

Wichita Broadway Avenue Priority Safety Corridor

District Advisory Board VI

January 7, 2019



Purpose

- Provide additional information about parking utilization along the corridor



Agenda

1. Previous Action
2. Overview
 - * Purpose
 - * Schedule
3. Project Corridor Selection
4. Process to date
5. Next Steps
6. Parking Data



1. Previous Action



Previous DAB VI Action

- On December 3, 2018, the DAB VI endorsed moving forward with conceptual designs for Broadway Avenue:
 - Between Central Avenue and 11th Street = Concept A
 - Between Central Avenue and 3rd Street = Concept K



2. Overview



Purpose

- Recommend how to make Broadway Ave
 - safer
 - more inviting for people to travel along and across
- Build on previous community planning efforts
- Recommendations - designs
 - short-term concepts
 - long-term concepts



Note

- There is no funding for construction
- Construction would require programming funding in the City CIP, grant, or other source.



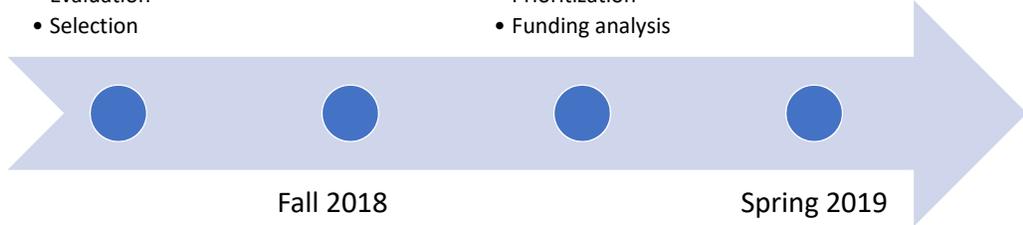
Schedule

Summer 2018

- Kickoff
- Evaluation
- Selection

Winter 2018

- Concept review
- Prioritization
- Funding analysis



Fall 2018

- Concept refinement
- Preferred concept identification

Spring 2019

- Concept drawings
- Phasing
- Costs

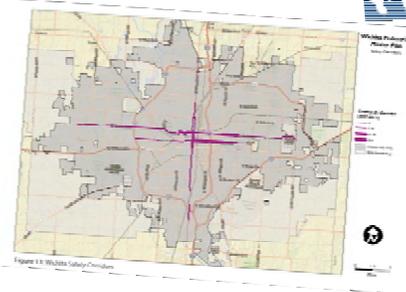
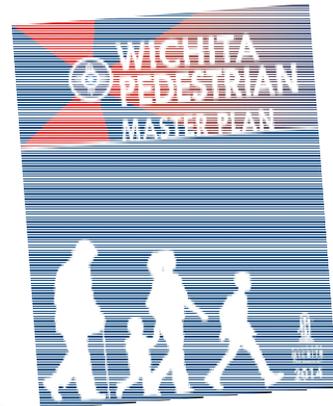


3. Project Corridor Selection



Corridor Selection

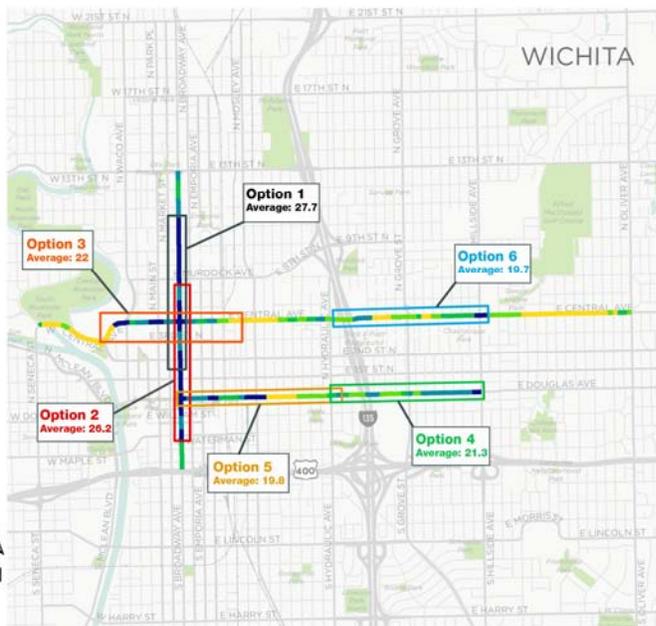
- Priority Safety Corridors
 - Broadway
 - Douglas
 - Central



CORRIDOR PRIORITIZATION WICHITA PRIORITY CORRIDORS

Total Score
14 - 17
18 - 19
20 - 21
22 - 25
26 - 33

Parks
Water Body
City Limits



4. Process To Date



Pop-Up and Community Walk





Business Today

Business aircraft sales tie closely to economy

Inflation starts to pinch consumers

CEO: 'We're still not consistently getting the (737) fuselages out'

Open House AUGUST 2



Wichita Priority Corridor Project Pop-Up Workshop and Community Walk

2019 JULY 10 5-7 PM

Wichita Priority Corridor Project Pop-Up Workshop and Community Walk

You can help make Broadway Street between 10th Street and 3rd Street safer and more inviting.

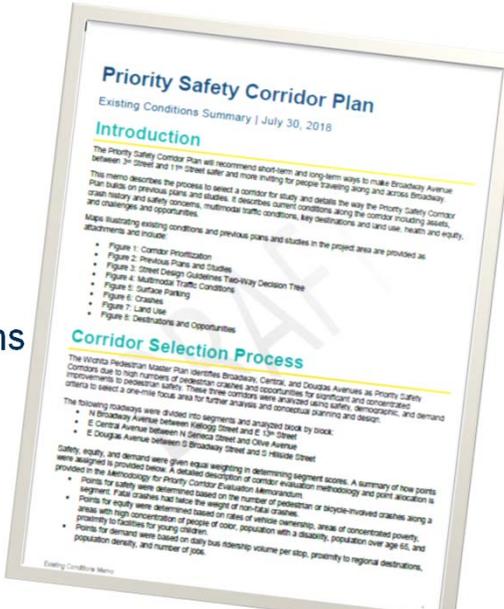
On July 10th, come share your experiences and ideas at the pop-up workshop and community walk, hosted by the City of Wichita. The workshop is a come and go event, and the walk departs at 5:30 pm.

Can't make it? Share your ideas online: bit.ly/PriorityCorridor

JULY 10 1150 N. Broadway Street 5-7 PM
Walk departs at 5:30 PM

Existing Conditions

- Previous plans
- Current configuration
- Conditions – walking
- Conditions – bicycling
- Crash history and safety concerns
- Key destinations
- Health and equity
- Challenges and opportunities



Priority Safety Corridor Plan
Existing Conditions Summary | July 30, 2018

Introduction

The Priority Safety Corridor team will recommend short-term and long-term ideas to make Broadway Avenue between 3rd Street and 11th Street safer and more inviting for people traveling along and across Broadway. This memo describes the process to select a corridor for study and details the way the Priority Safety Corridor team history and safety concerns, multimodal traffic conditions, key destinations and land use, health and equity, and challenges and opportunities.

Maps illustrating existing conditions and previous plans and studies in the project area are provided as attachments and include:

- Figure 1: Corridor Identification
- Figure 2: Previous Plans and Studies
- Figure 3: Street Design Guidelines Two-Way Decision Tree
- Figure 4: Multimodal Traffic Conditions
- Figure 5: Surface Parking
- Figure 6: Crashes
- Figure 7: Land Use
- Figure 8: Destinations and Opportunities

Corridor Selection Process

The Wichita Pedestrian Master Plan identifies Broadway, Centre, and Douglas Avenues as Priority Safety Corridors due to high numbers of pedestrian crashes and opportunities for improvement to pedestrian safety. These three corridors were analyzed using safety, demographic, and demand criteria to select a one-mile focus area for further analysis and conceptual planning and design.

The following roadways were divided into segments and analyzed block by block:

- Broadway Avenue between Kelllogg Street and E. 13th Street
- Central Avenue between N. Gemma Street and Olive Avenue
- Douglas Avenue between B Broadway Street and O Helms Street

Safety, equity, and demand were given equal weighting in determining segment scores. A summary of how points were assigned is provided below. A detailed description of corridor evaluation methodology and point allocation is provided in the Methodology for Priority Corridor Evaluation Memorandum.

- Points for safety were determined based on the number of pedestrian or bicycle-involved crashes along a segment. Fatal Crashes had twice the weight of non-fatal crashes.
- Points for equity were determined based on rates of vehicle ownership, areas of concentrated poverty, proximity to facilities for young children.
- Points for demand were based on daily bus ridership volume per stop, proximity to regional destinations, and population density, and number of jobs.

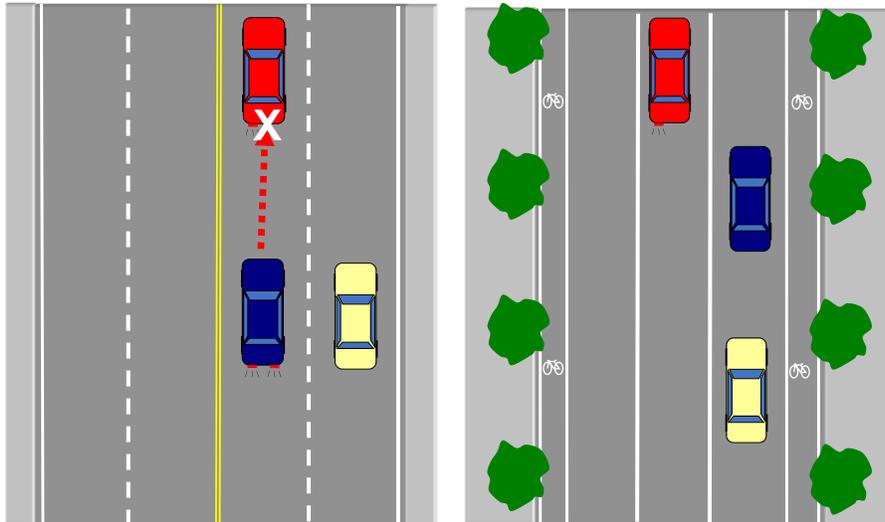
How to make room: Road Diets



Convert 4-Lane Road to 3-Lane and TWLTL
29% reduction in total crashes



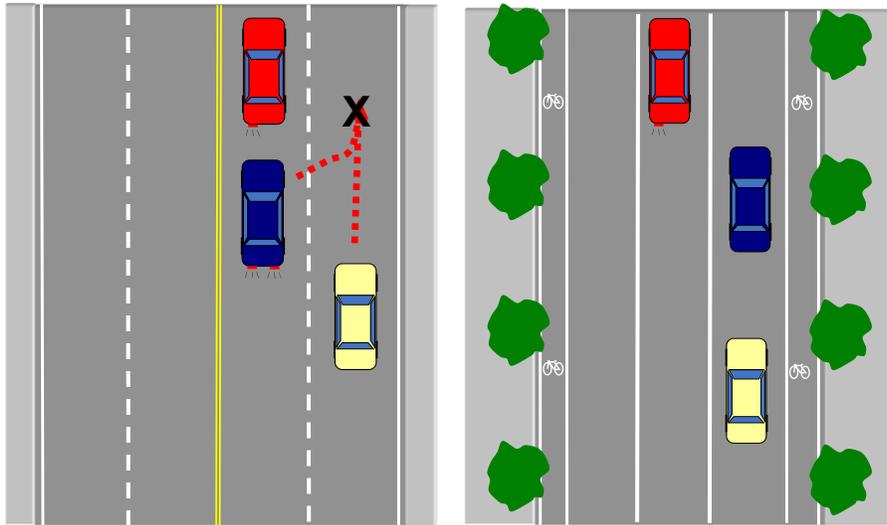
Crash Reduction



Rear end



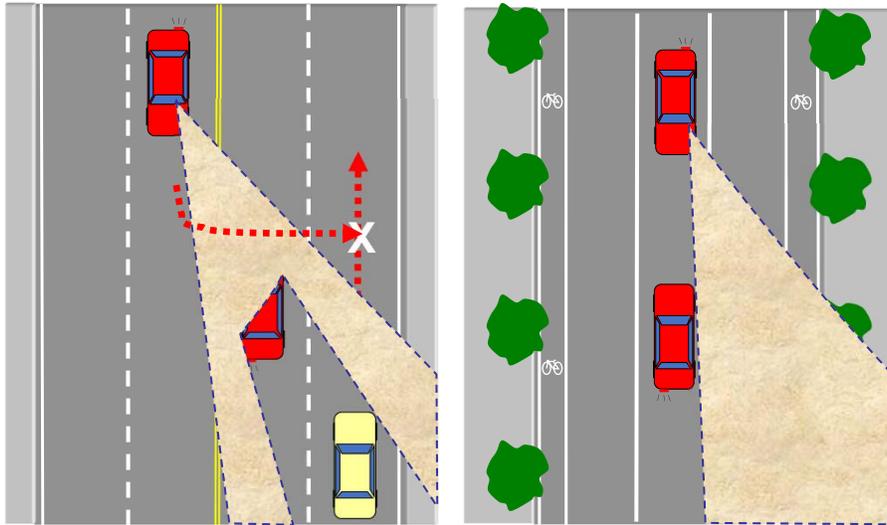
Crash Reduction



Side swipe



Crash Reduction



Left turn/broadside





Decrease in Top-End Speeders

Location	Speed	Decrease
Stone Way, Seattle, WA	10+ mph	80%
Nickerson St, Seattle, WA	10+ mph	94%
Lawyers Rd, Reston, VA	5+ mph	90%

Road Diets Save Lives



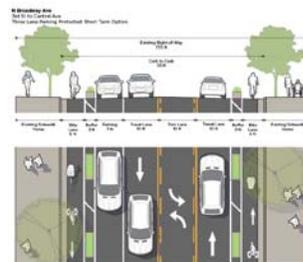
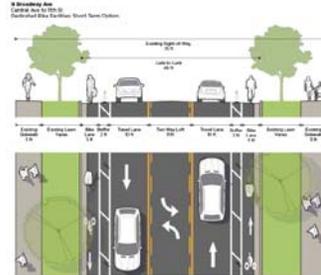
CMF:	0.71 (0.02)
Published:	2010
Locations:	CA, IA, WA
ADT Range:	3,700 – 26,400

*CMF developed for 4 to 3-lane Road Diet conversions.



Design Configuration Options

- Long-Term and Short-Term
- Broadway – 3rd St to Central Ave
 - 9 options
- Broadway – Central Ave to 11th St
 - 6 options

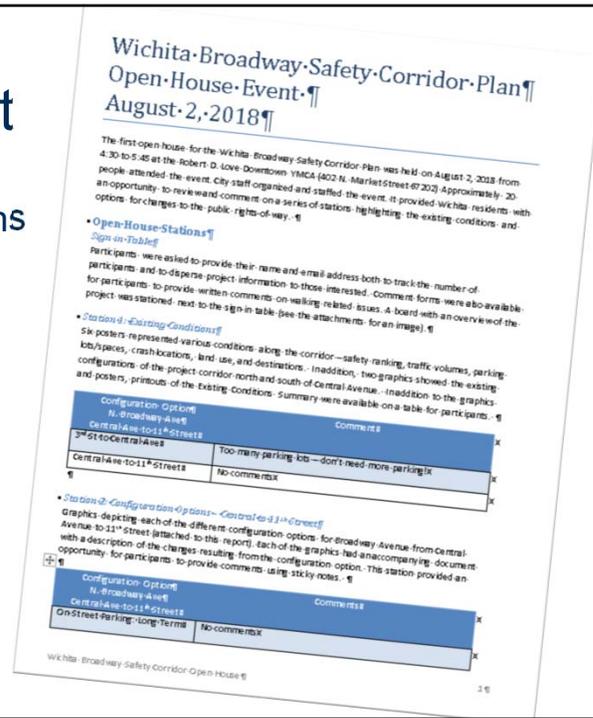


Open House Event



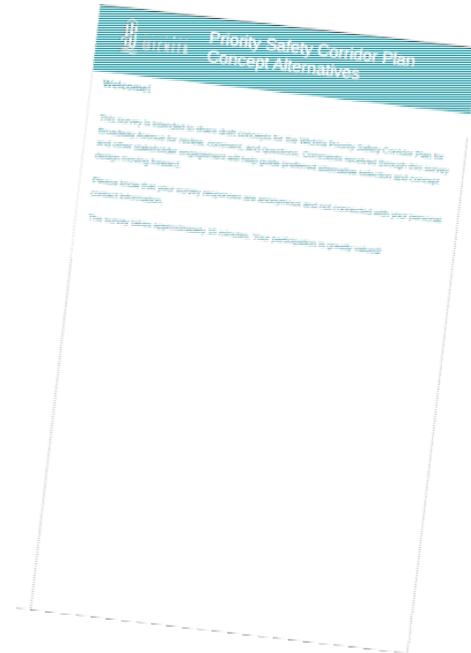
Open House Event

- Comments on design options
- Summary report online



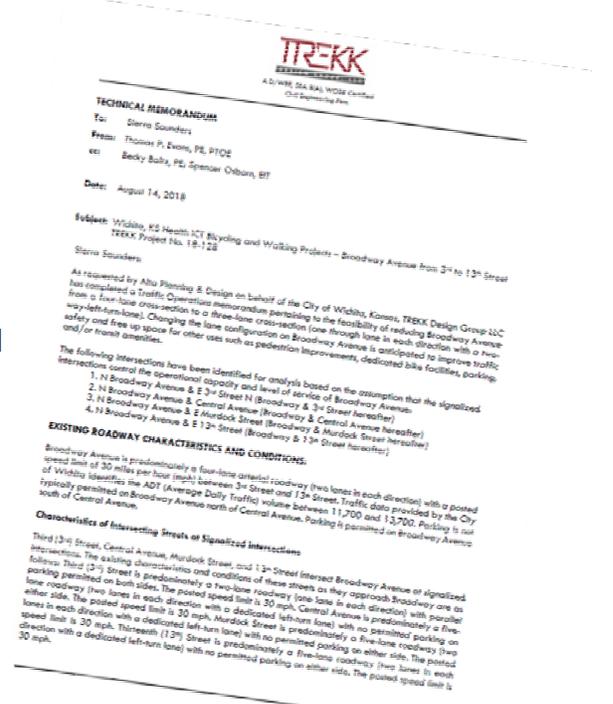
Online Survey

- 84 response
- Asked what they liked or disliked
- Response report online



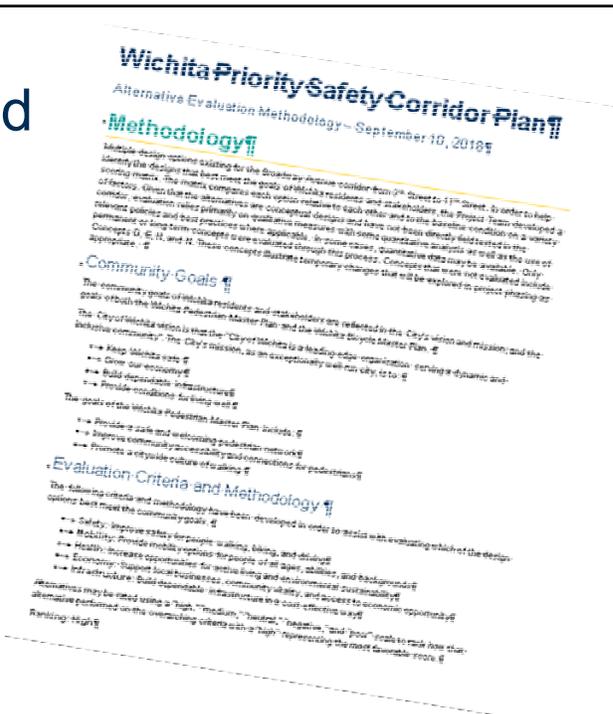
Traffic Analysis

- Three lane conversion
- Acceptable level of service both existing and proposed lane configurations



Evaluation Method

- Community goals
- Criteria
 - Safety
 - Cost
 - Maintenance and Operation
 - Phasing
 - Environmental
 - Health & Mobility
 - Economic
 - Parking
 - Traffic





	Existing Central to 14 th (C-11)	Concept A: C-11	Concept B: C-11	Concept C: C-11	Concept F: C-11	Existing 3 rd to Central (3-C)	Concept G: 3-C	Concept I: 3-C	Concept J: 3-C	Concept K: 3-C	Concept L: 3-C	Concept M: 3-C	Concept O: 3-C
Safety	--	++	+++	0	-	--	--	0	+	++	+++	+++	-
Cost	0	++	-	--	-	0	++	++	+	+	+	-	-
Maintenance & Operations	0	++	--	-	-	0	++	++	0	-	-	--	+
Phasing & Implementing	0	++	+	+	+	0	++	++	++	++	++	+	+
Environmental Impacts	0	+	-	-	-	0	+	+	+	+	+	--	-
Health & Mobility	--	+	++	+	--	--	+	+	+	++	++	++	--
Economic	-	+	+	++	+	0	+	+	+	++	+	++	0
Parking Impacts	0	0	0	++	++	0	--	0	-	-	--	-	0
Traffic Operations	--	+	++	+	0	--	--	+	++	++	++	++	0
TOTALS	(7)	11	4	3	(2)	(6)	3	10	8	10	8	3	(3)

Wichita Parking and Mobility Staff Recommendation

- Recommended that DAB VI endorse the following...
 - Between Central Avenue and 13th Street = Concept A
 - Between Central Avenue and 3rd Street = Concept I



Wichita Bicycle and Pedestrian Advisory Board

- Recommended that DAB VI endorse the following...
 - Between Central Avenue and 13th Street = Concept A
 - Between Central Avenue and 3rd Street = Concept K



DAB VI

- On December 3, 2018, the DAB VI endorsed moving forward with conceptual designs for Broadway Avenue:
 - Between Central Avenue and 11th Street = Concept A
 - Between Central Avenue and 3rd Street = Concept K



5. Next Steps



Next Steps

- Preferred Cross Sections
 - District Advisory Board VI
- Conceptual Designs
 - Open house event
 - WBPAB
 - DAB VI
 - City Council
- Other Project - Downtown Streets Conceptual Designs



6. Parking Data



Sources

- Existing Conditions Report
- Parking and Multi-Modal Plan
- Occupancy Counts



Safety Corridor Existing Conditions Report

- 2011
 - Broadway parking utilization 23%
- Approx. 2,082 surface parking spaces
- Excessive parking contributes to poor aesthetics



Parking and Multi-Modal Plan

- Focused on
Downtown and
Delano
- +/- 33,164 spaces
- Weekday
occupancy = 37%



Best Practice

- 85% Occupancy

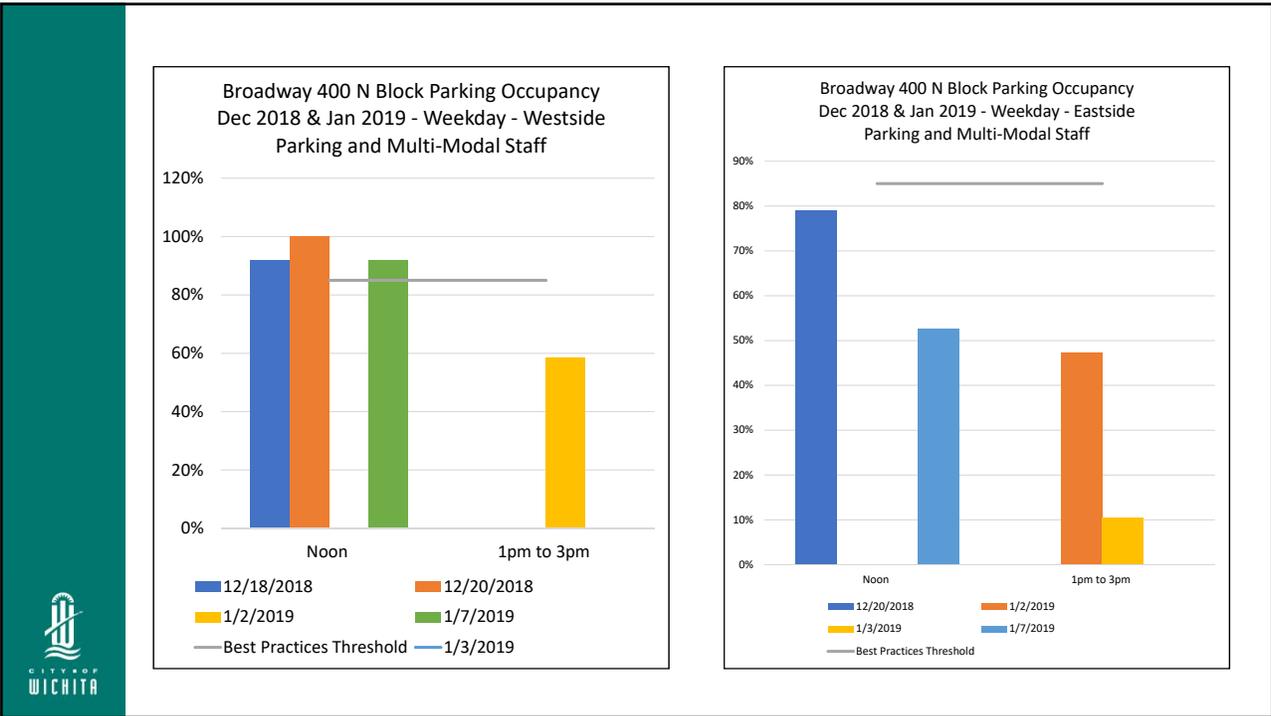
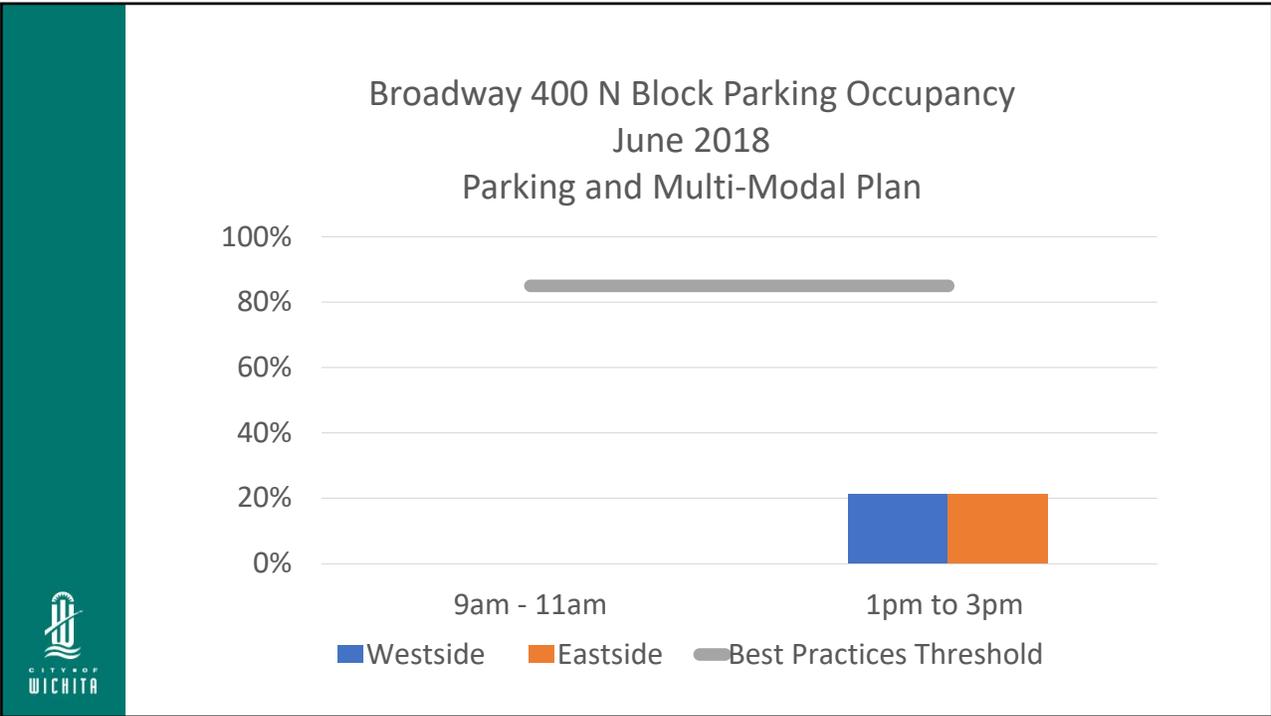


1. COLLECT AND ANALYZE PARKING OCCUPANCY DATA

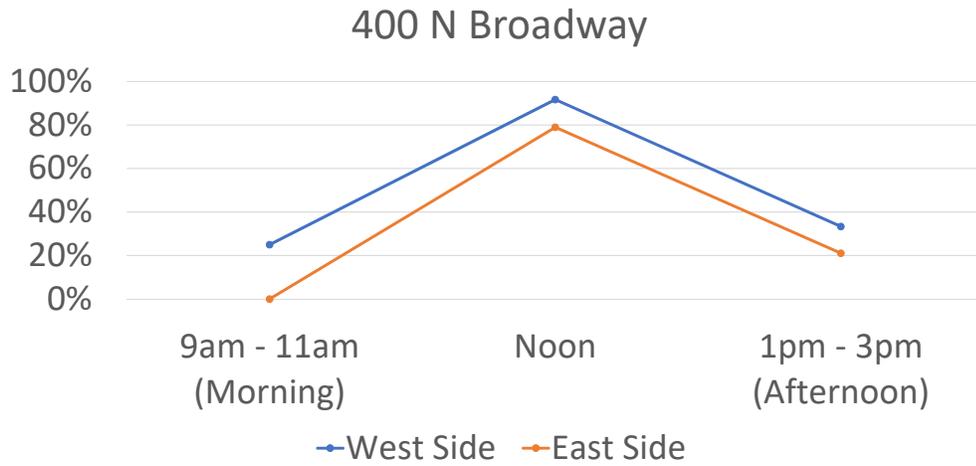


2. MONITOR CONDITIONS AND ADJUST RATES



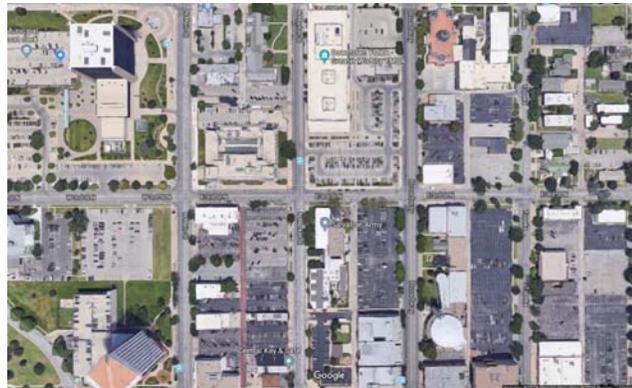


Both Sides of 400 N Broadway



Counts Notes

- Does not include
 - Special events
 - Sunday parking
- Focus
 - Broadway
 - Did not count Salvation Army or other surrounding lots/blocks

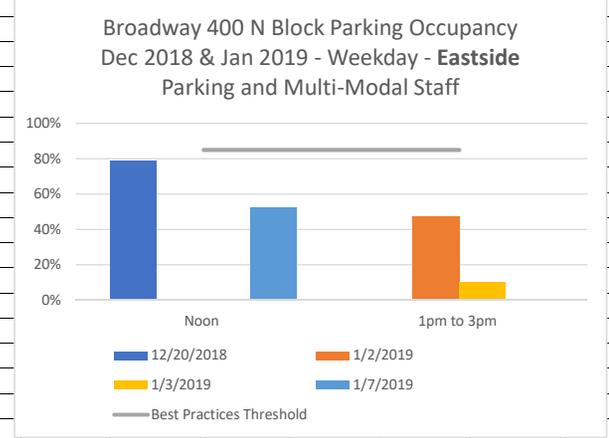
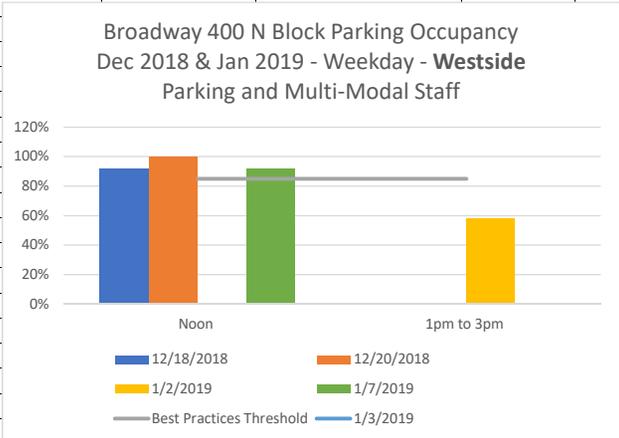
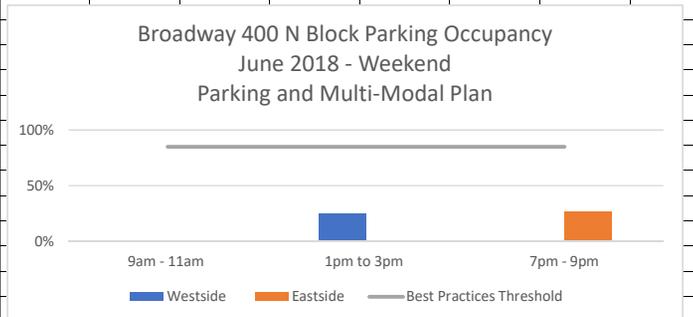
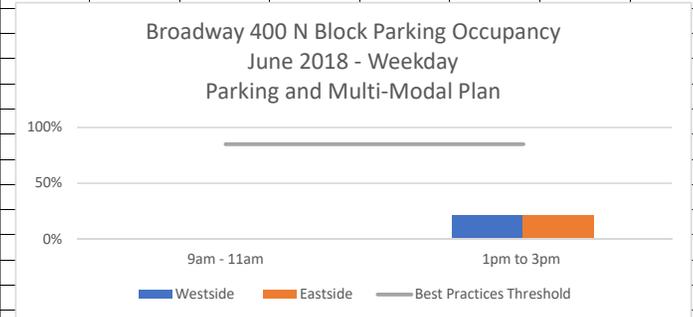


Previous DAB VI Action

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Broadway 400 Block Parking Occupancy			
	Best Practices Threshold	85%	85%
Wichita Parking and Multi-Modal Plan			
Weekday	9am - 11am	1pm to 3pm	
Westside		0%	21%
Eastside		0%	21%
Weekend	9am - 11am	1pm to 3pm	7pm - 9pm
Westside			25%
Eastside		0%	0%
			26%
Parking and Multi-Modal Staff Collection			
Eastside	Noon	1pm to 3pm	
	12/20/2018	79%	
	1/2/2019		47%
	1/3/2019		11%
	1/7/2019	53%	
Westside	Noon	1pm to 3pm	
	12/18/2018	92%	
	12/20/2018	100%	
	1/2/2019		58%
	1/3/2019		42%
	1/7/2019	92%	



weekday / weekend



ID/Block Face	Facility	Use Group	Restrictions	Inventory	6/12/2018 9am - 11am (Morning)	6/12/2018 Occupancy	12/20/2018 Noon	12/20/2018 Occupancy %	1/7/2019 Noon	1/7/2019 Occupancy %	1/2/2019 1pm - 3pm	1/2/2019 Occupancy	1/3/2019 1pm - 3pm	1/3/2019 Occupancy	6/12/2018 1pm - 3pm (Afternoon)	6/12/2018 Occupancy	7pm - 9pm (Evening)	Footnotes
N	Central		No parking	0	0	#DIV/0!	-		-	#DIV/0!	0	#DIV/0!	0		0	#DIV/0!		
S	E 3rd N	public		10	1	10%	not collected		1	10%	0	0%	1		0	0%		
E	N Topeka	public		17	12	71%	not collected		10	59%	10	59%	9		8	47%		
W	N Broadway	public	2hr 9a-4p	19	0	0%	15	79%	10	53%	9	47%	2	11%	4	21%		
a	Lot	private	Church only	18	6	33%	not collected		19	106%	9	50%	9	50%	5	28%		
b	Lot	private	Church only	101	36	36%	not collected		66	65%	68	67%	26	26%	31	31%		
c	Lot	open		42	0	0%	not collected		1	2%	0	0%	0	0%	0	0%		
d	Lot	private		53	23	43%	not collected		32	60%	19	36%	30	57%	32	60%		
			Total -->	260	78	30%			139	53%	115	44%	77	30%	80	31%		

2007 Data

Zone	Number of Spaces	Occupancy	Weekend and Evening Occupancy	Public Occupancy	Private Occupancy										On-Street Occupancy		Name	Facility Type
N	0	0													0			
S	10	0													0			
E	12	2													2			
W	15	1													1			
	149	56			56												Private	Surface
	50	20			20												Private	Surface

weekday / weekend



ID/Block Face	Facility	Use Group	Restrictions	Inventory	6/12/2018			6/12/2018			6/12/2018			Saturday Collected 06/16/2018	
					9am - 11am (Morning)	Occupancy	1pm - 3pm (Afternoon)	Occupancy %	7pm - 9pm (Evening)	Occupancy %	Footnotes	Notes/Pricing			
N	Central		No parking	0	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!					
S	E 3rd N	public		10	1	10%	0	0%	0	0%					
E	N Topeka	public		17	1	6%	0	0%	1	6%					
W	N Broadway	public	2hr 9a-4p	19	0	0%	0	0%	5	26%					
										#DIV/0!					
										#DIV/0!					
a	Lot	private	Church only	18	0	0%	2	11%	18	100%			Parishoner		
b	Lot	private	Church only	101	6	6%	1	1%	38	38%			Diocese; 18 roped off		
c	Lot	open		42	6	14%	0	0%	0	0%			Vacant (breakfast station in morning)		
d	Lot	private		53	0	0%	4	8%	12	23%					
			Total -->	260	14	5%	7	3%	74	28%					

2007 Data

Zone	Number of Spaces	Occupancy	Weekend and Evening Occupancy	Public Occupancy	Private Occupancy	On-Street Occupancy	Name	Facility Type
N	0	0				0		
S	10	0				0		
E	12	2				2		
W	15	1				1		
	149	56			56		Private	Surface
	50	20		20			Private	Surface

weekday / weekend



ID/Block Face	Facility	Use Group	Restrictions	Inventory	6/12/2018		6/12/2018		6/12/2018		Footnotes	Notes/Pricing
					9am - 11am (Morning)	Occupancy	1pm - 3pm (Afternoon)	Occpancy %	7pm - 9pm (Evening)	Occpancy %		
N	Central		No parking	0	0	#DIV/0!		0	#DIV/0!			
S	E 3rd N	public		10	1	10%		0	0%	0	0%	
E	N Topeka	public		17	1	6%		0	0%	1	6%	
W	N Broadway	public	2hr 9a-4p	19	0	0%		0	0%	5	26%	
										#DIV/0!		
										#DIV/0!		
a	Lot	private	Church only	18	0	0%		2	11%	18	100%	Parishoner
b	Lot	private	Church only	101	6	6%		1	1%	38	38%	Diocese; 18 roped off
c	Lot	open		42	6	14%		0	0%	0	0%	Vacant (breakfast station in morning)
d	Lot	private		53	0	0%		4	8%	12	23%	
			Total -->	260	14	5%		7	3%	74	28%	

Saturday
Collected 06/16/2018

2007 Data

Zone	Number of Spaces	Occupancy	Weekend and Evening Occupancy	Public Occupancy	Private Occupancy	On-Street Occupancy	Name	Facility Type
N	0	0				0		
S	10	0				0		
E	12	2				2		
W	15	1				1		
	149	56			56		Private	Surface

	50	20		20				Private		Surface
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