OUTSTND	A	0/00/0000
1000-001.000	3/22/2013	BANK-DRAFT	090544	INTRUST BANK, N.A.	16,274.68CR	OUTSTND	A	0/00/0000
1000-001.000	3/22/2013	BANK-DRAFT	090545	KANSAS DEPT OF REVENUE	2,284.16CR	OUTSTND	A	0/00/0000
1000-001.000	3/22/2013	BANK-DRAFT	090546	KANSAS PAYMENT CENTER	1,087.81CR	OUTSTND	A	0/00/0000
1000-001.000	3/22/2013	BANK-DRAFT	090547	KPERS	8,626.71CR	OUTSTND	A	0/00/0000
1000-001.000	3/22/2013	BANK-DRAFT	090548	WESTAR ENERGY, INC.	15,707.23CR	OUTSTND	A	0/00/0000
1000-001.000	3/25/2013	BANK-DRAFT	090539	KANSAS DEPT OF REVENUE	472.72CR	OUTSTND	A	0/00/0000
1000-001.000	3/26/2013	BANK-DRAFT	090542	KANSAS GAS SERVICE	3,418.72CR	OUTSTND	A	0/00/0000
1000-001.000	3/29/2013	BANK-DRAFT	090549	INTRUST BANK, N.A.	762.32CR	OUTSTND	A	0/00/0000
1000-001.000	3/29/2013	BANK-DRAFT	090550	KANSAS DEPT OF REVENUE	47.97CR	OUTSTND	A	0/00/0000
<b>TOTALS FOR ACCOUNT 1000-001</b>				CHECK	TOTAL:	0.00		
				DEPOSIT	TOTAL:	0.00		
				INTEREST	TOTAL:	0.00		
				MISCELLANEOUS	TOTAL:	0.00		
				SERVICE CHARGE	TOTAL:	0.00		
				EFT	TOTAL:	0.00		
				BANK-DRAFT	TOTAL:	81,409.08CR		
<b>TOTALS FOR POOLED CASH FUND</b>				CHECK	TOTAL:	0.00		
				DEPOSIT	TOTAL:	0.00		
				INTEREST	TOTAL:	0.00		
				MISCELLANEOUS	TOTAL:	0.00		
				SERVICE CHARGE	TOTAL:	0.00		
				EFT	TOTAL:	0.00		
				BANK-DRAFT	TOTAL:	81,409.08CR		

## **STAFF REPORTS**

**A. City Clerk Polian**

**B. Chief of Police Hephner**

- Police Department March 2013 Report
- Municipal Court March 2013 Report

**C. Fire Chief Tormey**

- Fire Department March 2013 Report

**D. Community Development Director Utecht**

**E. City Superintendent Dunn**

**F. Parks & Public Buildings Superintendent Owings**

- Parks & Public Building February & March 2013 Report

**G. City Engineer Kelsey**

**H. City Attorney Arbuckle**

**I. City Administrator Pile**

Officer's Report                      April 8, 2013                      Chief Mark V. Hephner #1

Attention:        Joel Pile  
                          City Administrator  
                          Valley Center Kansas

Subject:            Valley Center Police March Monthly Report

The Police Department answered 527 calls for service during March 2013. Of those calls, 48 generated police cases. Emergency Communications/Records recorded 84 Fire Department calls for service, and 124 records dissemination requests. The following is a break down of the police department cases:

**Calls for Service:** Ten 911 hang up calls; fourteen alarm calls; eight animal calls; four assist a citizen calls; eight assist fire department calls; forty-eight assist other LEO agency; seventeen assist EMS calls; four burglary reports; thirty-three cell phone hang-up calls; three check residence/business calls; two check shots calls; fifteen check welfare calls; seven criminal damage to property cases; six disorderly conduct reports; twenty-two disturbance/DV calls; one DUI arrest; six found property cases; four fraud cases; Three larceny cases; one lost juvenile/adult call; two lost property cases; forty-one misc/calls reports; five non-injury accidents; twenty suspicious character/activities reports; two suicidal person calls; fourteen traffic related calls; and two warrants served. Officers wrote seventy citations for ninety-one violations during the month.

The chief attended the monthly Chief's Meeting on March 21. He attended one Lion's Club meeting during the month. He attended the monthly chamber meeting on March 19. He attended the department monthly IST on March 20. He attended a meeting with PEC regarding the parking lot for the PSB on March 27.

During the month, Detective Sergeant Lloyd Newman II completed the monthly fuel report. He along with Sgt Vogt supervised Municipal Court sessions during the month. He worked a power shift on the 1st. He is working on one internal investigation. He assisted the city attorney with research on city ordinances and on cases.

Sgt Vogt attended an Operation Impact Meeting on March 6. He attended the KS/MO Highway Rail Safety Conference on April 6 & 7. He assisted with court twice during the month. He supervised our two Interns during the month as well as the cadets. He worked the school zones on several occasions during the month and stopped eighteen vehicles, wrote nine citations for eleven violations.

Detective Grayson interviewed two suspects this month. He assisted detectives from EMCU, Newton, Derby and Kechi on cases. He attended several Federal Court hearings regarding the VC bank robbery. He continues to work with Communities in Schools and is on the school districts anti-bullying task force.

**Training:** The department had the monthly safety meeting in March. The chief, Sgt Newman, Officers' Gordon and Easley Intruder Drill at the Intermediate School on March 11. Officers' Crice and Schrag had firearms training with the patrol rifles on March 6. Officers' Crice and Schrag attended Pointman Leadership training in Ark City on March 7. The department had training on the new Records Management System. Officer Longhofer attended Patrol Response To PTSD on March 21.

**Community Outreach Programs:** The cadets had their monthly meeting with Officer Easley and Officer Schrag. Detective Grayson has continued to work with Communities In Schools with at risk youth. His group presented a school project for a skate park. This project received national news and they are scheduled to present again at a Wichita Area Planning Meeting.

We continue with two Interns, one from the VC High School and one from Bethany College. Detective Grayson continues to be a part of the school district's anti-bullying task force. Sgt Vogt presented an Operation Life Saver program to Hamilton Trucking. The department participated in the KDOT's Buckle Up Enforcement Week.

**Miscellaneous items:** We passed the KBI security audit in March. Clerk Tedesco and Sgt Newman did a great job in preparation for this audit. The department worked a child abuse report in cooperation with EMCU. We removed seven children from the home. The chief, Sgt Newman and Detective Grayson met with the Federal Prosecutor regarding the VC bank robbery. The sentencing for all four suspects is set for June.

Chief Mark Hephner  
Valley Center Police Chief  
April 8, 2013

## MUNICIPAL COURT MARCH 2013 REPORT

### March 13, 2013

81 TOTAL CASES

47 TOTAL PERSONS

4 CASES WITH NO STATUS CHG.  
 1 REVIEW HEARING TO NEW DATE  
 1 REVIEW HEARING  
 1 SENTENCING TO NEW DATE  
 1 PAYMENT PLAN TO NEW DATE  
 8 PAYMENT PLAN  
 7 TRIAL TO NEW DATE  
 2 TRIAL  
 14 CONTINUED TO NEW DATE  
 2 CONTINUED  
 4 WARRANT ISSUED  
 1 APPEALED  
 2 NOTICE OF SUSPENSION SENT TO NEW DATE  
 1 INITIAL APPEARANCE TO NEW DATE  
 11 FINALIZED - FOUND GUILTY  
 6 DISMISSED/PRESENTED INSURANCE  
 2 LATE NOTICE TO NEW DATE  
 11 LATE NOTICE  
 2 DISMISSED WITHOUT PREJUDICE

### March 27, 2013

84 TOTAL CASES

53 TOTAL PERSONS

8 CASES WITH NO STATUS CHG.  
 7 TRIAL TO NEW DATE  
 6 TRIAL  
 1 SENTENCING TO NEW DATE  
 7 PAYMENT PLAN  
 12 CONTINUED TO NEW DATE  
 11 CONTINUED  
 5 DISMISSED WITHOUT PREJUDICE  
 3 INITIAL APPEARANCE TO NEW DATE  
 4 DISMISSED/PRESENTED INSURANCE  
 6 FINALIZED - FOUND GUILTY  
 13 LATE NOTICE  
 1 COMMUNITY SERVICE ORDERED

TOTAL FOR REPORT March 2013							
Code	---	Payments	---	Refunds	---	Net	G/L Acct No.
FINE	68	5,808.17		0		5,808.17	0104000-435.100
WRNTFE	1	50.00		0		50.00	0104000-435.400
DLR	2	118.00		0		118.00	0102000-300.103
DLR09	2	32.00		0		32.00	0102000-300.103
JT	38	18.74		0		18.74	0102000-300.102
LETDV	2	30.08		0		30.08	0102000-300.101
CCOST4	1	40.50		0		40.50	0104000-435.200
CCOST3	6	226.13		0		226.13	0104000-435.200
CCOST6	32	1,578.70		0		1,578.70	0104000-435.200
LETDV0	37	718.13		0		718.13	0102000-300.101
REST	5	704.95		0		704.95	0102000-300.104
CCSF	1	85.80		0		85.80	0104000-435.200
OP	1	60.00		0		60.00	0102000-300.109
<b>Total:</b>	<b>196</b>	<b>9,471.20</b>		<b>0</b>		<b>9,471.20</b>	

**FIRE DEPARTMENT**  
**March 2013 Activity Report**

The Fire Department responded to 84 calls for service in March; these are broken down as follows.

<u>Calls For Service</u>	<u>City</u>	<u>Townships</u>
Outside Storage Fire (Automatic Aid Received SCFD #1)	1	0
Passenger Vehicle Fire	1	0
Grass Fire	3	3
Grass Fire (Mutual Aid Given SCFD #1)	0	1
Unauthorized Burning	0	1
Motor Vehicle Accident With no Injuries	0	1
Motor Vehicle Accident With no Injuries (Mutual Aid Given SCFD #1)	0	1
Vehicle Accident, General Cleanup	1	0
Medical Assist, Assist EMS Crew	9	0
EMS Call	11	0
Search for Lost Person, Other	1	0
Smoke Detector Activation Due to Malfunction	2	0
System Malfunction, Other	1	0
System Alarm Due to Malfunction	1	0
Steam, Other Gas Mistaken for Smoke, Other	1	0
Electrical Wiring, Equipment Problem, Other	1	0
Power Line Down	1	0
Good Intent Call, Other	0	1
Wrong Location	1	0
Dispatched and Cancelled En Route (Automatic Aid Given SCFD #1)	0	1
Dispatched and Cancelled En Route	7	6
Burn Permit	27	0

12 Firefighters Attended Severe Weather Training (March 4<sup>th</sup> 2013).

13 Firefighters Attended Training in Valley Center Training Consisted of SCBA Familiarization and a Street Familiarization Drill (March 11<sup>th</sup> 2013).

15 Firefighters Attended Training in Valley Center Training Consisted of a Tour of the AT&T Building and New Driver Training (March 25<sup>th</sup> 2013).

**CHIEF TORMEY**

# Department of Parks & Public Buildings

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As of Tuesday, April 09, 2013

## Completed Projects Task Highlights:

### **February – 2013**

Met with Warren and a USACE rep and Westar Energy Green Team to discuss wood chip trail development in Wetland Park

Cemetery – 1 stone setting

Lions Park - Design & Construct/install park sign frames

Electrical work and repairs: PSB-repair wall pack light, install elect outlet in chiefs office, repair parking lot pole light. Library - repair parking lot light. Gun Range - repair GFCI outlet. PWB – install light in shop. Old shop – repair wall pack light. MLP waterfall vault – replace disconnect box. Water Tower – repair flood lights.

Update Inventory

PSB – install 2 key pad entry systems and 1 intercom speaker system

Meetings -Review Pedestrian/Bike master plan/open house

MLP – caulk waterfall vault

Picked up donated chain link fence materials

Attended Pedestrian/Bike Facilities Master Plan meeting to discuss draft review

PSB - Checked drain line for clog

PWB – overhead door repair -west door

Gun Range – supplied 2x4 for range backstop

Parks - (park rounds) routine maintenance checks

LIB – install gutter covers and repair sagging gutters

All Buildings – fire extinguishers -annual maintenance check & service

CH, CB, PSB – check/test all fire sprinkler systems, alarm bells & back flow equipment

Snow Storm Preparedness – prep equipment

Snow Removal - clean walks & building parking lots

Service & clean up snow removal equipment

Attended monthly safety committee meeting

Interview for seasonal park & building employees

**March – 2013**

The City of Valley Center has been recognized as a Tree City USA for the 18<sup>th</sup> year –\*\* see attached letter

CH –trouble shoot security system problem

CH – repair lock at back door

CH – install door sweep on north door

CB – repair drinking fountain & urinal

Lib – fill potholes and grade parking lot

Repair/rebuild well building

PSB – Secure Net - Installed 2 keypad entries and intercom system

PSB - installed tornado shelter info signage

PSB – repaired/adjusted front doors

Hiring/Interviews for Seasonal Groundskeepers

Met with representatives from New Hope and West Elementary to discuss interest in Wetland Park Trail – both groups are supportive and interested in working to assist with project

Parks - (park rounds) routine maintenance checks

Attended monthly safety committee meeting

Life Point Church Youth Group - Spring Break Clean-up project at Wetland Park - youth group assisted city in clean-up of trash and litter in park

Park & Tree Board meeting – March 28<sup>th</sup> – discussion of Wetland Park trail development status and Bike/Pedestrian Master Plan.

Owings attended monthly safety committee meeting

New phone system training and set up

Utecht and Owings attended a meeting to discuss status of McLaughlin pathway grant application TE Staff

Cemetery – 1 stone setting

**K-STATE**  
 Research and Extension  
**Kansas Forest  
 Service**

2610 Claflin Rd.  
 Manhattan, KS 66502-2798  
 (785) 532-3300  
 fax: (785) 532-3305  
 kfs@k-state.edu  
 www.kansasforests.org

February 18, 2013

**TO:** Kansas TCUSA Communities

**FROM:** Tim McDonnell,  
 Community Forestry Coordinator, Kansas Forest Service

**RE:** 2012 Kansas TCUSA Community Recognition Day

I first would like to congratulate your community for being recognized as an Arbor Day Foundation's Tree City USA Community for the year 2012. The Kansas Forest Service appreciates your participation in this program and the importance you continue to place on our Community Forestry resources. This year marks the 37th anniversary of the TCUSA program in Kansas.

Secondly, I would like to invite you to attend the upcoming Pre-Tour in Belle Plaine, KS and TCUSA Recognition Day in Derby KS on March 27- 28th. It is titled "Celebrating 40 Years of Community Forestry in Kansas" and will be held at the historic Bartlett Arboretum in Belle Plaine, KS and the Derby Community Center (Derby City Hall). On March 27th, we will meet at the Bartlett Arboretum, Belle Plaine, KS at 1 pm and will tour the arboretum till 3:30 pm. On March 28<sup>th</sup> the TCUSA Recognition Day will begin with registration and continental breakfast at 8:00 to 9:00 am. Along with the usual lunch (catered) the awards ceremony and presentations by Dr. Jason Griffin, Woody Plant Specialist with KSRE; Mark Bays, Oklahoma Forest Service; Justin Evertson, Nebraska Forest Service and more... You will find more details and the agenda in the registration brochure that is enclosed. When registering, please note whether you are attending one or both days. You will notice that this is a two day event, and a block of 20 rooms have been reserved for the night of the 27th at the Haysville Sleep Inn at 651 E. 71<sup>st</sup> St. South, Haysville, KS, for a special state rate of \$75.00 plus tax. To make reservations call 316-425-6077 and be sure to mention Tree City USA. Rooms will be held till March 18<sup>th</sup>. This is a new hotel at the intersection of 71<sup>st</sup> St. South and the Haysville KTA exit # 39 and provides a free breakfast and wifi.

Please consider joining the other 100 plus TCUSA communities in Kansas for the day. Hope to see you in Derby for the meals, sharing with peers, speaker's presentations, and TCUSA awards. **Please be sure to have your registration form in by the due date of March 18th.** If you have any questions please give Tim McDonnell a call at 316-788-0492 or [tmcdonne@ksu.edu](mailto:tmcdonne@ksu.edu). Again, I would like to say 'Thank You' for all that you do for our Community Forestry resource in Kansas.



Kansas State University, County Extension  
 Councils, Extension Districts, and U.S.  
 Department of Agriculture Cooperating.

K-State Research and Extension is an equal  
 opportunity provider and employer.

## **GOVERNING BODY REPORTS**

**A. Mayor McNown**

**B. Councilmember Leftoff**

**C. Councilmember Cicirello**

**D. Councilmember Ishman**

**E. Councilmember Dove**

**F. Councilmember Maschino**

**G. Councilmember L. Jackson**

**H. Councilmember K. Jackson**

**I. Councilmember Hobson**

**ADJOURN**