



Wichita Bicycle & Pedestrian Advisory Board

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February 20, 2019

Honorable Mayor Jeff Longwell
Members of the City Council and City Manager

Subject: 2019-2028 Capital Improvement Program - WBPAB Recommendations for Priority Bicycling and Pedestrian Improvements

Dear Mayor Longwell, City Council members and City Manager:

The Wichita Bicycle and Pedestrian Advisory Board (WBPAB) would like to take this opportunity to thank you for the progress that has been made in creating more opportunities for biking, walking and running in Wichita.

After reviewing our previous project recommendations and using data from a GIS Prioritization Tool, the WBPAB is recommending that the City Council program funding in the new 2019-2028 Capital Improvement Program (CIP) to undertake the following priority projects in order to achieve Wichita's community goals for improving safety, increasing transportation options, and improving conditions for living well in Wichita.

Priority Projects

Crossings/ Intersections

The WBPAB is recommending that an additional \$300,000 be added to the CIP every other year beginning in 2019 to address various safety issues at crossings and intersections. Crashes involving bicyclists and motor vehicles typically occur at intersections. Intersections can be barriers that create breaks in an otherwise connected bicycle network. Making improvements at intersections improves both safety and accessibility. In fact, making intersection improvements can be one of the single best ways to reduce bicycle/motor vehicle crashes while encouraging more bicycle trips. The board is recommending that these funds first address various safety issues at the priority locations indicated below. This funding could also be used as new safety issues occur in the biking and pedestrian network of paths and sidewalks. Top location priorities for intersection improvements to improve safety and connectivity:

- 1-135 Path at 1st and 2nd Streets
- Douglas and Volutsia intersection
- Redbud Path at Woodlawn replace current system Rapid Flash Beacon system with a High Intensity Activated (HAWK) Crosswalk signal

Multi-Modal Accommodation during Maintenance Projects

This CIP line item would provide funding to make bicycling and walking improvements during maintenance projects (i.e. adding bike lanes during a re-paving project, adding sidewalks during a repaving project, and/or adding curb extensions for transit stops during a paving project). Installing multi-modal improvements as part of other projects

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Vacant, Vice Chair
Barry Carroll, Secretary
Elizabeth Ablah
Maxine Bostic
Jane Byrnes
Russell Fox
Thomas Lasater
Christopher Parisho
Marcia Schroeder
Tyler Stutzman
George Theoharis

The Wichita Bicycle and Pedestrian Board shall advise the Mayor; City Council; City Manager; all departments; all offices of the City; City Boards and committees; and other public agencies that provide services within the City, on matters related to bicycling and/or walking and the impact that their actions may have on the bicycling and/or walking environment. City of Wichita Ordinance 490441



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City of Wichita
Ordinance 490441

typically reduces project costs compared to installing the improvements as stand-alone projects later. The City Council endorsed Multi-Modal Policy calls for multi-modal accommodations during maintenance projects and provides guidance for implementation. Currently, there is no dedicated funding to implement the Multi-Modal Policy by including bicycle, transit, and/or pedestrian improvements during maintenance projects.

Enhanced Maintenance Projects and Spot Fixes

The City of Wichita has made a substantial investment in many off- and on-street bicycle facilities. These existing facilities require maintenance, and in some cases upgrading to meet the latest standards and best practices. Prioritizing maintenance activities helps to ensure that investments in maintenance lead to improved safety, use, and increases in the life-cycle of bicycle facilities. Funding in the CIP will help to ensure that maintenance is undertaken in a systematic way-improving safety, usability and reducing costs by prolonging the usable life of facilities.

Priority Bikeways (see attached project descriptions)

An interconnected bicycle network supports bicycling as a viable transportation mode by providing convenient and safe access to destinations through the city. The Wichita Bicycle and Pedestrian Advisory Board recommends that the City maximize these benefits by investing in the following priority bikeways listed below (organized in priority order, see the attached document for the bikeway descriptions). These recommendations are based on many factors including but not limited to; public input, recommendations in City plans, transportation connections to destinations, improved safety and access.

1. Redbud Multi-use Pathway
2. Prairie Sunset Trail including Cowskin Creek Bridge Crossing
3. Delano and Chisholm Trail Path
4. Mt Vernon and South Central to Ark River
5. Hoover Bikeway
6. WSU Bikeway Connections
7. Woodchuck to Buffalo Park and Air Capital Memorial Park
8. Arkansas River to Haysville
9. 31st Street
10. K-96 Connector



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Priorities for Pedestrian Infrastructure Improvements

Sidewalks and Wheelchair Ramps

This project would continue the funding for the CIP Arterial SW/WCR line item, which funds the installation of sidewalks along arterial streets and installation of wheelchair ramps. This funding helps implement Strategy 4 of the Pedestrian Master Plan.

Central Avenue Corridor Pedestrian Safety Improvements

This would fund a new project to plan, design, and install pedestrian safety improvements along Central Avenue from Seneca to Woodlawn. The Pedestrian Master Plan identifies Central Avenue as the top corridor in the City for the number of crashes involving motor vehicles and pedestrians. Installation of proven crash countermeasures will help to improve the safety of everyone - including children walking to school, seniors, and transit riders. This project will help to implement Strategy 11 of the Wichita Pedestrian Master Plan.

Broadway Safety Corridor Improvements

With funding from a Health ICT grant the City of Wichita contracted with Alta Planning and Design to develop a safety corridor pilot project for a one-mile corridor. Using crash data, several areas of the city were identified as possible sites for the project. Based on crash data and input from the WBPAB, it was determined that an area along North Broadway from 11th Street North to 3rd Street North be designated as the proposed project area. This recommendation would fund final designs and construction.

These recommendations are based on the strategies and goals of the City of Wichita Bicycle Master Plan and the Wichita Pedestrian Master Plan. The plans recommend actions for the City to help make bicycling and walking safer, to improve connections, and to promote living well in Wichita.

Very respectfully and for the board,

Jack Brown, Chair
 Wichita Bicycle and Pedestrian Advisory Board

Cc: Wichita Bicycle and Pedestrian Advisory Board
 Scott Wadle, Parking and Mobility Division

Bikeway Projects 2020-2029 CIP attachment

Bikeway Projects Description

1. Redbud Multi-use Pathway – Woodlawn to Rock Road-this project would install shared-use path, improve crossings, and add neighborhood connections/access points along the segments of the former railroad corridor

2. Prairie Sunset Trail including Cowskin Creek Bridge Crossing– this project would create an unpaved trail and on-street bikeway from Goddard (167th Street) to the Arkansas River Path in Wichita. The project would include design work, improvements the former railroad corridor, additional and upgraded roadway crossings, acquisition of rights to the former RR corridor where needed, installation of a bridge at the Cowskin Creek, upgrades to existing bridges, a connection from the trail at Hoover to Bebe Street, and addition of on-street bikeways from Bebe Street to the Arkansas River Path.

3. Delano and Chisholm Path – this project will improve and extend the revitalization of the Delano Neighborhood and business district by adding a safe transportation options for families of all ages; and a connection to two universities. The project would include installation of paved paths, crossing improvements/signals, property/access acquisition where need, fencing, designs, and related work some of which will address the brownfield area. Below is a listing of the bikeway improvements undertaken as part of the project. Chisholm/Delano Path Trail Path- the former railroad corridor north of Douglas Avenue would be improved from a vacant brownfield site to a bikeway and public space connection from the Arkansas River to the proposed future park site near Elizabeth Street. Kansas and Oklahoma RR Corridor – the City would work in partnership with the K&O to develop a rail-with-trail path from the Zoo Boulevard Path to the proposed Delano Path and south to Friends and Newman Universities.

4. Mt. Vernon and South Central Bikeways to Arkansas River – this project would assist continued revitalization efforts in the South Central Neighborhood and improve safety along Mt. Vernon Road by undertaking the following improvements. South Central Bikeways – bike lanes and/or shared lane markings would be added to Market Street and Topeka Street from the existing Mt. Vernon Bike Lanes to Pawnee Avenue. Side paths would be added to Pawnee Avenue and Broadway Avenue to connect the bikeways on Market and Topeka to the Arkansas River Path.

5. Hoover Bikeway – this project would design and construct a bikeway from Sedgwick County Park to the proposed Crystal Prairie Lake Park.

6. WSU Bikeway Connections – this project would improve the bikeway connections to and from Wichita State University. The improvements will help to make WSU more attractive to prospective students, strengthen connections with the surrounding community, and improve conditions in a location where people are more likely to bicycle. Below is a listing of the bikeway improvements undertaken as part of the project:

- **17th Street Bike Lanes – I-135 Path to Oliver/Redbud Path:** this improvement would continue the new bike lanes on 17th Street from Hillside to the Canal Route Path at I-135. The project would include a road diet along 17th Street and crossing improvements at key intersections.
- **Fairmount Neighborhood Bikeways:** this improvement would add bikeways on streets through the Fairmount Neighborhood and crossings at major roadways in order to strengthen connections between WSU, the Redbud Path, and other bikeways.
- **Belmont / Fountain Bikeway:** this improvement would add an on-street bikeway to connect the WSU campus to the K-96 Path.

7. Woodchuck Connector to Buffalo Park and Air Capital Memorial Park – this project would design and construct an on-street bikeway from the Woodchuck Bikeway to a Maize Road crossing near Buffalo Park. It would also provide a connection south across Kellogg at Maize to the Air Capital Memorial Park. The project would include crossing improvements along with the bikeway pavement markings, path connectors, and possible traffic calming.

8. Arkansas River to Haysville – this project would develop a trail from Wichita to Haysville along a former railroad corridor owned by the City of Wichita. The bikeway would travel from the Arkansas River Path near OJ Watson Park to Haysville, and would include crossing improvements, design work, construction of a bridge deck at the Big Ditch, and related improvements.

9. 31st Street South Bikeway – This project would install on-street bikeways on 31st Street South and connection to the Arkansas River Path near O.J. Watson Park. It would include shared lane markings from the Kansas and Oklahoma Railroad (located west of West Street) to West Street; a road diet with bike lanes from West Street to Old Lawrence Road; and a bicycle boulevard on Old Lawrence Road from 31st Street to the Arkansas River Path.

10. K-96 Path Connection – this project would design and construct the missing link between the K-9t Path and the existing paths along Greenwich Road and/or Harry Street.

From last year: I-135 Path Upgrades and Linkages – this project would design and construct improvements to upgrade one of the bikeway system backbones (I-135 / Canal Route Path), while improving its usefulness by adding connections and linkages to and from surrounding destinations and neighborhoods. Below is a listing of the recommended bikeway improvements to be undertaken as part of this project.

- **I-135 Path from 17th Street to Douglas Avenue:** the improvements would consist of crossing improvements (lighting, markings, removal of bollards, installation of signage, installing and upgrading signals); lighting improvements (removing lights that don't function, adding new lights).
- **Hydraulic Bike Lanes – Douglas Avenue to Redbud path:** as part of this project, Hydraulic would be converted from a 4-lane to a 3-lane roadway with bike lanes. In addition to the signs and pavement markings changes. The existing signals would be upgraded to allow for the conversion.

- 11th Street Bikeway – from I-135 Path to the Green Street Bikeway: the improvements would install a bicycle boulevard with traffic calming, pavement markings, crossings, and signage.